Developed Areas Guidebook

Municipal Development Plan: Volume 2, Part 3

Developed Areas Guidebook

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Developed Areas Guidebook

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1.0   Introduction

Building a sustainable, connected city of great neighbourhoods

Calgary is a young, dynamic and growing city and its neighborhoods are often changing. They are more diverse with different housing preferences and needs. These needs, combined with an evolving and fluctuating economy, demands for new infrastructure and services and changing climate all pose challenges to our city.

We will meet the challenges we face today and in the future as Calgarians have always done and embrace building a stronger, resilient and sustainable city.

Growth and change in our communities is crucial as they support the economy, allow resources and infrastructure to be used efficiently, and create culturally diverse, vibrant and complete neighbourhoods.

Together, the Developed Areas Guidebook (Guidebook) and Local Area Plans provide the core policies for future development and community building within the Developed Areas (see Map 1: Location of the Developed Areas).

As a forward looking planning approach, this Guidebook and Local Area Plans will address a broad range of issues and maximize opportunities such as the benefit of public and private investment and development. The aim is to increase residential and employment densities in key locations where transit and community amenities and services are most accessible. New and different types of housing and employment related development will help to maintain or create stable and vibrant communities with the sufficient population to support more diverse housing forms, businesses, services, schools and valued amenities for people of all ages and needs.

This Guidebook will guide local area planning and City decisions on where and how to build new jobs and housing to improve our neighbourhoods, while retaining the quality of life we enjoy today. It provides a roadmap and framework through which The City, communities, industry and other stakeholders can collaborate to create and maintain local area planning that represents and supports the best possible vision and direction for Calgary's Developed Areas communities.

Map 1 I Location of Developed Areas

The Developed Areas encompass both the inner city (neighbourhoods developed prior to the 1950s) and the established areas (neighbourhoods built out between the 1950s and 1990s). These neighbourhoods are primarily residential with support retail and employment. They may include portions of the older industrial areas of the city, in particular areas identified as Employee Intensive in the Municipal Development Plan, where intensification and redevelopment are envisioned, as determined through a Local Area Plan.

Legend

Developed Areas

Centre City

Developing Areas

Industrial Areas
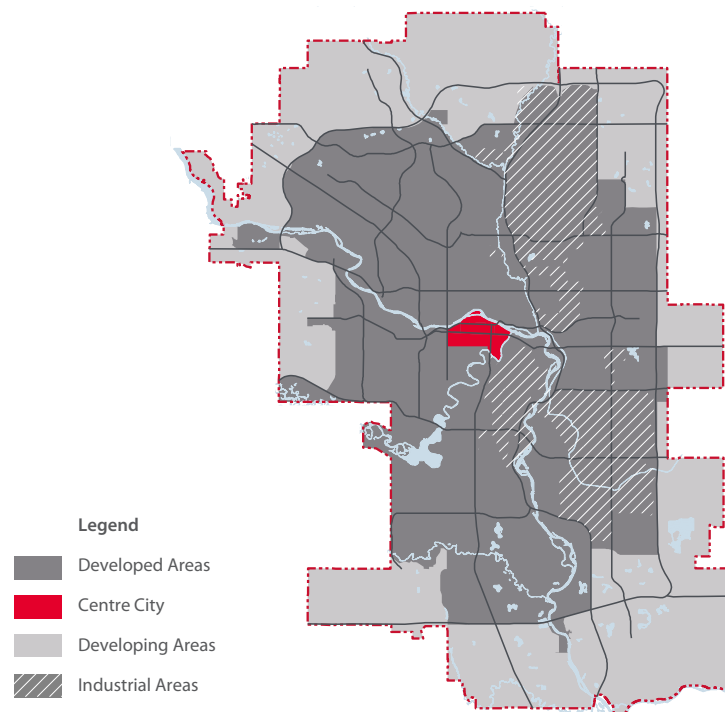
The Developed Areas Guidebook:

- Translates Municipal Development Plan (MDP), Volume 1 objectives into community level policy.

- Provides general policy to shape more complete communities that are well connected and supported by amenities and services that meet the daily needs of all people.

- Provides a common community framework, consisting of land use, urban form and policy direction, for how the Developed Areas are planned and developed today and into the future.

- Establishes a consistent approach for undertaking a Local Area Plan or significant Local Area Plan amendment and implementing the Land Use Bylaw, as well as reviewing applications in areas where a Local Area Plan references this Guidebook.

Figure 1-1 | Complete Communities

Complete communities are places that provide environments that support children at every stage of their development, a range of housing forms and options for all households, and seniors aging gracefully in their neighbourhoods. These communities have a built form and spaces that support public life and well-being, providing connections by foot, bike, transit and vehicle to jobs, shopping, learning, open space, recreation, and other amenities and services.

This Guidebook contains policies that are applied in conjunction with the policies of MDP Volume 1 and a Local Area Plan. It outlines the form and character of development that are the building blocks within the Developed Areas. This community framework and the established general policies in the Guidebook set out a course of action to facilitate and guide change in our communities that reflects good planning practice, MDP core objectives and community interests and values. Local Area Plans will continue to focus on the unique and specific aspects of the community and ensure that development is complementary to the existing community character and other local aspirations. This approach is intended to simplify policy implementation, provide predictable, consistent policy direction that can be responsive to changing circumstances and promote the well being of people and communities as central to that work.

Creating **complete communities** that offer a range of well designed housing options, including more affordable housing types, enhanced by local businesses, shops and amenities will support a diverse age-resilient city.

1.1 Vision

This Guidebook reflects the aspirations and vision of the MDP to make Calgary a sustainable, connected city of great communities.

1.2 Core Ideas

The vision of the MDP is supported through the overarching concept of complete communities. This concept is interwoven through the following core ideas which also embody the goals and policies of the MDP, Calgary Transportation Plan (CTP), and city wide plans and strategies approved by City Council. These principles provide the overall direction for future Local Area Plans in the Developed Areas (Figure 1-2). Each Local Area Plan should demonstrate how these ideas are being achieved at the local scale to achieve the vibrant and complete communities envisioned by the MDP, as well as support the vision for city-wide, long term sustainable growth.

The Developed Areas is comprised of many distinct neighbourhoods, some of which are already complete communities, while others have some components of complete communities in place, or even declining population due to community life-cycle. This Guidebook contains policies that, overtime, enable infill and a diversity of housing forms and higher density mixed-use areas in Centres and Main Streets to provide the necessary number of people to support neighbourhood shops, schools and amenities in all communities.

Figure 1-2 I MDP Goals, Policies and Community Core Ideas

Municipal Development Plan goals and policies:

Prosperous economy

Connecting the city

Greening the city

Great communities

Compact city

Managing growth and change

Good urban design

Core Ideas

Complete communities:

- Promote vibrant, mixed-use communities and support cultural vitality.
- Increase diversity in housing, employment and amenity choices.
- Enable a broad range of compatible and desirable uses, including local services to meet daily needs for residents, workers and visitors.

Great communities:

- Respect and enhance community character, history and distinctiveness.
- Provide a variety of affordable and quality housing options.
- Support building forms that are suitably scaled to the neighbourhood or community.
- Enable a variety of public spaces, parks, facilities and other community amenities to support social interaction, activities, well-being and inclusiveness.

Compact strategic growth:

- Accommodate future residential and employment populations in a way that allows more compact efficient use of land and generates activity and vitality in local neighbourhoods.
- Focus on community priorities and strategic opportunities for public and private investment.

Multi-modal connectivity:

- Create walkable, bikeable, connected and transit-oriented communities.
- Create safe connections within and outside of the community, connecting people with amenities, services and employment.

Resilient communities:

- Promote economic resiliency.
- Take measures to adapt to climate change and support renewable and low carbon energy.
- Foster social diversity and connections as a means to enhance community resiliency.
- Facilitate the development of healthy and active communities.

1.3 Planning Approach

A community framework has been established for the Developed Areas. It outlines the form and character of development for different areas of a larger community. Containing this policy framework in one Guidebook will facilitate consistent policy interpretation and reduce the repetition in future Local Area Plans.

Section 2 outlines three built form categories; each of which is further organized into building blocks. Building blocks represent the different uses and intensities typically found throughout the Developed Areas (see Table 1: Planning Approach).

In Volume 1, built form typologies have been established to create an urban structure for the entire city. These typologies vary in both scale and intensity. The building blocks in the Guidebook each correspond with an urban structure typology identified in Volume 1 as shown in Table 1.

The policies of this Guidebook are applied through reference in a Local Area Plan and are implemented through land use and development application processes and the Land Use Bylaw. Local Area Plans include Area Redevelopment Plans (ARPs), Station Area Plans (SAPs) and Area Structure Plans (ASPs) (see MDP Section 1.4.4 for a full description of Local Area Plans). Only areas with a Local Area Plan that references this Guidebook will be subject to its policies.

Creating Local Area Plans for Complete Communities

This Guidebook must be used when writing Local Area Plans for any area identified in Map 1: Location of Developed Areas. It sets out a community framework, best practices and common policies for Local Area Plans to help Calgary meet goals around complete communities, providing consistency and minimizing repetition between plans. The community framework should be applied and customized at the local level. In many circumstances, the policies in this Guidebook will be expanded upon, when needed, in the Local Area Plan to provide additional guidance. Market analysis, physical site characteristics and public input additionally guide the creation of the Local Area Plan.

Guidebook policies are applied to an area through the community engagement process for a new or amended Local Area Plan. Through this process, local area policies will reflect the needs that are specific to the unique community context.

Review and Decision-Making on Land Use and Development Applications

Where a Local Area Plan states that this Guidebook applies, this Guidebook must be read in conjunction with the Local Area Plan to guide an application or new outline plan.

Built Form Categories	Scale	Building Block	Urban Structure Typology
Community	High Density	Community High Density	Major Activity Centre, Community Activity Centre
	Centre	Community Centre	Major Activity Centre, Community Activity Centre, Urban Main Street, Developed Residential Areas
	Mid-Rise	Community Mid-Rise	Neighbourhood Activity Centre, Community Activity Centre, Neighbourhood Main Street, Developed Residential Area
Neighbourhood	Mid-Rise	Neighbourhood Mid-Rise	Developed Residential Area, Community Activity Centre, Major Activity Centre, Neighbourhood Activity Centre and Main Street
	Low-Rise	Neighbourhood Low-Rise	Developed Residential Area, Neighbourhood Activity Centre
	Low-Scale	Neighbourhood Limited	Developed Residential Area, Neighbourhood Activity Centre
Employment	Flexible	Industrial	Standard Industrial
		Intensive	Industrial–Employee Intensive, Community Activity Centre

1.3.1 New Local Area Plans

During the preparation of a new Local Area Plan, community building blocks, as outlined in Sections 2.0 and 3.0, will be selected to achieve a specific local vision. While some areas may present a blank slate for redevelopment, others may have established development patterns, ranging from stable low-scale residential to industrial, which may not lend themselves, to significant changes or intensification. New Local Area Plans should use the framework set out in this Guidebook and expand on the policies of the building blocks where needed to respond to unique attributes in a community. The application of this Guidebook will be different for each community depending on the community context and vision.

Community Composition

This Guidebook recommends the incorporation of the following components as part of the Local Area Plan:

a. A map that identifies the location and boundaries of built form categories and building blocks that will achieve the Guidebook and Local Area Plan core ideas.

b. A map indicating building heights for areas contained within the Local Area Plan.

c. A summary of planning outcomes, including jobs and population estimates, that align with this Guidebook and Volume 1 of the MDP.

d. An overview of community history, opportunities and constraints.

e. Additional policies that are specific to the community, including but not limited to:

    i. Specific attributes for local neighbourhoods, streets, or defined areas within the community.

    ii. Specific local attributes pertaining to the applied built form categories or building blocks.

    iii. The preservation of existing natural or green areas.

    iv. Active frontages, where mixed-use activity will be concentrated.

v. A grid or modified grid of public streets that builds on the existing road network to encourage walkability, support universal accessibility and improve connectivity for all modes of travel within and beyond the community.

vi. Existing or new parks, open space, and regional pathways.

vii. A range of community services, amenities, cultural and heritage resources.

viii. Development oriented to encourage transit use, cycling, and walkability.

ix. Existing or future transit service plans.

x. Infrastructure that may support climate change resilience and renewable energy.

For a suggested template for the preparation of a new Local Area Plan see Appendix 3: Local Area Plan Template.

1.3.2   **Amendments to Existing Local Area Plans**

This Guidebook may also be implemented through a significant amendment to an existing Local Area Plan. Determining whether this Guidebook should be applied to an amended plan will be based on the significance and content of the amendment. This Guidebook could be applied through an amendment to a Local Area Plan for a specified area (e.g. a Main Street, an identified neighbourhood, or an Activity Centre) based on community vision and engagement. In these situations, it will be determined on a case-by-case basis whether the entire Local Area Plan, or just the specified area undergoing the amendment would be updated to reflect this Guidebook. Amendments to a Local Area Plan for site specific land use redesignations will not warrant the application of this Guidebook.

