

MUNICIPAL DEVELOPMENT PLAN: VOLUME 2, PART 1

THE NEW COMMUNITY PLANNING GUIDEBOOK

Adopted by Council
[Approval Date]

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1.0 VISION AND CORE IDEAS



"Future Greenfield Areas are those large land areas in the city identified for future urban development that do not have an approved ASP in place. Planning for these areas should identify Activity Centres and/or Corridors that provide for a variety of housing types, opportunities for daily needs within walking distance to residential communities, and centres for transit access. Supporting the land use pattern is a street network that connects residents, jobs and commercial services through direct automobile, transit, bicycle, and pedestrian routes. The overall community design should integrate natural area protection within the open space and green infrastructure systems."

- MDP Vol.1 Section 3.6.2

Vision: Creating Complete Communities

The City will foster complete communities in greenfield areas by organizing development around compact activity centres and corridors that are connected, serviced and sustainable.

Core Ideas

1. Compact development

New communities will make efficient use of land with focused growth in activity centres and corridors.

2. Multi-modal connectivity

New communities will have a high degree of connectivity for pedestrians, cyclists, transit riders and motorists.

3. Utilities and community services

New communities will have a full complement of utilities and social community elements.

4. Open space network

New communities will have a conveniently located and interconnected system of programmed and natural open spaces serving a wide range of users.



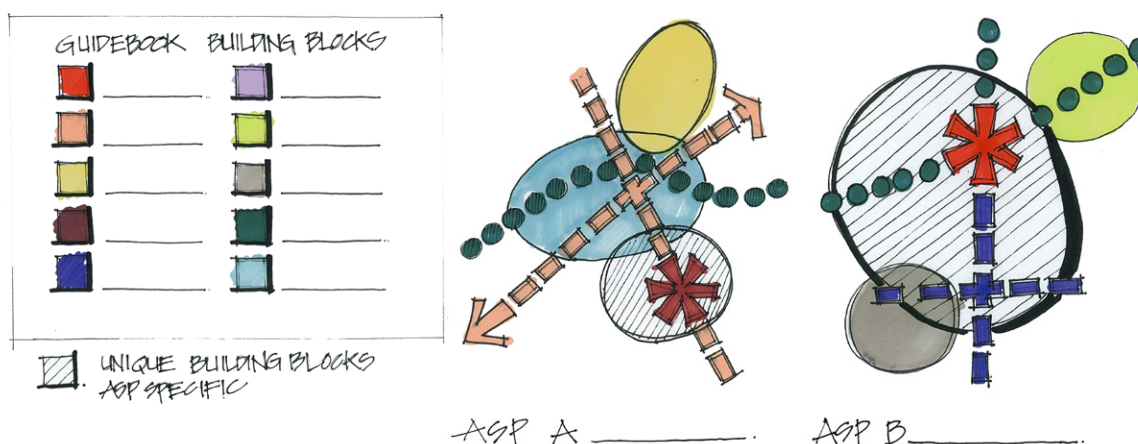
1.0 VISION AND CORE IDEAS

Guidebook Structure

This Guidebook:

- Provides the building blocks for new community design.
- Sets common standards for new community development.
- Translates the Volume 1 MDP objectives into implementation policy.

This Guidebook contains policy that is applied in conjunction with the policies of new community Area Structure Plans. It provides the basic building blocks for neighbourhood development.



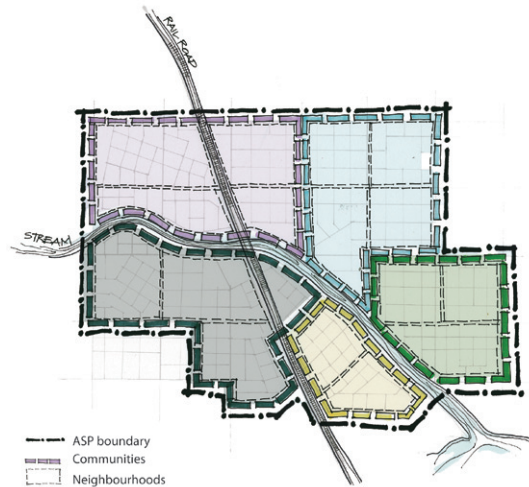
New community Area Structure Plans describe how those building blocks are arranged to produce neighbourhoods and communities. New community Area Structure Plans also provide any supplemental policies required in a particular plan area. Combined, they provide the policy for new community growth.

This structure translates the Municipal Development Plan's vision and core policies into implementation level policies in a way that standardizes and simplifies planning policies for new community growth.

This document starts by describing the forms of development (such as Neighbourhood Activity Centres, Urban Corridors, etc.) that are the building blocks of new neighbourhoods and communities. It then describes the community services and amenities that are necessary to support neighbourhoods and communities, such as transportation and parks. Lastly, implementation details are provided to guide Administration and applicants.

2.0 COMMUNITY FRAMEWORK

Greenfield development should result in complete communities. Growth in greenfield areas occurs at the neighbourhood and community scales. The neighbourhood is the basic scale. Neighbourhoods are comprised of multiple development forms within a walkable distance. Communities are comprised of a number of neighbourhoods and will have the elements needed for people to live, work, learn and play locally.



Complete Community

"A community that is fully developed and meets the needs of local residents through an entire lifetime. Complete communities include a full range of housing, commerce, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents and visitors can live, learn, work and play."

- MDP Glossary

2.1 Communities

1. Composition

Communities should be composed of a series of distinct neighbourhoods and be served by a community-scaled Activity Centre or focal point.

2. Intensity

- Each community shall achieve a minimum intensity of 60 people and jobs per gross developable hectare upon initial build-out.
- Each community shall be planned to achieve a potential minimum intensity of 70 people and jobs per gross developable hectare as plan area renewal and intensification occurs.

3. Identity

Community identity should be enhanced through:

- preservation and integration of unique natural features;
- parks with character and other public spaces;
- a high quality of architecture and urban design to create attractive streetscapes;
- strong edge conditions;
- street names and signage that reflect local history and/or natural features;
- public art to be integrated with public places; and
- identification of historical resources, and development of interpretive features about such sites.



2.0 COMMUNITY FRAMEWORK

2.2 Neighbourhoods



"A neighbourhood is a distinct part of a larger community, containing up to 5,000 people. A neighbourhood is typically considered to be a primarily residential area within walking distance of a local commercial area, school, park, transit station, etc."

- MDP Vol.1 Section 2.2.5

1. Overview

All lands within Communities should be identified as part of a Neighbourhood, with the exception of Environmental Open Space (see Section 3.4.2) which may form a boundary of one or more Neighbourhoods.

2. Size and Intensity

- a. A Neighbourhood should range between 40 and 75 hectares (99 and 185 acres) in size.
- b. A Neighbourhood should achieve a minimum density of 20 units per gross developable residential hectare (8 units per gross developable residential acre).

3. Composition

A Neighbourhood should consist of a Neighbourhood Area that is designed around an Activity Centre, or Corridor. Each Neighbourhood should provide:

- a. A diversity of housing choices
- b. Neighbourhood-scale commercial and/or services
- c. Public spaces, parks and recreation facilities
- d. Public transit
- e. Green infrastructure

2.0 COMMUNITY FRAMEWORK

4. Housing and Service Mix

The variability in housing mix and services should meet the needs of all ages, abilities, incomes, and sectors of society. To accomplish this, applicants are encouraged to incorporate the design elements of the following documents:

- a. Seniors Age-Friendly Strategy
- b. Alberta Building Code Standata on Adaptable Dwellings
- c. Calgary's Access Design Standards
- d. The Guidelines for Housing Affordability and Affordable Housing

5. Design

- a. A Neighbourhood should promote walkability, accessibility and sense of place.
- b. A neighbourhood should provide a distinct identity. This is created by designing development to incorporate natural features (including sightlines and access to natural areas), public parks, gathering places, streetscape design, distinctive buildings, landmarks and public art.
- c. The design of the Neighbourhood should incorporate emergency services safe design and Crime Prevention Through Environmental Design principles.
- d. The street and mobility network of a neighbourhood should be highly connective and block-based.

