



The Calgary Plan

1. This Bylaw may be cited as the “Calgary Plan”.
2. The document entitled “The Calgary Plan”, including Appendix A, attached to this Bylaw as Schedule “A” are hereby adopted as the municipal development plan pursuant to Section 632 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended.
3. The Municipal Development Plan, including Volume 1, 2 and 3, Bylaw 24P2009, is hereby repealed.
4. This Bylaw comes into force on the date it is passed.

Schedule A



The

Calgary Plan

Calgary's Municipal Development Plan

Publishing Information

Title

The Calgary Plan

Author

The City of Calgary

Status

Final Draft

For submission to Infrastructure Planning Committee of Council.

Notice: this version may change prior to City Council approval

Additional Copies

The City of Calgary

Records & Information Management (RIM)

Calgary Building 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

24-0035816 - ADV-25498

Land acknowledgement

We acknowledge the land and sacred sites of the Indigenous peoples who have lived on and stewarded these lands since time immemorial. We are thankful for the enduring gifts of this land, our source of life.

Calgary is located within the ancestral lands and traditional territories of the Siksikaitsitapi comprising of the Kainai, Siksika, Piikani, and Amskaapiikani First Nations, the Îethka Nakoda Wicastabi First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations, and the Tsuut'ina First Nation of the Great Dene Nation. These lands are also home to the Métis Nation of Alberta, Battle River Territory. We acknowledge all First Nations, Inuit, and Métis people who have made Calgary their home.

Common ground exists between Indigenous relationships with the land and water, and the land-based practice of city planning. Working together, we seek to ensure harmonious and sustainable growth while respecting this land and all living beings.

We commit to learning about the unique histories, cultures and perspectives of all Indigenous peoples living in and around Calgary. We also commit to moving forward together to respect and honour Indigenous and non-Indigenous planning practices, worldviews and knowledge systems in stewarding these lands.



Contents

1 Introducing the Calgary Plan 3

What is the Calgary Plan?.....	4
Goals	7
Key directions.....	8

2 Growing Calgary..... 11

2.1 Growth.....	12
2.2 City structure.....	16
2.3 Urban form.....	30

3 Connecting Calgary 37

3.1 Natural systems	38
3.2 Mobility system	44

4 Delivering Calgary 57

4.1 Park system	58
4.2 Public recreation system.....	60
4.3 Municipal civic facilities	61
4.4 Water and sanitary systems.....	62
4.5 Stormwater system.....	63
4.6 Waste system	64
4.7 Energy system.....	65

5 Implementing the Calgary Plan... 67

5.1 Further planning.....	68
5.2 Working together.....	76
5.3 Using and updating the Calgary Plan	81
Glossary	83

Appendix

Appendix A: The New Communities Planning Guidebook.....	94
--	----

Figures

Fig 1 What is the Calgary Plan?.....	4
Fig 2 Plan evolution.....	5
Fig 3 A growing city.....	9
Fig 4 Housing continuum	15
Fig 5 Neighbourhood – High Activity...	21
Fig 6 Neighbourhood – Moderate Activity.....	23
Fig 7 Neighbourhood – Light Activity..	25
Fig 8 Industrial – Mixed.....	27
Fig 9 Industrial – Core.....	29
Fig 10 Public space vs public realm	31
Fig 11 Natural infrastructure	40
Fig 12 Mobility priority.....	44
Fig 13 Where can I park?	55
Fig 14 The park system.....	59

Maps

Map 1 City structure map.....	17
Map 2 Downtown streets.....	18
Map 3 Natural systems.....	39
Map 4 Wheeling network.....	47
Map 5 Primary transit network.....	49
Map 6 Road and street network.....	51
Map 7 Goods movement network.....	53
Map 8 Calgary Metropolitan Region Board Growth Plan Placetypes	79
Map 9 Calgary Metropolitan Region Board Growth Plan Alignment.....	80

CHAPTER 1

Introducing the Calgary Plan

Calgary: a great place to make a living, a great place to make a life.

Calgary's situation as a rapidly growing city in Canada requires a solid planning foundation for Calgarians now and in the future. Calgary is already responding to the opportunities and challenges resulting from rapid urbanization, growth pressures, climate change, balancing an economy in transition – all while pursuing an equitable and affordable quality of life for all. Calgary needs a comprehensive plan to harness the city's collective energy as it grows. The Calgary Plan is a shared roadmap to navigate from the Calgary of today into the Calgary of tomorrow.