2.0   Community Framework

The Developed Areas Guidebook establishes a common framework for development to guide growth and change for the Developed Areas. It outlines the building types and forms, intensity and urban design common to the Developed Areas.

2.1   Community Framework

This Guidebook identifies three built form categories found in Developed Areas. It also identifies eight building blocks which are specific to the categories and are used to create unique community context. Not all building blocks need to be used in each community; rather, they should be used to build the desired character of a community.

The Community framework structure and building blocks are associated with particular forms and building heights that are typical of specific land use districts (from Land Use Bylaw 1P2007). All categories and building blocks have common policies that should be considered through the development of a Local Area Plan or a site-specific application, depending on the policy and context.

Figure 2-1 and 2-2 demonstrate how the building blocks are applied and customized at the local level.

Figure 2-1 I Community Framework Application Employment Areas

Employment Intensive				Employment Industrial	
C-COR2	C-R1	C-C1	I-C	I-G	C-N1
C-COR3	C-R2	C-C2	I-R	I-E	C-N2
C-O	C-R3		I-B	I-R	C-C1
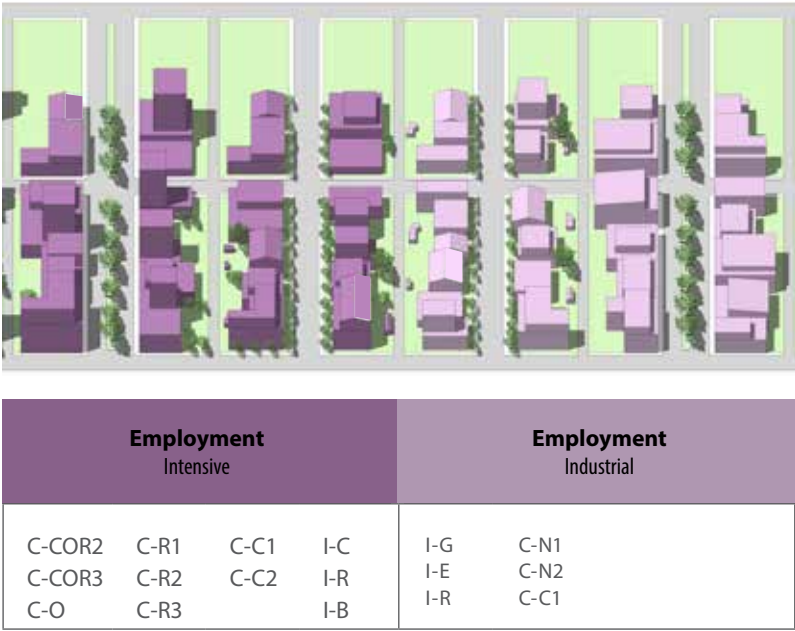
Figure 2-2 I Community Framework Application Developed Areas

A number of selected building blocks identify and reinforce an urban hierarchy within the community. The building blocks enable a sense of continuity throughout communities with smooth, imperceptible and consistent transitions between land use areas. These areas share common attributes reflecting each unique area in the community based on building types and forms, intensity, urban design and community vision.

Developed Areas
Building Blocks

Increases in
Diversity of Uses

Predominantly
Residential

Community High-Density	Community Centre	Community Mid-Rise	Neighbourhood Mid-Rise	Neighbourhood Low-Rise	Neighbourhood Limited

Local Area Plan
Additional Details and Definition

10 storeys +	6-10 storeys	up to 6 storeys	up to 6 storeys	up to 4 storeys	up to 3 storeys
High-Rise Mixed-Use & Apartments Large Scale Mid-Rise	Medium & Large Scale Mixed-Use Mid-Rise	Mixed-Use Mid-Rise	Apartment Mid-Rise	Apartment, town house Low-Rise	Singles, semi-detached, duplex, suites, row house, town house
CR-20 M-H2 C-COR2 M-H3 C-COR1	MU-1 M-H1 MU-2 M-H2 C-COR1 M-H3 C-COR2	MU-1 M-X1 MU-2 M-X2 C-COR1 M-H1	M-C2 M-H1 M-X2	M-CG M-C1 M-X1	R-CG R-C1N R-C1 R-C2 R-C1s

Please refer to Appendix 1, Table 3 for full list of potential districts.

Building blocks are intended to correspond to existing and desired land use districts identified through the Local Area Plan process. This diagram demonstrates a sample of the core Land Use Bylaw districts only. Not all applicable districts are considered.

Figure 2-3 | Community Framework

The community framework is intended to promote and facilitate the development of vibrant and livable communities, all with amenities and services that meet the daily needs of residents, workers and visitors.

Community Framework
Building Blocks

Urban Form

Residential Infill

Neighbourhood – Limited
1-3 storeys-singles, semi-detached, duplex, suites, row house, town houses

Neighbourhood – Low-Rise
up to 4 storeys

Neighbourhood – Mid-Rise
up to 6 storeys

Urban Structure: MDP Typologies

Developed Areas

Neighbourhood / Community Activities Centres

Community Framework
Building Blocks

Urban Form

Residential Infill

Neighbourhood and Community Activity Centres and Main Streets

Transit Station Area

Community – Mid-Rise
up to 6 storeys

Community – Centre
6-10 storeys

Community – High-Density
10+ storeys

Neighbourhood Main Streets   **Community and Urban Activity Centres**   **Urban Main Streets and Major Activity Centres**

In developing the built form categories and building blocks, Calgary's inner city and established area neighbourhoods were examined for best planning policy practice and development outcomes. Illustrations are provided in Figures 2-4 and 2-5: Examples of Application of Building Blocks to demonstrate how the resulting framework is applied to an established Main Street and transit station area.

Figure 2-4 l Example of Application of Building Blocks: Main Street
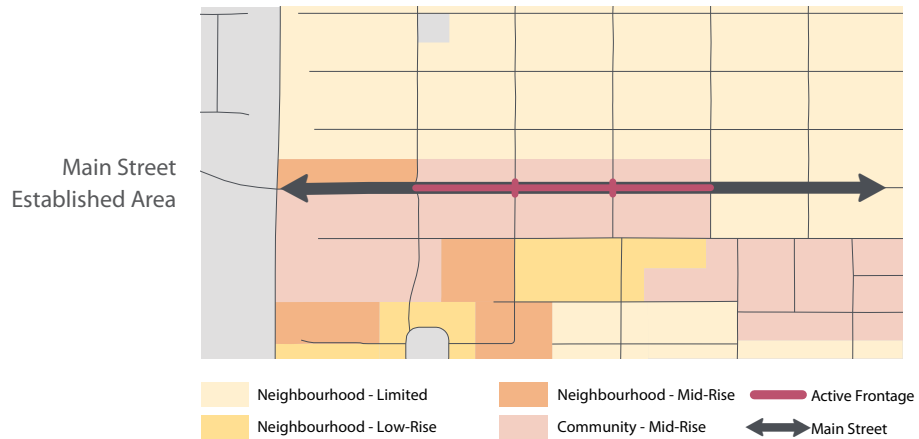
Main Street
Established Area

Neighbourhood - Limited	Neighbourhood - Mid-Rise	Active Frontage
Neighbourhood - Low-Rise	Community - Mid-Rise	Main Street

Figure 2-5 l Example of Application of Building Blocks: Transit Station Area

Transit Station Area
Inner City

Neighbourhood - Limited	Community - Mid-Rise	Active Frontages	LRT Station
Neighbourhood - Low-Rise	Community - Centre	Main Streets	LRT Alignment
Neighbourhood - Mid-Rise	Bow River		
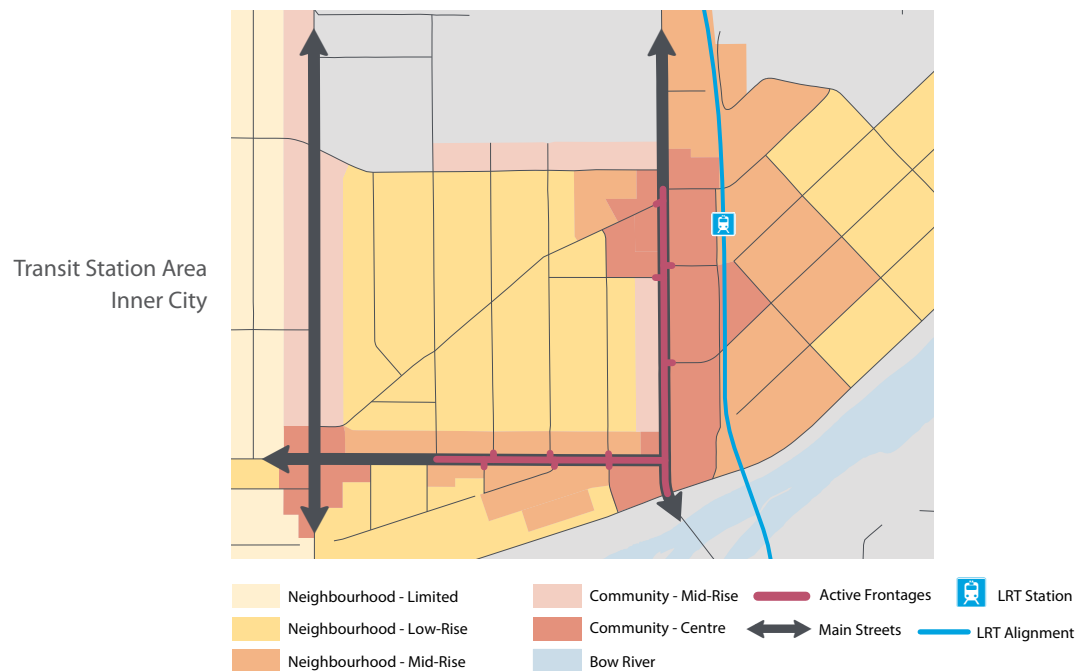
Creating the compact and connected city envisioned by the MDP requires establishing harmonious transitions between different types of land uses. New and redevelopment along Main Streets and at the edges of Activity Centres complements adjacent neighbourhoods. See Appendix 4 for three dimensional illustrations of the above examples.

3.0 Land Use and Built Form

Municipal Development Plan policy emphasizes creating active, vibrant and complete communities. In this section, this Guidebook establishes the foundational land use and design framework and supporting policies for communities in the Developed Areas to achieve these objectives.

"Redevelopment should support the revitalization of local communities by adding population and a mix of commercial and service uses."

— MDP Vol. 1, Section 3.5.a

MDP policies promote strong commercial and employment areas that are well served by transit and connected by walkable, diverse residential neighbourhoods. The MDP recognizes that supporting mixed-use development patterns and a range of housing forms and options for households of all income levels, ages and abilities is critical to sustaining and enhancing stable and healthy communities.

3.1 Built Form Categories and Building Blocks

The purpose of the built form categories and building blocks is to provide certainty on the types of uses and character that can occur within each area. The community framework is designed to enable a variety of uses and building forms and to establish a range of densities.

Built form categories provide the general use and intent for an area while the building blocks provide further detail on the range of uses, scale of buildings, density, and general built form characteristics as shown in Table 2: Building Blocks and Intensities. Locating the building blocks for a community takes into consideration a community's aspirations and The City's strategic growth objectives. Not all categories and building blocks are appropriate in every community; only those that contribute to the vision for the community should be used. The building heights referenced in these building blocks provide general guidance and assurances regarding the intent of the building block while still allowing flexibility to customize the Local Area Plan to meet the needs of the community.

The location and boundaries for the building blocks and community policies are determined through the Local Area Plan. They are subsequently implemented through application processes, such as land use amendment and development permits.

Table 2 l Building Blocks and Intensities

	Building Block	Intensity	Characteristics
Community	Community High-Density	10 storeys and higher	• Wide range and combination of uses • Highest intensity, no maximum height • High density of residential uses at 10+ storeys • Permitted number of storeys indicated in Local Area Plan
	Community Centre	6-10 storeys	• Wide range and combination of uses • Higher concentration of non-residential uses, including institutional • High density residential uses at 6+ storeys in height
	Community Mid-Rise	Up to 6 storeys	• Wide range and combination of uses • Concentration of retail, services, offices and residential
Neighbourhood	Neighbourhood Mid-Rise	Up to 6 storeys	• Predominantly residential uses • Includes support community uses such as parks, schools, places of worship and small scale commercial to serve local residents
	Neighbourhood Low-Rise	Up to 4 storeys	• Predominantly residential uses • Includes support community uses such as parks, schools, places of worship and small scale commercial to serve local residents
	Neighbourhood Limited	Singles, Semi-detached, Duplex, Suites, Rowhouse, Townhouse	• Predominantly low density residential uses and ground oriented dwellings • Includes support community uses such as parks, schools, places of worship and small scale commercial to serve local residents
Employment	Employment Industrial	Flexible and can range in intensity depending on needs	• Protective of industrial uses with minimal redevelopment to non-industrial uses • Minimal support uses allowed as defined by the Local Area Plan
	Employment Intensive	Flexible and can range in intensity depending on needs	• Wide range of non-residential uses • Transit trip generating employment uses

3.1.1 Community Category

Community Areas provide the primary areas for growth and change in Calgary over the next 30 years. They are compact urban places (Main Streets, Activity Centres, transit station areas) that anchor complete communities. This category contains a broad range of residential and commercial uses that may be arranged vertically within a building or horizontally across an area in multiple buildings within a community.