Typologies

Typologies are the building blocks of neighbourhoods and communities. They are distinct geographic and functional areas that share common attributes. These are detailed in sections 2.3 to 2.9.

2.3 Neighbourhood Areas

Neighbourhood Areas consist predominantly, though not exclusively, of residential uses. They provide a range of housing choices and convenient access to local destinations.

1. Neighbourhood Areas shall include a variety of housing forms and affordability levels.

2. Neighbourhood Areas should:

- a. include opportunities for home-based business uses; and
- b. provide opportunities for a variety of compatible uses only if such development does not compromise the viability of similar development in a nearby Activity Centre or Corridor.

3. If deemed appropriate in the Neighbourhood Area, Multi-Residential Developments should:

- a. be located near transit, amenities, open space and should be integrated with other types of housing; and
- b. not compromise the viability of similar development in nearby Activity Centres, or Corridors.

2.0 COMMUNITY FRAMEWORK

2.4 Neighbourhood Activity Centres (NAC)

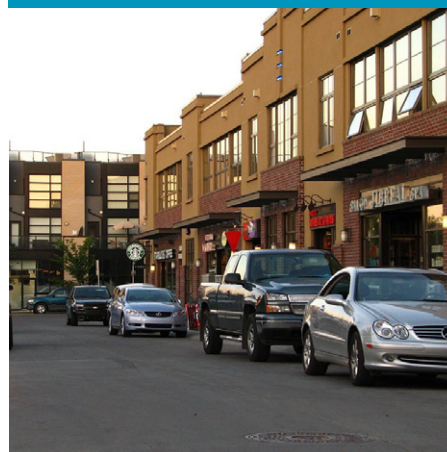
NACs are neighbourhood focal points containing a mix of transit supportive residential and non-residential uses. Connected to surrounding land uses by a network of converging streets, walkways and pathways, NACs are designed to have a positive pedestrian environment and an active public realm.

1. Location
 - a. NACs should be located:
 - i. central to the surrounding Neighbourhood Area in order that all neighbourhood residents live within a 400m radius and 700m walking route distance via the transportation network; and
 - ii. along collector streets to allow access for transit services.
2. Size and Intensity
 - a. Each NAC should be comprised of an area of approximately 2 to 4 hectares (5 to 10 acres).
 - b. Each NAC shall be comprised of a mix of land uses that achieve a minimum intensity of 100 people and jobs per gross developable hectare.
3. Composition
 - a. Each NAC should be a comprehensively planned, mixed-use area consisting of a central amenity space, medium-density multi-residential development, and a non-residential use.
 - b. Buildings adjacent to streets within the NAC shall be street oriented and have direct pedestrian connections from the public sidewalk to building entrances.
 - c. Ground floor units adjacent to a street within the NAC should have direct pedestrian access to the public sidewalk.
 - d. At least 300m² (3,230ft²) of building use area shall be provided in the NAC to provide for non-residential uses such as local commercial, civic, employment uses and other compatible uses in a mixed-use or stand-alone format.



"The Neighbourhood Activity Centre (NAC) is a neighbourhood-scale centre providing opportunities for residential intensification and local jobs, retail, services and civic activities"

- MDP Vol.1 Section 3.3.4



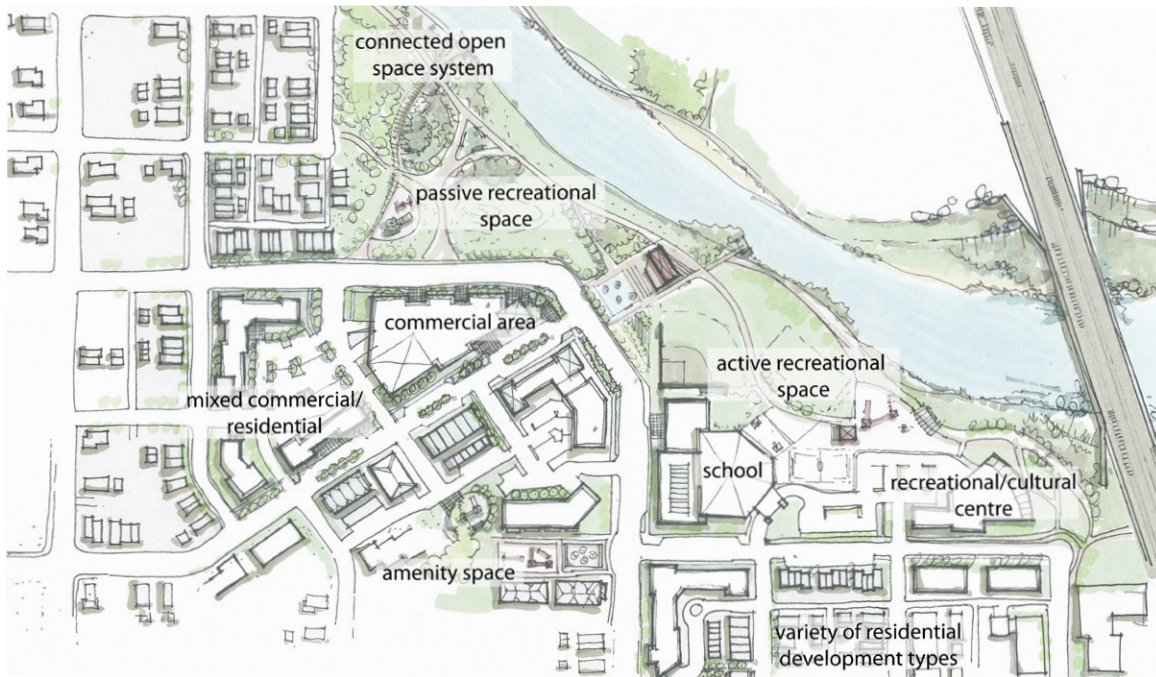
2.0 COMMUNITY FRAMEWORK

- e. Non-residential development in the NAC:
 - i. shall be oriented to the street and have direct pedestrian connections from the public sidewalk to building entrances;
 - ii. may provide for only limited automotive uses;
 - iii. should be small in scale, consistent with nearby residential areas; and
 - iv. may include other compatible uses.
 - f. Residential uses in the NAC:
 - i. shall accommodate a range of medium-density multi-residential development;
 - ii. should be developed on multiple sites less than 1 hectare (2.5 acres); and
 - iii. should include opportunities for residential-based commercial uses.
 - g. The central amenity space in a NAC:
 - i. shall be designed as a multi-functional public space, such as a plaza or park;
 - ii. shall comprise a land area of 0.2 to 1 hectare (0.5 to 2.5 acres);
 - iii. shall provide bicycle parking;
 - iv. should be bound by streets and/or active building facades;
 - v. should be located on a prominent site;
 - vi. should have a length to width ratio of less than 3:1;
 - vii. should have no more than 25% of the dwelling units adjacent to the central amenity space in the form of single detached houses; and
 - viii. should be located near one or more transit stops.
4. Modification of NAC Composition
- If the Neighbourhood that a NAC is situated in contains a Community Activity Centre (CAC) or Urban Corridor (UC), then the medium-density multi-residential development and the non-residential components required in the NAC may instead be located in the CAC or UC. The NAC should always provide a central amenity space for residents even in the case where the Neighbourhood contains a CAC or UC.

2.0 COMMUNITY FRAMEWORK

2.5 Community Activity Centres (CAC)

1. Size and Intensity
 - a. A CAC should be a minimum of 4 hectares (10 acres).
 - b. Each CAC shall be comprised of a mix of land uses that achieve a minimum intensity of 150 people and jobs per gross developable hectare.
2. Composition
 - a. To create a cohesive urban environment, the CAC shall include a mix of residential and commercial uses along with an appropriate amount of amenity space.
 - b. No more than 70% of the land use in a CAC should be achieved with any one general land use type (e.g., residential, employment, retail, institutional, etc.).



