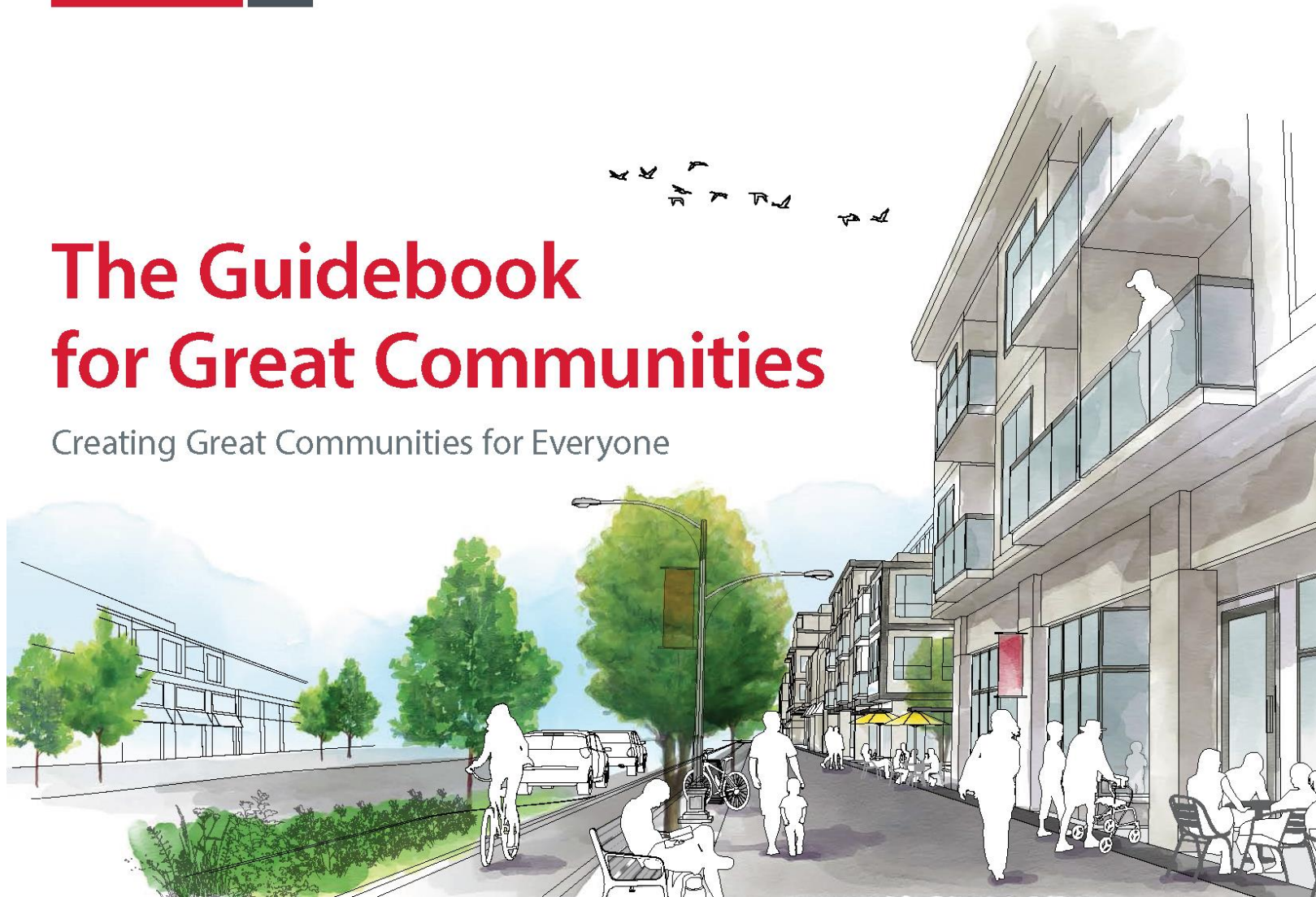


The Guidebook for Great Communities



The Guidebook for Great Communities

Creating Great Communities for Everyone



Publishing Information

Title

The Guidebook for Great Communities
Creating Great Communities for Everyone

Author

The City of Calgary

Status

PROPOSED - 2021, January 4

Additional Copies

The City of Calgary
Records & Information Management (RIM)
Inspection and Permit Services
P.O. Box 2100, Station M, Mail Code: 8115
Calgary, AB T2P 2M5

Phone

311 or outside of Calgary 403-268-2489

Fax

403-268-4615

calgary.ca

19-0000024



About the Guidebook

What is the Guidebook for Great Communities?

We are planning communities that meet the needs of everyone and offer choices for living, working and playing. The Guidebook provides direction for how to create great communities by building on the foundation provided in the Municipal Development Plan.

Why is the Guidebook for Great Communities important?

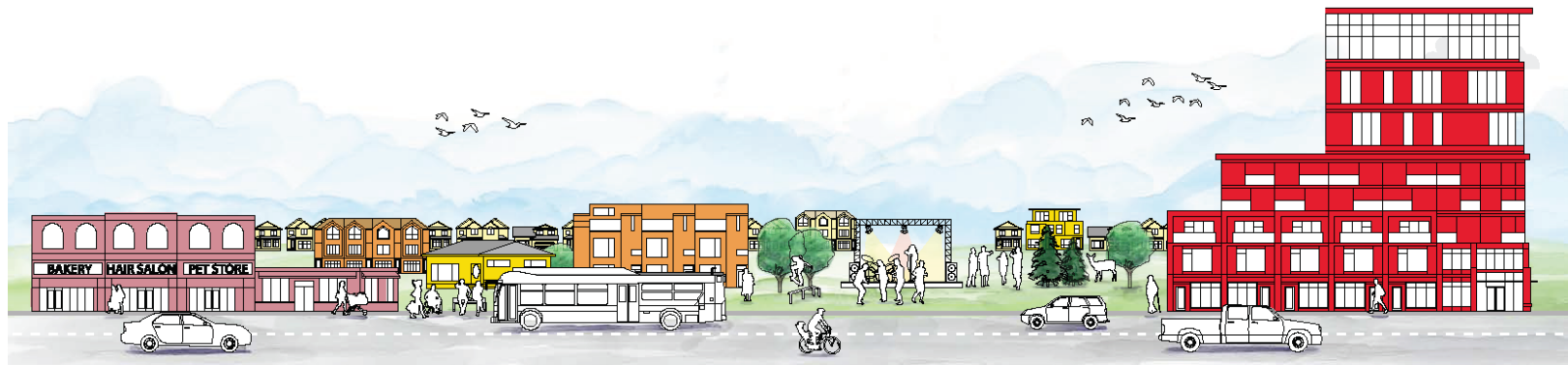
The Guidebook considers how communities in Calgary adapt and evolve over time. This will help communities to remain vibrant and prosperous over the long term for all Calgarians, making Calgary a great place to live and do business.

How does the Guidebook for Great Communities work?

The Guidebook is a tool used by citizens, stakeholders and The City to develop a **local area plan** by applying the urban form categories in Chapter 2. The **local area plan** reflects unique community characteristics, with policies that guide growth and redevelopment. After a **local area plan** is approved, the Guidebook also helps to guide planning applications.

Where does the Guidebook for Great Communities apply?

The Guidebook only applies to communities with **local area plans** that are completed using the Guidebook.



Guidebook for Great Communities

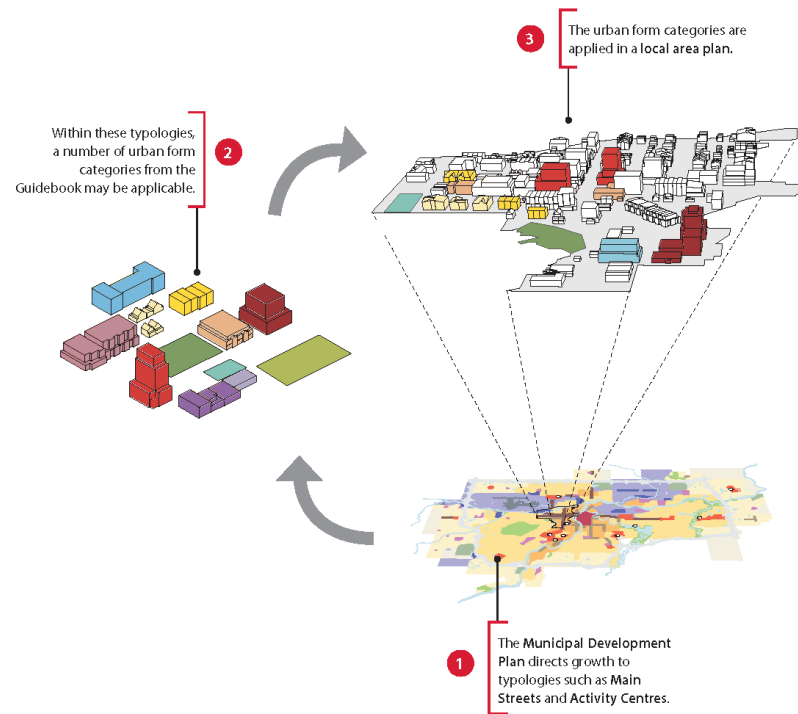


Alignment with the Municipal Development Plan

The **Municipal Development Plan** directs growth to typologies such as **Main Streets** and **Activity Centres** within communities. The Guidebook is a statutory document that builds on the city-wide policies of the **Municipal Development Plan** and guides how a **local area plan** accommodates growth and development at a community level through the application of urban form categories. While more than one urban form category may be applicable to a typology, the following is a guide for how they relate to one another:

- Neighbourhood Commercial and Neighbourhood Flex are appropriate for **Main Streets** and **Activity Centres**.
- Commercial Centre and Commercial Corridor are appropriate for **Activity Centres**, as well as some **Main Streets**.
- Neighbourhood Connector and Neighbourhood Local are appropriate for residential typologies.
- Industrial General and Industrial Heavy are appropriate for industrial typologies.

Figure 1: Policy Relationship Diagram



How to Use the Guidebook

The chart below is an overview of the structure of the Guidebook and it is intended to help readers quickly understand the relevance of each chapter to them during the steps of the planning process. Although each chapter focuses on different aspects of the planning process, the Guidebook should be read comprehensively when participating in any part of this process. Bolded terms throughout the document are defined in the glossary.



When to use the chapters				
Creating or amending a local area plan	●	●	○	●
Compiling a planning application	●	●	●	○
Reviewing a planning application	●	●	●	○
Implementing specific tools	●	○	○	●
Who uses the chapters				
Applicants and developers submitting an application	●	●	●	○
Development Authority	●	●	●	○
Members of the public reviewing an application	●	●	●	○
Communities during a local area plan process	●	●	○	●
Local area plan teams	●	●	●	●

Legend ● Higher relevance ○ Lower relevance

Contents

1 Introducing Great Communities for Everyone 9

2 Planning Great Communities for Everyone 17

Principles and Goals for Great Communities 12

- Principles for Great Communities 12
- Goals For Great Communities 13
- The Guidebook within the Planning System 14

Planning a Great Community 21

- Community Growth 22
 - Local Area Plans 24

Urban Form Categories 26

Neighbourhood 28

- Neighbourhood Commercial and Neighbourhood Flex 29
- Neighbourhood Commercial 30
- Neighbourhood Flex 34
- Neighbourhood Connector and Neighbourhood Local 38
- Neighbourhood Connector 40
- Neighbourhood Local 44

Vehicle-Oriented Commercial 50

- Commercial Centre 52
- Commercial Corridor 56

Industrial 60

- Industrial General 62
- Industrial Heavy 64

Parks, Civic and Recreation 65

- Natural Areas 67
- Parks and Open Space 68
- City Civic and Recreation 70
- Private Institutional and Recreation 72

Regional Campus 73

Additional Policy Guidance 74

- Special Policy Area 74
- Comprehensive Planning Site 74

Scale Modifiers 76

- Limited Scale 78
- Low Scale 79
- Mid Scale 80
- High Scale 81
- Highest Scale 82
- Scale Transition 83
- Varying Building Scale 83
- StreetWall 84

3 **Building** Great Communities for Everyone 87

Built Form 90

Site Design 92

Building Design 94

Amenity Space 96

Landscape Design 97

Additional Design Considerations 98

Innovation and Creativity 98

Incremental Improvements 99

Interim Development 99

Heritage Resources 100

Sustainable Development 101

Mobility 102

Pedestrian 103

Cycling 104

Transit 105

Parking 106

Street Network 107

4 **Tools for** Great Communities for Everyone 109

Funding Tools and Investment Strategies
for Communities 111

Heritage Guideline Area Tool for
Communities 113

Transit Station Area 114

Authority, Application and
Interpretation 116

Glossary 118

List of Figures 120

A **Appendices 123**

Appendix 1: Local Area Plans and The
Guidebook for Great Communities 124

Appendix 2: Neighbourhood Local Limited
Scale Residential Intensity 130



As we move through our city and our communities every day, we create our own personal journeys that overlap with those of our family and friends. Our journeys are supported by the city around us. Where we live, the destinations we visit and everything in between are the places that shape our experiences.

Maria and her son David, a Calgary family, create their own personal journey on a weekend day by moving through their community for different activities. The places they visit and the way they get around shape their experience and in turn, Maria and David's journey contributes to the activity that makes their community vibrant.

With the sun shining through the living room window, Maria and David decide it is a perfect day to head over to the community garden where they've been growing vegetables in a raised bed for the first time. They leave their home and walk over to the garden, excited to see how much their vegetables have grown over the last few days.



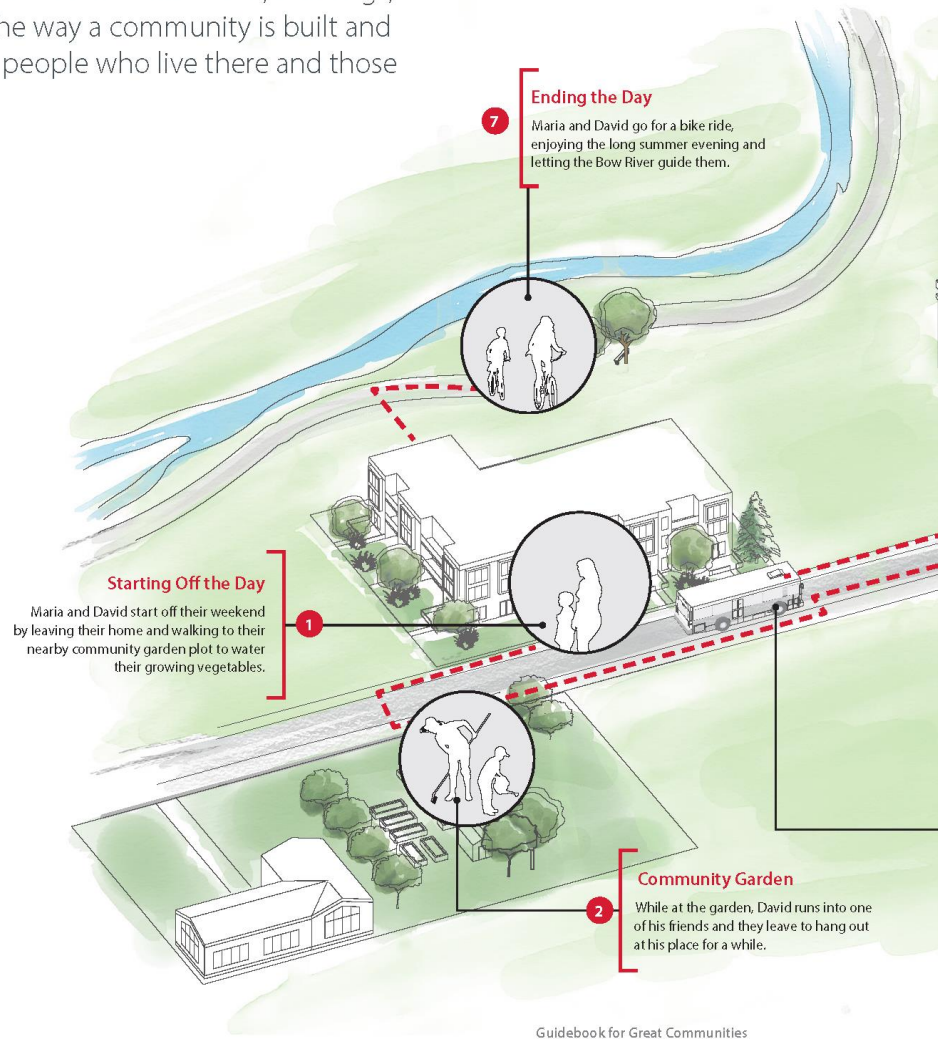
1 Introducing Great Communities for Everyone

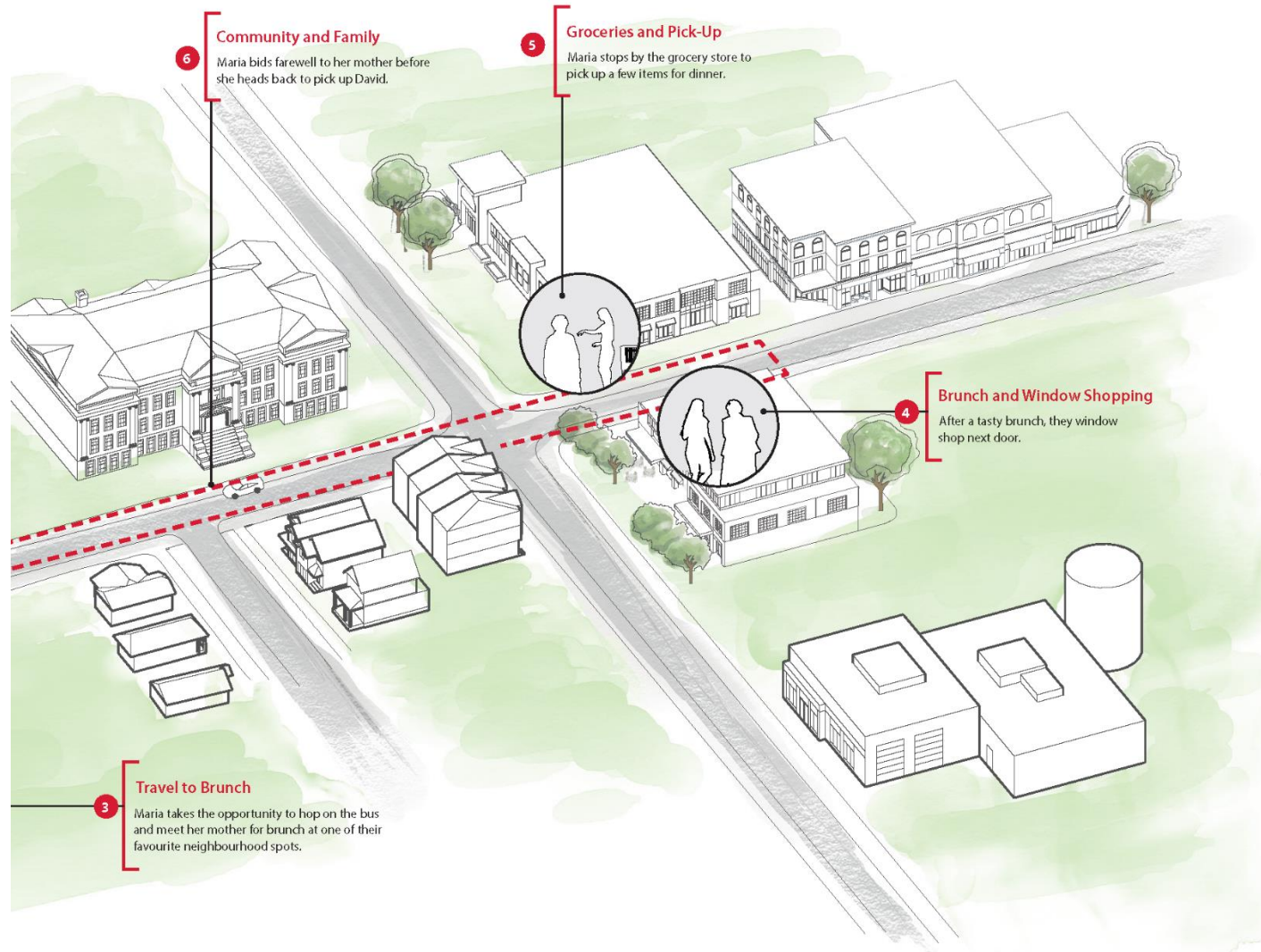
Our journeys are supported by the city around us— sidewalks, buildings, open spaces, roads and transit service. The way a community is built and evolves supports the experiences of the people who live there and those who will be there in the future.

Picture a typical day in your life. You wake up in your home, get ready and leave for the day. Where do you go? How do you get around? Maybe you walk along a tree-lined street, passing your neighbour walking her dog. Do you grab a morning coffee at the corner store? Do you hop on the bus and head to school, or maybe jump on the CTrain to head to work? Do you meet friends for lunch at a local restaurant? Perhaps your drop-in hockey league plays at the community rink a few blocks away, so you stop by on your way home.

Everybody experiences the city and their community differently, representing various personal journeys. Embedded in this Guidebook is a story about how Maria and her son David experience their community on a typical day. Their journey, which may overlap with their family and friends, results in different experiences throughout the city.

Figure 2: Maria and David's Weekend Journey in Their Community





Principles and Goals for Great Communities

The policies in the Guidebook build on the **Municipal Development Plan** and are based on the following principles and goals that are central to creating and maintaining great communities for everyone. Working towards these goals will improve life for everyone who lives here, now and in the future.

Principles for Great Communities

Opportunity and Choice

Everyone has access to places to shop, learn, work, eat and play, and there are diverse housing and mobility options for many different people and household types.

Health and Wellness

Everyone has access to care, recreational opportunities and healthy food, and there are options to incorporate activity into how people get around.

Social Interaction

There are a variety of places to gather, celebrate and interact with others.

The Natural Environment

Natural areas are protected, restored and valued, and are accessible to everyone.

Economic Vitality

Everyone has access to diverse employment options and lives in a city that supports starting, operating and sustaining a business.

Identity and Place

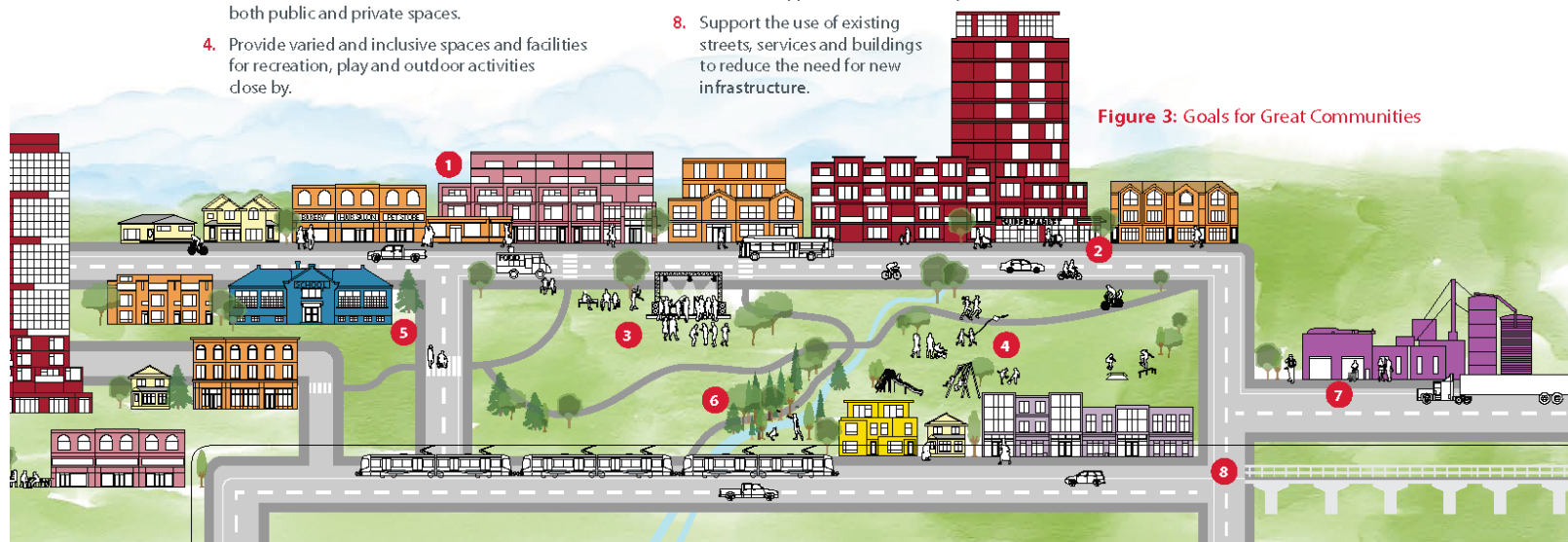
Neighbourhoods are well-designed and create a sense of place that fosters identity and pride in the community.