Three building blocks define the different scales of development within the Community built form category:

• Community – High Density

• Community – Centre

• Community – Mid-Rise

A. Community – High Density

Community – High Density facilitates high intensity residential and mixed-use development with large-scale residential and non-residential uses. It has the highest density and the greatest flexibility of the Community building blocks to provide significant office, institutional and residential uses. Built forms could have large use areas and street walls to accommodate large scale mixed-use development. This area allows mixed-use and multi-residential buildings 10 or more storeys in height, encouraging upper storey building setbacks, where appropriate. The first floor of mixed-use buildings should be constructed in a manner consistent with retail commercial storefronts, allowing future retail conversions.

B. Community – Centre

Community – Centre accommodates a greater proportion of non-residential development and higher density buildings than the Community Mid-Rise building block (see below). These areas have wider sidewalks and buildings set close to the public realm to support higher levels of commercial and residential intensity that can provide a regional draw and will help generate daytime and evening activity. Both a vertical and horizontal mix of uses is appropriate. Buildings should be six to 10 storeys in height, providing room for taller first and second storeys in buildings where vertical mixed-use is desired. Multi-residential buildings should incorporate upper storey building stepbacks, where appropriate.

C. Community – Mid-Rise

Community – Mid-Rise consists of mid-rise building types that accommodate a range of retail, services, office, institutional and residential uses and is appropriate for most areas where a horizontal and vertical mix of uses is desired. Streets typically define medium-sized blocks embedded within an established low to medium-scale urban fabric such as low density residential neighbourhoods. Buildings should be up to six storeys, providing room for taller commercial uses in buildings where vertical mixed-use is desired.

The policies in subsections 1 to 5 below should be used when applying a Community building block in a Local Area Plan, as well as during the application stage.

1. General Community Areas

Development within an area defined as a Community building block should contribute to the following aims:

a. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, open space and other community services and amenities.

b. Generate activity throughout the day and evening.

c. Encourage and support retail and service businesses.

d. Support a broad mix of medium and higher density residential and non-residential uses.

e. Integrate development with adjacent residential areas by ensuring appropriate transition in building height, scale, and intensity of uses.

f. Encourage building entries to be visible from the street and directly accessible from the sidewalk.

g. Encourage the incorporation of schools, child care, places of worship, civic facilities and other community functions within the community.

h. Provide vehicular access to new developments via a lane, where feasible.

i. Designate select streets as active frontages (see subsection 4 for additional policies).

2. Commercial Development

Commercial development within an area defined as a Community building block should meet the following policies:

a. Provide a wide variety of retail, office, and personal service options and incorporate a range of unit sizes to support a variety of uses.

b. Promote commercial streets that are defined by a series of narrow shopfronts to create interest and rhythm along commercial streetscapes.

3. Residential Development

Residential development within an area defined as a Community building block should meet the following policies:

a. Encourage the incorporation of the following features:

   i. A mix of unit sizes and types to provide diversity in housing choice within residential developments.

   ii. Upper storeys massed and stepped back to minimize the appearance of scale and reduce shadow impacts where appropriate.

   iii. Common amenity spaces that allow for social and communal activities.

Figure 3-1 I Community Building Blocks

Mixed-use areas are lively places where the greatest concentration of activity (working, shopping and living) occur. These areas define locations where a high-quality living environment with transit, amenities and infrastructure capacity can support residential uses, employment uses and strategic intensification through a variety of building forms and heights.

b. Consider the identification of residential streets that are primarily composed of residential uses as residential frontage areas in the Community area in a Local Area Plan.

c. Consider locating the following uses within residential frontage areas:

   i. Residential uses at ground level with front entrances facing a street.

   ii. A limited variety of compatible non-residential uses, including opportunities for home-based and small businesses, provided the impacts (e.g., noise, servicing, parking) from the proposed use can be mitigated to the satisfaction of the Approving Authority.

Figure 3-2 I Active Frontage Areas

In active frontage areas buildings are oriented to the street and promote activity and surveillance through at grade and frequent entries, outdoor seating and a high quality public realm.

4. Active Frontages

Active frontages may be identified in a Local Area Plan, and are defined as the portions of buildings where the ground floor uses must be commercial, which will create a more vibrant and safer pedestrian environment and contribute to activity on the streets throughout the day and evening. All Community building blocks could include active frontages, if desired. Active frontages should be used when the Local Area Plan requires vertical mixed-use. Consideration should be given to economic studies and other planning rationale that supports the requirement of active frontages. Active frontages do not have to be identified in Local Area Plans that do not require vertical mixed-use.

a. Where active frontages are proposed, the development should be designed to:

   i.   Provide active uses at grade, including but not limited to retail, personal services, consumer services, supermarkets and restaurants, and community service uses, including child care.

   ii. Create a finer-grained building frontage with multiple uses for developments that face a primary pedestrian street or abut a public open space.

   iii. Promote multi-use commercial buildings.

   iv. Discourage surface parking lots on private property, located between a building and a street.

b. Local Area Plans are encouraged to identify additional uses, provided they are appropriate at grade, and the building is retail ready. These uses accommodate built forms intended for future active uses, in areas where economic trends or community redevelopment life cycle may not support those uses today.

5. Special Areas within a Community building block

a. A Local Area Plan may identify areas that are auto-oriented, particularly those areas that may experience transition in the future, but are currently geared towards automotive services.

b. A Local Area Plan may identify areas for light industrial uses such as light manufacturing, small-scale assembly and warehouses, fabrication, institutional/vocational, commercial flex and live-work that are small-scale in nature, where appropriate, that can demonstrate they have a low impact and are compatible with adjacent uses. These areas represent an opportunity for innovative, collaborative businesses that serve a range of employers.

3.1.2 Neighbourhood Category

Development in Neighbourhood policy areas should respect and build from the successful established patterns and character of the community. Neighbourhood areas are predominantly composed of residential uses at a variety of densities to allow for appropriate intensity at the local level as well as for specific pockets that support commercial and service uses. Residential buildings should be ground oriented, and provide pedestrian access points oriented towards the street. There are typically on-site amenities, green spaces, or connections to public open space. Through the Local Area Plan, various forms of housing mix and services should be provided to serve the growing diversity in household types and ages.

Three building blocks define the different scales of development within the Neighbourhood Category:

- Neighbourhood – Mid-Rise
- Neighbourhood – Low-Rise
- Neighbourhood – Limited

A. Neighbourhood – Mid-Rise

A Neighbourhood – Mid-Rise area would typically be located between existing low-rise residential, and more intense residential or mixed-use areas, such as Community – Centre, to act as a transition, or could be used to increase density in an area that can accommodate mid-rise buildings. Multi-residential buildings should be four to six storeys in height and provide a sensitive interface between higher intensity and lower intensity areas.

B. Neighbourhood – Low-Rise

Neighbourhood – Low-Rise could be located between existing ground-oriented areas, and more intense residential areas, such as Neighbourhood Mid-Rise or Community – Mid-Rise, to act as a transition, or could be used to increase density in an area that can accommodate low-rise buildings. This area encourages a mix of housing types including but not limited to low-rise multi-residential buildings, secondary and backyard suites, stacked townhouses, townhouses, live-work units, semi-detached dwellings, duplexes, and rowhouses between three to four storeys in height.

C. Neighbourhood – Limited

The Neighbourhood – Limited category allows for existing low density residential housing to remain, complemented by sensitive infill housing of a similar scale. Moderate intensification in this area respects the existing character and more intensive redevelopment will occur in strategic locations such as a Main Street. Appropriately scaled ancillary buildings and backyard suites are accommodated where deemed appropriate through a Local Area Plan. The Local Area Plan may identify locations where specific types of infill developments are encouraged or restricted.

There should be a mixture of housing types, up to three storeys in height, including single detached dwellings, accessory units, row-houses, duplexes and semi-detached dwellings to ensure compatibility with the surrounding community. This area also supports secondary and backyard suites.

Policies

The policies in subsections 1 to 3 below should be used when considering the application of a Neighbourhood building block in a Local Area Plan, as well as during the applicable application stage.

1. Development within an area defined as a Neighbourhood building block should contribute to the following aims:

a. Encourage primarily residential buildings allowing for local commercial nodes where applicable.

b. Encourage reinvestment in existing communities within 600 metres of Light Rapid Transit station.

c. Encourage schools, child care, places of worship, civic facilities and other community functions. Parking relaxations may be considered to accommodate these uses.

d. Encourage a mix of housing unit sizes, including some units with a sufficient number of bedrooms to potentially accommodate larger families and multi-generational households.

e. Encourage age-friendly housing to be located in areas with good access to services and amenities, including along streets with transit routes and within 200 metres of a Primary Transit Network stop or station or a Light Rapid Transit station or transit hub.

2. Multi-Residential Development

Multi-residential developments contain three or more dwelling units on one parcel of land. Multi-residential developments are encouraged to integrate with other types of housing throughout communities in a manner that provides inclusion and good access to public services and amenities.

Multi-residential development should be designed or planned to:

a. Locate primarily within 400 metres of the PTN, community services, amenities and open space.

b. Locate within Activity Centres and Main Streets, while ensuring it is strategically planned throughout the community.
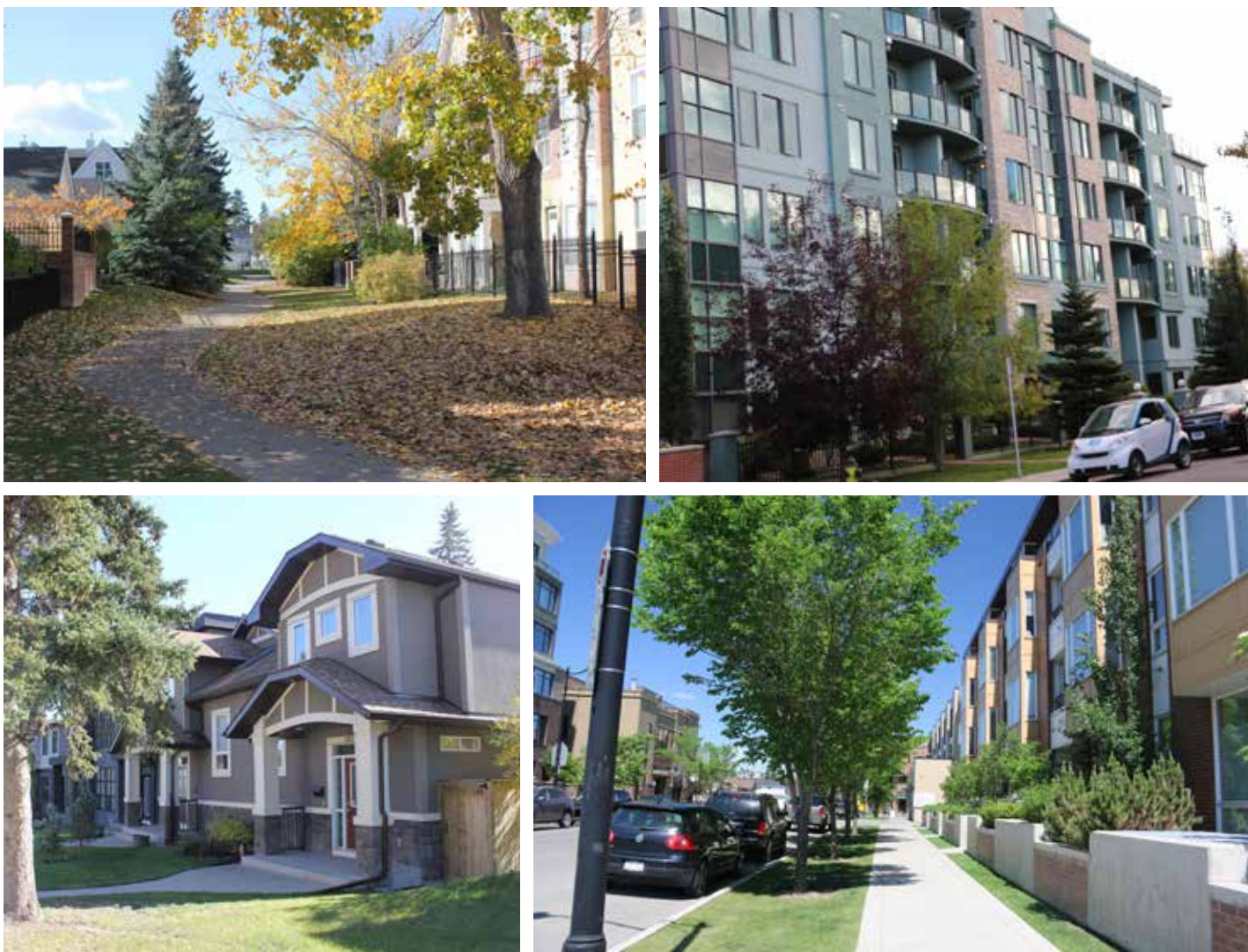
Figure 3-3 I Neighbourhood Areas

Housing needs can change dramatically over the course of a lifetime and a more diverse housing stock in communities will improve choices for residents over the long-term.