- c. Commercial development in the CAC:
 - i. should consist of small and medium format retail uses;
 - ii. shall be integrated vertically and/or horizontally with other uses;
 - iii. should include a site for a community-scale food store; and
 - iv. should accommodate employment uses.

2.0 COMMUNITY FRAMEWORK

- d. Residential development in the CAC:
 - i. shall accommodate a broad range of ground-oriented and medium to high-density multi-residential development;
 - ii. shall be integrated vertically and/or horizontally with other uses;
 - iii. should comprise no less than 30% of the land use of the CAC; and
 - iv. should be distributed throughout the CAC on multiple small and medium sites, less than 2 hectares large.
- e. Amenity space(s) in the CAC:
 - i. shall be designed to accommodate active and passive recreation;
 - ii. shall comprise no less than 5% of the total land area of the CAC; and
 - iii. should include a transit plaza central to the CAC with convenient and direct connections to transit service.
- f. Cultural, recreational and institutional uses are promoted within the CAC.
- g. A CAC should facilitate a variety of compatible uses.



2.6 Major Activity Centre (MAC)

The purpose of a MAC is to provide a comprehensively planned urban node serving the needs of one or more Communities.

- 1. Size and Intensity
 - a. The size of a MAC will be set by each ASP that contains one.
 - b. Each MAC shall be comprised of a mix of land uses that achieve a minimum intensity of 200 people and jobs per gross developable hectare when fully built-out. The people and jobs in a MAC do not count towards the overall community intensity of 60 people and jobs per gross developable hectare.
 - c. No more than 60% of the land use intensity of a MAC should be achieved through any one general land use type (e.g. residential, employment, retail, institutional, etc.).

2.0 COMMUNITY FRAMEWORK

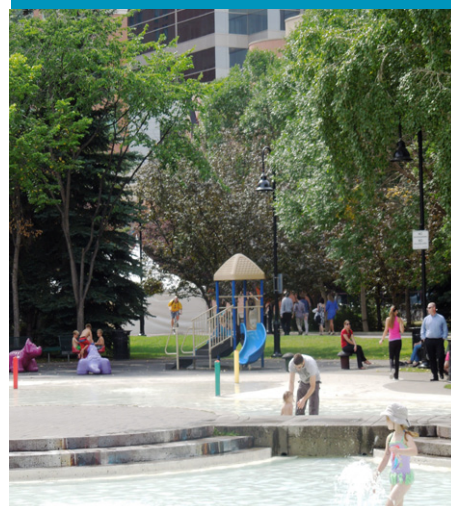
2. Composition

- a. A MAC shall include an integrated mix of residential, commercial and other uses, and should contain at least one other significant use plus appropriately designed amenity spaces.
- b. Commercial development in a MAC:
 - i. shall include a mix of employment uses and small, medium and large format retail uses; and
 - ii. shall be integrated horizontally and/or vertically with other uses.
- c. Residential development in a MAC:
 - i. shall provide a broad range of medium- and high-density multi- residential development;
 - ii. shall be integrated horizontally and/or vertically with other uses;
 - iii. should be distributed throughout the MAC on multiple small and medium scale sites; and
 - iv. should comprise no less than 30% of the land use intensity of a MAC.
- d. Amenity space(s) in the MAC:
 - i. shall be designed to accommodate active and passive recreation;
 - ii. should comprise no less than 5% of the total land area of the MAC; and
 - iii. should include a transit plaza central to the MAC.
- e. A MAC should contain at least one other significant use such as a recreational, institutional or cultural use, a health care centre or a post-secondary education facility or campus.
- f. A MAC should facilitate a variety of compatible uses.

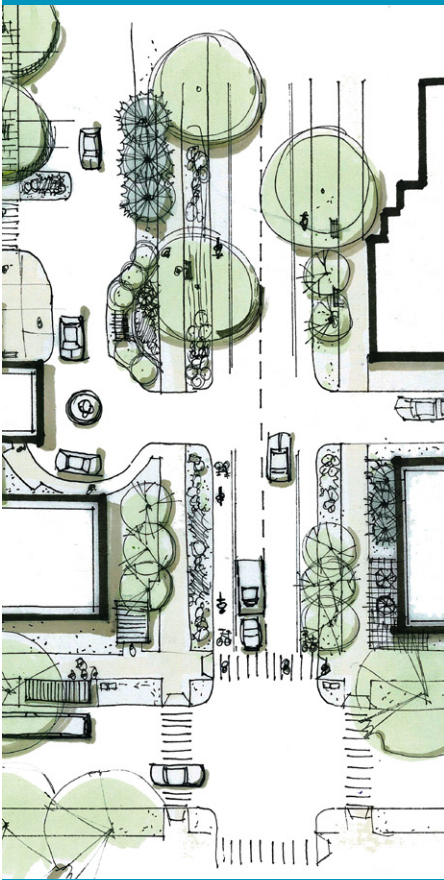


"Major Activity Centres (MACs) provide for the highest concentration of jobs and population outside of the Centre City area. In addition to achieving higher concentrations of jobs and population, the design and character of MACs must also create a high-quality environment that features amenities for a comfortable street environment."

- MDP Vol.1 Section 3.3.2



2.0 COMMUNITY FRAMEWORK



"Neighbourhood Corridors (NCs)... are the 'main streets' for one or more communities, providing a strong social function and typically support a mix of uses within a pedestrian-friendly environment... NCs provide the opportunity for moderate levels of intensification of both jobs and population over time. To support this increased activity, the NC should be served by the Primary Transit Network. NCs are also appropriate in greenfield communities as places to focus different housing types and densities and create local destinations adjacent to transit streets."

- MDP Vol. 1 Section 3.4.3

2.7 Neighbourhood Corridor (NC)

A NC has the same purpose and requirements as a NAC, but takes a more linear format such as main street retail area. In addition to the policies in Subsection 2.4, the following policies apply to a NC:

1. Each NC shall be comprised of a mix of land uses that achieve a minimum intensity of 100 people and jobs per gross developable hectare.
2. NCs should be located along a multi-modal Neighbourhood Boulevard.
3. The design of a NC will ensure a strong pedestrian orientation and emphasize the street as the focus of neighbourhood activity.
4. Each NC should comprise two or more block lengths and one or more blocks wide on either side of the Neighbourhood Boulevard.
5. Amenity space in a NC shall be designed as one or more multi-functional spaces, such as plazas or parks to create points of interest along the NC and/or enhance the design of prominent intersections or buildings. One of them should act as a central focus of the corridor.