Planning, building and sustaining great communities begins with a conversation about the needs and wants of current and future residents, businesses and visitors to a community. What makes the community great for everyone? What is missing that would make it better, safer, more accessible, affordable and enjoyable? What kind of choices are there for housing, education, recreation, retail, restaurants, services and more? What are the most valued amenities in the community? How does a community meet the principles and goals for great communities? What opportunities and challenges do you recognize?

Goals For Great Communities

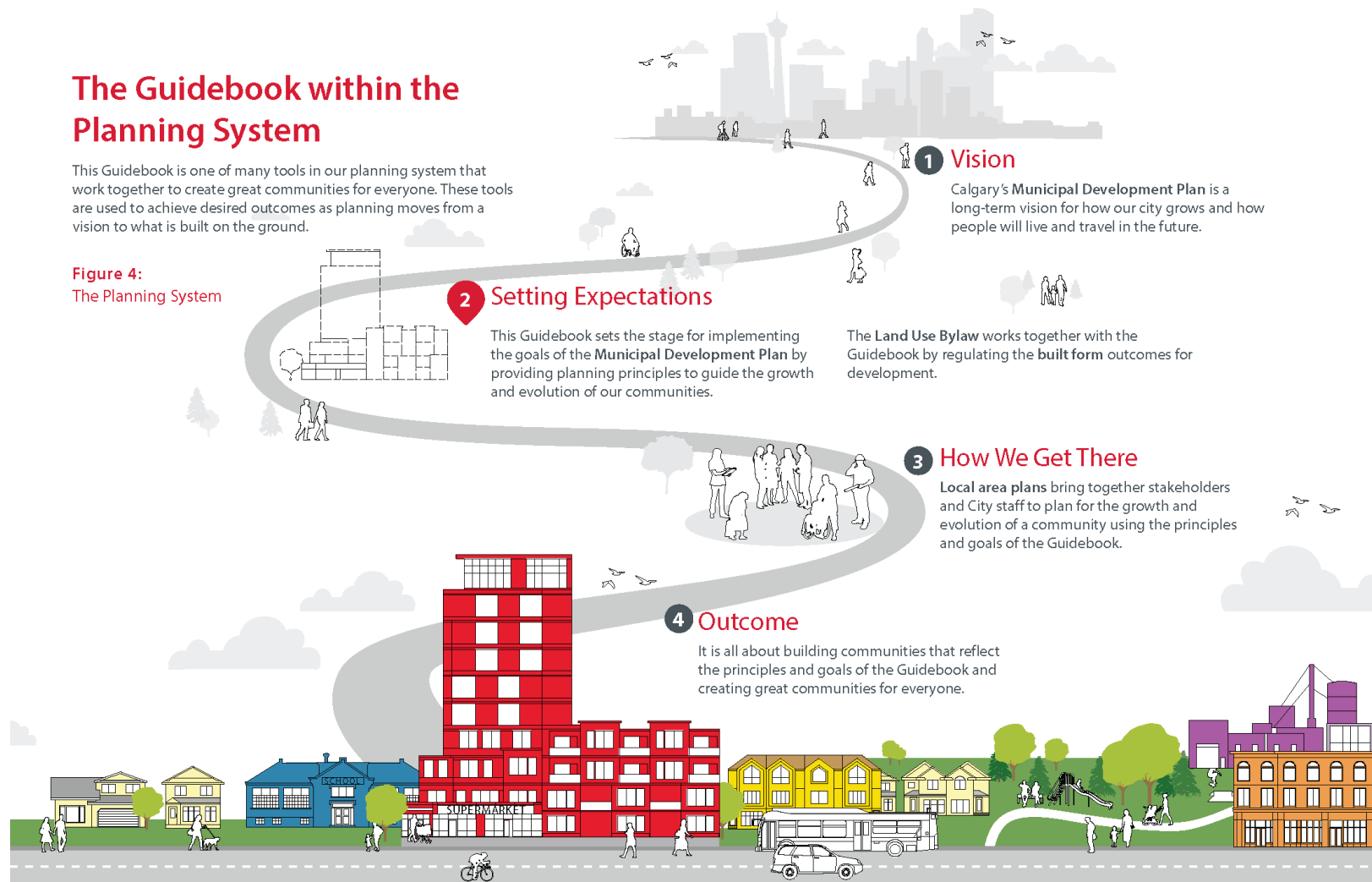
1. Promote housing options that are varied, inclusive and affordable.
2. Provide opportunities to access goods, services and amenities close by.
3. Offer opportunities to gather and participate in civic, arts, cultural and entertainment activities, in both public and private spaces.
4. Provide varied and inclusive spaces and facilities for recreation, play and outdoor activities close by.
5. Provide spaces that foster a sense of place and are designed for everyone.
6. Ensure natural areas, biodiversity and ecological functions are protected, restored and enjoyed.
7. Enable and support prosperity through diverse economic opportunities at a variety of scales.
8. Support the use of existing streets, services and buildings to reduce the need for new infrastructure.



The Guidebook within the Planning System

This Guidebook is one of many tools in our planning system that work together to create great communities for everyone. These tools are used to achieve desired outcomes as planning moves from a vision to what is built on the ground.

Figure 4:
The Planning System







2 Planning Great Communities for Everyone





What is this chapter about?

- providing a framework to guide future growth and change in a community; and,
- establishing urban form categories that are applied through a **local area plan**.

When do you use this chapter?

- during the development of a new **local area plan**;
- when amending a **local area plan** based on the Guidebook; and,
- during preparation or review of an application in an area with a **local area plan** based on the Guidebook.

Who uses this chapter?

- **local area plan** teams;
- communities engaged in a **local area plan** process; and,
- people submitting, reviewing or commenting on a planning application in an area with a **local area plan** based on the Guidebook.

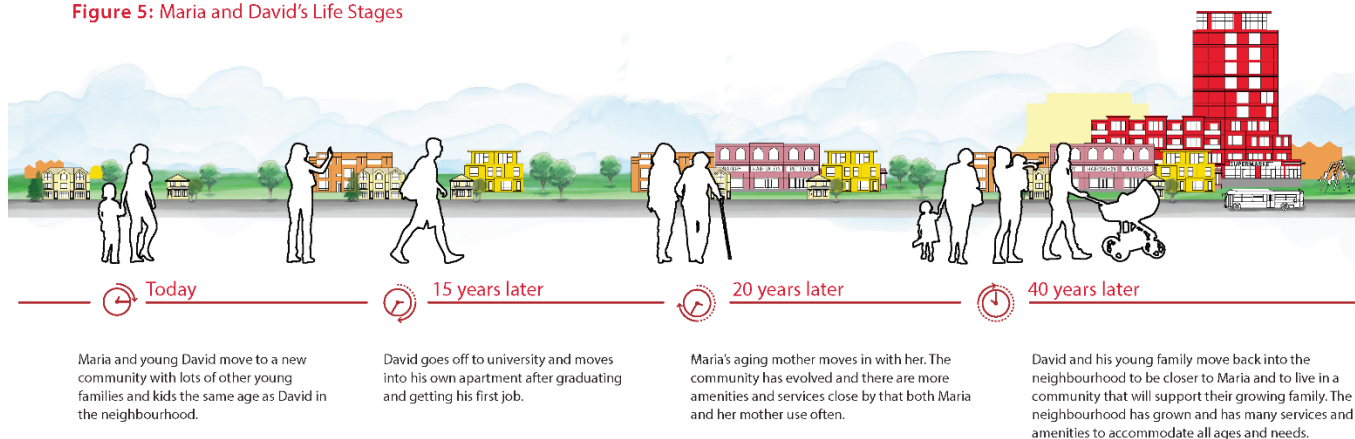
How will this chapter be used?

- to provide a consistent approach to developing a **local area plan**; and,
- to evaluate planning applications on whether they achieve the Guidebook's principles and goals.

Cities are made up of many inter-connected communities that are not bound by lines on a map, but are defined by people’s daily journeys within their communities. In neighbourhood areas, activity is generated by people moving in and out of buildings and interacting along the street.

As time passes in our communities, people get older, babies are born, some people move into a community while others leave. We will get around differently and what we do for work, play and relaxation may change over time. David will grow up and move into his own home. Maria may move away for a job or have someone new move in, like a partner or her aging mother. New jobs, schools and friends will affect their daily journeys. Our lives change and the neighbourhoods where we live, work and play need to evolve and adapt with us.

Figure 5: Maria and David's Life Stages



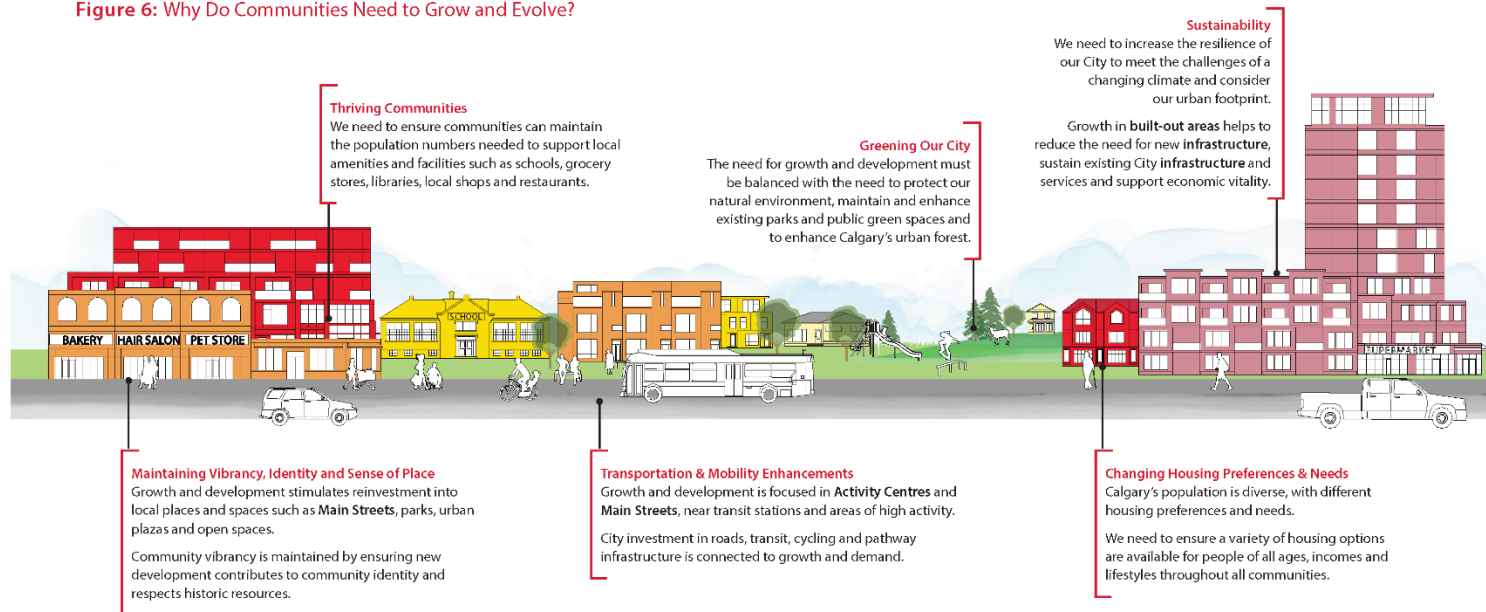
Planning a Great Community

The principles of the Guidebook focus on qualities that improve our lives as our communities evolve and grow. The goals offer community-level planning actions that support these principles, providing a map for building and sustaining a great community. These principles and goals can help to frame conversations about how our communities might grow and change over time.

A **local area plan** considers where a community is going and how it will evolve and grow to get there. This is a process of envisioning potential futures while considering the economic, social and environmental realities

that we face. A great plan celebrates and enhances current strengths, responds to existing challenges and sets in motion actions that help a community realize opportunities and be resilient to future changes. A great community is inclusive, offers everyone choices and opportunities, supports healthy lifestyles, provides opportunities to meet and engage with other people, protects and works with the natural environment and supports economic activity. Great communities are diverse, vibrant and resilient and help people respond to changes in their lives and adapt to new or persistent environmental, social or economic conditions.

Figure 6: Why Do Communities Need to Grow and Evolve?



Community Growth

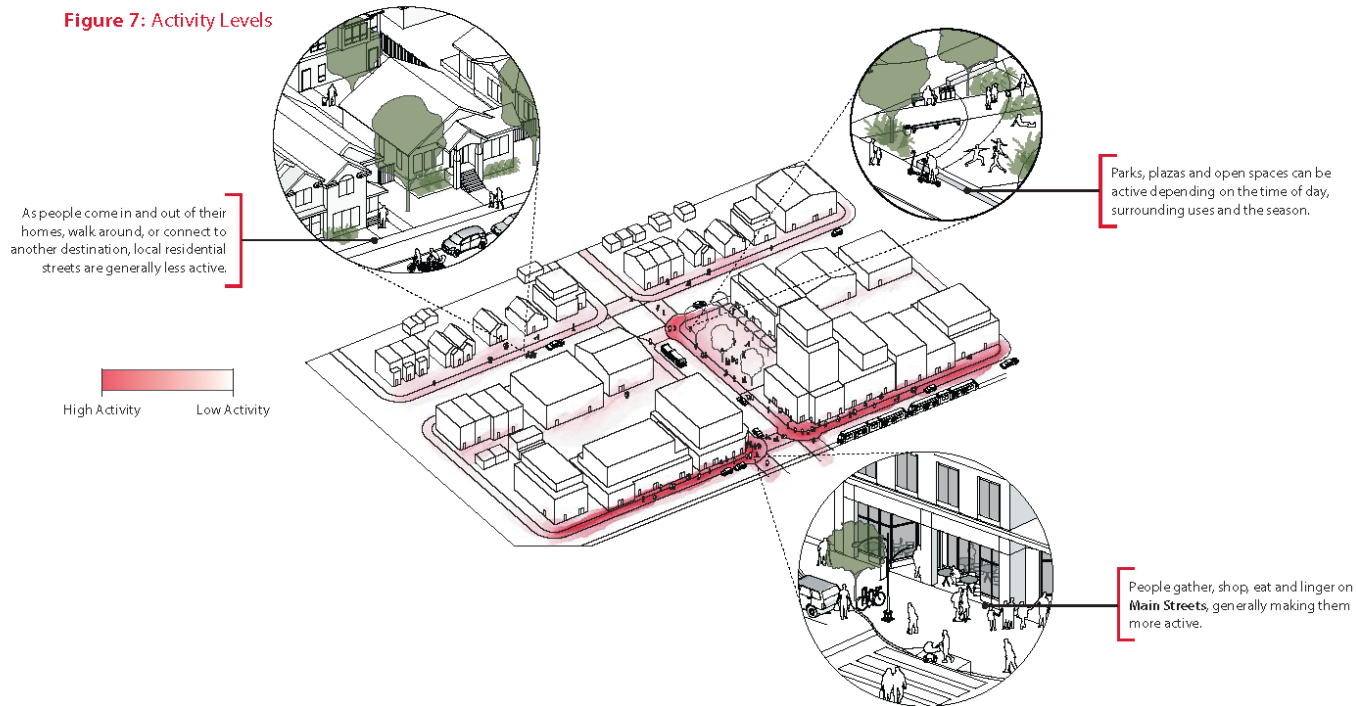
This Guidebook helps local area plans implement and refine the growth policies of the Municipal Development Plan by providing urban form categories that build upon city-wide typologies. The categories identify characteristics that define their role within the city.

The personal journeys of people within their communities are the foundation of the categories, establishing what people do and how people may use these areas, now and in the future. High and low activity areas are defined by how

many people use them. Higher activity may be found in areas such as Main Streets, while lower activity may be found on more local, residential streets. Activity level helps inform the application of urban form categories.

The Guidebook does not replace policy regarding activity at a city-wide scale. Instead, it builds on the typologies in the Municipal Development Plan by providing policies to better understand how development occurs at a more granular level within communities.

Figure 7: Activity Levels



2.1 Community Growth Policies

The following policies provide direction to implement the **Municipal Development Plan** and the goals of the Guidebook.

- a.** A local area plan should:
- i.** direct a greater share of growth and the highest intensities to **Activity Centres, Main Streets, transit station areas** and other areas of moderate to high activity;
 - ii.** support areas with high-quality transit service and **infrastructure** with higher intensity development, such as the **core zone** of a **transit station area**;
 - iii.** concentrate people and jobs at densities that support transit, commercial opportunities and other services;
 - iv.** provide diverse housing and employment opportunities that are easily accessible by various modes of travel;
 - v.** support locating housing opportunities and employment concentrations close to each other;
 - vi.** support development of a broad range of industrial opportunities and protect the integrity of existing industrial areas; and,
 - vii.** direct new development to locations that optimize public **infrastructure**, facilities and investment.

Local Area Plans

Local area plans implement the **Municipal Development Plan** and the Guidebook by providing community-specific policies and strategies that build on city-wide policies.

This section provides guidance for how a **local area plan** should be developed and structured. **Local area plans** bring together residents, businesses, developers and City staff to work together to plan for the growth and evolution of their communities.

2.2 Local Area Plan Content Policies

Chapter 1: Visualizing Growth

This chapter in a **local area plan** will provide the vision and set the foundation for further chapters by identifying existing conditions, amenities, opportunities, considerations and key historic elements.

- a. A **local area plan** should include a vision for the future of an area that aligns with the **Municipal Development Plan** and the Guidebook.
- b. **Local area plans** should be informed by community characteristics and attributes, including, but not limited to:
 - i. neighbourhood structure;
 - ii. community demographics and trends;
 - iii. geographic location in the city;
 - iv. ecological assets;
 - v. cultural and **heritage assets**, including Indigenous and archaeological sites and places;
 - vi. topography and development constraints;
 - vii. parks and open spaces;
 - viii. recreation and community facilities;
 - ix. significant **view corridors**;
 - x. **transit station areas**; and,
 - xi. mobility infrastructure.
- c. A **local area plan** should include the following to enhance the livability and health of communities as they grow and evolve:
 - i. a mix of employment, residential, institutional, and commercial uses to support the people who live in these communities;
 - ii. streets that support pedestrian and cycling infrastructure;
 - iii. development of a range of housing types to increase affordability and the supply of residential units to meet the needs of current and future residents;
 - iv. protection and enhancement of natural areas and ecological function;
 - v. recreation, civic, arts and cultural opportunities; and,
 - vi. protection and enhancement of architectural, urban and natural features that contribute to a feeling of local identity and a sense of place.

Chapter 2: Enabling Growth

This chapter in a **local area plan** will include the future growth concept and community-specific policies to supplement policies in the Guidebook. The development policies in this chapter implement the vision and should be specific to the local context and unique aspects of the community.

Maps form the foundation of this chapter and may include the entire **local area plan** or specific areas of a community. These maps are based on Chapter 2 of the Guidebook and should include urban form, scale and any additional maps as required by a **local area plan**. The application of the urban form categories is intended to guide how communities will grow and develop in the future and considers the existing context.

- d. A **local area plan** should:
 - i. apply urban form categories and scales to the plan area through maps, as required;
 - ii. contain community-specific policies and strategies for achieving the vision of the plan;
 - iii. identify unique sites, such as **landmark** or **gateway sites**, and provide community-specific policy to guide future development in these areas;
 - iv. identify **transit station areas**, supported by appropriate urban form categories and scale modifiers;
 - v. identify **heritage guideline areas** for areas with identified concentrations of **heritage assets**; and,
 - vi. incorporate climate change policy that contributes to achieving and implementing Calgary's Climate Resilience Strategy.
- e. A **local area plan** may assign multiple urban form categories when a site has two or more significant functions. The **local area plan** should determine the appropriate boundaries for each urban form category based on local context and criteria, including, but not limited to, existing uses, existing amenities and programming, shared facilities, access and servicing, property boundaries, and natural features.
- f. A **local area plan** may:
 - i. include density bonusing policies for specific areas;
 - ii. provide specific direction for areas of a community to support the integration of infill development that considers the local context and **built form**;
 - iii. identify opportunities for integrated civic facilities and sites;

- iv. identify opportunities for sustainable building features and technologies in the plan area;
- v. identify significant **view corridors** to be protected;
- vi. guide innovation to better implement the goals of the Guidebook and the vision and objectives of the **Municipal Development Plan**;
- vii. conduct a climate risk assessment and identify strategies to mitigate climate change; and,
- viii. identify opportunities for enhancing the **public realm** through streetscape improvements, such as wide sidewalks and on-street parking, in key locations such as **Main Streets** and **Activity Centres**.
- g. For areas identified for significant growth, **local area plans** are encouraged to conduct water and sanitary analyses to understand the impact of projected growth on the utility network.

Chapter 3: Supporting Growth

This chapter in a **local area plan** will include policies regarding current and future amenities and **infrastructure** and related investment strategies. The timing of these investments may be influenced by external factors, including service levels, identified priorities and the condition of existing assets. This chapter guides implementation to realize the vision in Chapter 1 of the **local area plan**.

City strategies, such as the Established Area Growth and Change Strategy, help to define an approach to support existing communities as they continue to grow and change. These strategies may identify funding for amenities and improvements through The City budget process

and may result in revisions to this chapter of a **local area plan**, and Chapter 4 of the Guidebook.

- h. A **local area plan** should identify:
 - i. potential investments to support the future growth concept and provide guidance to The City for future service plan and budget considerations and recommendations;
 - ii. the roles for different city builders in supporting implementation (The City, developers, residents and businesses); and,
 - iii. planning and funding tools that could support implementation.
- i. **Local area plans** should be reviewed regularly as investment and actions are made towards achieving the goals in the plan.

Chapter 4: Implementation and Interpretation

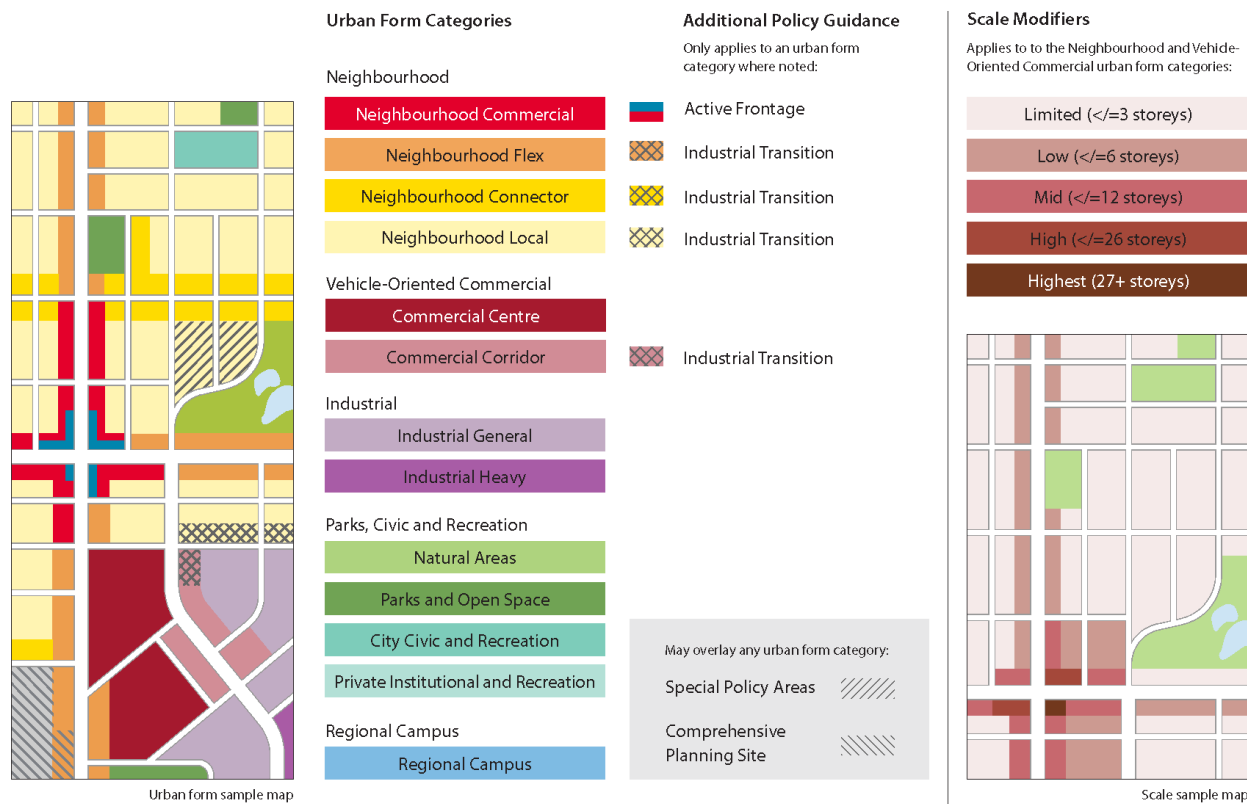
This chapter in a **local area plan** will include policies regarding legal interpretation, status and limitations of the plan.