"Provide for a wide range of housing types, tenures (rental and ownership) and densities to create diverse neighbourhoods."

— MDP Vol. 1, Section 2.3.1

c. Integrate with the surrounding community in areas with consistent pedestrian orientation and a regular pattern of pedestrian and vehicular connections.

d. Front onto a public street or a private internal drive aisle that looks and functions like a public street, provided that this does not conflict with other policies, such as sound wall attenuation.

e. Orient main entrances towards a public street where a multi-residential development interfaces with both an internal drive aisle and public street.

f. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, open space and other community services and amenities.

g. Discourage surface parking lots provided between a building and a street.

Figure 3-4 I Neighbourhood Areas

Providing a range of housing options in communities will ensure that neighbourhoods remain diverse and resilient. Small-scale, local commercial supports residents' daily needs and can be compatible within residential areas when located appropriately.

3. Commercial Development

    Small-scale, local commercial development, intended to serve the day-to-day needs of residents that are compatible with residential uses, can be considered within residential areas.

    a. Design new commercial developments in these areas to reflect the surrounding residential area and locate on sites that meet one or more of the following criteria:

        i.   Have on-site or adjacent development that makes residential use inappropriate.

        ii. Have existing non-residential uses or existing buildings that are designed to accommodate non-residential uses, such as commercial or personal service.

        iii. Have a cluster or concentration of nearby commercial development already well established in the community.

        iv. Be located on a corner.

        v.   Be located near local community facilities or amenities.

    b. Consider parking relaxations where deemed appropriate by the Development Authority to accommodate these uses.

    c. Maximum non-residential floor areas should be determined at the Local Area Plan stage depending on site context.

    d. Consider support for local serving ground floor commercial uses for buildings that have, or will have, residential units located above the first floor.

Figure 3-5 I Employment Industrial and Intensive Areas

3.1.3 Employment Category

These areas provide for significant employment concentrations, and industrial operations. Planning for these areas contributes to a balance between employment and residential growth so that people have a greater opportunity to live and work in closer proximity, rather than commuting far distances. These areas promote the transformation of industrial, office and commercial properties to more intensive, active, transit supported and pedestrian-oriented communities. The primary uses are light to medium industrial, office and supporting commercial spaces as determined through the Local Area Plan. This transformation can be facilitated by the aggregation of vacant and underutilized land.

There are two building blocks in this category:

- Employment – Industrial
- Employment – Intensive

A. Employment – Industrial

Employment – Industrial provides for a broad variety of industrial uses and intensities that support business in Calgary. This building block protects industrial land for primarily industrial uses, including but not limited to: distribution, manufacturing, fabricating, processing, warehousing, construction, wholesaling and utilities, while allowing strategic non-industrial uses to support employees in the area. Local Area Plans using this building block should limit commercial and retail floor area to those uses needed to support industrial activity and should adopt and strengthen regulations around maximum floor areas and percentage of floor space allocated to ancillary retail or commercial uses.

a. Office conversions of industrial uses must only be considered where the following conditions apply:

Policies

i. The area has a documented deficit of office or commercial space based on a market study.

ii. The use does not detract from or affect the operations of the surrounding industrial uses.

iii. The area has the infrastructure capacity to support the added intensity provided.

B. Employment – Intensive

Employment – Intensive supports a high volume of employment uses that are transit trip generating while continuing to support traditional industrial uses. Redevelopment and development in this area includes but is not limited to offices with other support uses, including restaurants and other service uses. These area provide strategic locations for large scale institutional or campus-style uses and large format non-industrial uses when combined with high intensity employment uses. It allows for a vertical or horizontal mix of uses, relying on all modes of transportation to ensure connectivity. Pedestrian connections should be designed to ensure all areas are accessible, including for those with mobility challenges. Parcel size can vary to accommodate different types of uses, sizes or scales. Local Area Plans using this block could consider limiting retail floor area to those uses needed to support local activity and could adopt regulations around maximum floor areas and percentage of floor space allocated to ancillary retail uses. This building block may be appropriate adjacent to residential uses provided that an appropriate transition of uses and heights is considered.

General Employment Areas

Policies

The policies in subsection 1 below should be used when considering the application of an Employment building block in a Local Area Plan, as well as during the applicable application stage.

1. Development within an area defined as an Employment building block should meet the following aims:

a. Plan for employment uses in a way that contributes to strategic revitalization, good urban form, community vitality, and a well designed public realm.

b. Provide appropriate transitions from residential and other sensitive uses that may be adjacent or in close proximity.

c. Restrict new large-format freestanding commercial uses, including retail, car dealerships and other land intensive (but not employee intensive) uses, unless otherwise identified through the Local Area Plan.

d. Accommodate a transit stop where appropriate and enhanced transit waiting areas and amenities, where possible.

e. Consider through the Local Area Plan if floor plate size and ceiling height requirements are needed to accomodate specfic use or built form related to desired industries and businesses.

3.2 Future Comprehensive Plan Area

The Future Comprehensive Plan Area identifies parcels that do not require the application of a building block because their redevelopment is not anticipated in the short or medium term. They are parcels typically over 1.0 hectare (2.5 acres), of single ownership, where redevelopment is too far into the future to determine their land use when the Local Area Plan is being created. Further planning will be required at the time of redevelopment to establish the vision for these parcels. Higher levels of intensity and height may be considered for buildings or portions of buildings which may include corporate or institutional campuses, and may allow for large-scale uses.

Applications on these sites should include a comprehensive plan submission that details the land use and development pattern for the entire site. Buildings will be comprehensively designed and integrated with heights, setbacks, and other elements determined in the comprehensive plan submission.

Amendments to Local Area Plans may be considered should an application for a large assembly of land occur in an area, which would be appropriate, and benefit from the application of a Future Comprehensive Plan Area.

At the time of redevelopment, applications should include a comprehensive plan that meets and indicates the following requirements:

a. Shadow plan for the development of the entire site (if the application is being phased).

b. Phasing of development, if anticipated.

c. Transition to adjacent areas.

d. Public realm enhancements.

e. External and internal mobility connections (e.g., streets, sidewalks, cycle paths, transit).

f. Street network layout and the palette of street types.

g. Green infrastructure qualities such as landscaping, stormwater management and low-impact development (LID).

h. Building mass and orientation (e.g., density or FAR, building heights, placement).

i. Identification of proposed or current transit service.

j. Potential or anticipated subdivisions.

4.0   Urban Design

Great buildings, streets and public places are essential to achieving active, accessible and vibrant neighbourhood areas. Together, these elements support an attractive, diverse and safe public realm. They promote an active and vital street life and resilience in communities.

"Cities are made up of collections of great buildings and memorable spaces within and/or between the buildings where people live, work, play and visit. It is this collection – the built environment and its architecture and public spaces – that influences each individual's image of the city"

— MDP Vol. 1, Section 2.4.1

Policies in this section accommodate a variety of building forms and establish a general policy framework for site, building and streetscape design in Developed Areas. These policies are intended to promote an urban form that reinforces a community's distinctive place in the city and strengthens its physical fabric and character. The policies are intended to be used and further refined through the Local Area Plan to accommodate the unique local needs of the community. They should also be used during the application stage.

Development should include well designed and high quality buildings that frame adjacent streets and open spaces and accommodate a wide variety of public amenities and services. Figure 4-1: Design Elements identifies 12 urban design elements that are organized into four areas – site design, building design, streetscape character and public realm, and parking and vehicular access.

Development and redevelopment should respect and build from the successful established patterns and traditions of a community's block and street patterns, building massing, articulation and architectural character, balanced with a forward-looking approach that incorporates high quality architecture based in current best design practice.
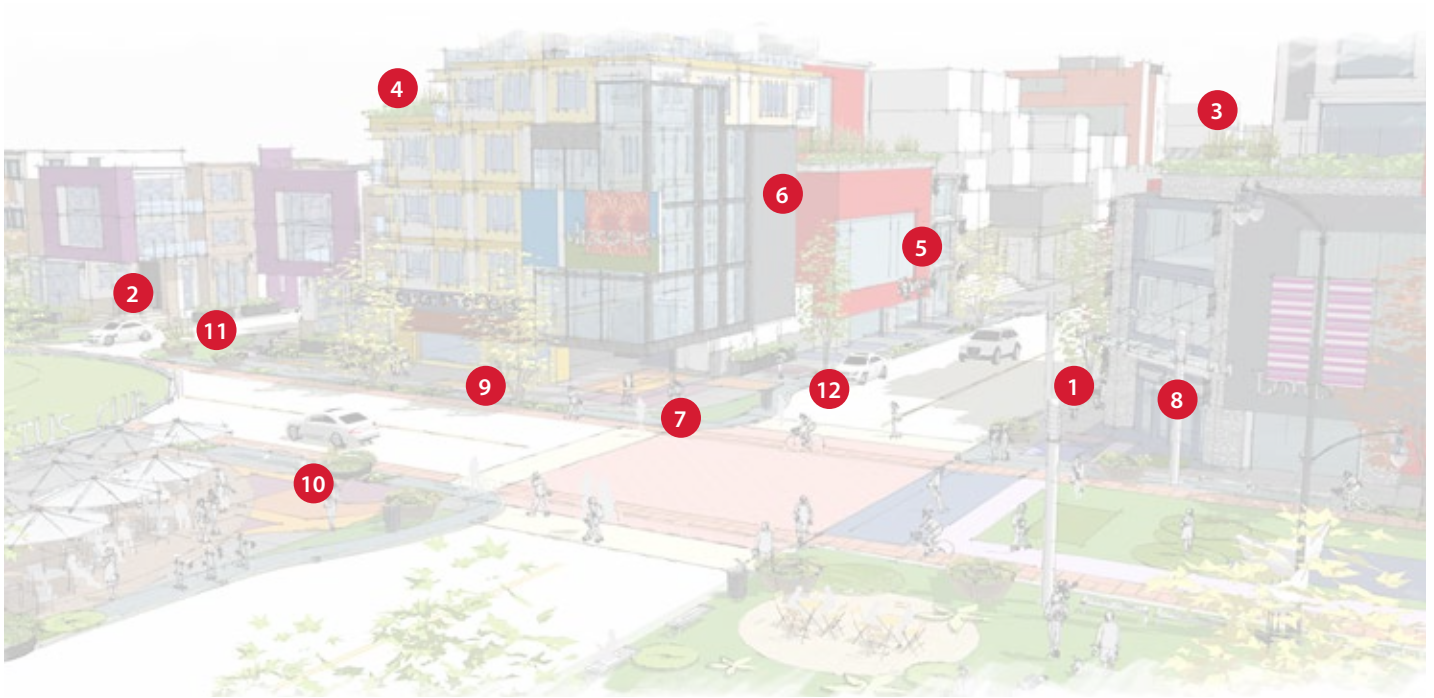
Site Design

1. Buildings oriented to the street to create a safe, comfortable pedestrian environment.

2. Landscaped stepbacks and elevation changes for residential units.

Building Design

3. Setbacks and building separation minimizing wind, sunlight and privacy impacts. Amenity spaces for building occupants.

4. Neighbourhood scaled setbacks and transitions, appropriate to the context of an individual neighbhourhood.

5. Street wall height proportionate to the street width.

6. Continuity of streetwall to frame the street and use of texture, materials, façade articulation and setbacks.

7. Well-designed, prominent building entrances and building corners.

8. Active uses with tall ground floor heights, transparent façades and frequent entrances at-grade on key frontages.

Streetscape Character and Public Realm

9. Wide sidewalks with trees, lighting and street furniture.

10. Public realm that supports program spaces for markets, festivals and other activities

Parking and Vehicular Access

11. Rear site and building access; limiting vehicular interruption to sidewalk.

12. On-street parking to support mix of uses.

4.1. Site Design

Site design determines the siting, form and scale of new development and its relationship to the streets, public environment and open spaces and the overall neighbourhood and city context. This section outlines a set of general site design policies that applies to any parcel located in the Developed Areas.

4.1.1 Urban Structure – Complete Communities

Policies

a. Create or reinforce a compact urban development pattern with pedestrian scaled blocks and building frontages that spatially define public streets and open spaces and encourage walkability and transit use.

b. Design sites to connect and define neighbourhoods, edges, paths, centres and streets of activity.

c. Encourage buildings that are connected and integrated with adjacent open spaces and other landscaped, or private and public amenity areas.

4.1.2 Density and Mix of Uses

Policies

a. Support variations of land uses, building types and forms and organize new development to complement the public realm and desired neighbourhood character and intensity.

b. Support transit-supportive density development at a variety of scales in Activity Centres and Main Streets to accommodate growth and change while recognizing traditional patterns where appropriate.

c. Encourage design and development that provides continuity with development patterns in low-scaled residential areas outside of Activity Centres and Main Streets, while accommodating additional housing opportunities (e.g., town houses, row houses, accessory units).