2.0 COMMUNITY FRAMEWORK

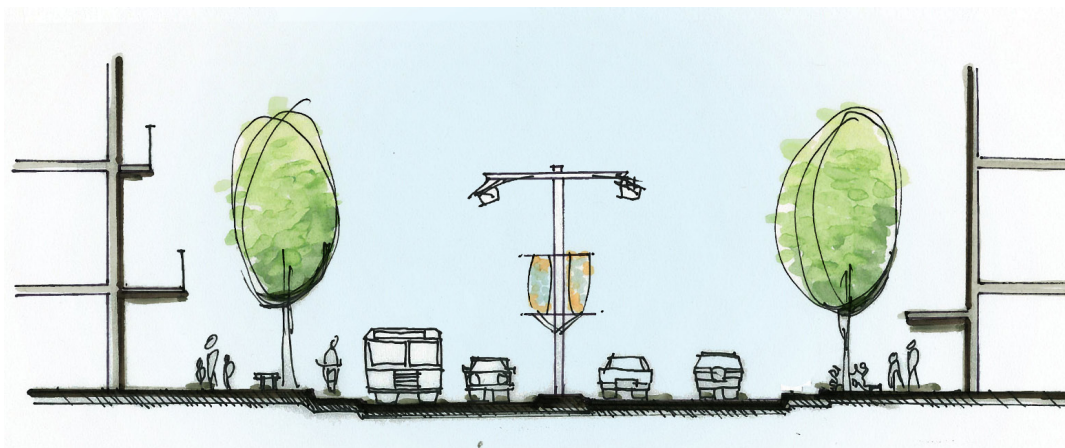
2.8 Urban Corridor (UC)

In addition to the policies in Subsection 2.6 (excluding 2.6.1.c and 2.6.2.e), the following policies apply to an UC:

1. Each UC shall be comprised of a mix of land uses that achieve a minimum intensity of 200 people and jobs per gross developable hectare when fully built-out.
2. UCs should be located along a multi-modal Urban Boulevard.
3. A UC should be a minimum of one block wide on both sides of an Urban Boulevard the length of which shall be specified by each ASP containing one.
4. Each UC should provide a well-designed public realm lined by street-oriented buildings with primary entrances facing the Urban Boulevard.
5. Development in each UC shall create a well-designed pedestrian environment while providing a variety of transit-supportive uses and active street frontages.
6. Commercial development in each UC shall accommodate retail uses that fit a pedestrian scale.
7. Amenity space in a UC shall be designed as one or more multi-functional spaces, such as a plaza or park to create point(s) of interest along the UC and/or enhance the design of prominent intersections or buildings with one serving as a central focus of the UC.

"Urban Corridors provide for a high level of residential and employment intensification along an Urban Boulevard street type, as defined in the Calgary Transportation Plan. The Urban Boulevard is a multi-modal street with a strong focus on walking, cycling and transit, though it continues to accommodate moderately high traffic volume. Urban Corridors emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses."

- MDP Vol.1 Section 3.4.2



2.0 COMMUNITY FRAMEWORK

2.9 Transit Station Planning Area (TSPA)

A TSPA includes land within 600m of any Light Rail Transit (LRT) or Bus Rapid Transit (BRT) station, or that area specified in an ASP. It is an overlay that modifies another typology's requirements to better support transit.

1. Development within the TSPA should be in accordance with The City's Transit Oriented Development Policy Guidelines.



Transit-Oriented Development (TOD)

"A compact, mixed-use community within walking distance of a transit stop, 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."

- MDP Glossary

2. A TSPA should apply to an approximate 600 metre radius, as conceptually identified in an ASP, and should include:
 - a. an LRT or BRT station;
 - b. a park and ride facility (optional);
 - c. multi- residential development;
 - d. retail;
 - e. office uses;
 - f. child care facilities; and
 - g. transit supportive employment uses.
3. Development in each TSPA shall provide:
 - a. a transition of land use intensities with the highest in proximity to the transit station and lowest further from the station; and
 - b. streets, walkways and pathways that converge on the transit station and establish safe, direct and convenient pedestrian and cyclist connections to the wider area.
4. Higher quality transit stops should be provided within the TSPA that have an attractive shelter/seating, convenient passenger drop-offs, and bicycle racks/lockers.



3.0 COMMUNITY SERVICES AND AMENITIES

Community services and amenities are what support and tie together the neighbourhood building blocks as described in the previous section. The physical elements provide mobility and water services. The social elements provide education, recreation and care facilities. The green elements provide open spaces for people and ecosystems. Together, they make places liveable.

3.1 Mobility

The mobility system should encourage sustainable modes of transportation and provide a highly-connected network of paths, streets and transit routes. This section builds on the following applicable policies:

- Calgary Transportation Plan
- RouteAhead
- *Access Design Standards*
- *Bicycle Policy*
- Transit Friendly Design Guide
- *Pathway and Bikeway Plan*
- *Complete Streets Guide*
- Pedestrian Policy
- Cycling Strategy
- Calgary Community GHG Reduction Plan
- Roundabout Policy

3.1.1 Pedestrian and Bicycle Circulation

Regional and local bicycle and pedestrian routes should provide direct and convenient circulation within and through Communities.

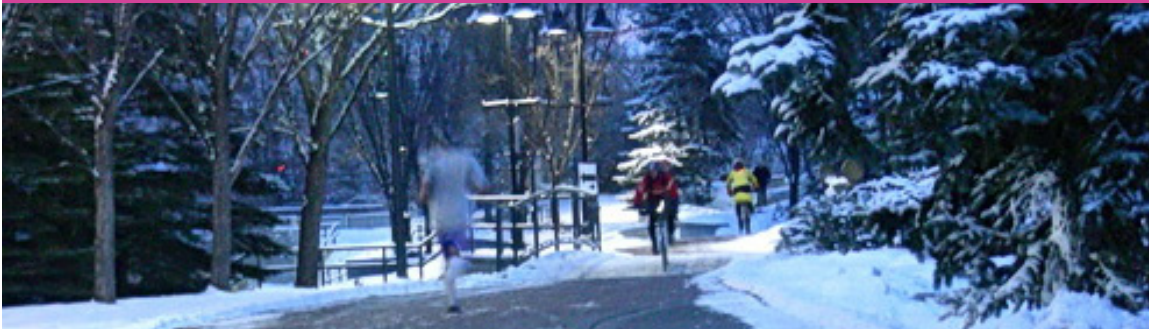
1. Active Mode Connectivity

Active Mode Connectivity shall be maximized for pedestrians and cyclists. All Outline Plan applications shall provide quantitative measures demonstrating the active mode connectivity that is achieved for the application.

2. Regional Pathways

- a. The regional pathway network should aim to:
 - i. locate within or integrate with a park, linear park or natural feature;
 - ii. complement the on-street bikeway network;
 - iii. align with and connect to the Calgary Greenway System and Green Corridors, where applicable;
 - iv. provide opportunities for active and passive linear recreation;
 - v. not conflict with driveways / alleys;
 - vi. link major open spaces and other significant community destination points; and
 - vii. connect with other Communities and municipalities outside of each Plan Area.
- b. Where the regional pathway cannot be located within or integrated with a park or natural feature, it may be located within a road right-of-way in the form of a multi-use or regional pathway or designated bikeway separated from vehicle traffic.

3.0 COMMUNITY SERVICES AND AMENITIES



3. Local Pathways, Sidewalks, and Walkways
 - a. Direct, safe, continuous and clearly defined pedestrian access shall be provided from public sidewalks and transit stops to building entrances.
 - b. Multi-modal street connections take precedence over pedestrian only connections.
 - c. The local pathway, sidewalk and walkway system should:
 - i. link origin / destination points within each Plan Area;
 - ii. achieve short, convenient, and direct non-motorized connections to and within community focal points, facilities and typologies;
 - iii. connect residential, commercial, institutional and industrial areas;
 - iv. provide convenient and practical access to transit stops;
 - v. connect to the regional pathway system and Green Corridors; and
 - vi. be determined at the time of Outline Plan / Land Use Amendment application.



4. On and Off Street Bicycle Routes
 - a. On-street bicycle route design treatments should be determined at the Outline Plan / Land Use Amendment stage, in accordance with any applicable policies.
 - b. Appropriate cycle tracks for off-street cycling or bike lanes or wide curb lanes for on-street cycling should be provided for identified cycling routes.
 - c. For multi-residential and non-residential uses, bicycle parking shall be provided near building entrances and pedestrian walkways without conflicting with pedestrian circulation.

3.0 COMMUNITY SERVICES AND AMENITIES

3.1.2 Transit Service

Transit service should provide direct, convenient connections and transit stops should be located to facilitate direct pedestrian access.