- j. Amendments to a **local area plan** should only be considered to align with:
 - i. current planning principles;
 - ii. new or updated higher-level policy that introduces conflict with the **local area plan**;
 - iii. significant **infrastructure** investments that support a different **built form** than previously considered or outlined in the current plan; or,
 - iv. a planning application that still achieves the vision of the plan and the principles and goals of the Guidebook.
- k. For any planning applications that may result in amendments to a **local area plan**, applicants are strongly encouraged to conduct community outreach.

Urban Form Categories

There are thirteen urban form categories that direct **built form** in a community. During the **local area plan** process, communities apply these urban form categories after careful consideration of where growth should occur. The resulting **local area plan** will include a map that illustrates how the different areas of a community relate to, and support, each other. This section identifies the characteristics of each of the urban form categories. The policies of this section apply in conjunction with the policies contained in Chapter 3.

Figure 8: Summary of Urban Form Categories, Additional Policy Guidance and Scale Modifiers



Neighbourhood

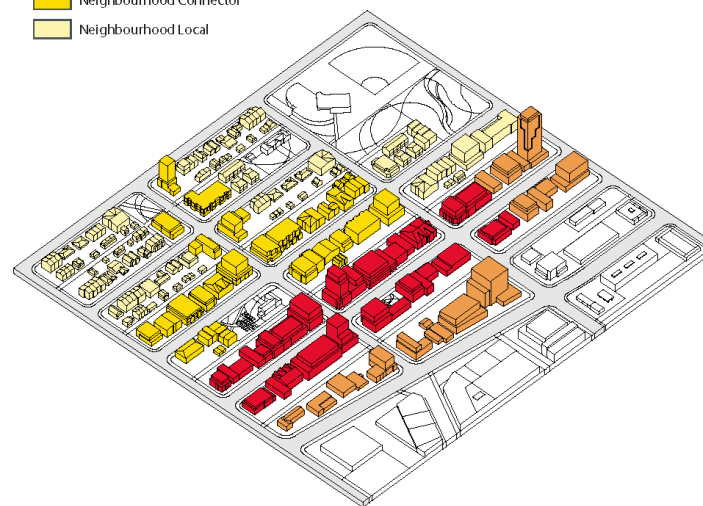
There are four Neighbourhood urban form categories – Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street. Neighbourhood Commercial and Neighbourhood Flex are most likely in areas with a grid-like street pattern.

Neighbourhood Commercial areas support a range of commercial uses on the ground floor, with the most active areas requiring uses such as shops, services and restaurants. Neighbourhood Flex areas support a mix of uses on the ground floor. Neighbourhood Connector and Neighbourhood Local areas are primarily residential, with a strong delineation between the private and **public realm**. At all development scales, the pedestrian experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable **street wall** heights and a **public realm** with features such as landscaping, sidewalks, public trees, cycling infrastructure and on-street parking.

Residential redevelopment will occur in all communities in a variety of housing forms, such as single-detached, semi-detached, rowhouse, multi-residential or mixed-use buildings. As scale increases, a larger range of unit types may be accommodated. At all scales, redevelopment should consider existing context, parcel layout, building massing, and landscaping to sensitively integrate into the community. Residential areas may also accommodate a range of commercial activities, including child care, small-scale manufacturing, and home-based businesses.

Figure 9: Neighbourhood Urban Form Categories

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local



Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially-oriented areas of our communities, where people go to shop and gather. While people also live in these areas, the **public realm** and **built form** are designed to support frequent pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street.

2.3 Neighbourhood Commercial and Neighbourhood Flex Policies

Land Use

- a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.

Site, Building and Landscape Design

In addition to the policies in Chapter 3, the following policies apply to Neighbourhood Commercial and Neighbourhood Flex areas:

- b. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:
 - i. be oriented towards the street;
 - ii. not locate parking between a building and a higher activity street;
 - iii. provide access to off-street parking and loading areas from the lane, where possible;
 - iv. provide frequent entrances and windows that maximize views to and from the street;
 - v. use building articulation to provide a well-defined, continuous **street wall** and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,
 - vi. accommodate small variations in the **street wall** to integrate amenity space.
- c. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- d. The **public realm** should provide continuous, unobstructed pedestrian routes supported by high-quality landscaping for pedestrian comfort.
- e. Landscaped areas should be located to enhance and complement the interface between the building and the **public realm**.
- f. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. accommodate a range of uses;
 - ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.



Neighbourhood Commercial

Neighbourhood Commercial areas are characterized by a range of commercial uses. Buildings are oriented to the street with units that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above. Commercial frontages have frequent entrances and windows along the street to encourage pedestrian activity.

Active Frontage indicates an area where the ground floor must contain active uses and should be applied in a strategic manner when a local area plan is developed.

Figure 10: Neighbourhood Commercial Urban Form Category







2.4 Neighbourhood Commercial Policies

Purpose

- a. A **local area plan** should identify Neighbourhood Commercial areas of a community with the following characteristics:
 - i. high concentrations of destinations, such as shops, services and gathering places;
 - ii. frequent transit service; and,
 - iii. moderate to high pedestrian activity along the street.

Land Use

- b. Commercial uses on the ground floor should be located facing the higher activity street.
- c. Residential uses on the ground floor should be located facing lower activity streets or lanes.
- d. New vehicle-oriented uses, such as drive throughs, should not locate in Neighbourhood Commercial areas.

- e. A **local area plan** should identify Active Frontage areas for parcels adjacent to or facing a transit station.
- f. A **local area plan** may identify Active Frontage areas where **active uses** must be located on the ground floor. These areas should be applied in a strategic manner.

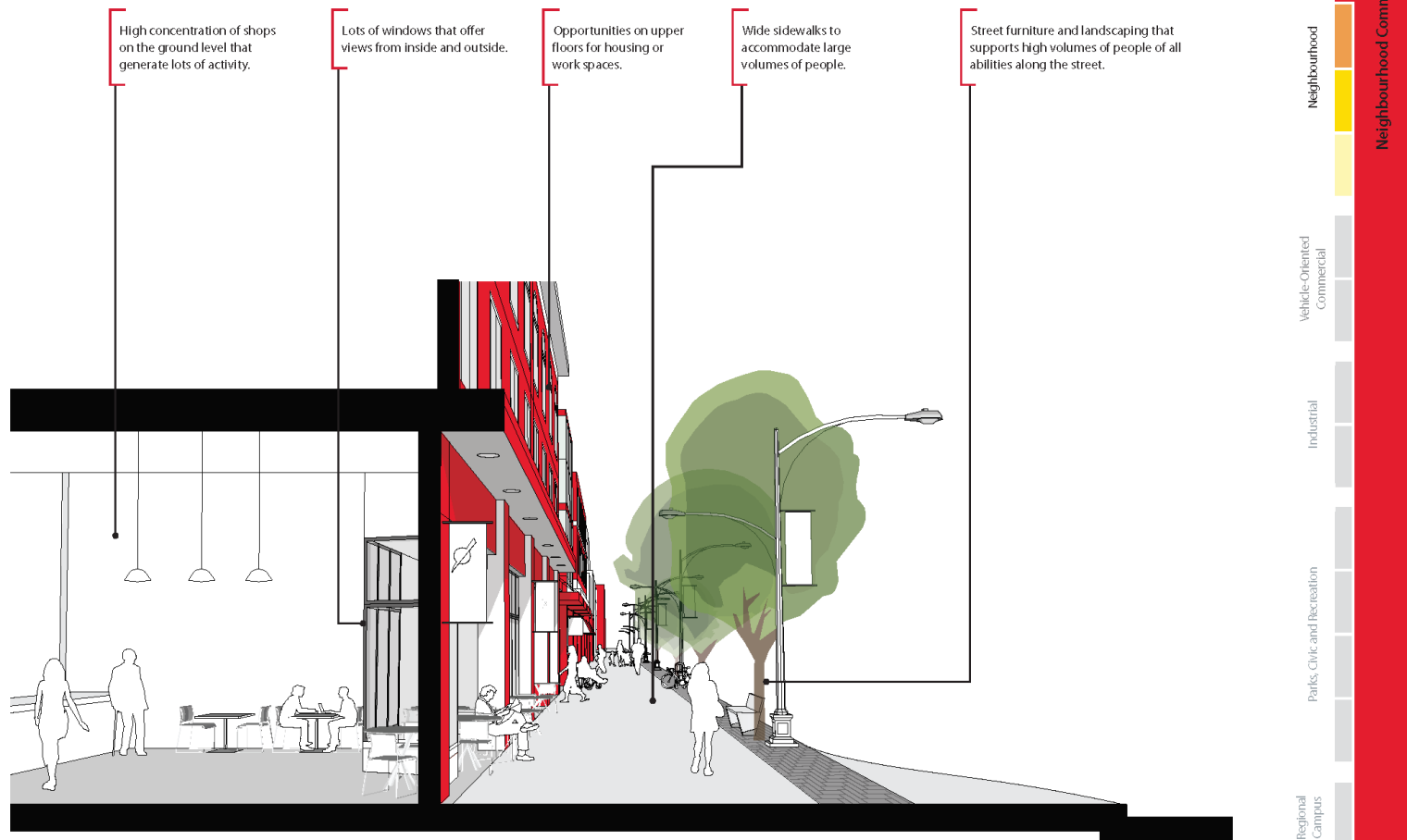
Site, Building and Landscape Design

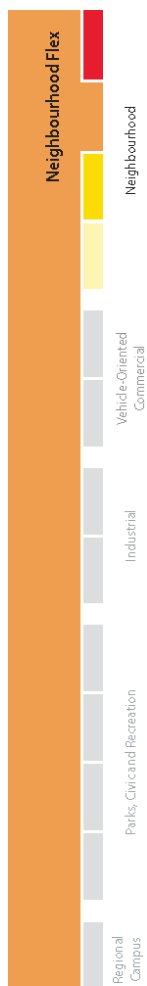
In addition to the policies in Chapter 3, the following policies apply to the Neighbourhood Commercial areas:

- g. Development in Neighbourhood Commercial areas should:
 - i. integrate larger commercial or residential uses behind or above smaller units facing the street; and,
 - ii. provide well-marked primary entrances for ground floor units facing the street.

- h. The **public realm** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** through features such as wide sidewalks, street furniture, and lighting.
- i. Active Frontage areas should not provide access to off-street parking or loading from the higher activity street.
- j. Development in Active Frontage Areas should support **active uses**. This may include, but is not limited to:
 - i. frequent entrances and windows that maximize views to and from the street;
 - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,
 - iii. a floor-to-ceiling height that supports a range of **active uses**.

Figure 11: Neighbourhood Commercial Cross-Section





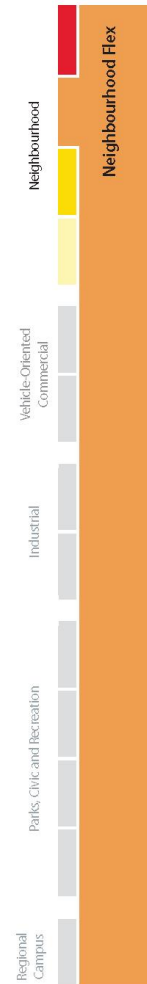
Neighbourhood Flex

Neighbourhood Flex areas are characterized by a range of commercial and residential uses. Buildings are oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities and light industrial uses on the ground floor. Uses may be mixed horizontally or vertically within a building or a block.

Industrial Transition may be identified near Industrial General areas to support the integration of a range of low-impact, light industrial and small-scale manufacturing uses in Neighbourhood Flex areas.

Figure 12: Neighbourhood Flex Urban Form Category







2.5 Neighbourhood Flex Policies

Purpose

- a. A local area plan should identify Neighbourhood Flex areas of a community with the following characteristics:
 - i. moderate to high concentrations of residential units and destinations, such as shops, services and gathering places;
 - ii. moderate to frequent transit service; and,
 - iii. moderate to high pedestrian activity along the street.

Land Use

- b. Development in Neighbourhood Flex areas should support a range of uses on the ground floor facing the street.
- c. Vehicle-oriented uses should not locate:
 - i. in areas of high pedestrian activity;
 - ii. within transit station areas; or,
 - iii. where the use interferes with access to cycling infrastructure.
- d. A local area plan may identify Industrial Transition areas of a community that are near Industrial General areas to support a range of low-impact industrial and small-scale manufacturing uses on the ground floor.

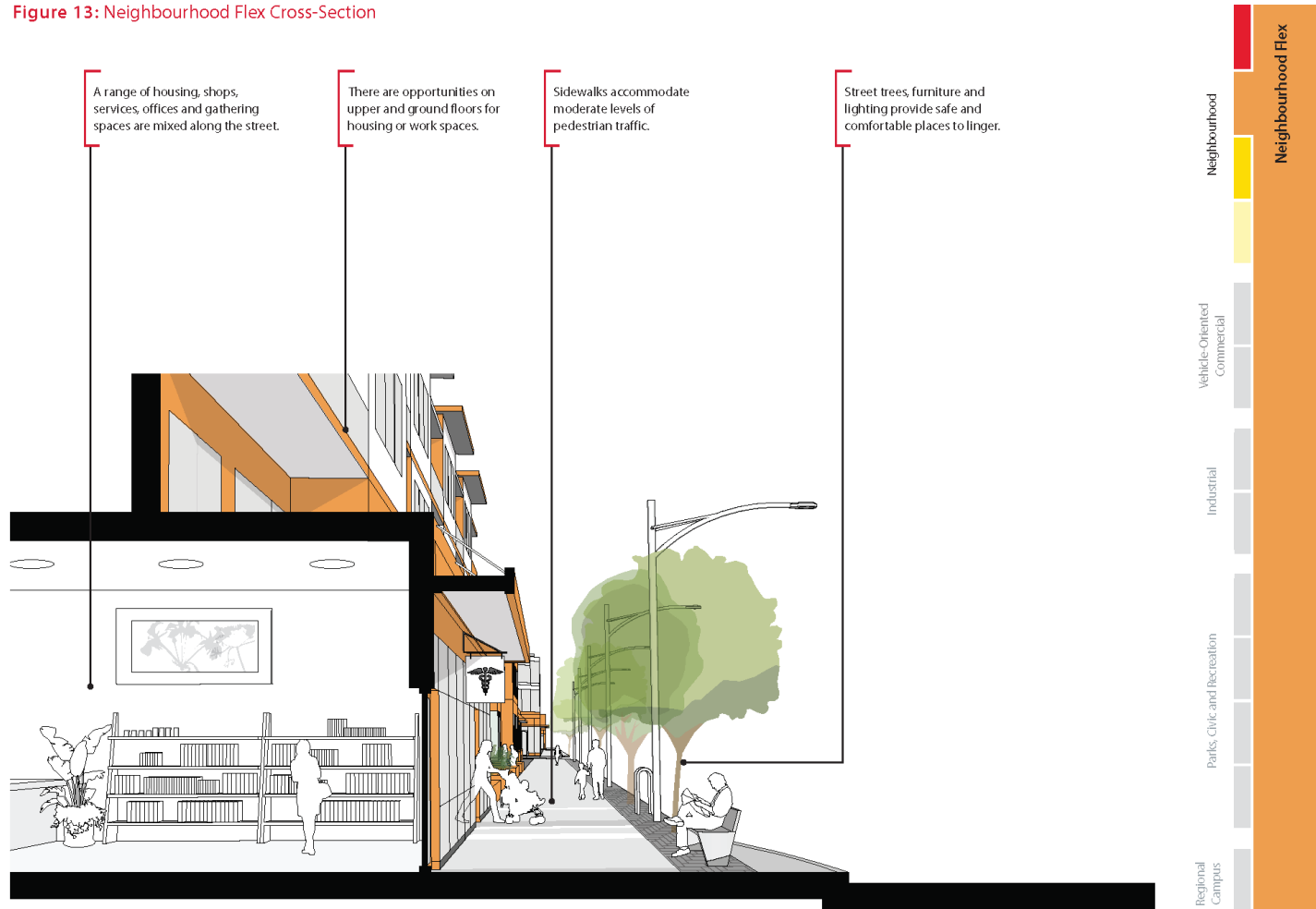
- e. Where Industrial Transition is identified in a Neighbourhood Flex area, development should be encouraged to:
 - i. combine compatible industrial working spaces with residential or commercial uses;
 - ii. enable work-live units;
 - iii. consider limited opportunities to provide areas for large or bulky goods and vehicles to be sold, leased or rented; and,
 - iv. consider opportunities to accommodate an extension of complementary uses outside of a building, such as retail display areas.

Site, Building and Landscape Design

In addition to the policies in Chapter 3, the following policies apply to the Neighbourhood Flex areas:

- f. The public realm in Neighbourhood Flex areas should be designed to support moderate to high volumes of pedestrians.
- g. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street, where feasible;
- h. Development in Industrial Transition areas should:
 - i. fully enclose industrial activities in a building and limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses;
 - ii. encourage industrial working spaces along the lane, where appropriate;
 - iii. provide well-marked primary entrances facing the street or lane;
 - iv. provide windows with views to and from the street, including views to production areas;
 - v. provide a transition from the public realm to a building using landscaped areas, amenity space or other design features; and,
 - vi. provide high-quality landscaping.

Figure 13: Neighbourhood Flex Cross-Section



Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially-oriented areas of our communities. While some commercial and work-from-home opportunities exist here, the **public realm** is designed to support low to moderate volumes of pedestrian movement along the street and the **built form** typically supports privacy and separation for residential uses.

Industrial Transition may be identified near Industrial General areas to support the integration of a range of low-impact, light industrial and small-scale manufacturing uses in Neighbourhood Connector and Neighbourhood Local areas.

2.6 Neighbourhood Connector and Neighbourhood Local Policies

Land Use

- a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:
 - i. be primarily residential uses; and,
 - ii. support a broad range and mix of housing types, unit structures, and forms.
- b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of live-work units or home-based businesses.
- c. A **local area plan** may identify Industrial Transition areas of a community that are near Industrial General areas to support a range of low-impact, light industrial and small-scale manufacturing uses.

- d. Where Industrial Transition is identified in a Neighbourhood Connector or Neighbourhood Local area, development should be encouraged to:

- i. combine compatible industrial working spaces with residential uses; and,
- ii. enable **work-live units**.

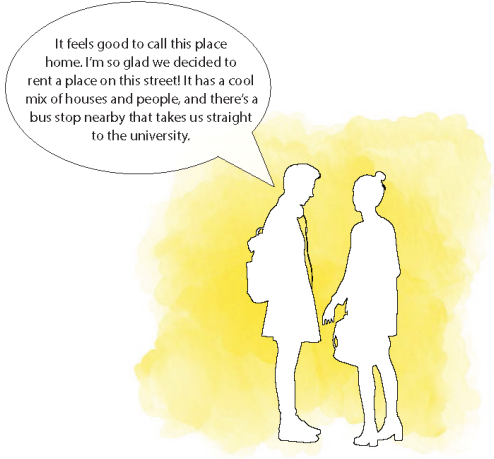
Site, Building and Landscape Design

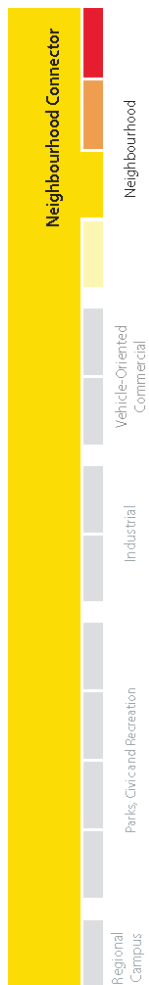
In addition to the policies in Chapter 3, the following policies apply to the Neighbourhood Connector and Neighbourhood Local areas:

- e. Development in Neighbourhood Connector and Neighbourhood Local areas should:
 - i. consider the local **built form** context;
 - ii. be oriented towards the street;

- iii. consider shadowing impacts on neighbouring properties; and,
- iv. provide access to off-street parking and loading areas from the lane, where possible.
- f. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- g. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. locate amenity spaces along the lane, where feasible;

- ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.
- h. Development in Industrial Transition areas should:
- i. fully enclose industrial activities in a building and limit off-site impacts;
 - ii. accommodate vehicular movement and loading on-site to minimize conflicts with **pedestrians**;
 - iii. encourage industrial working spaces along the lane, where appropriate;
 - iv. provide well-marked primary entrances facing the street or lane;
 - v. provide a transition from the **public realm** to a building using landscaped space, design features or amenity space; and,
 - vi. provide high-quality landscaping.





Neighbourhood Connector

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity streets. These areas may accommodate small-scale commercial uses to meet residents' daily needs and often provide connections to other communities. The public realm may include features such as wide sidewalks and cycling infrastructure.

Figure 14: Neighbourhood Connector Urban Form Category







2.7 Neighbourhood Connector Policies

Purpose

- a. A local area plan should identify Neighbourhood Connector areas of a community with the following characteristics:
 - i. low concentrations of commercial activity that are more likely to have a local catchment;
 - ii. moderate to frequent transit service; and,
 - iii. low to moderate pedestrian activity along public streets that connect to other communities and destinations.

Land Use

- b. Development in Neighbourhood Connector areas should:
 - i. support a higher frequency of units and entrances facing the street;
 - ii. support higher density when located near commercial areas and transit station areas; and,
 - iii. support the development of local commercial uses to serve nearby residents.
- c. Development in Neighbourhood Connector areas may include stand-alone or mixed-use buildings.

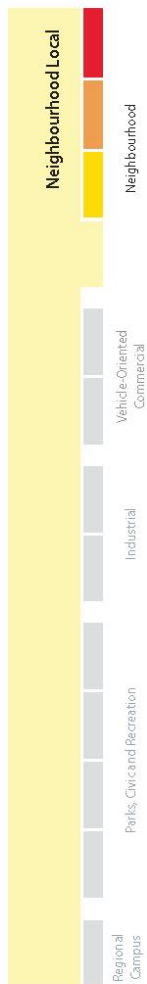
Site, Building and Landscape Design

In addition to the policies in Chapter 3, the following policies apply to the Neighbourhood Connector areas:

- d. Non-residential development in Neighbourhood Connector should:
 - i. provide a **built form** and scale that considers the surrounding residential context; and,
 - ii. mitigate impacts, such as noise and vehicle circulation, on adjacent residential uses.

Figure 15: Neighbourhood Connector Cross-Section





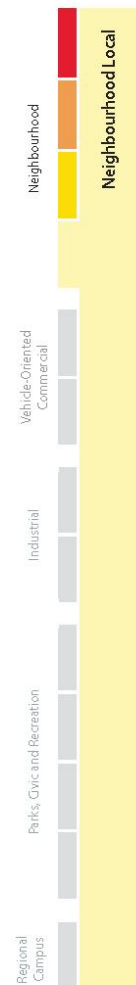
Neighbourhood Local

Neighbourhood Local areas are characterized by a range of housing types and home-based businesses. Neighbourhood Local areas have developed in a variety of ways with characteristics that shape how these areas change and grow, including when the community was built, existing heritage assets, established development pattern and access to parks, open space and other amenities. The public realm may include features such as landscaped boulevards and public street trees.

Map 1 identifies areas where additional policy direction is given to guide the range of appropriate low density housing forms. These policies would be used to evaluate circumstances where intensification in an existing community would be challenging due to the existing context.