A mix of quality buildings of varying forms and heights supports attractive and vibrant urban areas.

4.1.3 Transition Areas

a. Determine the appropriateness of new development sites or areas through the Local Area Plan. This may include defining a transition area, where consideration would be given to the interface between its adjacent community context of scale, intensity and character and the needed types of transition and desirable interface conditions, in particular to the following:

i. Low density residential development;

ii. Existing development of different or incompatible uses;

iii. Public open space or a publicly accessible private space;

iv. A heritage building or a character area; and

v. A Light Rail Transit station or train line.

Figure 4-2 I Building Design

A well-defined street wall helps to establish a more human scale in the massing and design of buildings. It creates a sense of enclosure where buildings frame the sidewalk and the street and results in greater pedestrian comfort.

4.2   Building Design

To create great streets for pedestrians, particular attention should be given to how buildings are integrated with the public sidewalk and how building design can improve the experience for pedestrians at street level. New buildings should achieve a harmonious relationship to their surrounding building character through building height, massing, setback, step backs, and vehicular access and loading.

4.2.1   Building Height and Massing

Policies

a. Provide variation in building scale and massing to create architectural interest, reduce building bulk and avoid long expanses of blank walls.

b. Provide a building break for longer façades to mitigate building massing and length and enhance neighbourhood connectivity.

c. Allow varied building heights and forms throughout LRT station areas that support a diverse neighbourhood, allowing a transition to taller building forms with higher densities and greater emphasis on pedestrian oriention near a station.

d. Design the massing and articulation of wide and tall buildings, including orientation of perimeter block and mid-rise buildings to reduce the impacts of wind at ground level and to optimize sunlight access on adjacent properties, streets and public open spaces.

Figure 4-3 I Building Frontage and Interface

Small commercial units create a comfortable and pleasing pedestrian environment. Residential dwellings facing well designed streets and spaces support an attractive, safe public realm.

e. Determine appropriate building envelopes through a Local Area Plan. The building envelope elements include:

 i. Maximum building heights;

 ii. Build-to-lines and building setback conditions at grade;

 iii. Stepbacks of the building facade at various heights above grade depending on existing neighbourhood context; and

 iv. Site coverage.

f. Ensure that a building is not visually dominating when viewed from the street, neighbouring sites, public open spaces and from distant locations, except for any corner site or landmark building location identified in the Local Area Plan with higher height limit.

4.2.2 Street Wall

Street wall heights are determined with consideration to the desired building form and public realm objectives for the area, and in proportion to the width of streets. Street walls height and definition requirements may vary depending on the neighbourhood context.

Policies

a. Design and locate buildings to define the street and frame street views, and where desirable, reinforce and augment the existing street pattern.

b. Orient the base of the building to the street and design it in proportion to the width of the

road, ranging from 1:1 to 1:2 (street wall: street right-of-way), as deemed appropriate through the Local Area Plan.

c. Encourage buildings that front onto streets, parks, and public plazas to create a sense of enclosure and visual surveillance in the public realm.

4.2.3 Building Character

Policies

a. Incorporate upper storey stepbacks, where appropriate, to enhance the pedestrian and public scale of the building at grade.

b. Minimize direct views into residential units.

c. Locate, design or orient private outdoor amenity spaces in a way that increases privacy and reduces overlooking by ensuring sightlines from public spaces are limited or obscured.

d. Improve privacy in high density areas by maximizing courtyard sizes and tower separation.

4.2.4   Building Frontage and Interface

The scale and design of building frontages at the street can support an engaging and pedestrian oriented street life. Building frontages should be designed to generate activity, provide natural surveillance, create a sense of rhythm along the street and provide an interesting and comfortable environment for pedestrians.

**Activity Centre and
Main Street Frontages**

Policies

a. Orient buildings to the street with frequent entries, transparent glazing, and minimal setbacks to create a safe and comfortable pedestrian environment.

b. Create a rhythm of narrower frontages to increase visual interest for pedestrians where retail is required and to avoid long street walls with only single access points.

c. Encourage active and ground-oriented uses at grade, such as retail uses that wrap the building edge along the lane or flanking street. Consider residential or live-work units along rear lanes where appropriate.

d. Improve the interface between non-residential and residential uses in areas where commercial or employment uses are adjacent to residential parcels.

e. Encourage walls facing streets, parks and walkways to be designed with details and materials similar to street facing façades.

Residential Frontages

Policies

f. Encourage ground-floor residential dwellings facing a street to have individual entrances oriented towards the street. Horizontal setbacks may be appropriate to ensure adequate security and privacy.

g. Consider providing design features and spaces such as raised terraces, porches, steps, alcoves, forecourts or landscaping to provide a transition from the public street and sidewalk to at-grade residences.

h. Distinguish public and semi-public spaces from private spaces through design elements such as changes in paving or grading, raised planters or other landscaping features.

Open Space Frontages

Policies

i. Design buildings abutting open space with active ground floor uses that integrate and animate the open space and that are accessible and well integrated with the sidewalk or public pathway.

j. Design buildings facing open space to provide natural surveillance for these areas (e.g., openings or façades with transparent glazing, building entrances or balconies).

k. Support and enhance the vitality of existing and new open spaces in urban areas through appropriately designated adjacent land uses, e.g. commercial uses on ground floors, residential uses above.

Figure 4-4 I Building Character and Interface

Generally, mixed-use and multi-residential buildings are encouraged to have their primary frontages, entrances and lobbies on primary pedestrian streets, or facing parks or open spaces to encourage safety, help provide "eyes on the street" or park and to create a lively public realm.

4.2.5 Materials, Detailing and Entries

Policies

a. Encourage high quality, durable exterior building materials and vary architectural materials to enhance and articulate street frontages.

b. Encourage commercial and multi-residential buildings to provide weather protection such as canopies, and awnings along street frontages.

c. Design the primary entrances and prominent corners of mid-rise and higher intensity buildings to be architecturally distinct, emphasize a pedestrian scale and be clearly articulated on the street facing building facade.

d. Distinguish commercial entrances from residential entrances (e.g., by elevating the residential entry, change in materials, integrated signage).

e. Encourage building entrances and accesses to face the street where transit service is provided.

f. Locate pedestrian entries to parking structures to be convenient and easy to find.

Figure 4-5 I Public Realm

Public art activates public spaces. Canopies and street trees provide weather protection. Trees landscaping and public seating make pedestrian streets comfortable and attractive.

"Enhance the public realm and promote pedestrian use through the coherent and collaborative design of streets, building interfaces and public spaces."

— MDP Vol. 1, Section 2.4.3

4.3   Streetscape Character and Public Realm

Streets should be attractive, safe and active, and be comfortable for pedestrians. Streetscape character deals with all the elements of the street and public realm, including public sidewalks, transit and bike facilities, street furniture, trees, public art, landscaping and lane interface design. When considering programs for streetscape character and public realm, Local Area Plans should identify how these items will be addressed, including funding mechanisms, timing and other requirements. The following policies help to define this public realm.

Policies

a. Consider public realm streetscape treatments, where appropriate in the community, including expanded sidewalks, landscape features, signage, and public art to engage the pedestrian and activate the public realm.

b. Identify priority locations for street furniture, particularly public seating, including around transit stops, major building entries, high activity pedestrian streets, and public plazas, through a public realm master plan at the time of Local Area Plan creation or amendment.

c. Provide accessible sidewalks, high quality bicycle access, and frequent street connections and crossings in Activity Centres and Main Streets.

d. Consider the design of the public realm to incorporate amenities that support spaces for programmed events and neighbourhood activities, including markets and festivals.

e. Incorporate weather protection into streetscape design such as the use of canopies, shelters, and street trees.

f. Incorporate local historical interpretive elements, including those for indigenous populations and other cultural groups, through plaques, public art, concrete etchings or other textural effects.

g. Encourage private development to include public art as an amenity to enhance the open space and architecture and to engage people.

h. Encourage increasing street tree planting to make the street more attractive, provide shade, reduce greenhouse gases.

i. Integrate easy to maintain street trees maximizing opportunities to enhance tree coverage.

j. Integrate all season landscaping with the site and its architecture by including a mixture of plant materials, tree types (potentially including edible landscaping) to increase biodiversity and provide learning opportunities, where possible.

Figure 4-6 I Parking

Examples of shared and integrated parking facilities and clearly distinguished parking entrances.

4.4   Parking and Vehicular Access

Regulating the location and design of parking helps to ensure that streets remain safe and accessible to residents, businesses, and visitors. Ensuring the right amount of parking is also critical to the success of businesses and a neighbourhood, but also to ensure a balance between different modes of transportation.

Policies

a. Provide vehicular access to new developments via a lane. Where lane access is not feasible, choose a location for street access that minimizes conflict between vehicles and non-motorists, is the least visually dominant and offers opportunity for shared driveway use.

b. When it is unavoidable to locate driveways and garage doors in building frontages, ensure consideration is given to their incorporation into the building and landscaping design (e.g., recessing behind the main building line, breaking up of massing proportions).

c. Encourage on-street parking to support a mix of uses and improve the public realm throughout transit station areas, an Activity Centres and Main Streets.

d. Consider parking relaxations where parking can be shared between different uses requiring parking at different times of the day, as identified through a parking study.

e. Encourage enhanced public realm improvements such as sidewalks, street trees and other public amenities for workers and visitors, where parking relaxations have been considered.

f. Locate parking underground or to the rear of buildings in Community building blocks whenever possible to minimize the impact on streetscape and pedestrian path and continuity and to maximize ground level space for landscaping.

g. When accessed from a public street, design and situate underground parking entrances and garage doors to provide an appealing entrance from the public street.

h. Where underground parking is not feasible, design and locate surface parking to provide safe, convenient fully accessible sidewalk and pathway connections.

i. Consider including policies in Local Area Plans to discourage front driveways in low scale residential areas where front drives do not presently predominate and there is existing lane access to the parcels.

Figure 4-7 I CTPED Principles

1.
Large windows at upper levels promote casual supervision of street.

2.
Clear building signage.

3.
Large windows at-grade promote surveillance from street.

4.
Clearly defined private and public space.

5.
Pedestrian-scaled lighting on street.
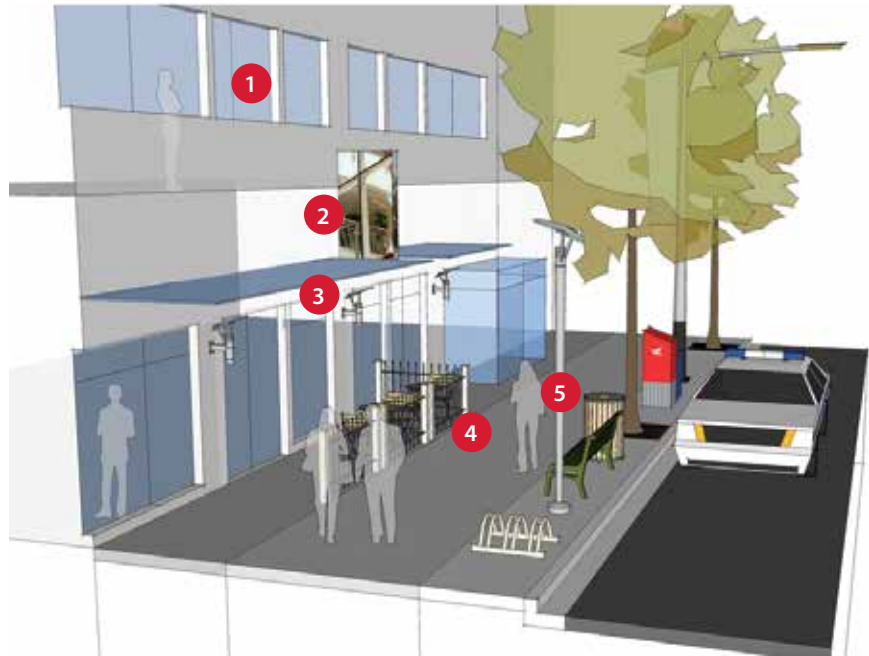
4.5 Crime Prevention through Environmental Design (CPTED)

Design that enhances the safety and security of walkways and public spaces should be a consideration in the design of buildings, open spaces, walkways or pathways, and parking areas. Fundamental CPTED principles include defining a boundary between public and private space, improving natural surveillance (by reducing blind spots and encouraging 'eyes on the street') and controlling access to private space.

Designing for safety is particularly important in transit areas where people are waiting, especially in the evening hours. By ensuring that the public realm, especially the transit waiting area, is well defined, active and well lit with clear sight lines, the built environment will discourage unwanted activity and increase perceptions of safety and security.

Policies

New development should incorporate CPTED principles. A CPTED assessment may be requested at the application stage. In particular, the following factors should be considered in the evaluation of applications:

i. Clear distinction between the public and semi-private realms;

ii. Clear sight lines along public pathways and in public spaces;

iii. Opportunities for natural surveillance of lanes, sidewalks, streets, and other public spaces;

iv. Provision of adequate security lighting of pedestrian and cycling routes, vehicle parking areas, and other public spaces;

v. Ensuring that landscaping does not compromise security by preventing clear views from streets to pathways, open space or car parking areas; and

vi. Encouraging buildings to be oriented to transit service to improve safety.