1. Bus stops should be located to:
 - a. serve significant destination points and housing areas;
 - b. provide comfortable passenger waiting areas (benches, shelters, etc) and bicycle parking;
 - c. provide direct, convenient transit service; and
 - d. be within a five-minute walk (400m) of 90% of homes.
2. There should be safe, direct and unobstructed routes for pedestrians and cyclists to connect from transit stops to the pedestrian and bikeway network of a site.
3. Transit service areas, routes and bus stops shall be identified at the Outline Plan / Land Use Amendment stage and may be refined at the subdivision or development permit stage. The road network confirmed at the Outline Plan stage should facilitate direct, convenient and efficient transit service.



▲ Bus shelter with canopy and wind protection

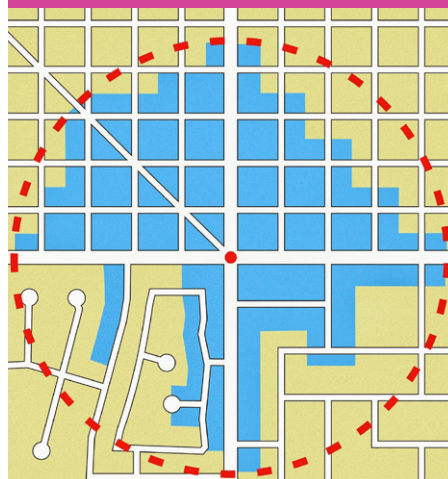
▼ Within the 400m radius only the areas in blue are a 5 minute walk to the centre

3.1.3 Street Network

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

1. Block-Based Design

Each Neighbourhood should be designed with a block-based network of walkable streets. Single-access street patterns (p-loops & culs-de-sac) should be avoided; where this is impractical, safe and attractive pedestrian and bicycle connections shall be provided to link streets.



3.0 COMMUNITY SERVICES AND AMENITIES



- ▲ A walkway allows pedestrians to cut between blocks instead of circumnavigating.
- ▼ A walkway connects a residential area with an adjacent commercial area right through a building.



2. Local Street Layout:
 - a. The layout of the local street network should provide direct connections and multiple route choices to origin /destination points and connectivity between sections of each Plan Area for all modes of transportation.
 - b. The exact road and street pattern, including detailed design, typology/classification, street sizing and intersection/access spacing shall be determined at the Outline Plan/Land Use Amendment stage.

3. Emergency Access

Connectivity shall be maximized for emergency vehicles and accommodate the ability of emergency services to provide emergency protection and response. Building and parking configurations shall also consider emergency access and egress.

3.1.4 Mobility in Activity Centres and Corridors

1. Mobility in Neighbourhood Activity Centres and Neighbourhood Corridors
 - a. To provide a high degree of connectivity for pedestrians, cyclists and drivers the design of the transportation network in and around NAC and NC:
 - i. shall be a block-based network of interconnected streets, walkways and pathways;
 - ii. should provide a high-quality streetscape with active building facades; and
 - iii. should provide safe and convenient walkway and pathway access.
 - b. Transit facilities should be a well-integrated focal point of each NAC and NC. Transit service to these facilities must be direct and efficient.
 - c. Areas adjacent to each NAC and NC shall establish a development pattern that ensures the proper functioning of each NAC and NC as a highly-connected transit-oriented area.

3.0 COMMUNITY SERVICES AND AMENITIES

- d. Site designs are encouraged to incorporate transportation demand management elements.
 - e. On-site parking areas should be located behind buildings and not directly adjacent to a (Neighbourhood or Urban) Boulevard.
 - f. The design of the streetscape shall accommodate elements such as street trees, street furniture, bicycle parking and appropriate lighting in order to enhance the experience of cyclists and pedestrians.
2. Mobility within Community Activity Centres and Major Activity Centres
 - a. Meet all requirements for Mobility in NACs and NCs above.
 - b. CACs and MACs should be served by the primary transit network, with a stop located at a transit plaza that acts as a focal point, allowing transfers to and from feeder lines.
 - c. Where a CAC or MAC spans one or more arterial streets, the arterial street(s) shall be designed to accommodate the safe and convenient movement of pedestrians and cyclists.
 3. Mobility within Urban Corridors
 - a. UCs should be served by the primary transit network with feeder bus routes linking to surrounding Neighbourhoods.
 - b. Streets parallel to the Urban Boulevard should be designed to provide alternate route options for traffic.
 - c. Areas adjacent to the UC shall establish a pattern of development that ensures the UC is a highly-connected, transit-oriented area.



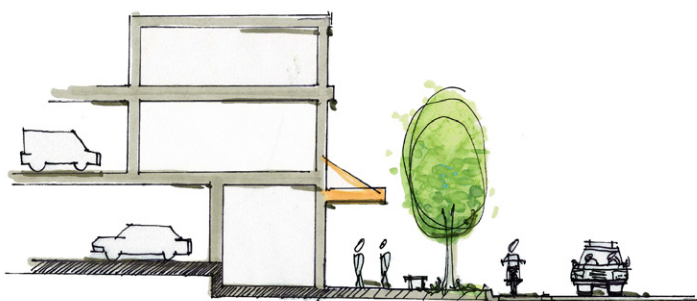
A transit plaza should be located in a prominent, central location and provide comfortable shelters, seating, signage, bicycle parking and adequate areas for transit patrons to transfer between routes. Ideally, the transit plaza will be integrated with surrounding buildings and include opportunities for transit patrons to access goods and services while waiting at the plaza.



3.0 COMMUNITY SERVICES AND AMENITIES

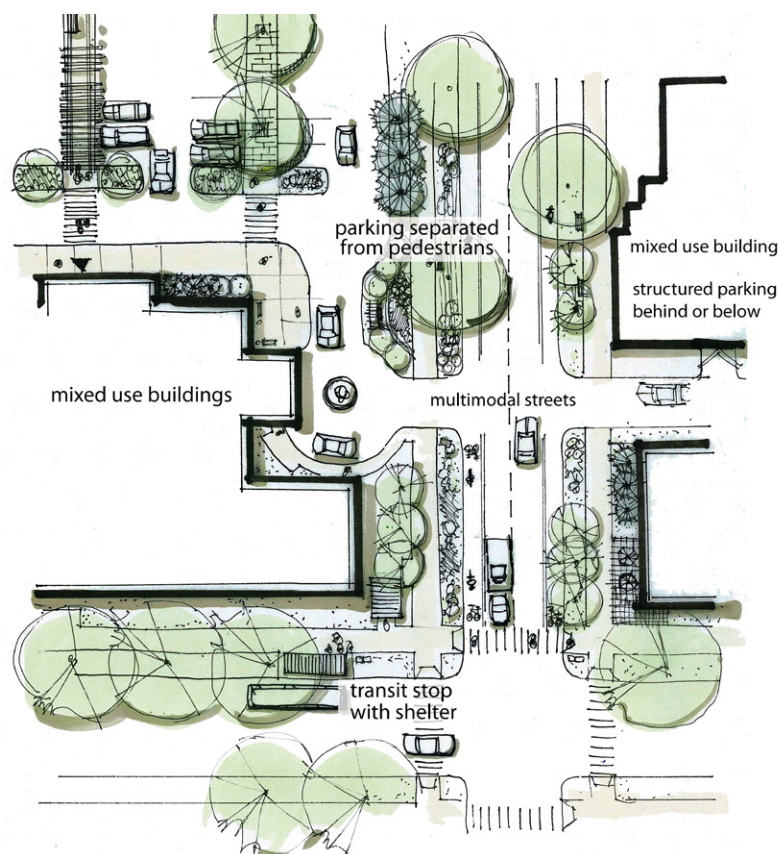
3.1.5 Parking Design

The following parking design elements are encouraged within CACs, MACs, Neighbourhood & Urban Corridors.



Street front retail should be supported by locating parking nearby on-street or locating parking at the rear of buildings. Provision of parking stalls in excess of the minimum requirements should be provided in structured and/or underground parking. Employing strategies that qualify for parking requirement reductions is encouraged.

Surface parking facilities should be located away from transit and pedestrian areas and be designed to provide safe, convenient sidewalk and pathway connections for pedestrians and cyclists to access building entrances.