Figure 16: Neighbourhood Local Urban Form Category







2.8 Neighbourhood Local Policies

Purpose

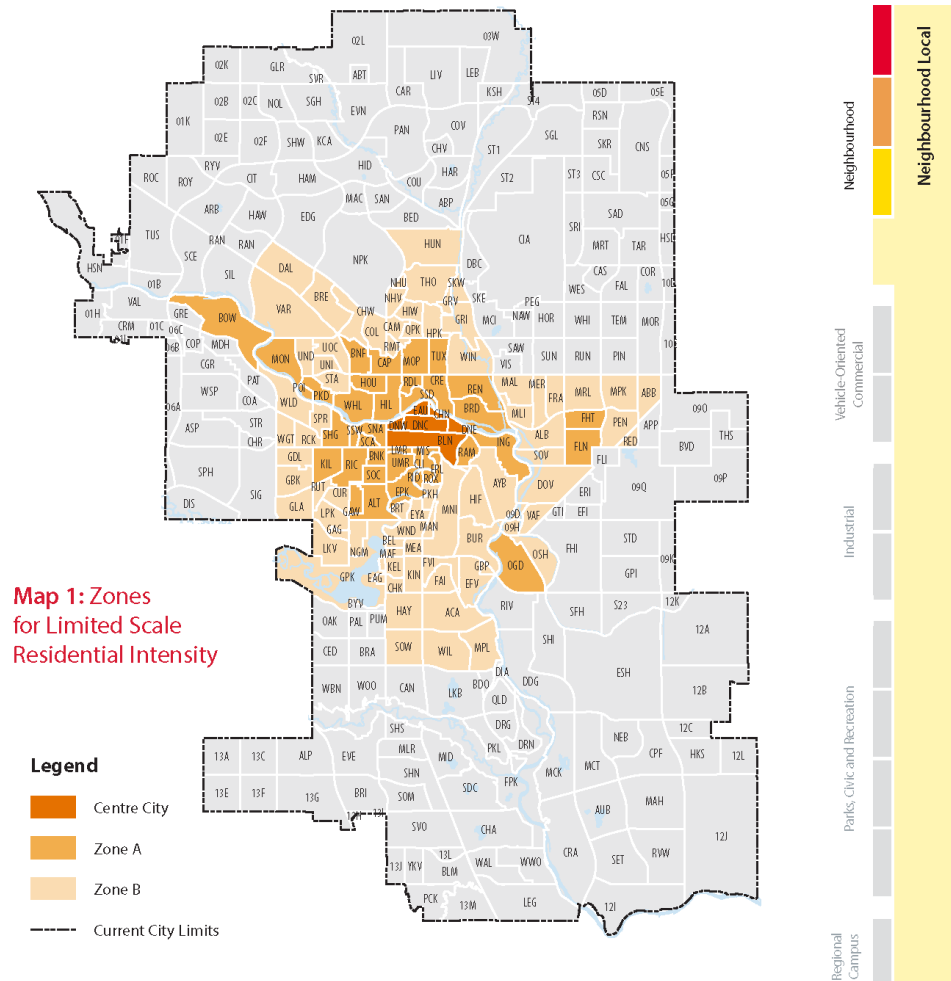
- a. A local area plan should identify Neighbourhood Local areas of a community with the following characteristics:
 - i. residential uses and built forms;
 - ii. low to moderate transit service; and,
 - iii. low pedestrian activity along public streets.

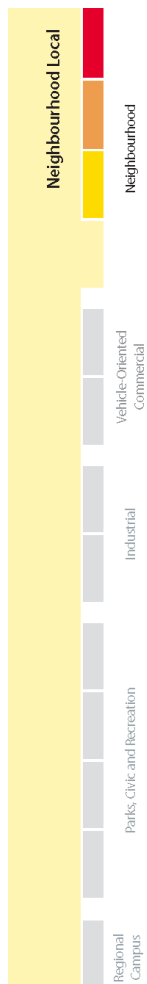
Limited Scale Residential Intensity Policies

Neighbourhood Local areas support a range of low density housing forms when the applied scale is three storeys or below (Limited Scale). At this scale, buildings are typically two to three storeys in height and oriented to the street. The Guidebook recognizes that a range of housing types are encouraged in Neighbourhood Local areas, but the age, layout and physical characteristics of communities may influence how and where these low density housing forms are developed.

Map 1 identifies zones with additional policies to guide low density residential forms at different intensities within the Limited Scale modifier. Zone A and B present the greatest opportunities for residential infill development, which is important in meeting the objectives of the Municipal Development Plan.

Appendix 2 identifies how the different residential development intensities relate to existing low density land use districts.





Map 1, Zone A

Zone A identifies communities defined as Inner City in the **Municipal Development Plan**. These communities were typically developed prior to 1945 and generally consist of residential lots with lane access, arranged in a grid network of roads. These areas are typically located closest to the Centre City, have generally experienced a longer history of infill redevelopment and have gone through more than one community lifecycle. Zone A is the most appropriate for a range of residential infill.

In Zone A, all intensities of low density residential development are generally supported in areas identified as Limited Scale. However, some areas within Zone A may have restrictions to limit infill to lowest or moderate intensity forms due to the constraints identified in the following policies.

Map 1, Zone A Policies

- b. Higher, moderate and lowest intensity, low density residential forms should be supported in all areas in Zone A, except where development meets the criteria in 2.8.d or 2.8.e.
- c. Higher intensity, low density residential forms should be supported:
 - i. on collector or higher-order streets as identified in the **Calgary Transportation Plan**; and,
 - ii. near or adjacent to **Main Streets, transit station areas** and other **Activity Centres** as defined by a **local area plan**.
- d. Moderate and lowest intensity, low density residential forms should be supported where the parcel meets one (1) of the following criteria:
 - i. is laneless;
 - ii. is of a **prohibitive parcel** shape or size;
 - iii. is located on a no-through, dead-end or cul-de-sac street;
 - iv. contains or abuts an **escarpment**; or,
 - v. is not located within 600m of a transit stop.
- e. Lowest intensity, low density residential forms should be supported where the parcel meets two (2) or more of the following criteria:
 - i. is laneless;
 - ii. is of a **prohibitive parcel** shape or size;
 - iii. is located on a no-through, dead-end or cul-de-sac street;
 - iv. contains or abuts an **escarpment**; or,
 - v. is not located within 600m of a transit stop.

Map 1, Zone B

Zone B identifies communities that are generally within the Established Area in the **Municipal Development Plan**. These communities were typically developed prior to 1970 and generally consist of residential lots with and without lane access, arranged in a modified grid network of roads. There may be a greater portion of irregularly shaped lots than found in Zone A. These areas are the next era of residential development after the Inner City and are located further from the Centre City. Zone B communities have generally experienced limited infill redevelopment but consist of buildings that are typically nearing the end of their first lifecycle (approximately 50 years) and are likely areas for redevelopment. These communities are expected to experience a greater level of residential infill redevelopment in the coming decades.

In Zone B, moderate intensity and lowest density residential development is supported in areas identified as Limited Scale, with higher intensity located in strategic areas. However, some areas within Zone B may limit infill to lowest intensity forms due to the constraints identified in the following policies.

Map 1, Zone B Policies

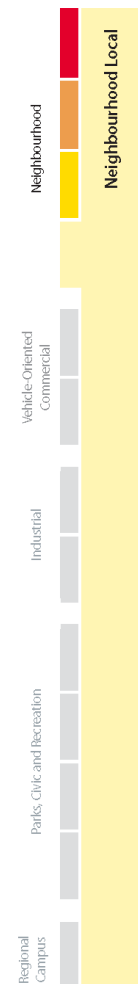
- f. Moderate and lowest intensity, low density residential forms should be supported in all areas in Zone B, except where development meets the criteria in 2.8.h.
- g. Higher intensity, low density residential forms should be supported:
 - i. on collector or higher-order streets as identified in the **Calgary Transportation Plan**; and,
 - ii. near or adjacent to **Main Streets, transit station areas** and other **Activity Centres** as defined by a **local area plan**.
- h. Lowest intensity, low density residential forms should be supported where the parcel meets one (1) or more of the following criteria:
 - i. is laneless;
 - ii. is of a **prohibitive parcel** shape or size;
 - iii. is located on a no-through, dead-end or cul-de-sac street;
 - iv. contains or abuts an **escarpment**; or,
 - v. is not located within 600m of a transit stop.

Map 1, Remaining Areas

The remaining residential communities within Map 1 are those neighbourhoods that were generally developed after 1970. These areas have a mix of laned and unlaned parcels, modified grid, curvilinear and grid road networks, and typically have more irregular parcel shapes than in Zones A and B. These areas have experienced little or no residential redevelopment to date and generally have a housing stock that is within the first lifecycle with limited pressure to redevelop. These areas are located the furthest from the Centre City and may not experience much pressure for residential redevelopment in the coming decades. Redevelopment to more intense forms should only be pursued in strategic areas.

Map 1, Remaining Areas Policies

- i. A range of higher intensity, low density residential forms should be supported in proximity to collector or higher-order streets as identified in the **Calgary Transportation Plan, Main Streets, transit station areas** and other **Activity Centres**.

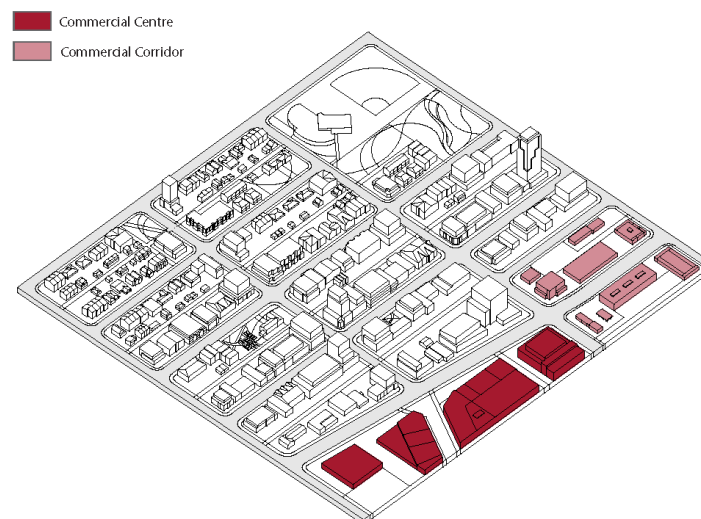


Vehicle-Oriented Commercial

There are two Vehicle-Oriented Commercial urban form categories – Commercial Centre and Commercial Corridor. Vehicle-Oriented Commercial areas are characterized by larger blocks and parcels typically arranged in a non-grid street pattern. Vehicle-Oriented Commercial areas may accommodate a range of commercial uses, offices, personal services, institutional uses, recreation facilities and light industrial uses that may be oriented to the public street or internal publicly-accessible private streets or parking areas.

Vehicle-Oriented Commercial areas are expected to evolve to support intensification and a comfortable pedestrian experience that improves connectivity to and within these sites. The incremental improvements policy in Chapter 3 guides discretion, where limited redevelopment is proposed.

Figure 18: Vehicle-Oriented Commercial Urban Form Categories



2.9 Vehicle-Oriented Commercial Policies

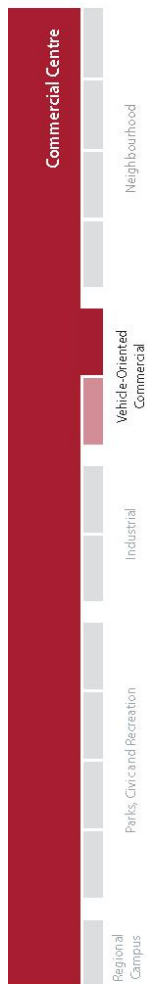
Land Use

- a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets or parking areas.
- b. Development in Vehicle-Oriented Commercial areas may:
 - i. include stand-alone or mixed-use buildings; and,
 - ii. accommodate low-impact industrial uses.
- c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have the following characteristics:
 - i. access to moderate to frequent transit service;
 - ii. access to higher quality pedestrian routes and cycling infrastructure; or,
 - iii. proximity to a residential area.
- d. Vehicle-oriented uses should not locate:
 - i. in areas of high pedestrian activity;
 - ii. within **transit station areas**; or,
 - iii. where the use interferes with access to cycling infrastructure.

Site, Building and Landscape Design

In addition to the policies in Chapter 3, the following policies apply to Vehicle-Oriented Commercial areas:

- e. Development in Vehicle-Oriented Commercial areas should:
 - i. identify a hierarchy of pedestrian routes that connect destinations on the site;
 - ii. locate commercial uses along higher activity public streets or internal publicly-accessible private streets;
 - iii. position buildings to face public streets or internal publicly-accessible private streets;
 - iv. not locate parking between a building and a higher activity street;
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
 - vi. locate access and service areas away from public streets, and screen with landscaped areas where possible;
 - vii. provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;
 - viii. use building articulation to provide a well-defined, continuous **street wall** and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,
 - ix. position landscaped areas to enhance and complement the interface between the building and pedestrian routes.
- f. Industrial activities should be fully enclosed within a building.
- g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses.
- h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:
 - i. windows with views to the street and access to natural light;
 - ii. amenity space that could be used for daily activity or seasonal programming; and,
 - iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.
- i. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street where feasible;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and,
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.



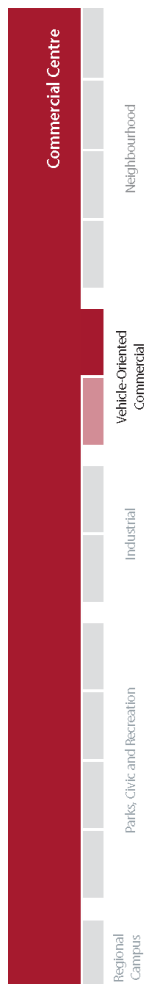
Commercial Centre

Commercial Centre areas are characterized by hubs and corridors that support regional commercial activity, typically arranged in larger blocks in a non-grid pattern. These locations are serviced by public transit and are defined by direct vehicular access and large parking areas. Pedestrian activity primarily occurs along internal, private pedestrian routes. As redevelopment occurs, these sites are intended to support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable pedestrian experience.

Figure 19: Commercial Centre Urban Form Category







2.10 Commercial Centre Policies

Purpose

- a. A local area plan should identify Commercial Centre areas of a community with the following characteristics:
 - i. moderate to high concentrations of commercial activity that is more likely have a regional catchment;
 - ii. located near streets with a high volume of vehicular movement;
 - iii. large blocks and parcels;
 - iv. frequent transit service; and,
 - v. moderate to high pedestrian activity internal to the site.

Land Use

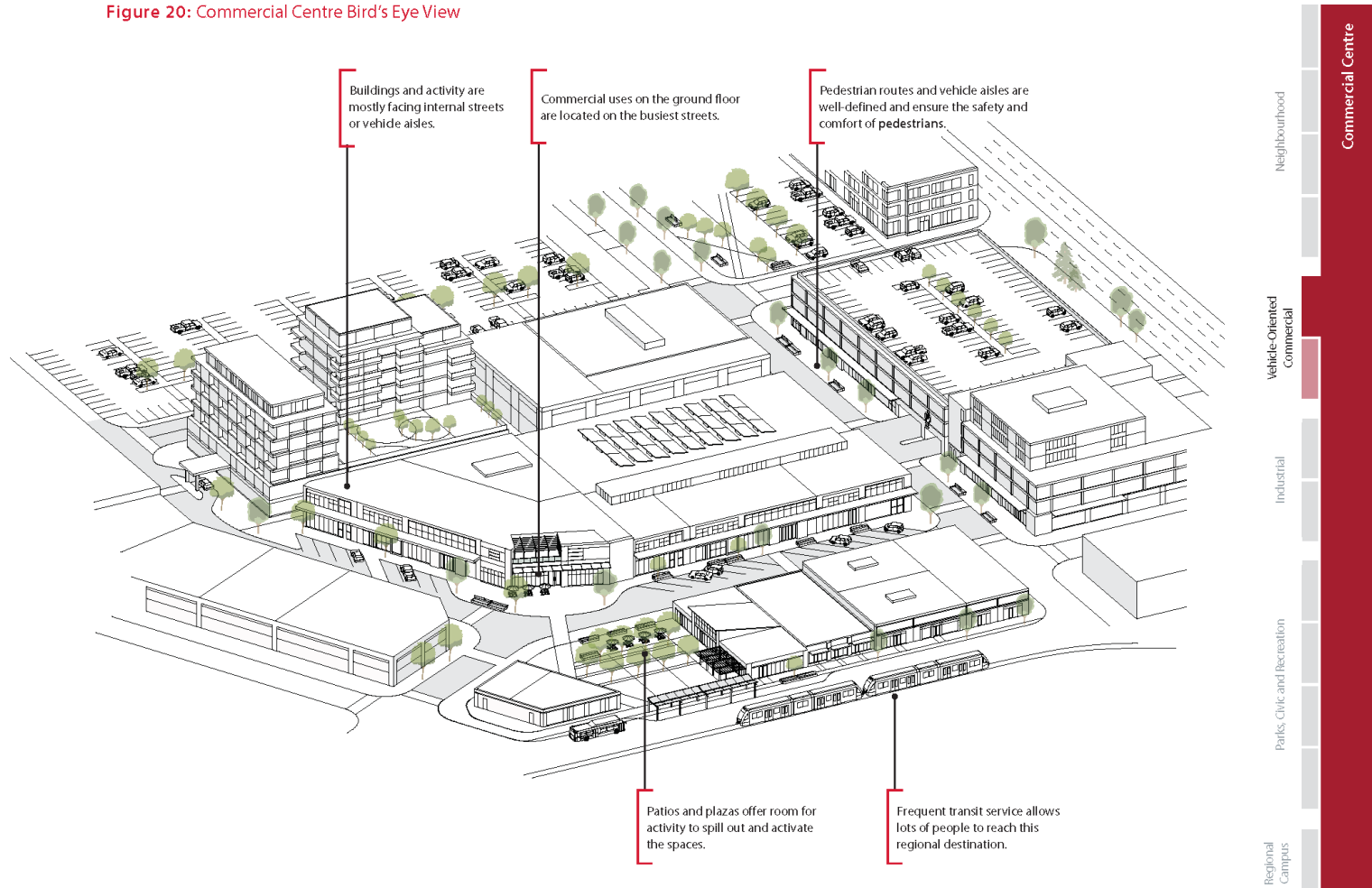
- b. Development in Commercial Centre areas should:
 - i. support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;
 - ii. support residential uses on the ground floor or above commercial uses; and,
 - iii. accommodate stand-alone residential, office and institutional buildings on lower activity public streets or internal publicly-accessible private streets.

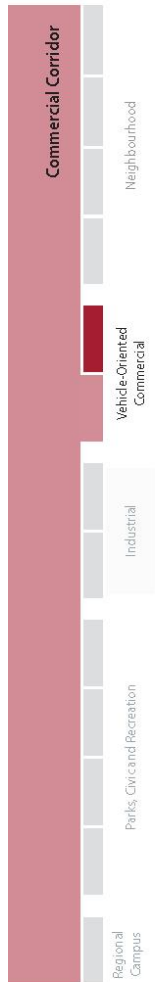
Site, Building and Landscape Design

In addition to the policies in Chapter 3, the following policies apply to the Commercial Centre areas:

- c. Development on higher activity public or internal publicly-accessible private streets should support a range of small- to medium-scale commercial uses on the ground floor. This may include, but is not limited to:
 - i. frequent entrances and windows that maximize views to and from the street;
 - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas;
 - iii. larger commercial uses integrated behind, or located above, smaller commercial units facing a street; and,
 - iv. a floor-to-ceiling height that supports a range of uses.
- d. Sites should provide low-barrier transitions between vehicle aisles and pedestrian routes using raised planters, bollards and light standards to improve safety and comfort along pedestrian routes.

Figure 20: Commercial Centre Bird's Eye View





Commercial Corridor

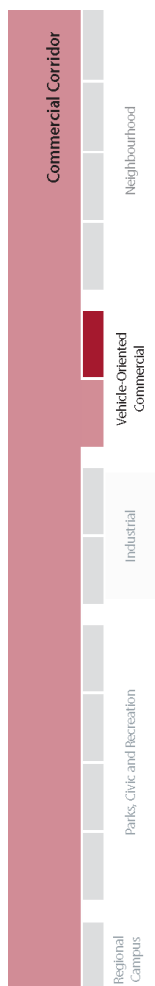
Commercial Corridor areas are characterized by a range of commercial uses, typically concentrated at key nodes or along key corridors. Parcel size for Commercial Corridor areas are generally smaller and more fine-grained than Commercial Centre areas. Existing development may be vehicle-oriented, with parking areas between the building and the public street. As redevelopment occurs, the intent is that these sites will support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable pedestrian experience.

Industrial Transition may be identified near Industrial General areas to support the integration of a range of low-impact, light industrial and small-scale manufacturing uses in Commercial Corridor areas.

Figure 21: Commercial Corridor Urban Form Category







2.11 Commercial Corridor Policies

Purpose

- a. A **local area plan** should identify Commercial Corridor areas of a community with the following characteristics:
 - i. moderate to high concentrations of commercial activity that is more likely to have a local catchment;
 - ii. located near streets with a moderate to high volume of vehicular movement;
 - iii. a range of block and parcel sizes;
 - iv. low to moderate transit service; and,
 - v. moderate pedestrian activity internal to the site.

Land Use

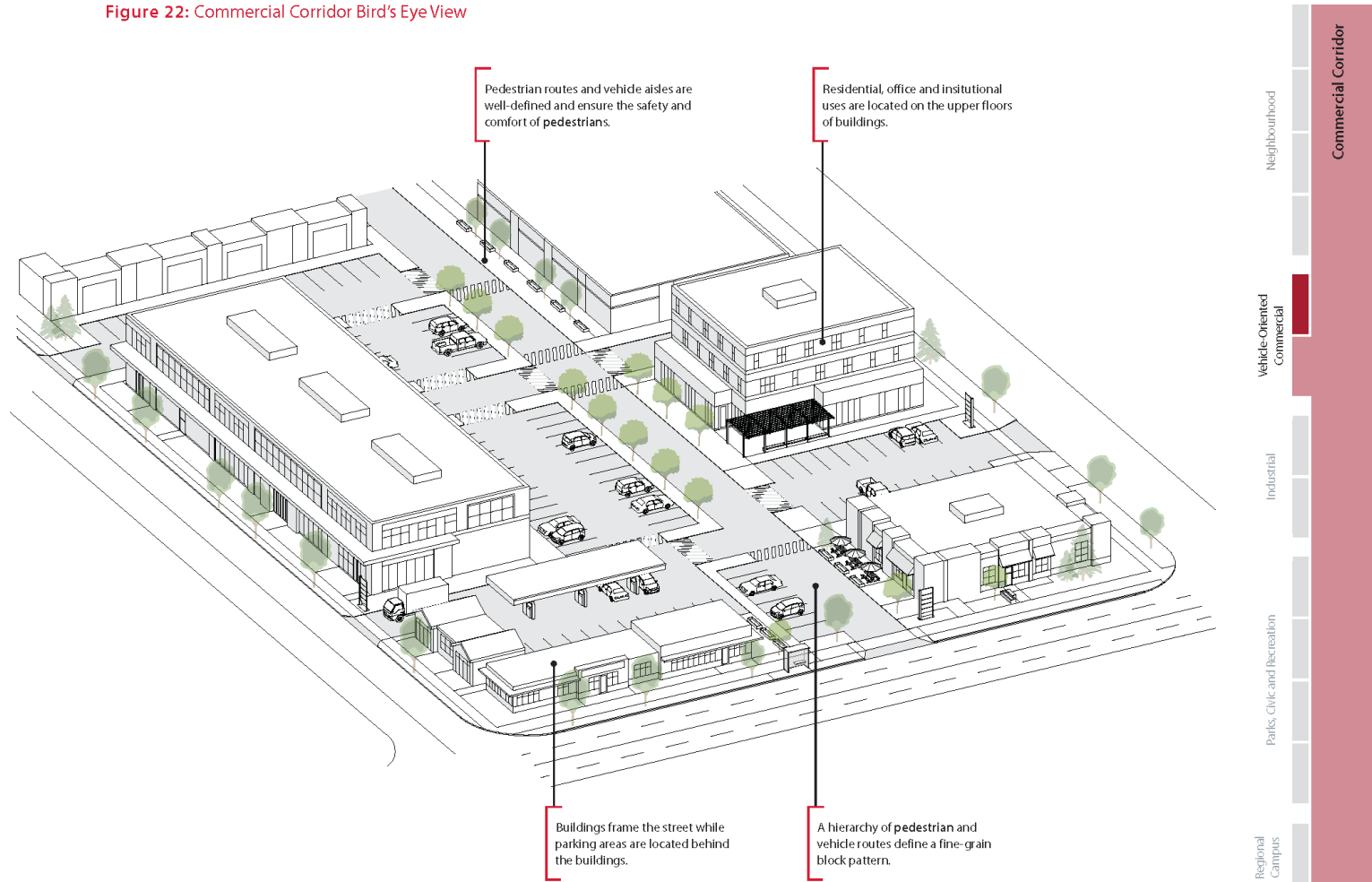
- b. A **local area plan** may identify Industrial Transition areas of a community that are near Industrial General areas to support the integration of a range of low-impact industrial and small-scale manufacturing uses.
- c. Where Industrial Transition is identified in a Commercial Corridor area, development should be encouraged to:
 - i. combine compatible industrial working spaces with housing or commercial space;
 - ii. consider opportunities to provide areas for large or bulky goods and vehicles to be sold, leased or rented; and,
 - iii. consider opportunities to accommodate activities outside of a building for storage or display.