4.6 Universal Design

Universal design ensures that built environments can be accessed, understood and used to the greatest extent possible by all people regardless of their age, size, or ability. Creating a more inclusive built environment that is accessible, usable, convenient and a pleasure to use, benefits all people.

4.6.1 Public Realm and Site Design for Accessibility

Development sites and the public realm should be designed in a manner that is accessible to different levels of mobility and visual, hearing and cognitive abilities. This is achieved through the implementation of Universal Design and Barrier-Free principles. Local Area Plans should consider how these enhancements are funded, whether publically or through negotiations at the application stage.

Policies

a. Require pedestrian sidewalks within the public realm to be wide and free and clear of obstructions.

b. Ensure surface transitions in pedestrian sidewalks are as seamless as possible.

c. Construct building entrances with highly legible access points and provide seamless, at-grade access where possible.

d. Integrate double curb ramps at corners into the overall design of the public realm, where appropriate.

e. Consider the following special design features:

   i. Cross-walk and curb cut designs that improve mobility and provide cues to the visually impaired;

   ii. Audible pedestrian signals at pedestrian intersections;

   iii. Provision of rest areas through the appropriate placement of street benches; and

   iv. Appropriate placement of utilities and utility designs that do not impede accessibility.

f. Where feasible, improve universal and barrier free access to parks and community and recreational facilities.

4.6.2 Accessible Housing and Building Design

The inclusion of people with varying abilities is an integral part of a complete community. This includes providing suitable housing and designing buildings to accommodate a range of accessibility needs.

Policies

a. Encourage grade level, zero-step entrances to residential houses to enhance accessibility and visitability.

b. Work with communities, agencies, organizations and the development industry to provide incentives for the development of barrier-free and adaptable units.

c. Require civic and civic partnership developments to comply with The City's Access Design Standards.

d. Encourage private developments to explore opportunities to enhance accessibility beyond the Alberta Building Code requirements, including consulting the Access Design standards, which can be applied as a guideline document to private developments.

Figure 4-8 I Heritage - Complementary Design

The harmonious relationship of a new building to its context can be achieved with contemporary expression provided that the existing context, proportions, forms, and scales are respected and appropriate materials are used.

4.7   Heritage Resources

The City of Calgary recognizes that there are resources other than buildings, including archaeological and culturally significant areas, which are important to the citizens and future generations of the city. Direction and policies regarding those areas are contained in or guided by other City-approved documents (see Appendix 2). Heritage resources, including heritage buildings, are defining characteristics of communities and should be preserved or protected, while the balancing the need for redevelopment. New development within the context of heritage buildings within a community should be respectful of that relationship (Figure 4-7) and reflect the relevant City policies. The following policies support these objectives and provide different tools that can be applied in a community for retaining heritage quality and resources, where appropriate and desired.

Policies

These policies are intended to be used and further refined through the Local Area Plan and land use amendments.

a. Encourage the conservation of heritage buildings, including the incorporation of heritage buildings within new developments, to align with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

b. Acknowledge that the heritage value and heritage resources of an area include, but are not limited to, properties currently listed on Calgary's Inventory of Evaluated Historic Resources (Inventory).

c. Encourage growth and change that is sensitive to the heritage resources and heritage character of an area and that will enhance those resources or character.

d. Encourage the adaptive re-use of heritage resources in order to retain and conserve those resources, and where appropriate, support land-use re-designations that enable this.

e. Discourage land use changes that would reduce the viability to retain a heritage resource(s).

f. Create incentives and tools to retain and conserve heritage resources, including, but not limited to:

   i. The voluntary transfer of unused development rights (heritage density transfer) from designated Municipal Historic Resources to development (receiver) sites; and,

   ii. The establishment of a community investment fund that can be used for heritage conservation purposes, especially community-specific restoration grant programs.

Policies

Development applications should adhere to the following policies:

g. Ensure new development is contextual with adjacent heritage buildings and the existing heritage character of the block through the use of setbacks, massing, street wall height and landscaping.

h. Discourage new development from creating a false sense of heritage character by copying or mimicking the design of heritage buildings in the area.

i. Encourage contemporary interpretations of traditional design, detail and materials in new development adjacent to heritage resources. Special consideration of new developments that do not provide contemporary interpretations of traditional design, but demonstrate exceptional architectural merit, in the opinion of the Development Authority, with highly original and innovative design, and high-quality materials will be evaluated on a case-by-case basis.

j. Encourage developers to incorporate interpretative or commemorative features of heritage resources listed on the Inventory that are replaced by new development, and obtain photo documentation of the heritage resource.

k. Support Land Use Bylaw relaxations that increase the viability of retention, conservation, or adaptive re-use of a heritage resource including, but not limited to:

   i. Parking stall requirements for properties listed on the inventory, and

   ii. Secondary and backyard suites for properties with buildings designated a Municipal Historic Resource.

5.0   Community Amenities and Facilities

Community amenities and facilities provide care, culture, education, recreation and protection to the community. The private sector, public sector, non-profit agencies, charities and partnerships can all play a role in the ownership and operation of community facilities and services. They should be located in areas close to transit services, open space and areas where a consistent pedestrian orientation and a regular pattern of pedestrian, cycling and vehicular connections exist or will be built.

5.1   Community Services and Facilities

The various needs of communities can best be served by locating community facilities in appropriate locations. Community services and facilities are encouraged throughout the Developed Areas. These policies should be further refined through the Local Area Plan to help ensure specific local needs are met.

Policies

a. Determine the requirements for additional or modified community services and facilities based on existing conditions, demographics and projected population through a Local Area Plan.

b. Design community facilities as multi-purpose with a wide range of uses that respond to diverse needs and provide opportunities for buildings to be flexible and converted to other uses in the future.

c. Encourage the co-location of community facilities on-site or in buildings with other desired uses.

d. Locate and design public and civic buildings to reinforce the open space network and create space for community gathering.

e. Locate community facilities to allow for access by all users, whether by walking, biking, driving or using public transit.

f. Co-locate and integrate emergency response stations within a multi-use facility or development, where feasible.

g. Ensure community services and facilities include renewable and low-carbon energy approaches.

5.1.1 Community Association Sites

Community associations require a degree of flexible and programmable local space, depending on the needs of the community.

a. Encourage access to a community association site for each community.

b. Encourage the inclusion of alternative forms of community spaces, such as service organizations, indoor recreation facilities and social organizations, in communities where space for a dedicated community association site is not available.

c. Support space for alternative forms of food sales such as a farmers' market or Community Supported Agriculture pick-up and community gardens, where appropriate, for local food production, and other programmable and flexible green spaces.

5.1.2 Care Facilities

A broad range of specialized accommodation and care needs should be provided as needed throughout the neighbourhood in a form that fits with the local context.

a. Anticipate the needs of an aging population and integrate care facilities in a manner that facilitates social inclusion and convenient access to services and amenities.

b. Support different types of care facilities throughout neighbourhoods, evaluated on a site-by-site basis and well integrated into the neighbourhood.

c. Accommodate child care needs in each community to ensure convenient access to care and programs.

d. Locate facilities along streets with direct sidewalk access and in proximity to green space, pathways, parks, and other natural amenities, where possible.

5.1.3 Cultural and Educational Facilities

Cultural and educational facilities, including places of worship and community support facilities, are an integral part of complete communities.

a. Allow for the development of places of worship and other cultural and educational facilities, such as libraries, museums and art facilities, where they can serve as community focal points, and ensure that their location is contextually appropriate.

b. Encourage schools and institutional uses to explore innovative ways to locate in denser mixed-use neighbourhoods, including integration with other uses as part of a comprehensive mixed-use development.

Figure 5-1 I Community Amenities and Facilities

> "Creating and sustaining healthy communities requires promoting active living through the provision of a wide range of accessible recreational programs, services, facilities and amenities. Many types of recreation are provided to serve all age groups and interests. The need for new types of parks may be more critical in some areas of the city due to denser development patterns."
>
> — MDP Vol. 1, Section 2.3.4

5.1.4   Recreation Facilities

To meet the objectives of the MDP, the Developed Areas should be serviced by recreation facilities and associated support amenities. These amenities include aquatics, fitness, and social and other cultural gatherings, known as optimized recreation facilities.

Policies

a. Provide recreation facilities as important amenities in strategic locations to facilitate connections among residents for community building, programs, and services. Requirements for recreation facilities will be determined through a Local Area Plan.

b. Design optimized recreation facilities to reinforce the public realm by orienting their frontages to the street and locating parking behind buildings or in structured parking.

6.0   Parks and Open Spaces

The open space network within each community should promote, conserve and enhance an interconnected ecological and recreation system. The network is composed of parks, schools, public plazas, natural areas and other open spaces.

"Parks and open spaces are special places within the urban environment. These spaces enrich the fabric of our city and provide a unifying framework across neighbourhoods and communities, a means of orientation and special places for gathering, relaxing or active recreation".

— MDP Vol. 1, Section 2.3.4

These amenities support a variety of active and passive pursuits and provide valuable spaces for social interaction and community participation. Opportunities to enhance the streets and sidewalks as extensions to an accessible and inclusive open space network are encouraged.

6.1   Parks and Open Spaces

Calgary is a city recognized for its vast network of open spaces, consisting of parks, natural corridors, pathways and trail systems that serve many functions. Together, these promote overall community health and quality of life for all Calgarians.

These policies are intended to be used when writing a Local Area Plan. They should be further refined through the Local Area Plan to help ensure specific local needs are met.

Policies

A High-Quality, Connected Public Park and Open Space System

a. Improve the quality and diversity of existing parks and open spaces and encourage better utilization of available park resources within the community.

b. Enhance connections between community destinations points, and to major open spaces and employment areas via regional pathways, sidewalks and pathways.

c. Explore opportunities to improve walking connections between arterial streets and nearby parks through shared spaces and streetscape improvements.

Figure 6-1 I Open Spaces Frontage

"Plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new open spaces."

— MDP Vol. 1, Section 2.3.4.j

Context and Design

d. Design public parks, playgrounds and open spaces in a manner that is accessible for all people, and contributes to the overall open space network, reinforcing pedestrian connections, complementing adjacent land uses and providing for year-round use.

e. Design parks and public plazas to be safe and active and reinforce the urban character of the community. Factors that should be considered in the design of the parks and open spaces to achieve this policy may include:

    i.   Opportunities for natural surveillance through adequate lighting and active street fronts;

    ii. Opportunities for maximum sunlight access;

    iii. Clear and legible public access, either through signage or through inviting design elements;

    iv. Pedestrian and bicycle linkages incorporated within and through the parks;

    v.   Pedestrian-friendly connections from the parks to neighbouring areas in order to increase accessibility;

    vi. Features to support all season-use;

    vii. Park edges framed with vertical landscape elements and buildings animated with active uses at grade where appropriate; and

    viii. Universal accessibility according to the Access Design Standards.

Plazas

f. Support opportunities to create larger urban plaza spaces, formal in nature and scaled in proportion to the street and block pattern. The design and programming of these plazas should be based on the intended uses and character of the adjacent blocks.

Parks Expansion and Redesign

g. Ensure that an appropriate amount of open space, proportionate with the needs of the community, is maintained, where it already exists.

h. Explore opportunities to expand or improve existing parks where there are higher current or proposed population densities and gaps in recreation services. Higher quality park design with greater functionality is encouraged.

i. Explore opportunities where appropriate, for acquiring, restoring and expanding open space, river bank and regional systems, natural habitat and biodiversity.

j. Consider road or lane closures where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing open space.

Multi-Functional Spaces

k. Provide for a variety of experiences including opportunities for active recreation, passive enjoyment and community gathering.

l. Ensure parks spaces support a variety of functions and will consider the following where appropriate, when designing or redesigning park spaces. These may include:

    i. Varied recreational and sporting use, including sports fields, athletic parks

    ii. Informal passive space, natural landscapes and formal areas

    iii. Community gardens, orchards and farmers' markets

    iv. Educational opportunities

    v. Urban forest and habitat

    vi. Community programming

    vii. Playgrounds

    viii. Cultural uses (stages, performance area, art and sculpture studio and areas)

These opportunities should reflect the recreational and social needs and preferences of the local, regional and city-wide community.

Figure 6-2 I Parks and Open Space Network

The regional pathway system provides opportunities for active or passive recreation over a large area and to link major features within the open space network. Pathways are an integral element of the city's open space network, as they facilitate alternative transportation modes and connections between natural areas and other destinations.

Riverfront Areas

m. Design public plazas, seating and landscape features along the riverbank in a manner sensitive to, and respectful of, the existing natural habitat.

n. Retain wherever possible existing natural riparian areas along the river and, as the opportunity arises, consider restoration of self-sustaining natural areas along the river.

Regional Pathways

o. Design and integrate the regional pathway network as a comprehensive park and pathway system. Where the regional pathway cannot be located within or integrated with a park or natural feature, it may be located within a road right-of-way in the form of a multi-use, regional pathway or designated bikeway separated from vehicle traffic.

p. Ensure the regional pathway network connects to the on-street bikeway network, where possible.

q. Design pathways to buffer and minimize damage to environmental open space lands acquired by The City.