3.0 COMMUNITY SERVICES AND AMENITIES

3.2 Utilities

These policies ensure that utility infrastructure will adequately, safely and efficiently service the ultimate development within each Plan Area. This section builds on the following applicable policies:

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

3.2.1 Utility Infrastructure

1. Urban development in each Plan Area shall be serviced with municipal water, sanitary sewer and stormwater infrastructure and shallow utilities (i.e. gas, cable, electricity, telephone) as determined necessary by utility providers.
2. The provision, alignment and capacity of water distribution mains and water mains, sanitary sewer mains and trunks and stormwater mains and trunks within a development shall be in accordance with City standards, and confirmed through utility servicing studies / analysis.
3. The location of all utilities and the provision of rights-of-way and easements and related line assignments should be addressed to the mutual satisfaction of The City, the applicant and the utility companies and may be refined at each stage, as needed.
4. Utility rights-of-way and easements and public utility lots shall be provided as required to accommodate the development or the extension of municipal utilities necessary for development.
5. Utility rights-of-way should be designed to reduce the setback of buildings from the street wherever possible and ensure the long-term viability of street trees.

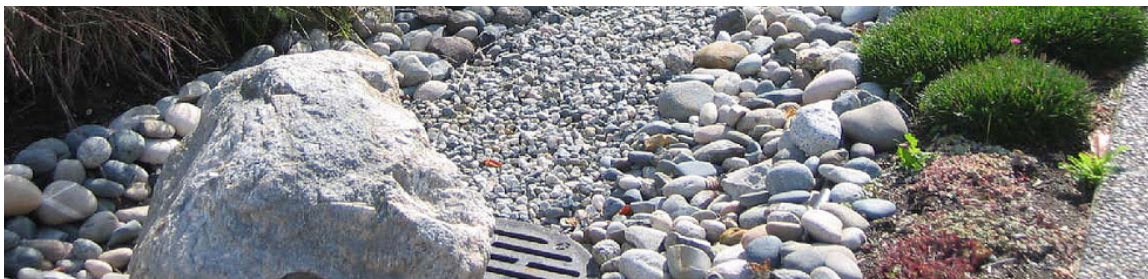
3.2.2 Water and Sanitary Servicing

The water distribution and sanitary collection systems shall be designed to adequately, safely and efficiently serve the full build out of each Plan Area.

1. The City shall identify any offsite water distribution mains and / or transmission water mains required to be installed to provide municipal water to an Outline Plan / Land Use Amendment area.

3.0 COMMUNITY SERVICES AND AMENITIES

2. A Sanitary Sewer Servicing Study / Analysis may be required to demonstrate that the subject site can be serviced in accordance with the overall design of the sanitary sewer system for the area as part of an Outline Plan / Land Use Amendment application.
3. Alternative and more cost effective alignments and locations can be considered at the Outline Plan / Land Use Amendment stage.



3.2.3 Stormwater Management

1. Design

The stormwater management system for each Plan Area shall be designed to adequately and efficiently serve development within each Plan Area, while preserving riparian and wetland areas where possible and adhering to all relevant City policies including stormwater management policies and plans.

- a. Prior to an Outline Plan / Land Use Amendment application review, a Master Drainage Plan shall be prepared and approved by Water Resources and Parks.
- b. An Applicant shall submit a Staged Master Drainage Plan consistent with all stormwater management policies and plans in place at the time of application as part of an Outline Plan / Land Use Amendment application.
- c. Design of utilities, transportation and other infrastructure features shall address flood conditions, if applicable.

2. Stormwater Ponds

- a. Stormwater ponds should be located on a public utility lot wherever possible.
- b. Engineered stormwater wetlands may be integrated with environmentally significant areas where the long-term sustainability and viability of habitat functions and values can be demonstrated.

3. Best Management Practices

Alternatives for stormwater quality and quantity enhancement should be assessed with regard to introducing: source controls; low-impact development methods; measures that reduce impermeable surfaces; and, stormwater reuse. Stormwater runoff targets should be adhered to.

3.0 COMMUNITY SERVICES AND AMENITIES

3.3 Facilities

Facilities provide care, culture, education, recreation and protection to citizens. They include cultural centres, health centres, social service facilities, public infrastructure, government buildings and other facilities that provide community services by the public sector, and non-profit agency, charity or partnership. This section builds on the following applicable policies (other documents are noted in the relevant sections):

- Recreation Master Plan
- 10 Year Strategic Plan for Sport Facility Development & Enhancement
- Recreation Amenity Gap Analysis
- Art Spaces Strategy & Capital Plan
- Calgary Poverty Initiative.

1. Variety of Services & Facilities

Site requirements for community services and facilities will be determined by each ASP.

2. Co-Location and Multi-Use Facilities

To make efficient use of parking, outdoor amenity space, playing fields, etc. Community facilities may co-locate on sites or in buildings shared with other uses. Community facilities should be designed as multi-purpose and flexible with components that respond to diverse needs, with opportunities to accommodate as wide a range of users as possible and to be convertible to other uses in the future.



This centre provides a large range of facilities, which include:

- public library
- facility rentals for sport, recreation, social, cultural and corporate events
- YMCA
- medical and wellness clinics
- food services
- educational services

3.0 COMMUNITY SERVICES AND AMENITIES

3.3.1 Care Facilities

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

1. Child Care Facilities

Child care needs should be met in each community through such measures as:

- a. designing child care facilities in accordance with The City's Child Care Service Policy and Development Guidelines;
- b. dispersing child care facilities throughout each Plan Area; and
- c. providing for various sizes and types of child care facilities.

2. Care Facilities

- a. Care Facilities shall be planned and designed in accordance with *The City's Planning Principles for the Location of Care Facilities and Shelters (2011)*.
- b. Specialized housing and care needs in the community should be provided for through such measures as: enabling care facilities to locate in residential and mixed-use areas; and dispersing different types of care facilities throughout each Plan Area.

3. Seniors Care Facilities

3.3.2 Cultural Facilities

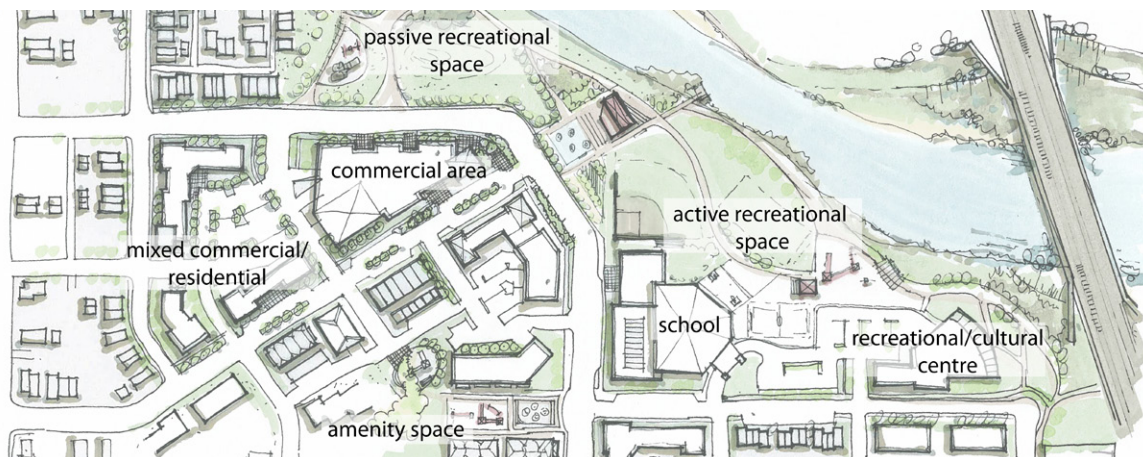
Cultural facilities (places of worship and community supportive uses) are an integral part of complete communities. Each Plan Area should:

1. Encourage the development of places of worship and other cultural facilities where they can serve as community focal points;
2. Disperse places of worship and other cultural facilities at appropriate locations throughout each Plan Area to maximize coverage and avoid traffic congestion issues; and
3. Ensure that places of worship and other cultural facilities are appropriate for their location in the community relative to nearby buildings in the community.