Site, Building and Landscape Design

In addition to the policies in Chapter 3, the following policies apply to the Commercial Corridor areas:

- d. Development in Commercial Corridor areas should:
 - i. support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;
 - ii. establish a fine-grained block pattern through a hierarchy of internal vehicular and pedestrian routes;
 - iii. locate access and service areas off a lane, where possible; and,
 - iv. locate residential, office and institutional uses on the upper floors of buildings.
- e. Development in Industrial Transition areas should:
 - i. limit off-site impacts;
 - ii. accommodate vehicular movement and loading to minimize conflicts with **pedestrians**;
 - iii. encourage industrial working spaces along the lane, where appropriate;
 - iv. provide well-marked primary entrances facing the street or lane;
 - v. provide a transition from the **public realm** to a building using landscaped space, design features or amenity space; and,
 - vi. provide high-quality landscaping.

Figure 22: Commercial Corridor Bird's Eye View

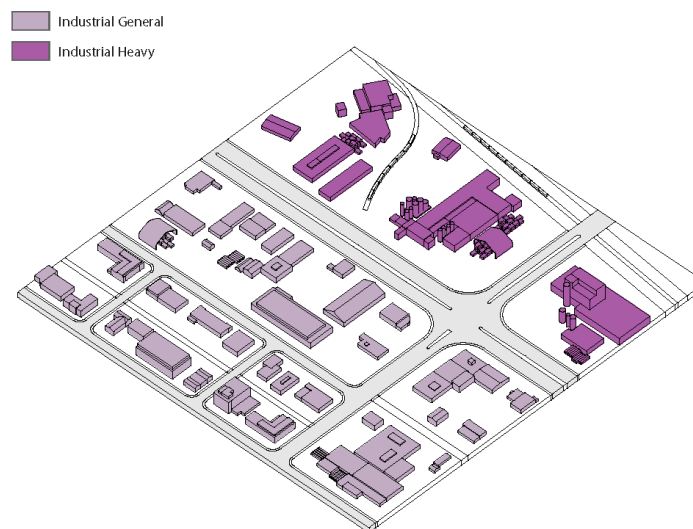


Industrial

There are two Industrial urban form categories—Industrial General and Industrial Heavy. These areas primarily include a range of industrial uses with off-site impacts. Block patterns and site layouts will prioritize large vehicle and goods movement along public streets.

Industrial areas are critical to supporting economic diversity and decisions regarding encroachment of other uses into these areas must be carefully considered to minimize impacts on the operational requirements of industrial areas.

Figure 23: Industrial Urban Form Categories



2.12 Industrial Policies

- a. A local area plan should identify Industrial areas consistent with the Urban Structure Map of the Municipal Development Plan.

Land Use

- b. Development in Industrial areas should:
 - i. integrate a limited range of supporting office and commercial uses that support industrial activities, where appropriate; and,
 - ii. limit new, large-format commercial uses.

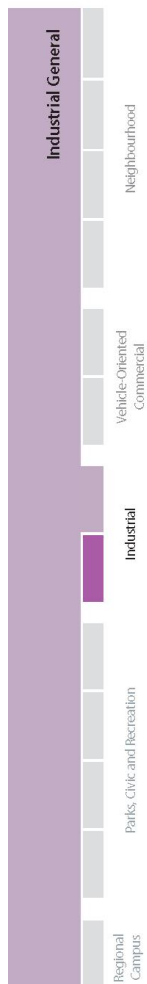
Site, Building and Landscape Design

In addition to the applicable policies in Chapter 3, the following policies apply to the Industrial areas:

- c. Development in Industrial areas should:
 - i. accommodate a range of built forms that support industrial uses;
 - ii. consider opportunities to limit off-site impacts;
 - iii. provide pedestrian connections to adjacent transit stops; and,
 - iv. provide landscaped areas and amenity spaces.

- d. Mobility infrastructure in Industrial areas should focus on large vehicle, equipment and goods movement.
- e. Development is encouraged to incorporate sustainable building features and technologies, such as on-site renewable energy generation and waste-heat recovery.
- f. When significant changes to a site are proposed, development should provide incremental improvements to support pedestrian safety, such as sidewalks and on-site pedestrian routes.





Industrial General

Industrial General areas are characterized by a range of light and medium industrial uses and represent the city's primary industrial land supply. These areas allow for a range of building sizes and industrial uses, some of which may include outdoor activities and storage. Industrial General areas are expected to support a safe pedestrian experience that improves connectivity to and within these sites and to public transit. These areas may have limited off-site impacts.

2.13 Industrial General Policies

Purpose

- a. A local area plan should identify Industrial General areas of a community with the following characteristics:
 - i. a wide range of light and medium industrial uses;
 - ii. limited off-site impacts that can be mitigated; and,
 - iii. a range of parcel sizes.

Land Use

- b. Complementary uses are encouraged to co-locate where mutual benefits could be achieved, such as in an eco-industrial park.
- c. Development of large-scale food production and urban agriculture activities are encouraged in Industrial General areas.

Site, Building and Landscape Design

In addition to the applicable policies in Chapter 3, the following policies apply to the Industrial General areas:

- d. Development should explore opportunities for renewable energy.
- e. Landscaped areas in Industrial General should:
 - i. use climate resilient plant material, including native and locally-adaptive species;
 - ii. avoid the use of invasive species;
 - iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
 - iv. encourage the use of water conservation strategies such as, but not limited to:
 - A. the use of drought-tolerant or low water-use plants;
 - B. grouping plants into mulched planting beds; and,
 - C. redirecting surface runoff to landscaped areas, where appropriate.
- f. Development is encouraged to provide connections to adjacent mobility infrastructure, such as sidewalks and cycling routes.



Photos: Examples of Industrial General

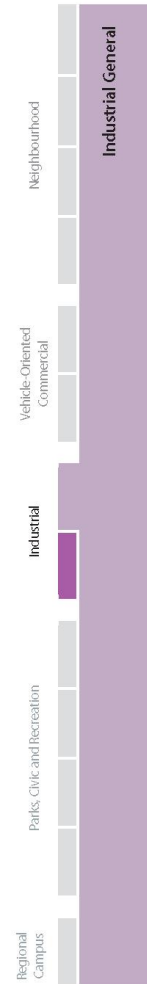


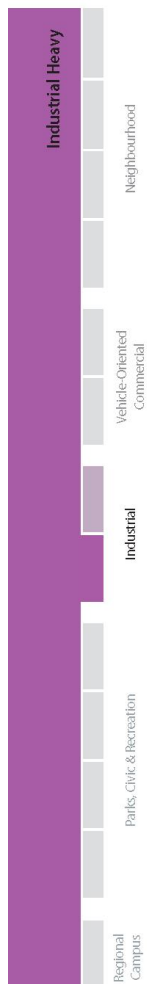
Photos: Examples of Industrial General

Industrial General Special Policy Area

There is increasing pressure on many industrial areas of the city to convert to non-industrial uses. In certain contexts, Industrial General areas may be transitioning towards a mix of industrial and non-industrial uses. Encroachment of residential, commercial or office uses into Industrial General areas must be carefully considered to minimize impacts on the operational requirements of industrial uses. While still primarily low-impact light industrial uses, these areas may have unique constraints and contexts that contribute to the clustering of other uses. Industrial General Special Policy Areas may also be located within transit station areas.

- g.** A local area plan may identify an Industrial General Special Policy Area where additional policy direction is needed. The following characteristics should be considered in identifying these areas:
 - i.** small areas with minimal impacts to the operational requirements of surrounding industrial uses; and,
 - ii.** existing non-industrial uses or clustering of non-industrial uses within the industrial area.
- h.** A local area plan may include additional policy direction for an Industrial General Special Policy Area to direct site, building and landscape design.





Industrial Heavy

Industrial Heavy areas are characterized by a range of heavy industrial uses. A significant portion of industrial activities occur outdoors and may generate off-site impacts on neighbouring parcels such as noise, dust, vibration and odour. These activities generally require larger sites with buildings that may integrate heavy machinery.

2.14 Industrial Heavy Policies

Purpose

- a. A local area plan should identify Industrial Heavy areas of a community with the following characteristics:
 - i. a range of heavy industrial uses, including extensive outdoor activities and features such as conveyor belts, cranes, piping or silos which may be difficult to screen;
 - ii. buildings and structures that are generally purpose-built for industrial uses;
 - iii. parcels that are accessed by hazardous goods routes, railway lines, or other means of access suitable for the transportation of raw materials and goods;
 - iv. large parcel sizes;
 - v. off-site impacts on neighbouring parcels that may be difficult to mitigate completely; and,
 - vi. location next to Industrial General areas or in isolated locations where the off-site impacts of the industrial activities are compatible with adjacent activities.

Land Use

- b. Industrial Heavy areas should not contain residential or commercial uses.

Site, Building and Landscape Design

In addition to the applicable policies in Chapter 3, the following policies apply to the Industrial Heavy areas:

- c. Development in Industrial Heavy should:
 - i. appropriately mitigate off-site impacts;
 - ii. consider incorporating landscaped areas, where feasible; and,
 - iii. explore opportunities for renewable energy.



Photos: Examples of Industrial Heavy

Parks, Civic and Recreation

There are four Parks, Civic and Recreation urban form categories – Natural Areas, Parks and Open Space, City Civic and Recreation and Private Institutional and Recreation. These areas are centres of neighbourhood activity and provide a range of opportunities for people to play, relax, recreate and connect. These areas foster community cohesion and cultural vitality, and support individual health and well-being. These areas also support efforts to address climate change and enhance resiliency.

In some cases, Parks, Civic and Recreation areas provide varied or integrated functions, and may be appropriate for more than one urban form category. In these cases, a **local area plan** may delineate multiple urban form categories to better capture the anticipated function and outcome of a complex site.

Figure 24: Parks, Civic and Recreation Urban Form Categories



2.15 Parks, Civic and Recreation Policies

Site, Building and Landscape Design

In addition to the applicable policies in Chapter 3, the following policies apply to the Parks, Civic and Recreation areas:

- a. Developments within Parks, Civic and Recreation areas should:
 - i. connect to the community, including other parks and open spaces by active transportation and transit networks;
 - ii. use climate resilient plant material that include native and locally-adaptive species; and,
 - iii. consider operations and maintenance requirements, such as snow clearing and storage.
- b. Buildings and facilities within Parks, Civic and Recreation areas should:
 - i. be located to maximize accessibility;
 - ii. be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;
 - iii. be made of materials that complement surrounding parks or open space;
 - iv. provide shelter to allow for year-round use, where appropriate;
 - v. consider design that allows indoor spaces to open to the outdoors; and,
 - vi. identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.
- c. Parks, Civic and Recreation areas should consider incremental site improvements to be assessed at the time of application, including, but not limited to:
 - i. providing additional services, programming or facilities;
 - ii. protecting or rehabilitating natural areas;
 - iii. improving accessibility;
 - iv. adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible; and,
 - v. providing public art or cultural spaces.



Photos: Examples of Natural Areas

Natural Areas

Natural Areas in the city are characterized as areas that provide a range of ecological functions and benefits, from improving air and water quality to supporting biodiversity. These areas may include a range of amenities related to ecological features, such as pathways, river access points, washrooms, gathering spaces and interpretative features.

2.16 Natural Areas Policies

Purpose

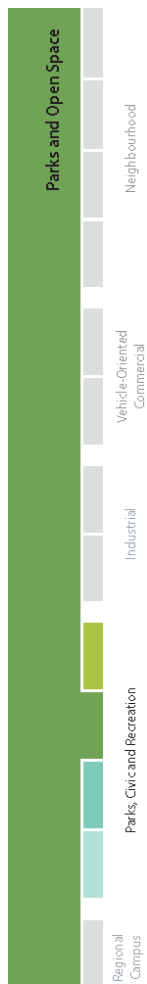
- a. A local area plan should identify Natural Areas in a community with the following characteristics:
 - i. significant natural features and ecological functions;
 - ii. limited facilities and amenities; and,
 - iii. opportunities to access and connect with nature.

Site, Building and Landscape Design

In addition to the applicable policies in Chapter 3, the following policies apply to the Natural Areas:

- b. Natural Areas should:
 - i. support the protection, preservation and rehabilitation of ecological processes and functions;
 - ii. support the presence of wildlife and pollinators by connecting parks and open spaces with natural areas to support the ecological network and provide habitat and movement corridors; and,
 - iii. be accessible by pedestrian and cycling infrastructure in a manner that does not inhibit the overall ecological function of the space.
- c. Pathways adjacent to Natural Areas should be designed and constructed to minimize disturbance to the Natural Area and create a buffer between the Natural Area and adjacent development.
- d. Natural Areas may identify and integrate cultural landscapes in their design and layout.





Parks and Open Space

Parks and Open Space areas are characterized by publicly-accessible outdoor space and provide some **ecosystem services**. These areas may include amenities such as gathering places, urban plazas, sport fields, playgrounds, and off-leash areas. Parks and Open Space areas may contain civic uses, such as schools and community associations and also include significant publicly-accessible open space. Parks and Open Space areas may include significant historical, cultural, archaeological or Indigenous sites.

Where a civic use such as a school or community association is located in a park or open space, the **local area plan** should determine the appropriate urban form category based on the anticipated outcome. Multiple urban form categories may be applied on sites that fulfill both City Civic and Recreation and Parks and Open Space functions. Development in Parks and Open Space areas may also be regulated by other legislation or agreements, such as the Municipal Government Act or Joint Use Agreements.

2.17 Parks and Open Space Policies

Purpose

- a. A **local area plan** should identify Parks and Open Space areas of a community with the following characteristics:
 - i. publicly-accessible outdoor space, including supporting facilities; and,
 - ii. where some **ecosystem services** are provided.

Land Use

- b. Parks and Open Space areas may accommodate:
 - i. a range of uses that support the primary function of the site, such as schools and community associations;
 - ii. educational, athletic, cultural, creative and social programming;
 - iii. commercial services or pop-up and temporary uses that complement the primary function of the site, where possible; and,
 - iv. public education programming and interpretive information about local natural history and ecosystems.



Photos: Examples of Parks and Open Space

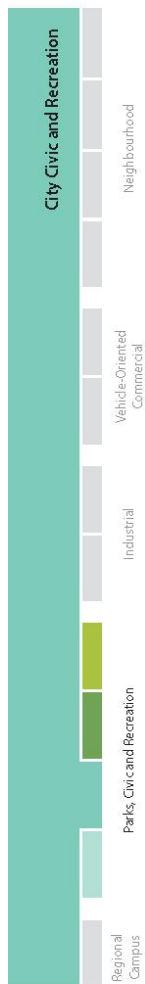
Site, Building and Landscape Design

In addition to the applicable policies in Chapter 3, the following policies apply to the Parks and Open Space areas:

- c. Parks and Open Space areas should be designed to:
 - i. provide access to both sunlight and shade;
 - ii. protect existing trees and ensure adequate soil volume to support tree health and growth;
 - iii. explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;
 - iv. use landscaped areas to delineate open space and property boundaries, where possible;
 - v. account for visibility within and around the site, including lighting where appropriate; and,
- vi. provide accessible connections within the site.
- d. Parks and Open Space areas should support:
 - i. opportunities for activities for people in all seasons;
 - ii. adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city; and,
 - iii. winter-specific design and programming.
- e. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements, and provide year-round programming.
- f. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.

- g. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the function of the site.
- h. Buildings within Parks and Open Space areas may integrate a range of uses and programming.
 - i. Parks and Open Space areas may identify and integrate cultural landscapes in their design and layout.
 - j. Parks and Open Space areas may encourage the provision and incorporation of space for local food production, processing, sales and programming on-site or within community facilities.





City Civic and Recreation

City Civic and Recreation areas are characterized by indoor and outdoor facilities located on public land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, or museums. Some schools and community association buildings may occur in these areas where there are no significant on-site park or open spaces. Schools or community association buildings that are co-located or integrated with other civic uses, such as libraries and protective and emergency services are appropriate in this category.

City Civic and Recreation areas may include amenities where membership or user fees are a requirement of access, such as golf courses. The private sector, public sector, non-profit agencies, charities and partnerships may play a role in the ownership, operation and development of these community assets.

2.18 City Civic and Recreation Policies

Purpose

- a. A local area plan should identify City Civic and Recreation areas of a community with the following characteristics:
 - i. civic or recreation areas located on public land;
 - ii. school sites or community association buildings without significant publicly-accessible outdoor space;
 - iii. indoor or outdoor programmed spaces, community facilities, or protective and emergency services on public land; and,
 - iv. various types of physical, creative, social and cultural activity programming.

Land Use

- b. City Civic and Recreation areas should support:
 - i. a range of recreation, civic, arts and cultural opportunities to meet the needs of an increasingly diverse city in all seasons; and,
 - ii. commercial services that complement the primary function of the site.
- c. All types of care facilities and affordable housing are appropriate in this category and are encouraged to locate where there is convenient access to community services and amenities
- d. City Civic and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites will likely generate higher volumes of traffic and off-site impacts and should consider the following:
 - i. pedestrian connections to adjacent transit stops;



Photos: Examples of City Civic and Recreation

- ii. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
- iii. location of parking areas to support activities on the site; and,
- iv. screening from adjacent uses.

Site, Building and Landscape Design

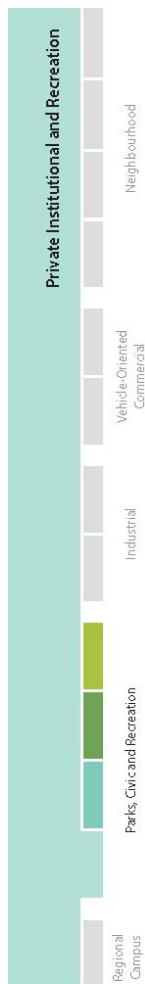
In addition to the applicable policies in Chapter 3, the following policies apply to the City Civic and Recreation areas:

- e. City Civic and Recreation areas should:
 - i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
 - ii. identify and integrate cultural landscapes in their design and layout;
 - iii. consider opportunities for publicly-accessible drinking fountains, and washrooms; and,

- iv. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.

- f. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.
- g. The provision of space for local food production, processing, sales and programming is encouraged on-site or within community facilities.





Private Institutional and Recreation

Private Institutional and Recreation areas are characterized by indoor and outdoor facilities on private land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, recreation centres, private schools or colleges, or places of worship. These amenities may require membership or user fees for access. These privately-owned sites can be dynamic and may be subject to redevelopment.

Multiple urban form categories may be applicable when a use integrates into its local context. The assignment of another urban form category to these uses should be determined as part of the local area plan. For example, smaller recreation facilities or places of worship may be integrated into a larger development within a neighbourhood or industrial urban form category.

2.19 Private Institutional and Recreation Policies

Purpose

- a. A local area plan should identify Private Institutional and Recreation areas of a community that are privately-owned and operated on private land, typically on parcels greater than one hectare.

Land Use

- b. Development in Private Institutional and Recreation areas should allow for a range of uses, such as recreation, commercial, education, worship, culture and arts opportunities.
- c. Private Institutional and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites likely generate higher volumes of traffic and off-site impacts and should consider the following:
 - i. pedestrian connections to adjacent transit stops;

- ii. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
- iii. location of parking areas to support activities on the site; and,
- iv. screening from adjacent uses.

Site, Building and Landscape Design

- d. In addition to the applicable policies in Chapter 3, Private Institutional and Recreation areas should support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.



Photos: Examples of Private Institutional and Recreation



Photos: Examples of Regional Campus

Regional Campus

The Regional Campus areas are characterized by large sites that are used for regional institutional or transportation functions regulated by the provincial or federal government. Regional Campus areas contain a concentration of uses that serve regional civic, institutional or transportation purposes, including airports, railyards, hospitals and post-secondary institutions. The sites are typically serviced by internal street networks and comprised of multiple buildings.

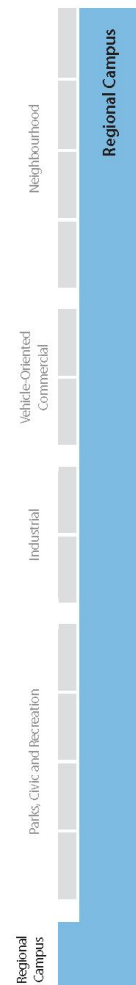
2.20 Regional Campus Policies

Purpose

- a. A **local area plan** should identify Regional Campus areas of a community with the following characteristics:
 - i. a concentration of uses that serve regional civic, institutional or transportation purposes;
 - ii. regulated by other jurisdictions, such as the provincial or federal government; and,
 - iii. large sites with internal street networks that connect multiple buildings.

Site, Building and Landscape Design

- b. The **local area plan** process should identify opportunities to collaborate with other jurisdictions, where possible, to integrate Regional Campus into the surrounding context.
- c. A **local area plan** should consider how Regional Campus sites integrate with adjacent development and pedestrian, cycling and transit infrastructure.



Additional Policy Guidance

Through a **local area plan** process, additional policy guidance can be provided to respond to the local context in two ways: through applying a Special Policy Area or a Comprehensive Planning Site. These tools are optional policy components that are used to provide context-specific policy within a community.

Special Policy Area

A Special Policy Area may be used in a **local area plan** to identify places for specific policy guidance (e.g., warehouse district, arts incubator) where an area does not fit within an existing urban form category. A Special Policy Area may be applied over a portion of an urban form category in a **local area plan** to modify existing policy or to provide additional policy guidance to a specific area while still emphasizing the general function. Special Policy Areas will be unique to each **local area plan**.

Policies for Industrial General Special Policy Areas is provided in Section 2.13.

2.21 Special Policy Area Policies

- a. A **local area plan** may identify a Special Policy Area where additional policy direction is needed. The following should be considered in identifying these areas:
 - i. where modifications are required to an urban form category to fit into an existing context; and,
 - ii. where specific direction or policy is needed to guide future development of an area.
- b. A **local area plan** may include additional policy direction for a Special Policy Area to direct site, building and landscape design.

Comprehensive Planning Site

Comprehensive Planning Sites identify and provide direction for large sites where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private **infrastructure**, such as internal publicly-accessible private streets, that service the site. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community, where feasible. Examples of Comprehensive Planning Sites include large institutional uses or brownfield sites.

2.22 Comprehensive Planning Site Policies

Purpose

- a. A **local area plan** should identify Comprehensive Planning Sites for parcels larger than one hectare, and where the future redevelopment plans of the site cannot be determined through the local area planning process.
- b. A **local area plan** may identify urban form categories and apply a range of scales for a Comprehensive Planning Site and should consider the following:
 - i. existing servicing and **infrastructure**;
 - ii. adjacent urban form categories in the plan area; and,
 - iii. adjacent scale in the plan area.

- c. Where urban form categories or scale modifiers have not been identified in a **local area plan**, an amendment to the plan will be required to apply the appropriate urban form category or scale modifiers at the planning application stage.