7.0 Mobility

The mobility system should encourage sustainable modes of transportation and provide a highly-connected network of paths, streets and transit routes. Local Area Plans should reflect best practices in integrating land use and transportation planning, with development and public spaces designed to balance all modes.

> **"Bringing jobs, housing services and amenities closer together encourages non-automobile modes of travel, providing more choice to Calgarians..."**
>
> — MDP Vol. 1, Section 2.5.1

The policies in this section are intended to be used when writing a Local Area Plan. They should be further refined through the Local Area Plan to help ensure specific local needs are met.

7.1 Pedestrian Circulation

Regional and local pedestrian routes should provide direct and convenient circulation within and through all communities.

Policies

a. Provide safe, comfortable, convenient and efficient pedestrian access and conditions from public sidewalks and transit stops to building entrances and exits.

b. Provide direct pedestrian connections and multiple routes throughout communities and areas (e.g., sidewalks, pathways, on-site connections, and access to transit).

c. Consider a way-finding system, incorporating features to ensure accessibility by people of varying abilities, to provide pedestrians with information about connections to destinations and the surrounding areas.

d. When right-of-way space is limited and minimum sidewalk widths cannot be achieved, consideration should be given to public improvement projects, curb extensions, easement agreements, and other tools. to provide more space for the installation of a wider sidewalk.

e. Through the Local Area Plan, determine the requirements for the design of streetscape (see Figure 7-1: Streetscape Zones) in order to accommodate elements based on identified travel mode priorities (e.g., public sidewalks, transit facilities, bicycle facilities, furniture, street trees, signage, lighting, public art and utilities) on streets of high pedestrian activity and with multi-modal opportunities.

Regional and local pedestrian routes provide convenient connections.

Figure 7-1 | Streetscape Zones

Calgary has a well established cycling network

7.2   Cyclist Circulation

Regional and local bicycle routes should provide direct and convenient circulation and options for connections. Applications building on existing community infrastructure should evaluate and consider linkages that enhance the existing network.

Policies

a. Identify and consider integration of bicycle routes and facilities to support the city-wide cycling strategy and the regional cycling network.

b. Provide continuity for on and off-street bicycle routes.

c. Integrate bicycle priority queues in intersection design, where appropriate. Build cycling facilities in high-use locations, or when building an important new employment, retail, cultural, or other community destination.

d. Provide bicycle parking facilities for year-round use and integrate them into the overall architecture of the building design or streetscape.

e. Encourage bicycle share program parking stations in key locations for transit hubs and stations, Main Streets, and entrances to parks and open spaces.

"Provide a safe, accessible, customer focused public transit service that is capable of becoming the preferred mobility choice of Calgarians."

— MDP Vol. 1, Section 2.5.2

7.3 Transit Network

Transit service should provide direct and convenient connections, with developments accommodating direct pedestrian access to transit stops.

Policies

a. Ensure the community is designed to enable direct, convenient transit service and routes to serve destination points and housing areas.

b. Provide adequate space for comfortable and safe passenger waiting areas (e.g., benches, shelters and landscaping), which should be integrated into the design of new developments.

c. Provide safe, direct and unobstructed routes for all users, including those with mobility challenges, to connect from transit zones to the pedestrian and bikeway network.

d. Incorporate redevelopment of sites into the existing transit service network.

e. Allow for the convenient and direct transfer of passengers between buses and Light Rail Transit and/or Bus Rapid Transit stations to other forms of public transportation.

7.4 Road and Street Network

The road and street network should link areas and be functional, safe and efficient for all modes of travel. The street network within each Local Area Plan shall accommodate walking, cycling and the efficient provision of public transit.

Policies

a. Design any new streets or lanes to improve connectivity and promote walking, cycling, transit and a sense of place.

b. Encourage short block lengths, particularly near a Primary Transit Network (PTN), Light Rail Transit and/or Bus Rapid Transit stop or station.

c. Consider traffic calming devices (e.g., curb extensions, roundabouts and raised crosswalks), and buffers (e.g., landscaping, on street parking) that improve pedestrian and cyclist safety and encourage slower traffic.

d. Design new streets and pedestrian routes for large redevelopment parcels (e.g., greater than 1.0 hectare or 2.5 acres), to ensure integration with the surrounding block pattern, reinforcing the mobility network.

e. Evaluate and consider adding missing or improving substandard transportation network connections when the benefits will contribute to improved function and connectivity of the larger community.

f. Establish pedestrian and bicycle connections in all Local Area Plans, including details about how those routes connect to station areas and surrounding communities.

g. Maximize street connectivity for emergency vehicles to provide protection and prompt response.

h. Plan for emergency access and egress for buildings and parking.

i. Encourage integration of pervious areas into boulevards, traffic calming features and parking lots.

Lane reversal can reduce congestion on busy streets. Innovative traffic calming strategies are used to accommodate cycling and walking for special events

8.0   Infrastructure and Environment

The policies in this section reflect the dynamic and unique nature of redevelopment, and take into account the changing climate and energy landscape, and encourage environmental stewardship.

8.1   Water and Sanitary Servicing

These policies are intended to be used and further refined through the Local Area Plan. Development will be assessed to ensure that water and sanitary sewer needs can be met. When considering densities for communities, Local Area Plans should consider infrastructure capacity to ensure communities over time, can achieve build out.

Policies

a. Support land use concepts that align with existing water and sanitary infrastructure, and planned water and sanitary studies, for the subject site or redevelopment area.

b. Identify any off-site water distribution mains and or sanitary collection trunks required to be upsized and installed to provide municipal water and sanitary servicing to a redevelopment site or area.

8.2   Stormwater Management

The stormwater management system should be designed to adequately and efficiently service redevelopment and adopt Low-Impact Development (LID) strategies where appropriate.

Policies

a. Support land use concepts that align with existing stormwater infrastructure, and planned stormwater management studies, for the subject site or redevelopment area.

b. Encourage minimized stormwater runoff from the subject site or redevelopment area by implementing a range of stormwater Best Management Practices (BMPs) and Low Impact Development (LID) practices, where possible.

8.3   Energy and Environmental Impacts

Ensuring environmental impacts are minimized by development is a critical part of sustainability. The following initiatives at both the building and neighbourhood scale will assist in meeting Calgary's greenhouse gas reduction objectives, contribute to economic development, and ensure citizens and businesses are resilient to future climate change.

Innovative design concepts contribute to sustainability.

8.3.1   Building and Site Sustainability

Building and neighbourhood design as well as the design of streets and open spaces should contribute to overall city sustainability.

Policies

a.   Incorporate strategies to achieve sustainable neighbourhood and building practices as deemed appropriate through the Local Area Plan process. The following design concepts, development practices and technologies are examples of strategies that may be used to achieve this policy:

   i.   Use of renewable energy sources;

   ii.   Use of innovative wastewater technologies;

   iii. Stormwater quantity management;

   iv. Water collection, filtering and reuse;

   v.   Provision of water efficient landscaping;

   vi. Provision of recycling facilities in buildings;

   vii. Maximizing day lighting and views; and

   viii. Construction waste management – recycle to divert material from landfill sites.

b.   Developments are encouraged to incorporate green building features that:

   i.   Reduce energy;

   ii.   Reduce water consumption;

   iii. Reduce greenhouse gas emissions; and

   iv. Support alternative modes of transportation.

8.3.2   Renewable Energy

Deployment of renewable and low-carbon energy strategies at both the building and neighbourhood scale will assist in meeting Calgary's greenhouse gas reduction objectives. A variety of technology approaches are available including: solar (photovoltaic and thermal); geo-exchange; combined heat and power; waste heat recovery; micro-grids, energy storage; and district energy distribution.

Policies

a.   Identify renewable and low-carbon energy opportunities available at the district or neighbourhood scale through the Local Area Plan.

b.   Local Area plans should encourage feasibility assessments of neighbourhood or district scale renewable and low-carbon energy opportunities in order to determine their economic and greenhouse gas reduction potential.

c.   Developments are encouraged to assess the feasibility of solar energy equipment on new buildings through consideration of environmental and economic benefit.

d.   New development at scales larger than ground oriented residential are encouraged to assess the feasibility of environmental and economic benefit of technologies including geo-exchange and combined heat and power.

9.0 Interpretation and Implementation

This section provides information on policy interpretation, development approvals and the interpretation of this Guidebook and its relation to other policy documents.

It is acknowledged that the types of new development in Developed Areas can change significantly due to shifting markets and circumstances, and there may be emerging building forms that were not anticipated by this Guidebook.

9.1   Authority of the Plan

This Guidebook is a statutory policy document, adopted by City Council in accordance with Section 632 of the Municipal Government Act. This Guidebook sets comprehensive long-term policies to guide redevelopment for Developed Areas neighbourhoods. A Local Area Plan may also identify implementation actions that need to be undertaken in order to realize the policies provided within this guidebook. This Guidebook is also aligned with the policy direction of the Government of Alberta's South Saskatchewan Regional Plan.

9.1.1   Plan Application

The Developed Areas Guidebook is Volume 2, Part 3 of the MDP. It must be read in conjunction with the MDP, Volume 1, and is the policy foundation for a Local Area Plan in the Developed Areas.

9.1.2   Non-Statutory Components of the Plan

The Appendices attached to this Guidebook are to be used as supporting information only and do not form part of the statutory document.

9.1.3   Interpretation of the Map Boundaries

Unless otherwise specified in this Guidebook, the boundaries or locations of any symbols or areas shown on a map are intended to be conceptual only, not absolute, and will be interpreted as such. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined and confirmed by City Administration at the time of application.

9.1.4 Illustration and Photo Interpretation

All illustrations and photos are intended to illustrate concepts included in this Guidebook and are not an exact representation of any actual intended development. They are included solely as examples of what might occur after implementation of this Guidebook's policies and guidelines.

9.1.5 Policy Interpretation

This Guidebook uses language that is both general and specific. Where general direction is given, flexibility should be used in the interpretation of the policy. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Authority and the applicant.

Where an outcome statement or objective accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the policy. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

Policies that use the word "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of the Development Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Development Authority with regards to design and performance standards and should support the policy intent. Policies that use the words "shall"- "will"- "must" or "require" apply to all situations without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

9.1.6 Plan Limitations

Policies and guidelines in this Guidebook are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for land use amendment, subdivision or development permit.

9.1.7 Amendments to the Plan

The Guidebook should have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies require an amendment to this Guidebook. Minor variances may be considered by Council or the Development Authority, without requiring an amendment to the Guidebook, provided that the intent of the policy is met. Major changes however, will require an amendment to this Guidebook and public hearing of Council.

Figure 9-1 | Continual Learning Loops and the Evolution of Policy

Municipal Development Plan

Guidebooks

Local Area Plan

Through the monitoring and evaluation of policies at the Local Area Plan level, the continual evolution and implementation of policies will clarify the intent of the MDP, while providing clear strategies for on-the-ground success of complete communities.

9.2   Implementation of the Policies

9.2.1   Intention of this Guidebook

The Developed Areas Guidebook will link on-the-ground development back to the policies and objectives in Local Area Plans, Guidebooks and the MDP. This will provide an opportunity for learning and clarifying the best ways to achieve the development of complete neighbourhoods.

The objective of this Guidebook is to provide a continuous learning opportunity, with policies continuously feeding information through each other. This creates a methodology for establishing complete communities, through a clear linkage between the different policies in the planning hierarchy.

9.2.2   Relationship to the Municipal Development Plan

The Developed Areas Guidebook is Volume 2, Part 3 of the MDP. It is a statutory policy document that establishes a land use framework for great communities and provides consistent policy direction to guide development within Developed Areas. Provisions in this Guidebook are intended to implement the policy direction established in Volume 1 of the MDP.

9.2.3 Relationship to Local Area Plans

Policies within this Guidebook will apply to Developed Areas only where a Local Area Plan states that it applies. The Guidebook must be read in conjunction with the applicable Local Area Plan.

a. Relation to Municipal Development Plan: Volume 1

This Guidebook (Volume 2, Part 3 of the MDP) contains provisions that are intended to implement the policy direction established by Volume 1 of the MDP. If there is a conflict between the policies herein and the policies of Volume 1 of the MDP, Volume 1 takes precedence. Opportunity to amend Volume 1 to reflect lessons learned through the implementation process should be taken, as soon as possible, and preferably before built outcomes ensue.

b. Relation to Local Area Plans

The policies of this Guidebook establish policies to be applied in combination with Local Area Plans.

i. This Guidebook applies only when a Local Area Plan states that it does.

ii. A Local Area Plan may exempt itself from specific Guidebook provisions (and identify different standards) by describing the exemption in policy. Local Area Plans may outline a finer level of detailed policy than what is provided in the Guidebook, and the exemption would be maintained as this Guidebook is amended from time to time. In the event of any conflict between a Local Area Plan and this Guidebook, the Local Area Plan takes precedence.

c. Policy Interpretation

i. All policies and requirements of this part are deemed to be achieved only when they are to the satisfaction of the Development Authority.

ii. Where, at the end of a list of elements or criteria, a policy refers to other elements or opportunities, it is understood to be at the discretion of the Development Authority to determine the range of what is allowed.

iii. For Guidebook definitions, refer to the MDP: Volume 1, Part 6 – Glossary.