3.0 COMMUNITY SERVICES AND AMENITIES

3.3.3 Schools

Joint use sites (JUSs) and high schools provide education institutions together with sports fields and recreational areas.



1. General Provisions
 - a. School sites must follow the requirements of: the School Act; the MGA; the Joint Use Agreement; and the Site Planning Team Standards for School Sites;
 - b. A developer-prepared Concept Plan showing the proposed layout and amenities for a school site within the application area and a preliminary grading plan must be prepared and accepted prior to Outline Plan / Land Use Amendment approval.
 - c. When a JUS or high school site is located in an Activity Centre, the school building envelope should be located closest to and integrated with the Activity Centre.
2. Size & Composition
 - a. The size of a JUS or high school shall be indicated in each ASP and specifically determined through the Outline Plan / Land Use Amendment process. Suitable land should be provided for active playfields and park space.
 - b. While flexible use of school buildings is encouraged, the predominant use of land within a JUS shall be for educational and recreational uses.
 - c. High school sites shall contain a high school building and associated recreational and educational facilities, and other related uses or complementary activities.
3. High School
 - a. A high school should be located on a site with two functional street frontages (ideally Collector roads). Access and egress, drop off points and parking should be designed according to Best Practices.
 - b. A high school site should be in a location that will be served by the primary transit network.

3.0 COMMUNITY SERVICES AND AMENITIES

3.3.4 Community Centres

Community centres serve the physical, cultural, recreational and social needs of Communities.

- a. One site per community should be provided from Municipal Reserve Land to accommodate a community centre and or community association facilities or uses.
- b. The site should be approximately 1.2 hectares (3.0 acres) to 1.6 hectares (4.0 acres) in size.
- c. The size of the site may be adjusted where facilities and open space are shared with other compatible and complimentary civic uses.

3.3.5 Municipal Facilities

1. Recreation Facilities

The size, location, programming and configuration of sites required for recreation facilities shall be determined at the Outline Plan / Land Use Amendment stage.

2. Public Libraries

A public library should be appropriately integrated with other public uses. It should be multi-purpose in design and where it is a freestanding facility, it should be on a parcel of land approximately 2 hectares (4.9 acres) in size.

3. Emergency Response Stations

- a. An Emergency Response Station site requires:
 - i. approximately 0.8 hectares (2 acres);
 - ii. all turns access to a major roadway;
 - iii. a rectangular lot;
 - iv. being situated at the highest elevation of the district where possible; and
 - v. a minimum of two vehicular access points.
- b. The emergency response station should, where applicable, work in conjunction with other suitable public facilities as long as they do not interfere with the safe operations and access to the Emergency Response Station.

4. Recycling/Waste Diversion

One Community Recycling/Waste Diversion depot should be provided in each community.

3.0 COMMUNITY SERVICES AND AMENITIES

3.4 Open Space Network

The open space network consists of the parks, pathways and natural areas within a community. This section builds on the following applicable policies:

- Municipal Government Act
- Alberta Land Stewardship Act
- Water Act
- Open Space Plan
- Urban Park Master Plan
- Natural Areas Management Plan
- Riparian Strategy
- Calgary Wetland Conservation Plan
- Environmental Reserve Setback Guidelines
- Slope Adaptive Development Policy and Guidelines & Conservation Planning and Design Guidelines
- Off-Leash Area Management Plan
- Bird-Friendly Design Guidelines
- Calgary....A City of Trees: Parks Urban Forest Strategic Plan
- Cultural Landscape Strategic Plan
- Joint Use Agreement



▲ Open space with pathways and interpretive signage about the native vegetation in the area

3.4.1 General

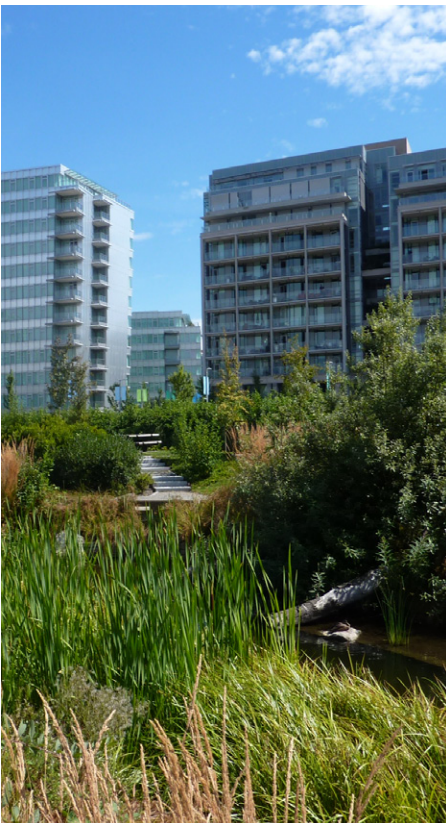
The open space network is an interconnected system that provides social, biophysical and aesthetic benefits to a community. It is comprised of parcels and corridors which can be either developed or naturally-occurring and can support active and passive activities. Parcels generally consist of developed parks, joint use sites and protected natural areas. Corridors consist of pathway routes, linear natural features and green corridors that connect and support the parcel areas.

1. Open Spaces

The Open Space system within each Plan Area shall promote, conserve and enhance an interconnected ecological and recreation system. It is a system of active and passive open space, with connections to retained EOS. It is comprised of parks, schools, public plazas, natural areas and other open spaces that provide social, biophysical, and aesthetic functions.

3.0 COMMUNITY SERVICES AND AMENITIES

- a. Acquisition of land for the open space system can occur through dedication of Municipal Reserve, Municipal and School Reserve, Environmental Reserve, a conservation easement, voluntary conservation, voluntary reserve dedication, land purchase or other means.
- b. Municipal Reserve should be allocated according to the priority of reserves under the Joint Use Agreement.
- c. Private open spaces and recreational amenities of various sizes and forms should be provided within multi-residential developments, mixed-use and commercial developments.



2. Green Corridors

The green corridor is the recreational component of EOS and green infrastructure network. The land area for the green corridor shall be provided within retained EOS to the greatest extent possible.

- a. The green corridor shall:
 - i. provide opportunities for a diversity of user access and activity;
 - ii. provide ecological links between retained EOS areas where possible;
 - iii. incorporate year-long seasonal adaptability / usability;
 - iv. connect to or integrate with parks, recreation spaces and Joint Use Sites, where appropriate; and
 - vi. include a 3.5m wide pathway, where feasible and appropriate.
- b. Accessibility: The green corridor shall provide walking and cycling connections to open spaces, natural features and the (local and regional) pathway network while linking major origin and destination points within communities.

3. Green Infrastructure Network

Outline Plans shall incorporate an interconnected green infrastructure network. The design of the interconnected green infrastructure network should minimize the loss of natural green elements and natural topography. Features required to maintain ecosystem connectivity should be identified and prioritized for protection or development in a manner that provides for connectivity.

4. Engineered Systems

Engineered systems that are designed to mimic nature are encouraged where natural functionality will be lost through development.

3.0 COMMUNITY SERVICES AND AMENITIES

3.4.2 Environmental Open Space

Environmental Open Space (EOS) is the river valley system, the urban forest, environmentally significant areas and natural environment parks (including wetlands, natural water bodies, escarpments, riparian corridors, natural grasslands and native pasture and woodlots).