Site, Building and Landscape Design

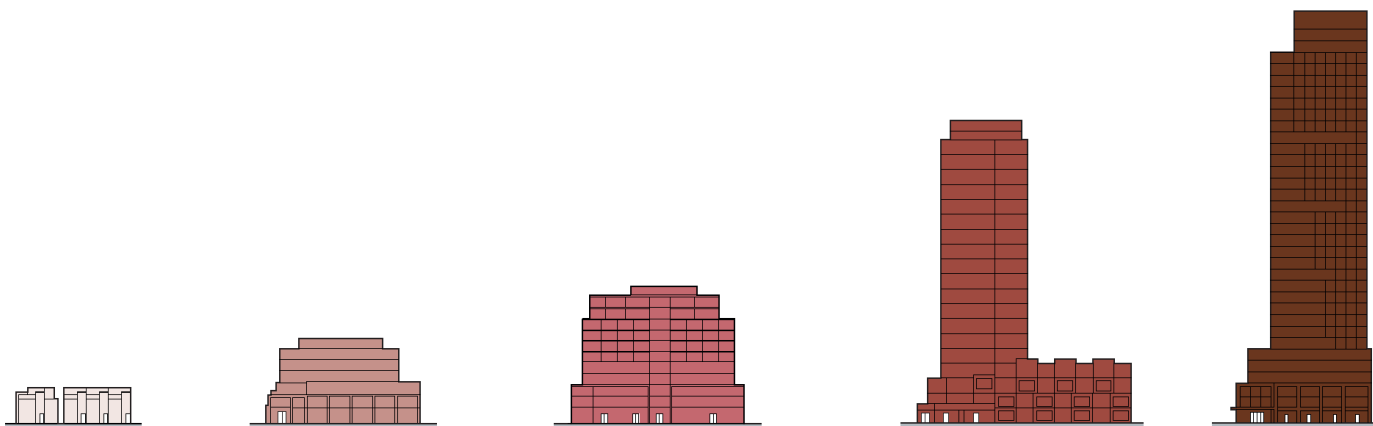
- d. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:
 - i. identify an appropriate transition of use and scale to adjacent areas;
 - ii. identify a hierarchy of streets and pedestrian routes that connect destinations on and to the site;
 - iii. identify phasing for future development, including how parking areas change over each phase;
 - iv. identify opportunities for comprehensive energy planning to address climate change and improve climate resiliency;
 - v. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
 - vi. identify the location of publicly-accessible open space;
 - vii. identify opportunities to create a sense of place;
 - viii. integrate transit infrastructure; and,
 - ix. identify utility connections.

Scale Modifiers

Scale refers to the combination of height and building mass that influences the experience on the ground floor. Scale modifiers apply to the Neighbourhood and Vehicle-Oriented Commercial areas and are grouped by compatible **built forms** with similar design expectations to manage the experience of height and massing.

All buildings, regardless of scale, are expected to meet the standards of design excellence as articulated by the Urban Design Elements in the **Municipal Development Plan**. At every scale, it is important to establish an appropriate **street wall** to reduce building bulk, reduce wind impact, provide access to sunlight and create a sense of enclosure for the **public realm**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on the **public realm** while ensuring a well-defined **street wall**. At higher scales, this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest.

The **Land Use Bylaw** will supplement building scale modifiers by regulating height, density and setbacks. The maximum height permitted by scale modifiers may be reduced by specifying a number of storeys in a **local area plan**. The rationale for reducing the number of stories must be developed through the **local area plan** process and informed by local site constraints, contexts, and impacts on the viability of the applied urban form category. General policies regarding site, building and landscape design can be found in Chapter 3.



Limited

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single-detached, semi-detached, and rowhouse residential development, and small stand-alone commercial or mixed-use buildings.

Low

- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use and industrial buildings.

Mid

- Buildings of twelve storeys or less.
- Focus on appropriate **street wall** height and **public realm** interface.
- Typically characterized by apartments, offices and mixed-use buildings.

High

- Buildings of twenty-six storeys or less.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Highest

- Buildings of twenty-seven storeys or more.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Limited Scale

Limited Scale accommodates developments that are three storeys or less. This modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, rowhouses, townhomes, stacked townhomes, mixed-use buildings, commercial and some industrial buildings.

2.23 Limited Scale Policies

- a. Development in Limited Scale areas should be three storeys in height or less.
- b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.

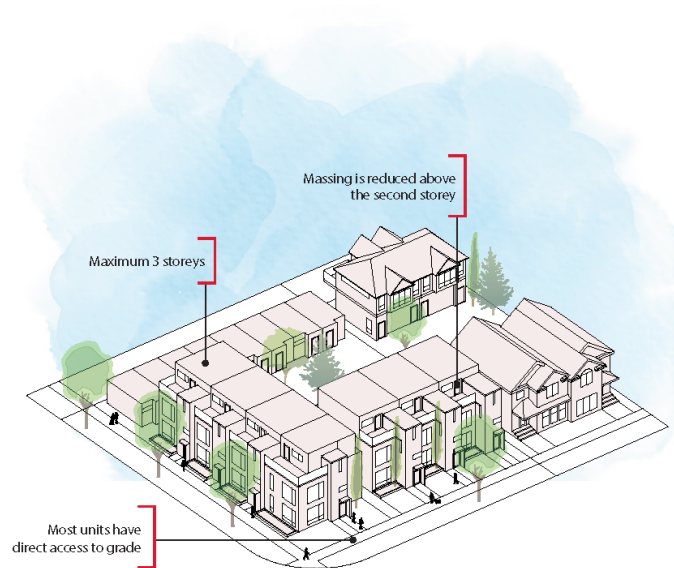


Figure 25: Illustration of Limited Scale Development

Low Scale

Low Scale accommodates developments that are six storeys or less. This modifier includes forms such as apartments, stacked townhouses, mixed-use, office and industrial buildings.

2.24 Low Scale Policies

- a. Development in Low Scale areas should be six storeys or less in height.
- b. Development in Low Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Low Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

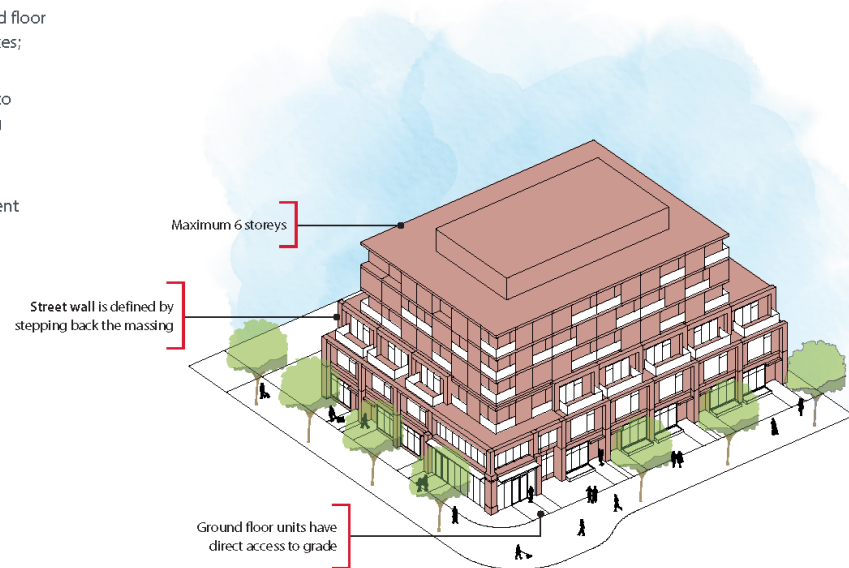


Figure 26: Illustration of Low Scale Development

Mid Scale

Mid Scale accommodates developments up to twelve storeys in height. This modifier includes forms such as apartments, offices, and mixed-use buildings in a variety of configurations.

2.25 Mid Scale Policies

- a. Development in Mid Scale areas should be twelve storeys or less in height.
- b. Development in Mid Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Mid Scale areas may limit building mass above the street wall to provide separation between adjacent developments and maximize exposure to natural light.

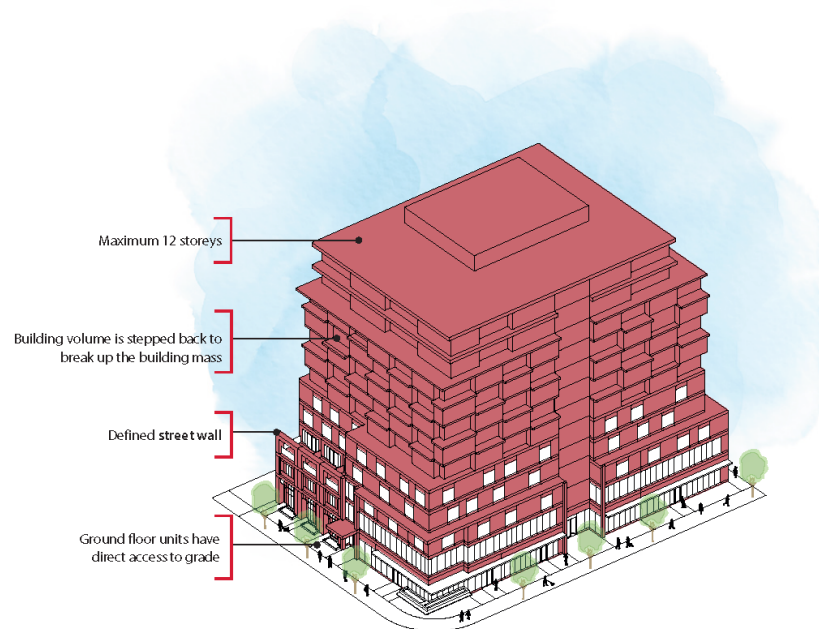


Figure 27: Illustration of Mid Scale Development

High Scale

High Scale accommodates developments up to twenty-six storeys

2.26 High Scale Policies

- a. Development in High Scale areas should be twenty-six storeys or less in height.
- b. Development in High Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in High Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on the **public realm**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public realm**.

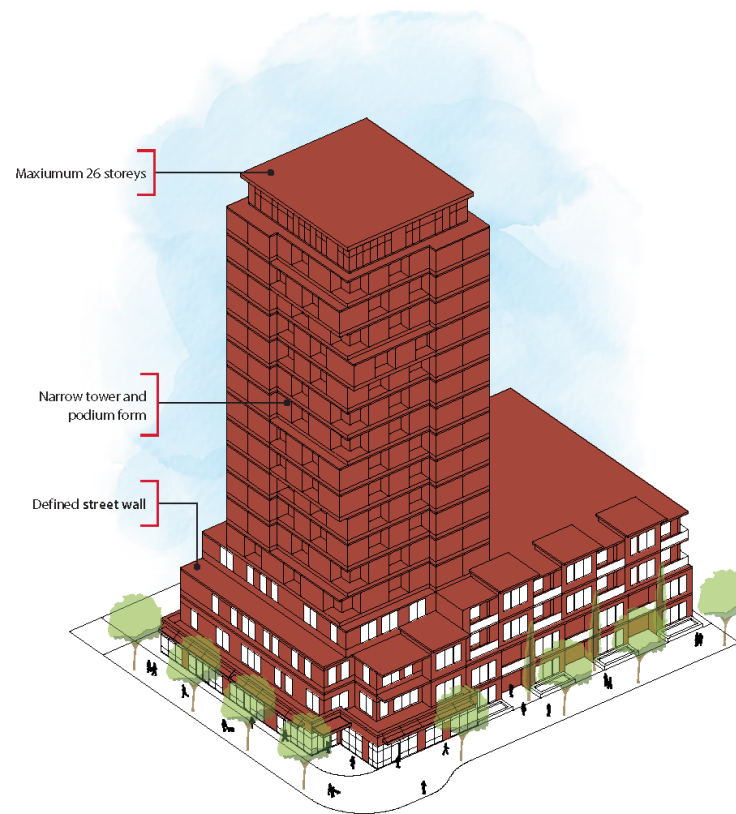


Figure 28: Illustration of High Scale Development

Highest Scale

Highest Scale accommodates developments twenty-seven storeys and higher.

2.27 Highest Scale Policies

- a. Development in Highest Scale areas should be twenty-seven storeys or more in height.
- b. Development in Highest Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Highest Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on the public realm; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the public realm.
- f. Buildings above forty storeys should be located at a landmark or gateway sites or other key locations as identified in a local area plan.

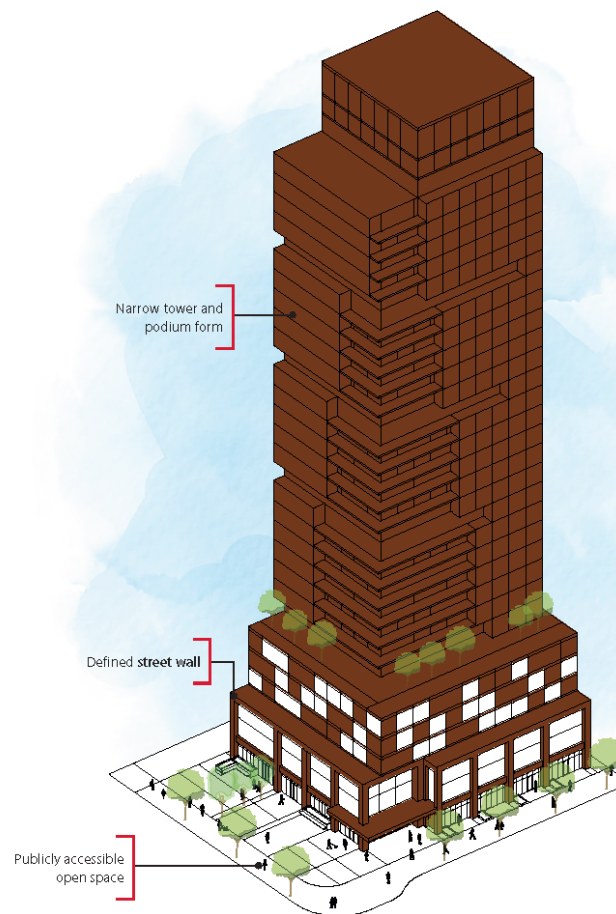


Figure 29: Illustration of Highest Scale Development

Scale Transition

When adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing, and landscaping in the design of the development, while still achieving the future vision for where growth is accommodated in the community. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics, such as heritage.

2.28 Scale Transition Policies

- a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other in a **local area plan**. This may include, but is not limited to, the following strategies:
 - i. using similar **street wall** heights and building massing along a street; and,
 - ii. decreasing height incrementally through a block.

Varying Building Scale

Development applications may need flexibility due to site constraints or to accommodate innovative designs. When this occurs, flexibility should be available to enable the best outcome, although these cases should be applied in a limited manner.

2.29 Varying Building Scale Policies

- a. The maximum height within a scale modifier may be reduced by specifying a number of storeys in a **local area plan**. The rationale for reducing the number of storeys must be developed through the **local area plan** process and informed by local site constraints, contexts, and impacts on the viability of the applied urban form category.
- b. The Development Authority may approve a development application that exceeds the number of storeys indicated by the scale modifier applied in a **local area plan**. Where this occurs, the Development Authority should consider a number of factors, including but not limited to, the following:
 - i. how the development proposal mitigates the impacts of additional storeys on the surrounding context;
 - ii. whether the development is impacted by significant site constraints, such as steep slopes;
 - iii. whether public benefits are provided, such as a publicly-accessible private open space or heritage conservation; and,
 - iv. whether the development meets a high standard of design excellence.

Street Wall

A **street wall** is the portion of a building façade at the base of a building facing a street. **Street wall** height requirements may vary depending on the desired built form and community context. In addition to the policies in Chapter 3 that provide general direction for **street wall** height and building mass, a **local area plan** may define **street wall** height to reflect the local context.

2.30 Street Wall Policies

- a. A **local area plan** may specify the minimum and/or maximum height of a **street wall** for specific locations in the plan area.





While David heads to his friend's place, Maria calls her mother and they decide to meet at their favourite neighbourhood brunch joint. She hops on a bus and waves at her mom, who parked her car nearby. Not only do Maria and her mom love the food here, but on a sunny day such as this one, they love to sit out on the bright patio and soak in some sun.



3 Building Great Communities for Everyone

What is this chapter about?

- providing policies to guide expected development and built form outcomes; and,
- providing policies for City infrastructure and community amenities.

When do you use this chapter?

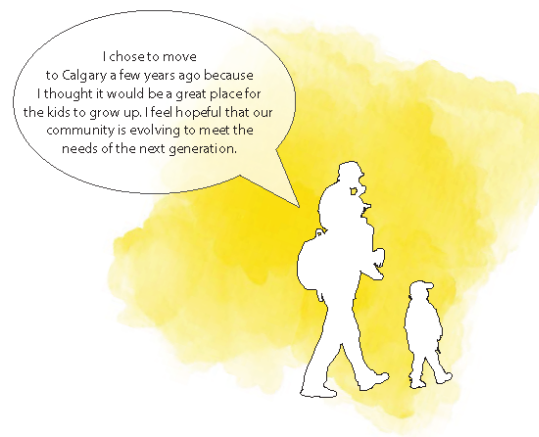
- when preparing a planning application in a community with a local area plan based on the Guidebook;
- during circulation or review of an application in an area with a local area plan based on the Guidebook;
- when building City infrastructure; and,
- during the development of a local area plan.

Who uses this chapter?

- applicants and developers submitting planning applications;
- people reviewing or commenting on a planning application in an area with a local area plan based on the Guidebook; and,
- local area plan teams and communities going through a local area plan process.

How will this chapter be used?

- to assess if development will meet expected development and built form outcomes and whether they achieve the Guidebook's principles and goals; and,
- to evaluate whether City infrastructure and community amenities contribute to achieving the Guidebook's principles and goals.



I chose to move to Calgary a few years ago because I thought it would be a great place for the kids to grow up. I feel hopeful that our community is evolving to meet the needs of the next generation.

The buildings in a community support the lives of the people who live there and accommodate a range of shops, services, places to gather, natural areas and places to work.

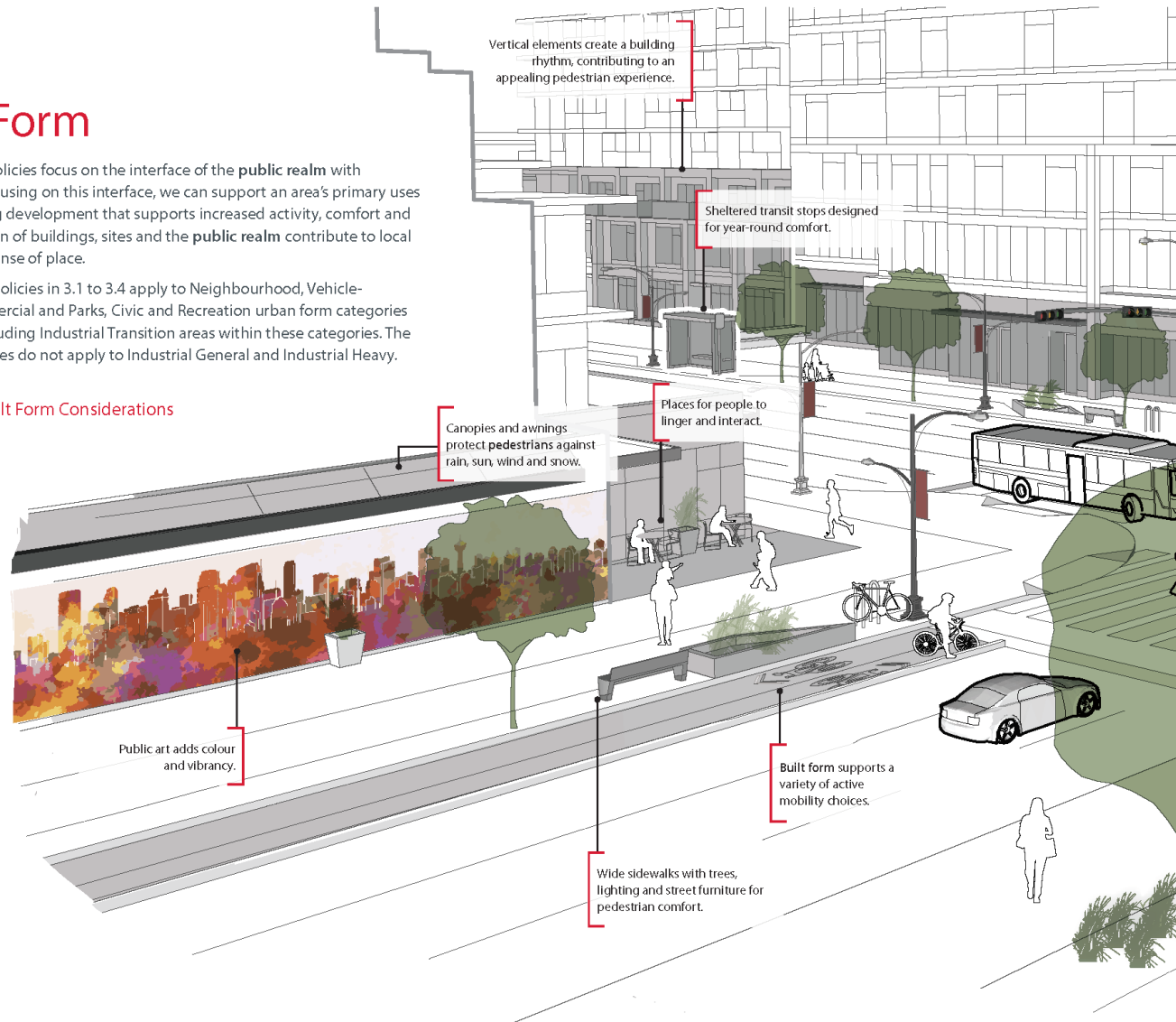
Maria and David's community supports their daily journey as it is easy to get to shops, services and other destinations from their home. When buildings and streets in a community are well-designed and accessible, this can support social interaction and economic activity. A focus on achieving good development outcomes can attract a range of businesses and provide choices for people who live within a community, now and in the future.

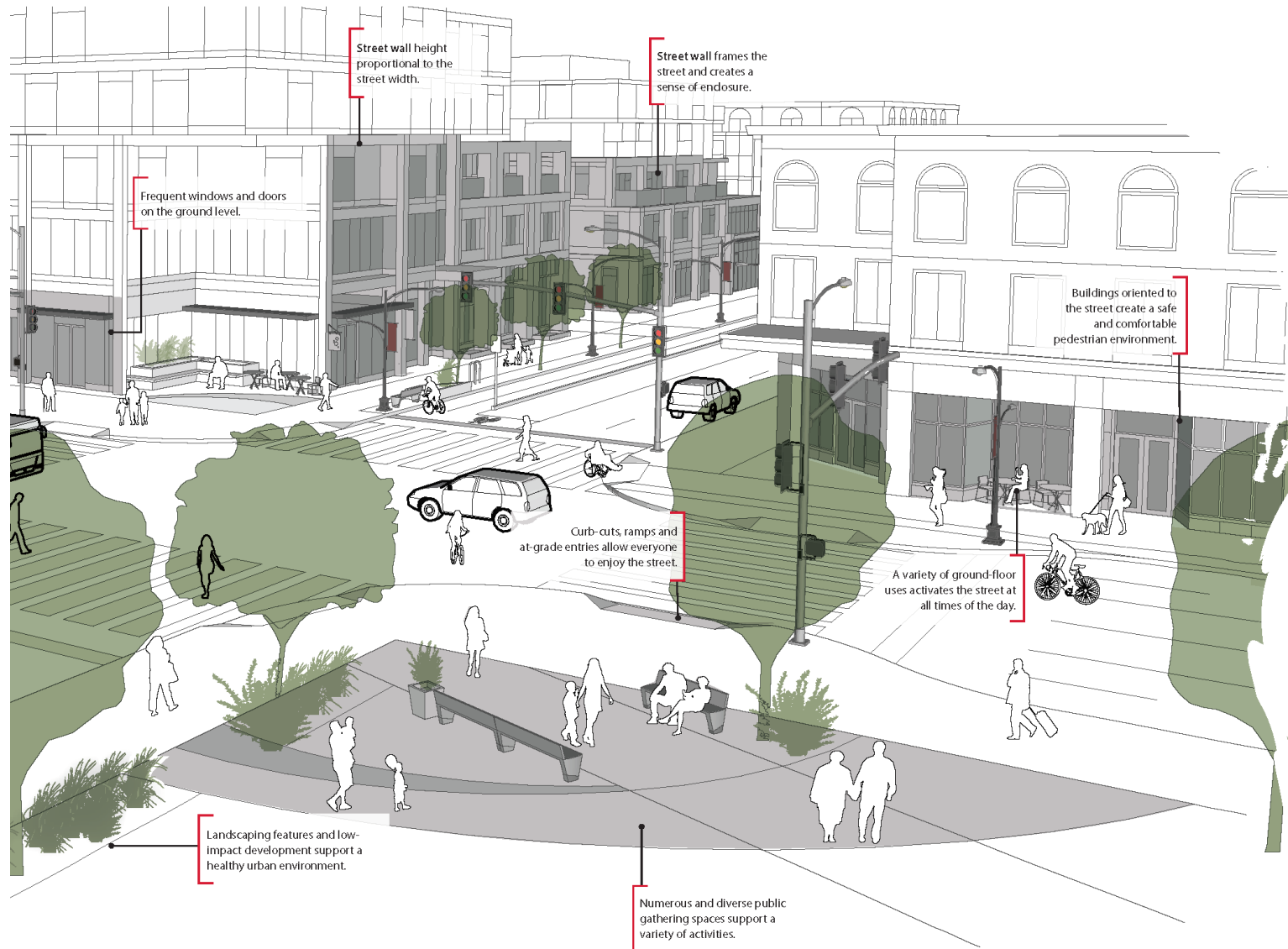
Built Form

The following policies focus on the interface of the **public realm** with buildings. By focusing on this interface, we can support an area's primary uses while promoting development that supports increased activity, comfort and safety. The design of buildings, sites and the **public realm** contribute to local identity and a sense of place.