10.0   Appendices

Appendix 1

Building Blocks and Associated Land Use Districts

Table 3: Building Blocks and Associated Land Use Districts is meant to guide the application of land use depending on the category and building block of a site. Consideration could be given to land uses that do not correspond with a site's land use category given the specific site considerations at the time of application. Application of a different land use that does not correspond with this table may be considered without requiring an amendment to the Guidebook. Not all land use districts contained in the Land Use Bylaw are considered in this table. Those districts are still applicable; however, their application should be determined through a Local Area Plan or land use amendment, where appropriate.

Table 3 | Building Blocks and Associated Land Use Districts

Category Categories	Community			Neighbourhood			Employment	
Building Block	High Density	Centre	Mid-Rise	Mid Rise	Low Rise	Limited	Industrial	Intensive
Intent of Building Block	These areas are lively places where the greatest concentration of activity will occur. These building blocks provide a high-quality living environment with transit, amenities and infrastructure capacity to support a range of uses.			These areas are primarily residential with supporting commercial uses. New development should respect and reinforce the essential elements of the established community structure and its character.			These areas propose a range of policies to help meet forecasted market demand, protect strategic industrial land, and allow for flexible space to meet the future needs of businesses.	
Core Land Use Bylaw District (appropriate in the building block for general use)	CR-20 CC-MHX CC-MH CC-COR CC-X CC-EMU CC-ET CC-EPR CC-EIR CC-ERR C-COR2 C-COR1 M-H2 M-H3	MU-1 MU-2 C-COR1 C-COR2 M-H1 M-H2 M-H3	MU-1 MU-2 C-COR1 M-X1 M-X2 M-H1	M-C2 M-H1 M-X2	M-CG M-C1 M-X1	R-CG R-C1 R-C1s R-C1N R-C2 I-R	I-G I-E C-N1 C-N2 C-C1	C-COR2 C-COR3 C-O C-R1 C-R2 C-R3 C-C1 C-C2 I-C I-R I-B
Districts appropriate in the building block for specific local use (e.g., civic service, commercial)	S-UN S-SPR S-CS S-R S-CRI S-URP	S-UN S-SPR S-CS S-R S-CRI S-CI S-URP	S-UN S-SPR S-CS S-R S-CRI S-CI S-URP	S-UN S-SPR S-CS S-R S-CI S-CRI C-N1 C-N2 C-C1 C-C2	S-UN S-SPR S-CS S-R S-CI S-CRI C-N1 C-N2 C-C1 C-C2	S-UN S-SPR S-CS S-R S-CI S-CRI C-N1 C-N2 C-C1	S-FUD S-TUC S-UN S-SPR S-CS S-CRI S-R S-CI S-URP I-H I-O	S-FUD S-TUC S-UN S-SPR S-CS S-CRI S-R S-CI S-URP

Appendix 2

Other Relevant City Policies

Sections in this Guidebook build on the policies and directions from the following City of Calgary source policy documents, as amended from time to time. Policies and standards relevant to a given site will be determined based on the specific context of the parcel at the time of application. Should these policies or plans be rescinded, they will cease to apply to the Developed Areas.

1. Land Use
   - Access Design Standards
   - Affordable Housing and Development Guidelines
   - Alberta Building Code Standards on Adaptable Dwellings
   - Calgary Arts Development Strategic Plan
   - Calgary Heritage Strategy
   - Child Care Service Policy and Development Guidelines
   - Civic Arts Policy
   - Cultural Plan
   - Fair Calgary Policy
   - Inner City Recreation Program Amenity and Market Assessment
   - Planning Principles for the Location of Care Facilities and Shelters
   - Public Art Master Plan
   - Recreation Amenity Gap Analysis
   - Recreation Facility Development and Enhancement Study
   - Recreation Master Plan
   - Seniors Age-Friendly Strategy
   - 10 Year Sport Strategic Plan
   - Triple Bottom Line Policy Framework
   - Universal Design Handbook

2. Open Space
   - Calgary Wetland Conservation Plan
   - Calgary... A City of Trees: Parks Urban Forest
   - Cultural Landscape Strategic Plan
   - imagineParks: A Long-Term Vision of Calgary's Public Parks and Open Space
   - Living a Creative Life – An Arts Development Strategy for Calgary
   - Open Space Plan
   - Our BiodiverCity: Calgary's 10-Year Biodiversity Strategic Plan
   - Pathway and Bikeway Plan
   - Riparian Strategy: Sustaining Healthy Rivers and Communities
   - Urban Park Master Plan

3. Mobility

- Calgary Transportation Plan
- Centre City Mobility Plan
- Complete Streets Policy
- Cycling Strategy
- Downtown Underpass Urban Design Guidelines
- Inner City Transportation System Management Strategy
- Investing in Mobility: Transportation Infrastructure Investment Plan
- A Parking Policy Framework for Calgary
- Pedestrian Strategy
- RouteAhead
- Transit Friendly Design Guide
- Transit Oriented Development Policy Guidelines

4. Infrastructure and Environment

- Stormwater Management Design Manual
- Stormwater Management Strategy
- Stormwater Source Control Practices Handbook
- Total Loading Management Plan
- Water Efficiency Plan
- Watershed Water Management Plans
- Wind Energy Conversion System Policy

5. Regional

- South Saskatchewan Regional Plan

Appendix 3

Table 4 | Local Area Plan Template

Local Area Plan Considerations		
1. **Community Introduction and History**	Description and relationship of community to Calgary	• Vision and core ideas: how the plan supports complete communities; established core ideas to achieve goals and objectives of MDP
	Community profile	• Proposed housing diversity • Broader land use mix and intensity of redevelopment (mix of use/units)
2. **Community Context and Structure**	Requirements to build complete communities	
	Context	• Policy alignment • Changing elements
	Local opportunities and attributes: major components	• Neighbourhood character and structure • Historic patterns and heritage resources • Local infrastructure opportunities
	Geographic features	• Topography • Significant natural areas
	Constraints	• Flood protection • Airport Vicinity Protection Area (AVPA)
3. **Neighbourhood Structure, Built Form, Urban Design and Interface Conditions**	Neighbourhoods within the community	
	Interface characteristics and conditions	
	Building Blocks	
	Frontage types: active, residential and retail ready frontage areas	
	Placemaking, building character, design and transitions	
	Heritage conservation approach	
4. **Community Amenities and Facilities**	Existing and proposed amenities and facilities that define community and neighbourhoods	
5. **Parks and Open Spaces**	Parks and open space network	
6. **Mobility and Network**	Connectivity	
	Multi-modal (pedestrian and cyclist circulation, street and transit network)	
	Parking framework	
	Traffic calming	
7. **Sustainable Infrastructure, Environment and Health**	Health Impact Assessment	
	Sustainability features and infrastructure to support climate change resilience and renewable energy	
	CPTED	
	Universal Design opportunities	
8. **Strategic Public Works**		
9. **Implementation**		

Appendix 4

Figure 10-1 I Main Street Example: Application of Building Blocks

Neighbourhood Main Street – Established Area

Neighbourhood Main Streets are the hubs of commercial services, activity and transportation for surrounding neighbourhoods. They typically provide housing capacity for a significant portion of the population needed to support a neighbourhood commercial district (surrounding neighbourhoods provide the rest of this population base).

1 Wide Array of Residential Types

Variety of low to mid-scale multi-residential areas. Mix of housing types creates active, vibrant community.

2 Moderate Density

Redevelopment ("modest intensification") complementary to older housing stock in the form of low to moderate housing densities. Mid-rise and a finer mix of land uses along the main and some edge streets.

3 Lower Scale Residential

Includes single-dwelling and small scale multi-residential areas.

4 Pedestrian-Oriented

Human scale to the neighbourhood with linear streets, regular, smaller blocks and mostly alleys.
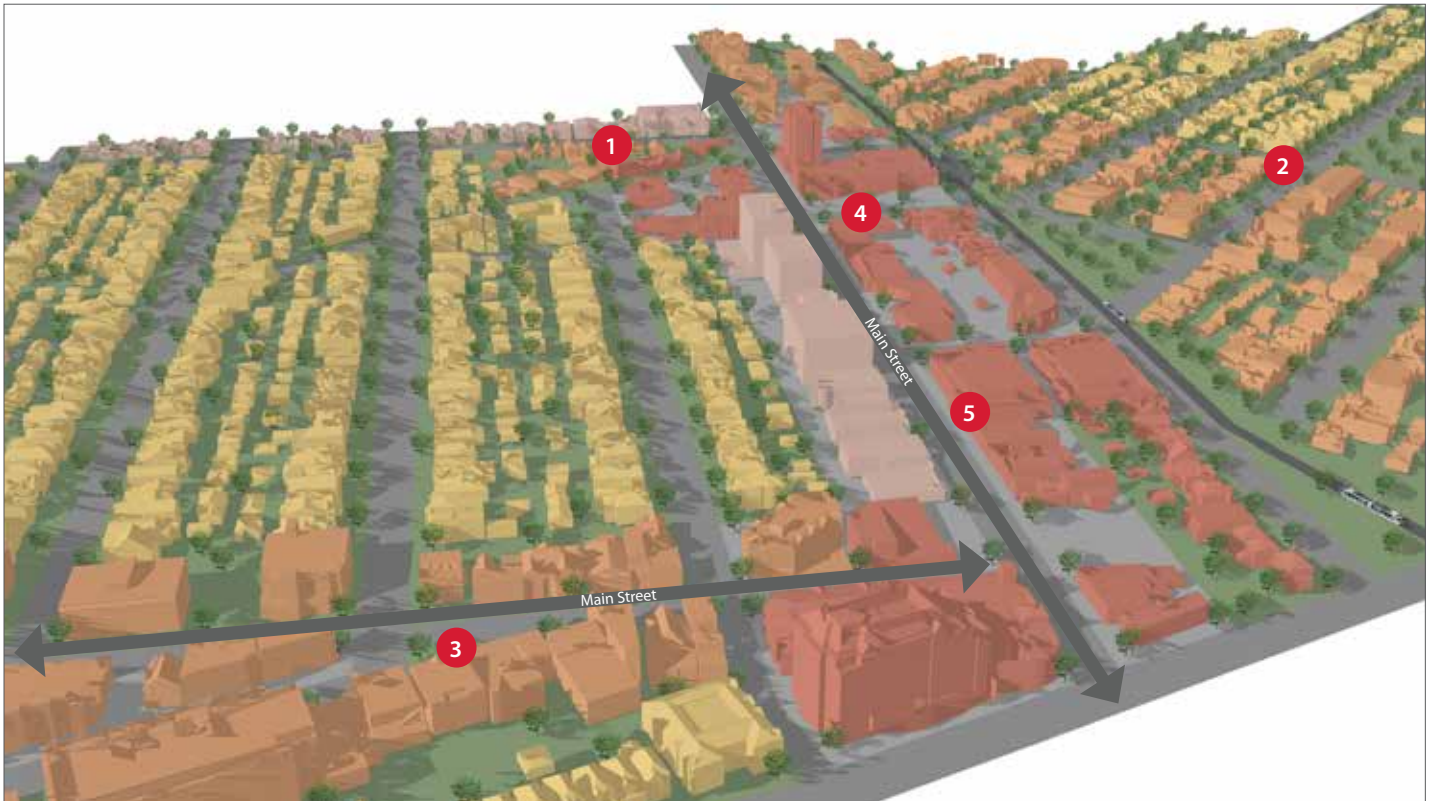
5 Mixed-Use

More dispersed mixed-use buildings at major intersections along Main Streets

6 Embedded Low-Scale Commercial

Neighbourhood serving commercial embedded into residential nature of area.

Appendix 4

Figure 10-2 I Transit Area Example: Application of Building Blocks

Transit Station Area – Inner City

Station areas have a mix of uses integrated with mid to higher density residential integrated with mixed-use commercial buildings on the Main Streets and within Activity Centres. They are supported by a well established population base in surrounding low-scale neighbourhoods and typically serve or are planned to serve as a destination for surrounding communities. They have a high level of pedestrian, bicycle activity and transit use.

1 Wide Array of Residential Types

Variety of low, mid to high density residential areas. Mix of housing types creates active, vibrant community.

2 Lower and Mid-Scale Residential

Includes single-dwelling and small scale multi-residential areas and infill redevelopment complimentary to older housing stock .

3 Pedestrian-Oriented

Human scale to the neighbourhood with linear streets, regular, smaller blocks and mostly alleys.

4 Higher Intensity Mixed-Use

Higher intensity mixed-use buildings in close proximity to station and/or at major intersections along Main Streets.

5 Pedestrian-Oriented and Active Frontage

Strong street and alley pattern and high quality public realm. Buildings front street with a finer mix of uses along Main Streets and vehicular parking located behind.