1. Verification
 - a. The EOS Study Areas identified in each ASP were not necessarily field verified (at time of adoption) and may not reflect actual site conditions, are subject to further study and shall be delineated at Outline Plan / Land Use Amendment stage.
 - b. Only EOS dedicated, acquired or otherwise protected by The City are subject to the use and preservation oriented EOS policies. These are referred to as 'retained EOS'.
2. Map Delineation
 - a. Lands within the EOS Study Area in each ASP potentially qualify as both or either Environmental Reserve (ER) or environmentally significant area.
 - b. EOS Study Area illustrated on each ASP's Land Use Concept identifies those areas of regional significance only.
3. Composition
 - a. Recreational amenities may be allowed within EOS where there is no significant negative impact on ecological and hydrological functionality or connectivity.
 - b. Treated stormwater releases into existing water bodies or retained EOS may be acceptable if the water contributes to the function of these natural features and provides for quality habitat.
 - c. Pathway crossings shall be located to integrate the green corridor into Communities.
 - d. The general categories of uses identified shall be refined through the land use districts applied within the EOS.

3.0 COMMUNITY SERVICES AND AMENITIES

4. Protection
 - a. Wetlands, riparian areas and their related uplands should be considered for protection and enhancement.
 - b. Where lands within the EOS Study Area qualify as ER, they are to be dedicated as ER.
 - c. Where lands within the EOS Study Area do not qualify as ER, acquisition and protection of the lands may be pursued through alternative means.
 - d. Where lands identified within the EOS Study Area are not dedicated, acquired or otherwise protected by The City, the lands shall be considered developable and the adjacent land use category of the ASP applies.
 - e. Development in EOS Study Areas that are not protected as above should proceed in a manner that is sensitive to, and minimize impacts on ecosystem assets.
5. Interface
 - a. Where land abuts retained EOS, development should occur in a sensitive manner such that any runoff sustains and enhances EOS (pursuant to policy 3.4.2.3.b above) and an aesthetically appealing visual and ecologically sensitive transition is provided.
 - b. Development adjacent to retained EOS shall:
 - i. ensure an interconnected open space;
 - ii. protect the local watershed in its natural form; and
 - iii. protect, enhance and integrate critical ecological areas.
 - c. Single loaded roads and / or pedestrian connections should be located adjacent to retained EOS, along some stretches, to enable public views.
 - d. Grade-matching or development disturbance should occur only outside of EOS retained in a natural state.
 - e. Site grades for lands surrounding retained EOS shall demonstrate that the natural drainage channels and areas shall remain viable in a post-development state.
 - f. Any consideration for (transportation, utility or other infrastructure) crossings through EOS areas (including water bodies) should be determined within the wider context of urban need and treated with environmental sensitivity.



4.0 IMPLEMENTATION

This section clarifies topics related to policy interpretation and development approvals. The first section clarifies topics surrounding the interpretation of the Guidebook and its relation to other policy documents. The second section clarifies the Outline Plan/Land Use Amendment process. The third section provides policies on urban growth and the fourth section clarifies the methodology for implementing intensity and density targets.

4.1 Guidebook Interpretation

1. Relation to Area Structure Plans (ASPs)

The policies of this Part of the MDP set common standards for new community ASPs.

- a. This Guidebook applies only to those ASPs that state it does.
- b. An ASP may exempt itself from specific Guidebook provisions (and identify different standards) by describing the exemption in policy.

2. Precedence

This Volume/Part (Volume 2, Part 1) of the MDP (i.e. the New Community Planning Guidebook) contains provisions that are intended to implement the policy direction established by Volume 1 of the MDP. If there is a conflict between the provisions in this Part and Volume and the provisions in Volume 1 of the MDP, Volume 1 takes precedence.

3. Policy Interpretation

- a. All policies and requirements [of this part and each ASP] are deemed achieved only when they are to the satisfaction of the Approving Authority.
- b. Where, at the end of a list of elements or criteria, a policy refers to other elements or opportunities, it is understood to be at the discretion of the Approving Authority to determine the range of what is allowed.

4.2 Application Requirements

These policies provide for implementation through the Outline Plan/Land Use Amendment process.

1. Outline Plans Precede Land Use

Land Use approval should not be granted unless an Outline Plan for the site has been approved, where the Approving Authority deems an Outline Plan necessary.

2. Application Scale

An Outline Plan should consist of at least one complete neighbourhood unit. Each Outline Plan / Land Use Amendment application should not have size greater than 150 ha (370 ac) of developable area, unless servicing or infrastructure solutions merit a larger area.

4.0 IMPLEMENTATION

3. Application Assessment

- a. An Outline Plan/Land Use Amendment application shall provide, at the developer's expense, sufficient information for the Approving Authority to ensure the application complies with applicable policies. When a developer does not provide the required supporting information in a satisfactory manner, the Outline Plan/Land Use Amendment application may not be provided with a complete assessment or recommended for approval.
- b. Administration should encourage applicants to follow best practices as part of the Outline Plan /Land Use Amendment application process. Where City policies prevent the implementation of best practices, Administration is encouraged to explore innovative new ways to facilitate the aspect of an application reflecting best practices.

4. Concept Plan Requirement

Where an Outline Plan/Land Use Amendment application for the entire area of any typology, except Neighbourhood Area, is not able to be provided, a Concept Plan shall be submitted for all lands within the typology and should reflect collaboration with all affected landowners.

4.3 Urban Growth Policies

These policies provide a decision-making process for Council to decide on the co-ordination of growth and servicing within each Plan Area, pursuant to growth management policies in place at the time.

1. Growth Management Overlay

- a. A Growth Management Overlay (Overlay) will be applied to the undeveloped parts of each ASP and will be removed as Council deems growth management issues have been resolved.
- b. A portion (or all) of an Overlay should be removed (through an amendment to the ASP) when issues regarding the coordination of the funding and financing of municipal infrastructure and services with the rate of growth have been resolved.
- c. The area removed from the Overlay should form a logical and well-defined planning and servicing area. Except in extenuating circumstances regarding servicing, the Overlay should not be removed for an area smaller than a Neighbourhood.
- d. Prior to acceptance of an Outline Plan/Land Use Amendment application for a site, the portion of the Overlay that applies to the site must be removed.

2. Growth Management Analysis Submission

An application to amend an Overlay must include a growth management analysis that addresses the means of coordinating development with the funding and financing of municipal services over time. It shall contain the following elements:

- a. the projected phasing and rate of growth;
- b. the major on-site and off-site municipal water, sanitary, stormwater, emergency services and transportation infrastructure improvements necessary to serve the subject site;

4.0 IMPLEMENTATION

- c. the proximity of the application area to existing municipal water, sanitary, stormwater, emergency services and transportation servicing;
- d. the Provincial, Municipal, and developer financial obligations for municipal water, sanitary, stormwater, emergency services and transportation infrastructure improvements, noting who pays for what, when;
- e. whether or not the required municipal water, sanitary, stormwater, emergency services and transportation infrastructure to service the application area is identified within The City's Capital Budget and/or Capital Plan; and
- f. The City's ability to provide emergency services to City and Provincial standards, considering both capital and operating costs.

4.4 Intensity / Density

These policies establish how intensity thresholds and density targets will be implemented.

1. The method in the Guide to the MDP and CTP will be applied when evaluating density and intensity. For a list of land uses and landscape features that are included and excluded from the Gross Residential Area, refer to the Calgary Snapshots document.
2. Each Outline Plan/Land Use Amendment, subdivision and Development Permit application shall demonstrate, to the satisfaction of the Approving Authority, that the intensity/density requirements applicable for the overall typology, neighbourhood and community areas are being achieved.
3. Each Outline Plan/Land Use Amendment application shall demonstrate, through a shadow plan, how the Community can accommodate additional housing and/or jobs to achieve an intensity of 70 people and jobs per gross developable hectare as plan area renewal and intensification occurs. Intensification can occur through various means, including, but not limited to:
 - a. strategic intensification of Activity Centres and Corridors
 - b. designating land for higher density or intensity than is to be built initially;
 - c. ensuring that streets and utilities are designed with the capacity for additional intensity; and
 - d. designing sites and buildings to enable and facilitate infilling.