The **built form** policies in 3.1 to 3.4 apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales, including Industrial Transition areas within these categories. The **built form** policies do not apply to Industrial General and Industrial Heavy.

Figure 30: Built Form Considerations





Site Design

The following policies help guide the development of sites by considering the location of buildings, pedestrian routes, amenity spaces, and vehicular movement.

3.1 Site Design Policies

- a. Development should:
- i. locate buildings to frame public streets;
 - ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
 - iii. locate access and service areas off a lane, where possible;
 - iv. provide well-defined pedestrian routes to nearby transit stops and stations;
 - v. identify a hierarchy of pedestrian routes that connect destinations within and to the site;
 - vi. provide on-site pedestrian routes that minimize conflicts with vehicles, particularly near access and service areas;
 - vii. position landscaped areas that enhance and complement the interface between the building and pedestrian routes;
 - viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
 - ix. retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;
 - x. design and locate infrastructure in a manner that minimizes disturbances to existing public trees;
 - xi. consider design and site layouts that accommodate snow storage and removal; and,
 - xii. consider opportunities to provide permeable surfaces to improve the retention and infiltration of stormwater.
- b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site pedestrian routes to minimize conflicts with vehicles.
- c. Pedestrian access and internal circulation for all new development with multiple buildings should be designed for universal accessibility, where possible.
- d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.
- e. Development should support shared-mobility options in proximity to a transit station area, where appropriate.
- f. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
- g. Alternative solutions or innovative designs may be considered for:
- i. pedestrian access and internal circulation, where challenging topography or other site constraints exist; and,



Photos: Site designs that consider mobility, access and amenity space.



Photo: Mature trees provide shade, protection and visual interest on this residential site.



Photo: A residential building that incorporates clear pedestrian routes and amenity space for the residents.

- ii. accessing and servicing a development, where standard requirements cannot be met.
- h. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
 - i. activate the park and open space through site and building design;
 - ii. provide amenity space facing the park or open space;
 - iii. provide views into the park and open space;
 - iv. minimize shadow impacts;
 - v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
 - vi. consider integrating pedestrian routes to the park or open space;
 - vii. consider opportunities for residential units facing the park and open space; and,
 - viii. use landscaped areas to delineate open space and property boundaries, where possible.
- i. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.

Building Design

Well-designed buildings contribute to a sense of place and a positive pedestrian experience. Building massing influences how we perceive the height and volume of a building. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to pedestrian comfort. The use of materials, colour and building features help to give a building character and visual interest. Buildings should be designed to create high-quality living and working environments and foster a vibrant and active **public realm**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with the **public realm**. Building frontage design will vary based on the uses in the building. Commercial uses on the ground floor should be accessible to the street with frequent entrances and windows to maximize views to and from the street and allow for opportunities to extend those uses into the **public realm**. Residential frontages should provide a transition from a home to the **public realm**, usually with landscaped areas. Lanes typically provide for servicing and access, but they also provide a unique opportunity in some circumstances to animate the lane through uses such as **work-live units** or light industrial activities.

3.2 Building Design Policies

- a. Development should be designed to:
 - i. provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
 - ii. use building articulation to define the **street wall** and improve the pedestrian experience using varied textures, change in building materials, façade articulation and setbacks;
 - iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
 - iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
 - v. reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public realm**, open spaces and amenity spaces;
 - vi. consider impacts on **view corridors** identified in a **local area plan**;
 - vii. integrate mechanical equipment as part of the overall design of the building; and,
 - viii. use durable and climate resilient building materials.
- b. Development located outside of the **Floodway** or **Flood Fringe** but within the 1:100 **Flood Inundation Area** should be designed in accordance with **Flood Fringe** policies of the **Municipal Development Plan**.
- c. Building frontages should:
 - i. provide well-marked primary entrances that are barrier-free, where possible;



Photo: This residential frontage provides well-marked entrances for each unit, and wraps the materials and landscape features around the building corner.



Photo: A laneway frontage that supports activity and safe mobility by offering multiple entrances, windows and landscaping.



Photo: A building with a clearly defined base and distinct upper portions that reinforce the **street wall**.



Photo: This local brewery incorporates roll-up doors, an outdoor seating area and bicycle parking space along its frontage.

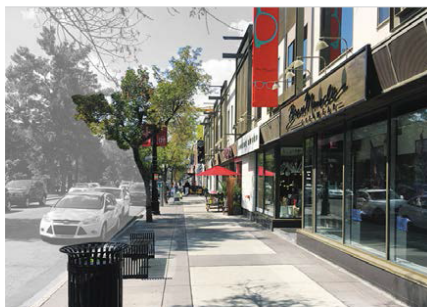


Photo: A commercial building frontage with frequent entrances and windows that maximize views to and from the street.

- ii. provide entrances and windows that maximize views to and from the street; and,
 - iii. include building features that shelter pedestrians, provide weather protection and visual interest and support year-round activity.
- d. Building frontages on corner parcels should:
- i. provide well-marked primary entrances along the higher activity street or at the corner;
 - ii. provide entrances to uses on both street frontages;
 - iii. wrap building features and materials around a building corner; and,
 - iv. continue public or publicly-accessible amenity space around a building corner, where provided.
- e. Residential frontages on the ground floor should provide:
- i. well-marked, individual entrances for units which face a public street or internal pedestrian route;
 - ii. windows with views to the street and access to natural light; and,
 - iii. setbacks that allow for a transition from the public realm to residential units that incorporate landscape and design elements or amenity spaces.

Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity space: publicly-accessible, shared private and private. Shared private and private amenity spaces provide a place for people who live or work in a development to interact, recreate and relax, while public-accessible amenity spaces can be enjoyed by all.

3.3 Amenity Space Policies

- a. Publicly-accessible amenity spaces should be located and designed to enhance the public realm.
- b. Where provided, shared private amenity spaces should be for the use of all occupants of a development and universally-accessible, where possible.
- c. Building façades adjacent to publicly-accessible or shared private amenity spaces should:
 - i. complement the space using high-quality material;
 - ii. be of an appropriate scale to support user comfort; and,
 - iii. provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.
- d. Publicly-accessible and shared private amenity spaces should:
 - i. be adequately sized to accommodate the anticipated number of users;
 - ii. be flexible and adaptable to a variety of activities and programming;
 - iii. include lighting and furniture;
 - iv. consider sunlight and shade access; and,
 - v. provide weather protection to support year-round use.
- e. Private amenity spaces should:
 - i. be adequately sized to accommodate furniture;
 - ii. consider both sunlight and shade access; and,
 - iii. provide weather protection to support year-round use.
- f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.



Photo: A shared private amenity space in a courtyard that offers building residents a place to gather, recreate and relax.



Photo: A well-defined private amenity space that gives residents enough space for furniture so they can enjoy time outdoors.



Photo: Residential landscaped area that incorporates features that collect, retain and absorb rain water.

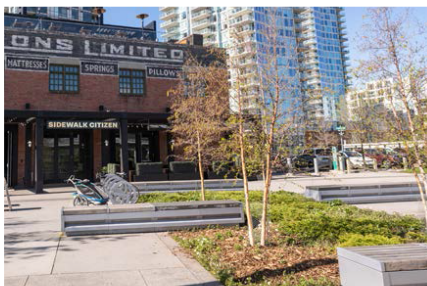


Photo: High-quality landscaping that uses native and locally-adaptive species that provide visual interest in all seasons.

Landscape Design

Landscaped areas have many benefits, including improving stormwater management, supporting urban wildlife, and offering a place for people to connect to nature. Landscaped areas can be incorporated into amenity spaces and provide green infrastructure.

3.4 Landscape Design Policies

- a. Landscaped areas should:
 - i. provide a transition from the public realm;
 - ii. enhance and complement the interface between the building and the public realm;
 - iii. incorporate existing, healthy trees and landscaping, where possible;
 - iv. delineate open space and property boundaries, where possible;
 - v. provide shade in areas of high sun exposure; and,
 - vi. identify site entrances and gateway sites with distinctive landscape design features.
- b. Landscaped areas should:
 - i. use climate resilient plant material, including native and locally adaptive species;
 - ii. avoid the use of invasive species;
 - iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
 - iv. locate plants in areas suitable to their specific growing needs.
- c. Plant material selected for landscaped areas should:
 - i. incorporate a range of plant species to promote biodiversity;
 - ii. use plants that provide food for people or wildlife;
 - iii. use a range of tree species to contribute to the urban tree canopy;
 - iv. provide year-round visual interest; and,
 - v. be low maintenance, where possible.
- d. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:
 - i. the use of drought tolerant or low water use plants;
 - ii. grouping plants with similar maintenance needs together;
 - iii. incorporating design features that collect and retain or infiltrate rainwater;
 - iv. the use of high-efficiency irrigation systems; and,
 - v. redirecting surface runoff to landscaped areas, where appropriate.

Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications, including the protection and identification of **heritage resources** and sustainable development. The policies in the following sections apply to all urban form categories.

Innovation and Creativity

Calgary is an innovative city that supports creativity by residents, communities, businesses and developers. Innovative approaches to development are encouraged where they achieve the goals of the Guidebook above what is standard or required.

3.5 Innovation and Creativity Policies

- a. Discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the goals of the Guidebook and the vision and objectives of the **Municipal Development Plan**.
- b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

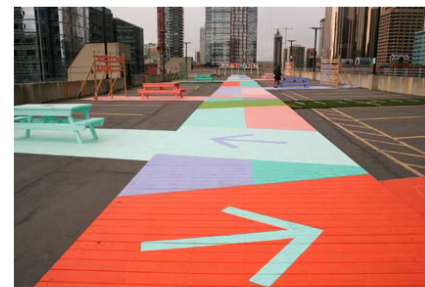


Photo: High Park in the Beltline demonstrates the innovative and creative re-purposing of an underutilized parking area to create new amenity space.



Photo: Incremental improvement of a strip-mall style development to allow for a new patio along a Main Street.



Photo: The East Village Experience Centre was designed as an evolving space to meet different needs as the community develops.

Incremental Improvements

The built-out areas present challenges where existing developments no longer conform to current standards, objectives or desired design outcomes. To implement the principles and goals of the Guidebook on these sites, policies are needed that encourage incremental improvements within the constraints of an existing development.

3.6 Incremental Improvements Policies

- a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.
- b. The use of discretion to allow relaxations to Land Use Bylaw regulations or alternative solutions to City standards should be considered to support incremental improvements.

Interim Development

Interim development may be temporary or part of a phased development. This type of development may be appropriate in areas anticipated to have significant development in the future, such as transit station areas or Main Streets, but where there is no short-term market demand to support the ultimate development outcomes.

3.7 Interim Development Policies

- a. Interim development should:
 - i. contribute to the overall vision for the area and anticipated activity levels, without compromising the future viability of the site or broader area for full build out of the development;
 - ii. provide a high-quality interface that enhances the public realm; and,
 - iii. be designed to support flexible redevelopment or adaptation in the future.

Heritage Resources

Heritage Resources are defining characteristics of communities and should be retained or protected while balancing the ability to redevelop. New development within the context of Heritage Resources should consider opportunities to balance both new and historic forms of development. The City of Calgary recognizes that there are Heritage Resources other than buildings that include archaeological and culturally significant areas.

3.8 Heritage Resources Policies

- a. Property owners are encouraged to retain and conserve Heritage Resources through adaptive reuse.
- b. The Development Authority should support Land Use Bylaw relaxations to enable the retention of Heritage Resources.
- c. Property owners are encouraged to designate Inventory properties as Municipal Historic Resources.
- d. The City may incentivize the designation of Municipal Historic Resources on a case by case basis through strategies such as allowing for additional development potential.
- e. An applicant shall provide photo documentation of Inventory properties to The City prior demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.
- f. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:
 - i. retention and incorporation of the Heritage Resource into the new development; or,
 - ii. protection of another Heritage Resource within the surrounding area.
- g. New development is encouraged to be compatible with the context of abutting sites on the Inventory using setbacks, massing, street wall height and landscaping.
- h. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.
- i. New development is encouraged to conserve and integrate Heritage Resources, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

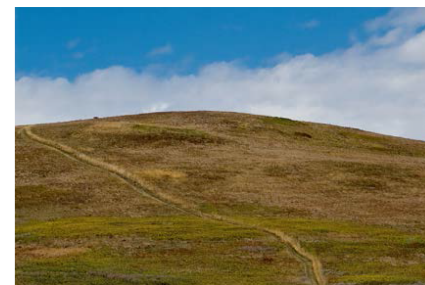


Photo: Nose Hill Park, a significant cultural landscape and archaeological resource.



Photo: The historic National Hotel following rehabilitation.



Photo: Solar panels to capture solar energy.



Photo: This neighbourhood housing development incorporates stormwater collection and filtration infrastructure.

Sustainable Development

Minimizing the environmental impacts of development is a critical part of sustainability. Efforts at both the building and community scale can assist in meeting Calgary's greenhouse gas reduction objectives, reducing energy and water consumption, and contributing to economic development.

3.9 Sustainable Development Policies

- a. Development may be required to incorporate sustainable building features, technologies and operational approaches. This includes, but is not limited to:
 - I. integrating on-site renewable energy generation;
 - II. reducing waste production and energy consumption beyond energy code minimum requirements;
 - III. reducing greenhouse gas emissions; and,
 - IV. integrating electric vehicle charging infrastructure.
- b. Development is encouraged to include renewable energy generation technologies on new buildings or major additions.
- c. Development is encouraged to reduce water consumption and improve stormwater management by incorporating green infrastructure.
- d. Development is encouraged to adaptively reuse existing buildings and infrastructure.
- e. Development is encouraged to consider opportunities to integrate fire protection measures to reduce fire flow needs.
- f. A renewable and low carbon energy feasibility screening assessment may be required to support planning applications for proposed developments on sites greater than 1.0 hectare or with building(s) with a cumulative floor area greater than 30,000 square metres.
- g. A renewable and low carbon energy feasibility screening assessment may be considered for building(s) with a cumulative floor area smaller than 30,000 square metres.
- h. Where a renewable and low carbon energy feasibility screening assessment has been submitted as part of a planning application, feasible sustainable building features and technologies should be incorporated into development.

Mobility

People of all ages, genders, incomes and abilities should be able to safely and conveniently move around the city. A well-connected network that includes walking, cycling and transit options provides people with mobility choices to meet a variety of needs and preferences. This network is critical to achieving healthy and resilient communities. The policies in this section provide direction for the development of mobility infrastructure that connect people to destinations. These policies guide the review of planning applications for developments that contribute publicly-accessible amenities, **infrastructure** or facilities.



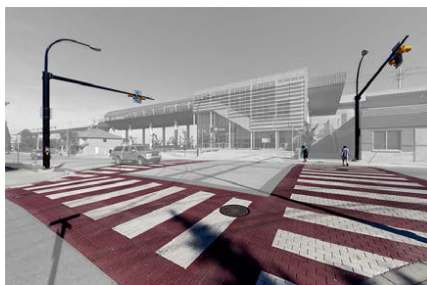


Photo: Wide, barrier-free and distinct pedestrian crossings that are convenient and safe.



Photo: Pedestrian routes that support year-round use and maintenance.

Pedestrian

Pedestrian routes are a critical element of a well-connected mobility network. Both public and private pedestrian routes should be convenient, safe, comfortable and accessible, and provide connections within developments, communities and to the city-wide network. The design of pedestrian routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

3.10 Pedestrian Policies

- a. Pedestrian routes should:
 - i. be universally accessible;
 - ii. be wide enough for the anticipated volume of pedestrians based on the street function and context, and at minimum allow pedestrians to pass one another both on foot and using accessibility aids;
 - iii. provide continuous, unobstructed paths of travel;
 - iv. be well-lit; and,
 - v. be designed to accommodate year-round use and maintenance.
- b. Pedestrian routes should be appropriately sized for the anticipated number of pedestrians. This includes, but is not limited to:
 - i. requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,
 - ii. increasing the width of the public realm within the road right-of-way.
- c. New pedestrian crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.
- d. Pedestrian routes are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:
 - i. providing street furniture;
 - ii. landscaped boulevards;
 - iii. cycling infrastructure; and,
 - iv. on-street parking.

Cycling

Cycling routes are a critical element of a well-connected mobility network. Cycling infrastructure should be convenient, safe, comfortable, accessible and provide connections both to and within developments, communities and to the city-wide network. The design of cycling routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

3.11 Cycling Policies

- a. Cycling infrastructure should:
 - i. be wide enough for the anticipated volume of cyclists based on the street function and context;
 - ii. provide continuous, unobstructed paths of travel;
 - iii. be well lit;
 - iv. be designed to accommodate year-round use; and,
 - v. provide facilities to repair, maintain and securely store bicycles, where feasible.
- b. Opportunities to improve the safety and convenience of cycling infrastructure should be explored, such as:
 - i. separated, raised or protected bike lanes and intersections; and,
 - ii. bicycle-specific traffic signals.
- c. Secure bicycle storage is encouraged in transit station areas.
- d. Public bicycle parking facilities should be:
 - i. incorporated into development and public infrastructure and covered to support year-round and all-weather cycling; and,
 - ii. conveniently located, well-lit and prominent.
- e. Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function, where possible.



Photo: A safe, convenient and accessible cycling route.



Photo: A separated cycling route that supports bidirectional movement.



Photo: Transit stops and infrastructure should be integrated with the sidewalk safely and conveniently.



Photo: Transit service complements great neighbourhoods, providing an important mobility option and connecting people to places within their community and the city.

Transit

Transit service is a critical element of a well-connected mobility network, connecting people to destinations across the city. A range of destinations helps make transit a convenient and attractive alternative to personal vehicles.

3.12 Transit Policies

- a. Transit connections should be direct and convenient.
- b. Transit stops and infrastructure should be integrated with pedestrian and cycling infrastructure in a safe and convenient manner.
- c. Transit stops should provide high-quality transit infrastructure that enhances comfort, safety, and predictability for transit users.
- d. New transit station design should consider opportunities to incorporate integrated civic facilities and plazas.
- e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

Parking

The following parking policies support flexibility in how and where parking is provided to incentivize development in locations that support a range of mobility, housing and commercial options. Managing parking at a district scale, rather than site-by-site, may result in more efficient land use. Parking policies and regulations need to be adaptive to current needs while enabling communities to be more responsive to future trends.

3.13 Parking Policies

- a. Applications for new multi-family residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.
- b. Parking requirements should be reduced or relaxed where development is located within one or more of the following:
 - i. **Activity Centres, Main Streets** or other areas of higher activity;
 - ii. **transit-oriented development** areas and **transit station areas**; or,
 - iii. **shared mobility operating areas**.
- c. Parking requirements should be reduced or relaxed for the following types of development:
 - i. development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
 - ii. development of affordable housing as defined and accepted by The City;
 - iii. development of care facilities; and,
 - iv. development that incorporates significant sustainable building measures.
- d. Parking requirements may be reduced or relaxed where development uses one or both of the following:
 - i. integrates **transportation demand management** measures; or,
 - ii. aligns with the principles and goals of the Guidebook.
- e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- f. Provision of vehicle parking infrastructure should not inhibit desired **built form** outcomes or the principles and goals of the Guidebook.
- g. Development should provide **transportation demand management** measures to support the achievement of a desired **built form** outcome, including, but not limited to:
 - i. bicycle parking stalls beyond required minimums;
 - ii. bicycle lockers or higher quality designed bicycle storage facilities;
 - iii. bicycle repair facilities;
 - iv. dedicated vehicle parking stalls for car-sharing services; and,
- v. active transportation supportive amenities, such as showers and change facilities.
- h. Surface parking should be discouraged. Where surface parking is provided, it should:
 - i. be located behind or at the side of a building;
 - ii. include pedestrian routes and landscaped areas to minimize visual and environmental impacts; and,
 - iii. support adaptive reuse or temporary use of space, such as parking for food trucks.
- i. Above-grade parking structures should:
 - i. be integrated into developments to minimize their visual impacts on the street;
 - ii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
 - iii. consider designs that support future adaptive re-use through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.
- j. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.



Photo: This street supports safe pedestrian, cycling and vehicular movement.



Photo: A high activity street that provides street furniture and lighting for safety and comfort.

Street Network

The street network is an important part of the public realm and should provide functional, safe and efficient connections throughout the city to support a range of mobility options.

3.14 Street Network Policies

- a. Streets in residential or commercial areas should be designed to be safe, accessible and inclusive of all mobility users by incorporating:
 - i. pedestrian routes;
 - ii. cycling infrastructure; and,
 - iii. other improvements and upgrades, where identified by a local area plan or other applicable City policy or strategy.
- b. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.
- c. Street furniture and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.
- d. Streets in industrial areas should be designed to facilitate efficient large vehicle, equipment and goods movement and connections to regional corridors.





What is this chapter about?

- providing optional policy tools for local area plans and the legal framework of the Guidebook.

When do you use this chapter?

- during the development of a local area plan;
- when considering optional policy tools in local area plans; and,
- during the planning application process.

Who uses this chapter?

- local area plan teams;
- communities going through a local area plan process; and,
- applicants and developers when preparing a planning application that utilizes one of the implementation tools.

How will you use this chapter?

- to work through the specific implementation tools being used in a local area plan or for a planning application; and,
- to understand the legal framework of this Guidebook.



Funding Tools and Investment Strategies for Communities

There are many potential tools and mechanisms for realizing new or expanded community amenities and **infrastructure** in established communities, such as the allocation of property taxes, heritage density transfer bonus, development levies, developer contributions, property taxes, utility rates and community funds.

The application of any tool or mechanism should consider funding sources, investment tools, economic conditions and timelines to determine whether it can be successfully applied. The City is reviewing funding tools and investment strategies that will support evolution and change in our communities with the objective of creating a long-term, sustainable funding policy, which may result in amendments to this section. At such time, those funding tools and investment strategies applicable to local area plans will be incorporated into this Guidebook.

Some communities may have moderate to high development pressures and viable market conditions that allow for funding tools and investment strategies, such as density bonusing. The appropriate tools should be identified through the development of a **local area plan** and evaluated to ensure that the tool can be successfully implemented in a community.

Considerations For Community Funding Tools and Investment Strategies

A **local area plan** may identify additional funding tools and investment strategies that can be implemented or considered. This includes evaluating whether the intensity of scale and uses can support these tools.

A **local area plan** should identify potential investments to support future growth and development of the area. These investments will vary by community and will be determined during the **local area plan**. The **local area plan**, along with other City initiatives and strategies, guide future City service plan and budget considerations for improvements in a community. Potential community investments can be envisioned with a **local area plan**; however, it will be critical to the success of such investments to align their timing to actual growth

and redevelopment. Potential investment areas outlined in a **local area plan** may include, but are not limited to:

- streetscape improvements;
- public trees;
- new parks and open spaces;
- improvements to existing parks and open spaces;
- **affordable housing**;
- care facilities;
- recreation facilities;
- cultural facilities;
- public art; and,
- **heritage resources**.

There are several tools to realize these potential investments. For example, a **local area plan** may apply a Special Policy Area to delineate specific areas of a community where additional scale and intensity, beyond what is outlined in a **local area plan**, may be supported in exchange for potential investments and contributions to community amenities.

Heritage Guideline Area Tool for Communities

A **heritage guideline area** tool is used to provide policy to conserve and enhance neighbourhoods with a concentrated grouping of **heritage assets**, while allowing for contextually-appropriate growth and change. **Heritage guideline areas** contribute to sense of identity and place for communities.

Heritage assets are privately-owned structures, typically constructed prior to 1945, that significantly retain the original form, scale, massing, window/door pattern, and architectural details or materials. **Heritage assets** may not warrant inclusion on the **Inventory of Evaluated Historic Resources** or consideration as a **heritage resource**.

Heritage guideline areas may be identified through a **local area plan**. This tool may be used in conjunction with incentives and other heritage tools that are applied through other mechanisms at The City.

4.1 Heritage Guideline Area Tool

- a. A **local area plan** should identify concentrations of heritage assets as **heritage guideline areas**.
- b. **Heritage guideline areas** should:
 - i. consist of block faces with 25 percent or greater of the structures identified as **heritage assets**;
 - ii. exclude all block faces that contain two or fewer **heritage assets**;
 - iii. exclude all parcels near or adjacent to an identified **Main Street**; and,
 - iv. consider the inclusion of adjacent blocks that do not meet the above criteria where they provide a logical continuation of the **heritage guideline area**.

4.2 Heritage Guidelines

- a. A **local area plan** should create **heritage design guidelines** for each specific **heritage guideline area**.
- b. The **heritage guideline area** should be named in a manner that recognizes community history.
- c. New buildings that contain dwelling unit or backyard suite uses should be made discretionary within a land use district in **heritage guideline areas**.
- d. **Heritage design guidelines** may identify character-defining elements that new developments should include, such as the following:
 - i. roof pitch or style;
 - ii. front-yard setbacks;
 - iii. window and/or door pattern;
 - iv. front façade projections;
 - v. site access or design; and,
 - vi. general massing considerations.
- e. **Heritage design guidelines** may not include guidance regarding the following:
 - i. land use designation;
 - ii. parcel size; and,
 - iii. number or size of dwelling units or suites.

Transit Station Area

Transit-oriented developments are compact, mixed-use and walkable areas of a community that combine residential, commercial, office, open space and civic uses. Transit station areas may support **transit-oriented development**. Transit station areas may be identified in a **local area plan** where future growth and development support transit use.

Transit Station Areas

4.3 Transit Station Area Policies

- a. A **local area plan** may identify a **transit station area** where additional policy guidance is required. A **transit station area** consists of a **core zone** and **transition zone**.
- b. Analysis completed with station area evaluations may support the **local area plan** process.
- c. A **local area plan** may identify additional funding tools and investment strategies to support **transit-oriented development**.
- d. **Affordable housing** is strongly encouraged in **transit station areas**.

Core Zone

The **core zone**, the focus of **transit-oriented development** area, is typically within 200 to 300 metres from a transit station. A **local area plan** determines the extent of the **core zone** and is informed by the **Municipal Development Plan**, the existing context of a transit station and the vision in the **local area plan**.

4.4 Core Zone Policies

- a. Development in the **core zone** should:
 - i. integrate a range of neighbourhood urban form categories that support higher intensity of uses and scale than in the surrounding community;
 - ii. provide publicly-accessible amenity spaces; and,
 - iii. provide connections to support a comfortable and safe pedestrian and cycling experience and complete missing links to the transit station.
- b. The Vehicle-Oriented Commercial urban form categories should not be used within the **core zone** of a **transit station area**.
- c. New stand-alone surface parking lots should not be supported within the **core zone** of a **transit station area**.
- d. A **local area plan** may identify future mobility infrastructure upgrades, such as mid-block crossings and scramble crosswalks, wherever block lengths exceed 120 metres.
- e. The **core zone** may be larger in areas where higher intensity urban form categories or scales are warranted.
- f. The **core zone** may be smaller in areas where:
 - i. significant physical barriers exist; or,
 - ii. lower intensity urban form categories or scales are considered.

Transition Zone

The **transition zone** is the area in between the **core zone** and the surrounding community, typically within 300 metres from the edge of the **core zone** or 600 metres from a transit station.

4.5 Transition Zone Policies

- a. Development in the **transition zone** should:
 - i. integrate a range of urban form categories that support a transition from higher to moderate intensity uses and scale from the **core zone** to the rest of the community; and,
 - ii. provide connections to adjacent mobility infrastructure to support a comfortable and safe pedestrian and cycling experience.
- b. The Vehicle-Oriented Commercial urban form categories should be discouraged in the **transition zone** of a **transit station area**, where possible.

Authority, Application and Interpretation

This Guidebook is a statutory policy document, adopted by City Council in accordance with Section 635.1 of the Municipal Government Act, as amended from time to time. This Guidebook and **local area plans**, as complementary statutory documents, guide redevelopment for communities. This Guidebook is aligned with the policy direction of the Government of Alberta's South Saskatchewan Regional Plan, the Interim Growth Plan for the Calgary Regional Partnership and The City of Calgary's **Municipal Development Plan**.

4.6 Authority, Application and Interpretation Policies

Application of the Guidebook

- a. A **local area plan** may identify specific implementation actions that need to be undertaken to achieve the policies provided within this Guidebook.
- b. The Guidebook applies, as amended from time to time, to areas that have **local area plans** adopted using the Guidebook.

Non-Statutory Components of the Guidebook

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

Illustration and Photo Interpretation

- d. All illustrations and photos are intended to illustrate concepts of what might occur when applying the Guidebook's policies and guidelines, and are not an exact representation of any actual intended development.

Monitoring, Review and Amendments

- e. New concepts and ideas may arise that are constrained by or contradictory to certain policies within the Guidebook. Where new concepts and ideas respond to and meet the intent of the principles and goals of the Guidebook, or offer a creative solution to an issue, amendments may be supported.
- f. The policies within this Guidebook shall be monitored over time in relation to current planning practices and development to ensure they remain relevant.

- g. Where determined necessary by Administration, these policies shall be updated through the Guidebook amendment process, either generally or in response to a specific issue, in accordance with the Municipal Government Act.
- h. Where an amendment to the Guidebook is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the Municipal Government Act and other relevant policy documents.

Policy Interpretation

- i. This Guidebook uses language that is both general and specific.
- j. Where text is bolded in black, the word is defined in the glossary or refers to a statutory policy document.
- k. 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 City and the applicant.
- l. Where paragraph statements or objectives precede a policy, it is provided as information 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.
- m. Policies that use the word “should” are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a specific situation. Proposed alternatives must be to the satisfaction of The City with regards to design and performance standards and should support the general policy intent.
- n. Policies that use the words “shall”- “will”- “must” or “require” apply to all situations without exception, typically in relation to a statement of action, legislative direction or situations where a desired result is required.

Guidebook Limitations

- o. 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 site is suitable for a particular purpose. The Guidebook is intended to guide the development of **local area plans**, which will provide more specific guidance for local sites. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of a planning application.

Glossary

Active Uses – commercial uses, such as **retail** and restaurants, on the main or ground floor of buildings adjacent to the sidewalk or street that generate frequent activity in and out of a building or business entrance.

Activity Centre – an urban typology as described in Section 2.2.1 of the **Municipal Development Plan**.

Built-Out Areas – all communities that have gone through at least their first stage of development and are no longer actively developing as defined by The City's Suburban Residential Growth report.

Built Form – the engineered surroundings that provide the setting for human activity and includes buildings, streets and structures (including **infrastructure**).

Core Zone – the area typically within 200 to 300 metres of a transit station that is the focus of a **transit station area**.

Ecosystem Services – the benefits people obtain from ecosystems, including provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation, and disease; supporting services such as soil formation and nutrient cycling; and cultural services such as recreational, spiritual, religious and other nonmaterial benefits.

Escarpment – A steep slope formed by the erosive action of water, and normally adjacent to a watercourse.

Flood Fringe – lands abutting the **floodway**, the boundaries of which are indicated on the **Floodway/Flood Fringe** Maps that would be inundated by floodwaters of a magnitude likely to occur once in one hundred years.

Flood Inundation Area – parcels that are located within the 1:100 flood risk area, as identified by The City and Government of Alberta. Development should be flood resilient to the 1:100 flood elevation.

Floodway – The river channel and adjoining lands indicated on the **Floodway/Flood Fringe** Maps that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

Gateway Sites – sites strategically located at key entrances to a community, such as major intersections and transit stations.

Heritage Guideline Area – a grouping of **heritage assets** in concentrations of 25% or greater that has been identified through a **local area plan** with associated discretionary heritage design guidelines.

Heritage Asset – privately-owned structure, typically constructed before 1945, that significantly retains the original form, scale, massing, window/door pattern and architectural details or materials. Individual **heritage assets** may not warrant inclusion on the **Inventory**.

Heritage Resource – includes historic buildings, bridges, engineering works and other structures; cultural landscapes such as historic parks, gardens or streetscapes, culturally significant areas, indigenous traditional use areas and sites with archaeological or palaeological resources. These can be managed by municipal, provincial or federal authorities.

Infrastructure – the technical structures that support a society, including roads, transit, water supply, sewers, power grid, telecommunications, etc.

Inventory of Evaluated Historic Resources (Inventory) – a growing (non-exhaustive) list of sites that have been assessed by the Heritage Calgary according to the Council-approved Historic Resource Evaluation System.

Land Use Bylaw – legislative document that regulates development and land use in Calgary and informs decisions regarding planning applications.

Landmark Sites – prominent sites of high visual impact, where buildings are, or would be, prominent and contribute to wayfinding and placemaking for the community. Landmark sites are rare within a community, and may include hill-tops and terminating vistas.

Local Area Plan – plans that align with the Municipal Government Act regulations and are usually prepared at a community level. Examples include Area Redevelopment Plans and Area Structure Plans.

Main Street – an urban typology as described in Section 2.2.1 of the **Municipal Development Plan**.

Municipal Historic Resource – sites that are legally protected in compliance with the Alberta Historical Resources Act, which includes a designation Bylaw passed by City Council.

Municipal Development Plan – the City of Calgary’s vision for how the city grows and develops over the next 30 to 60 years.

Pedestrians – the term often used for people walking on the street, but should be read inclusively for people with mobility challenges.

Prohibitive Parcel – parcels with shapes or sizes that can be demonstrated, to the satisfaction of the Development Authority, to prohibit the development of higher intensity residential housing forms.

Public Realm – the space between and within buildings that are publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facilitate public life and social interaction.

Retail – commercial uses that include a range of businesses that depend on public traffic, such as shops, personal services, eating and drinking establishments, or other uses that generate frequent activity in and out of a building or business entrance.

Shared Mobility Operating Area – the geographic area that an approved shared mobility service designates where customers are allowed to start or end a trip. Shared mobility services can include, but are not limited to, shared electric scooters, shared bikes and electric bikes, or shared car services.

Street Wall – the portion of a building façade at the base of a building facing a street.

Transit-Oriented Development – a compact, mixed-use area of a community within walking distance of a transit station, that mixes residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car. **Transit-oriented developments** are often identified through the **Municipal Development Plan** as part of an **Activity Centre** or **Main Street**.

Transit Station Area – the area surrounding a transit station along a primary transit line, such as a Light Rail Transit or Bus Rapid Transit route, that includes enhanced amenities.

Transition Zone – the area that extends from the outer edge of the **core zone** up to an additional 300 metres and provides a transition of form and activities between the **core zone** and the surrounding community.

Transportation Demand Management (TDM) – programs, services and products to encourage a shift in travel behaviour from single-occupant automobiles to more sustainable modes of travel, including walking, cycling, transit, car sharing and carpooling. Examples of TDM measures include changing the time of day people travel, parking spaces allocated for carpooling or car sharing and enhanced bicycle stalls and facilities.

View Corridors – defined and discrete views from one point to another point. These may include, for example, views of the Calgary Tower from Centre Street S. or views of the Rocky Mountains from Nose Hill.

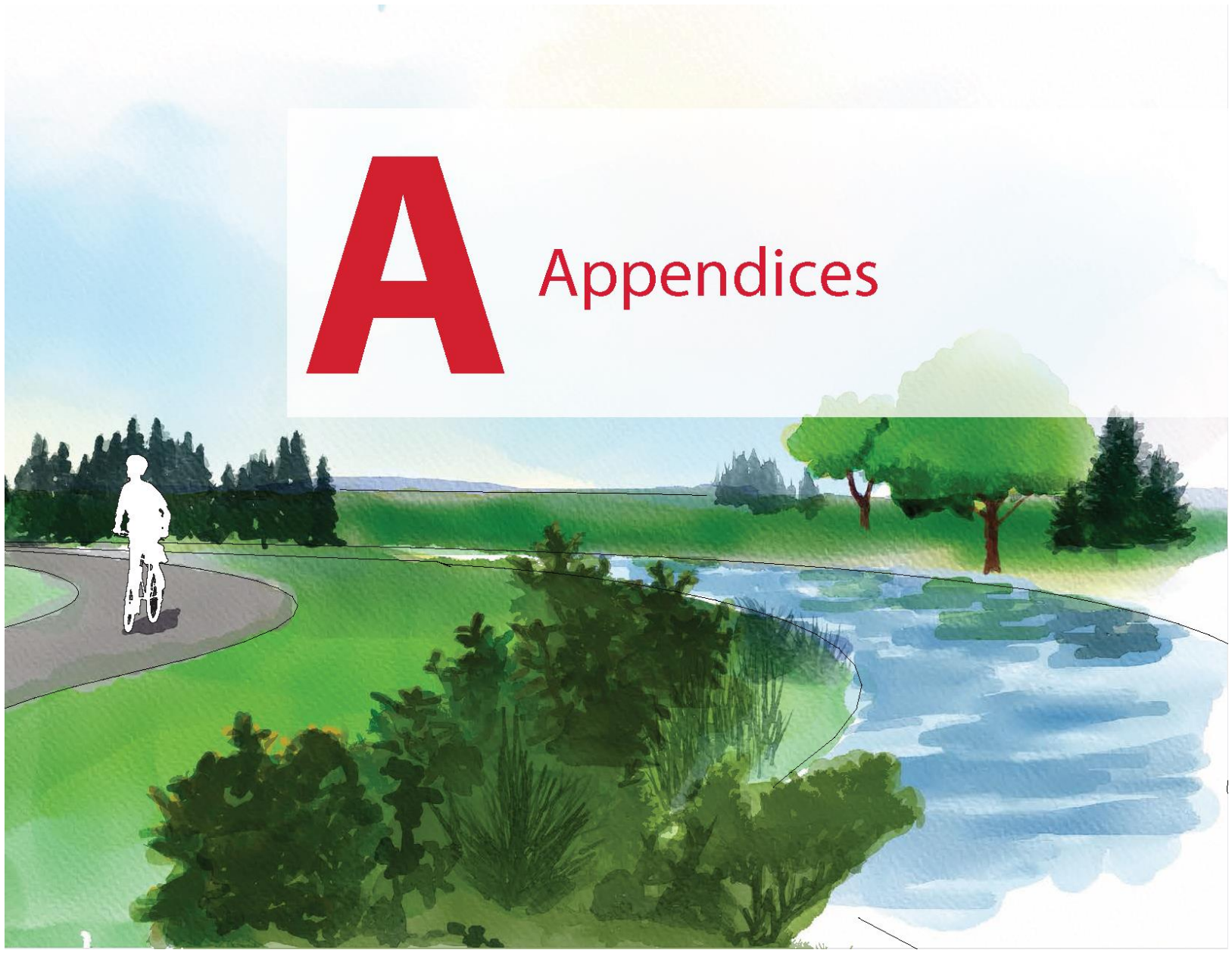
Work-Live Units – units designed to be used as a dwelling unit or commercial space concurrently or separately, offering flexibility and a more direct relationship to the **public realm** (e.g. sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible and adaptable in design, and allow for a variety of professional and commercial uses such as markets, artists’ studios, instructional facilities, consulting firms, or artisanal production spaces.

List of Figures

- Figure 1: Policy Relationship Diagram **iv**
- Figure 2: Maria and David's Weekend Journey in Their Community **10**
- Figure 3: Goals for Great Communities **13**
- Figure 4: The Planning System **14**
- Figure 5: Maria and David's Life Stages **20**
- Figure 6: Why Do Communities Need to Grow and Evolve? **21**
- Figure 7: Activity Levels **22**
- Figure 8: Summary of Urban Form Categories, Additional Policy Guidance and Scale Modifiers **27**
- Figure 9: Neighbourhood Urban Form Categories **28**
- Figure 10: Neighbourhood Commercial Urban Form Category **30**
- Figure 11: Neighbourhood Commercial Cross-Section **33**
- Figure 12: Neighbourhood Flex Urban Form Category **34**
- Figure 13: Neighbourhood Flex Cross-Section **37**
- Figure 14: Neighbourhood Connector Urban Form Category **40**
- Figure 15: Neighbourhood Connector Cross-Section **43**
- Figure 16: Neighbourhood Local Urban Form Category **44**
- Figure 17: Neighbourhood Local Cross-Section **46**
- Map 1: Zones for Limited Scale Residential Intensity Policies **47**
- Figure 18: Vehicle-Oriented Commercial Urban Form Categories **50**
- Figure 19: Commercial Centre Urban Form Category **52**
- Figure 20: Commercial Centre Bird's Eye View **55**
- Figure 21: Commercial Corridor Urban Form Category **56**
- Figure 22: Commercial Corridor Bird's Eye View **59**
- Figure 23: Industrial Urban Form Categories **60**
- Figure 24: Parks, Civic and Recreation Urban Form Categories **65**
- Figure 25: Illustration of Limited Scale Development **78**
- Figure 26: Illustration of Low Scale Development **79**
- Figure 27: Illustration of Mid Scale Development **80**
- Figure 28: Illustration of High Scale Development **81**
- Figure 29: Illustration of Highest Scale Development **82**
- Figure 30: Built Form Considerations **90**
- Figure 31: The Planning System **125**



After dinner, Maria and David often like to end their day by going for a bike ride. They bike down a few streets until they reach the pathway that follows the Bow River. Along this long stretch, they join the many other path users in admiring the beautiful landscape under the warm evening sun.



Appendix 1: Local Area Plans and The Guidebook for Great Communities

The purpose of this appendix is to outline how the different sections of the Guidebook relate to the different chapters in a **local area plan**.

Local area plans bring together residents, businesses, developers, and City staff to work together to plan for the growth and evolution of a community using the principles and goals in the Guidebook. These principles and goals are central to creating and maintaining great communities for everyone and should not be modified through a **local area plan** unless there are alternative measures being proposed that equally achieve their success.

All local area plans should use the following chapters:

- Visualizing Growth
- Enabling Growth
- Supporting Growth
- Implementation and Interpretation

The following information may be used to inform the development of a **local area plan** or supplementary material, such as an appendix:

- historic and projected community demographics;
- physical features, such as escarpments, parks and street networks; and,
- the history of communities, including Indigenous histories.

Local Area Plans within the Planning System

The Guidebook for Great Communities is one of many tools in our planning system. The next critical tool is the creation of a **local area plan**, which will guide the evolution of our communities. All of the tools work together with the goal of creating great communities for everyone.

Figure 31:
The Planning System



Local Area Plan Chapter 1: Visualizing Growth

This chapter provides the vision for growth and evolution for all communities identified within a **local area plan**. This vision should build on the following principles and goals from Chapter 1 of the Guidebook:

Principles for Great Communities

Opportunity and Choice

Everyone has access to places to shop, learn, work, eat and play, and there are diverse housing and mobility options for many different people and household types.

Health and Wellness

Everyone has access to care, recreational opportunities and healthy food, and there are options to incorporate activity into how people get around.

Social Interaction

There are a variety of places to gather, celebrate and interact with others.

The Natural Environment

Natural areas are protected, restored and valued, and are accessible to everyone.

Economic Vitality

Everyone has access to diverse employment options and lives in a city that supports starting, operating and sustaining a business.

Identity and Place

Neighbourhoods are well-designed and creates a sense of place that fosters identity and pride in the community.

Goals for Great Communities

1. Promote housing options that are varied, inclusive and affordable.
2. Provide opportunities to access goods, services and amenities close by.
3. Offer opportunities to gather and participate in civic, arts, cultural and entertainment activities, in both public and private spaces.
4. Provide varied and inclusive spaces and facilities for recreation, play and outdoor activities close by.
5. Provide spaces that foster a sense of place and are designed for everyone.
6. Ensure natural areas, biodiversity and ecological functions are protected, restored and enjoyed.
7. Enable and support prosperity through diverse economic opportunities at a variety of scales.
8. Support the use of existing streets, services and buildings to reduce the need for new **infrastructure**.

Local Area Plan Chapter 2: Enabling Growth

This chapter in a **local area plan** provides development policies to implement the vision described in Chapter 1. This policies in this chapter should be specific to the local context and reflect the unique aspects of the community, by supplementing the policies in Chapter 2 of the Guidebook.

This chapter in the local area plan should:

- provide the future growth concept for the community; and,
- provide community-specific policy.

Maps

Maps form the foundation of this chapter and may include the entire local plan area or specific areas of a community. These maps are based on Chapter 2 of the Guidebook and should reflect the following information:

- urban form – created by using the urban form categories;
- scale – created by applying the scale modifiers to the various categories of the Urban Form Map; and,
- any additional maps as required by a **local area plan**.

Ways a local area plan can be modified for local context:

- provide specific direction for unique sites within a community;
- identify **heritage guideline areas** where there are concentrations of **heritage assets**;
- adjust the number of storeys to reflect the local context; and,
- identify future growth potential based on **infrastructure** capacity and investment in the community.

Ways a local area plan cannot be modified for local context:

- exclude **built forms** or uses that achieve the goals and principles of the Guidebook; and,
- exclude individual or specific demographics of Calgary's current and future population.

Local Area Plan Chapter 3: Supporting Growth

This chapter in a **local area plan** includes policies regarding current and future amenities and **infrastructure** and related investment strategies. The timing of these investments may be influenced by external factors, including service levels, identified priorities and the condition of existing assets. This chapter guides implementation to realize the vision in Chapter 1 of the **local area plan**.

City projects, such as the Established Area Growth and Change Strategy, are helping to define an approach to supporting **built-out areas** as they continue to grow and change. The results of the work in these projects may result in revisions to this chapter of a **local area plan**, and Chapter 4 of the Guidebook.

A local area plan should:

- identify potential investments to support future growth and development;
- identify the roles for different city builders in supporting implementation (The City, developers, residents and businesses); and,
- identify planning and financial tools that could support implementation, where appropriate.

A local area plan should identify potential investment opportunities, such as:

- mobility infrastructure;
- utility infrastructure;
- streetscape improvements;
- public trees;
- new or enhanced public open space;
- affordable housing;
- community gathering spaces;
- community gardens and urban agriculture;
- care facilities;
- recreation facilities;
- cultural facilities;
- public art; and,
- **heritage resources.**

Local Area Plan Chapter 4: Implementation And Interpretation

This chapter in a **local area plan** will include policies regarding legal interpretation, status and limitations of the plan.

Appendix 2: Neighbourhood Local Limited Scale Residential Intensity

The purpose of this appendix is to provide supplementary information to support the limited scale residential intensity policies located in the Neighbourhood Local urban form category in Chapter 2.

Neighbourhood Local areas support a range of low density housing forms when the applied scale is three storeys or below (Limited Scale). At this scale, buildings are typically two to three storeys in height and oriented to the street. The Guidebook recognizes that a range of housing types are encouraged in Neighbourhood Local areas, but the age, layout and physical characteristics of communities may influence how and where these low density housing forms are developed.

This appendix identifies how the different intensities within the zones in Map 1 relate to existing low density land use districts in **Land Use Bylaw 1P2007** and may be used to guide conversations with stakeholders on the development of a **local area plan**. This is a selected list of forms and is not representative of all uses within a district. This appendix is not statutory and may be amended from time to time as the **Land Use Bylaw** is updated or renewed.

Table 1: Limited scale residential intensity relating to existing low density housing forms

	Single Detached Dwelling	Secondary Suite	Backyard Suite	Semi-Detached	Duplex	Rowhouse	Cottage Housing Cluster
Lowest Intensity (R-C1L, R-C1, R-C1N)	X	X	X				
Moderate Intensity (R-C1L, R-C1, R-C1N, R-C2)	X	X	X	X	X		
Higher Intensity (R-C1L, R-C1, R-C1N, R-C2, R-CG)	X	X	X	X	X	X	X