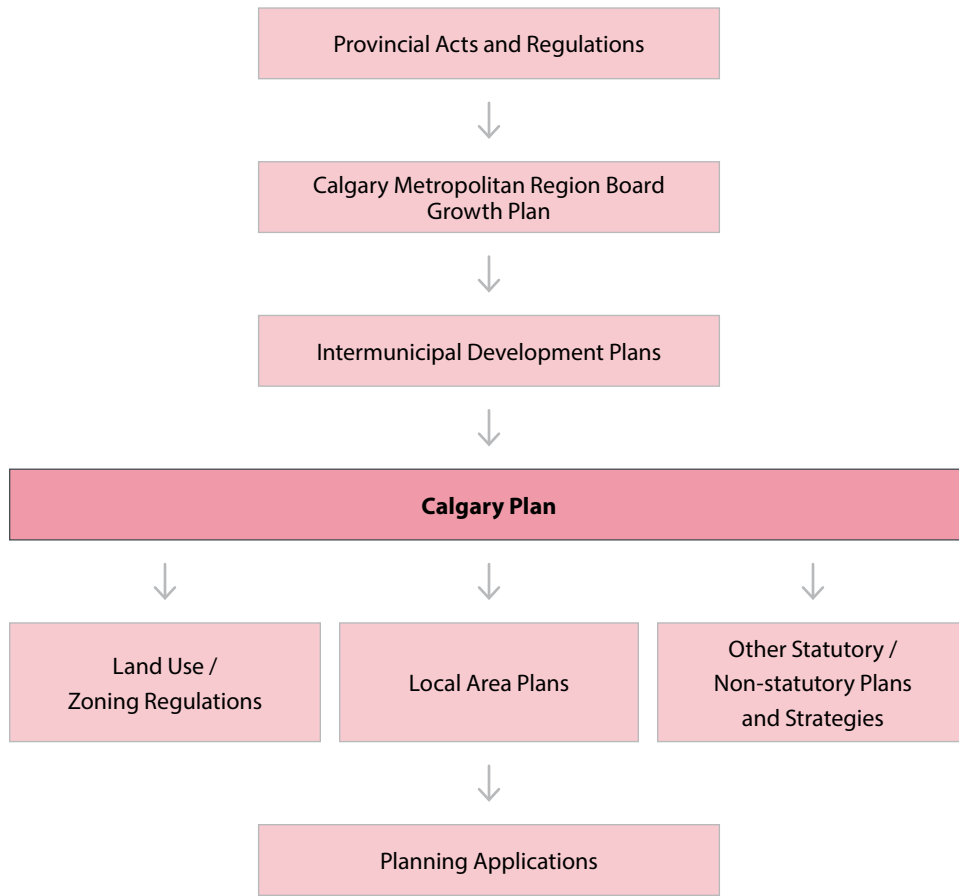
The Calgary Plan enhances the connections that make this city great, ensuring that Calgary continues to grow as a beacon of innovation, diversity, prosperity and unity. Together, we are shaping a city where everyone feels at home, has a home and is part of a bright, sustainable future.



What is the Calgary Plan?

The Calgary Plan is the municipal development plan for Calgary, guiding how the city will grow and change over the next 30 years. Directed by the Municipal Government Act, as the highest-level municipal planning document, the Calgary Plan establishes overall goals and directions for decision making about growth, future land use, mobility networks, servicing and investment.

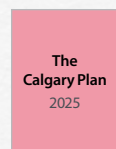
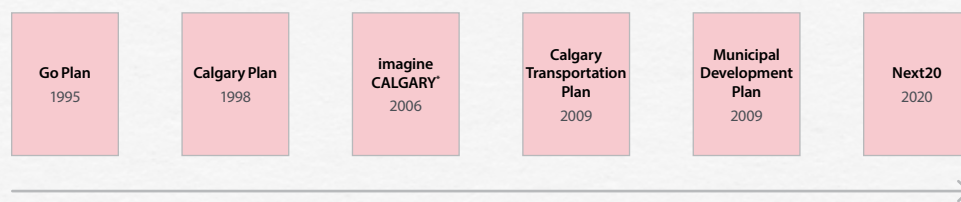
The Calgary Plan aligns with the Calgary Metropolitan Region Board Growth Plan, connecting investments and efforts with those neighbouring municipalities. The City's other planning and strategic documents support the Calgary Plan to ensure all are working together to achieve a shared vision.



The Calgary Plan provides clear direction and supports Calgarians by helping The City advocate for and direct investment from other levels of government. The provincial and federal governments are relied upon for funding of infrastructure, affordable housing, civic facilities and other services, beyond municipal sources.

Figure 1

Plan evolution



The Calgary Plan is a merger and update of the 2020 Municipal Development Plan and Calgary Transportation Plan, building upon the vision of imagineCALGARY and the Go Plan. Decades of planning, experiencing, learning and refining from previous versions of Calgary's municipal development plans have shaped the content of the Calgary Plan.

The Calgary Plan seeks to make the most of the benefits of the rapid growth while maintaining livability. This plan includes more content to advance Truth and Reconciliation, imbed equity in land use and development decisions and both mitigate and adapt to a changing climate.

Thousands of Calgarians, including equity-denied groups, the development industry and interested parties, helped shape this plan.

Figure 2

*imagineCALGARY is The City of Calgary's 100-year vision, developed in 2006. More than 18,000 Calgarians added their voice to imagineCALGARY, to produce a long-range urban sustainability plan for the community.

How to read this plan

The Calgary Plan is the municipal development plan, a statutory document approved by bylaw. The policies inform land use and mobility decisions with verbs to direct actions and decisions and defined terms listed in the glossary.

Interpretation

The policies in the Calgary Plan inform planning decisions by providing a citywide level of direction on land use, urban form and mobility. The policies in Appendix A – The New Community Planning Guidebook provide implementation level guidance that applies to local area planning in developing areas. In the event of a conflict or inconsistency between the Calgary Plan and Appendix A – The New Community Planning Guidebook, the Calgary Plan will prevail.

All local area plans must be consistent with the Calgary Plan. In the event of a conflict or inconsistency between the Calgary Plan and an area structure plan or local area plan, the Calgary Plan will prevail. Future reviews of, and amendments to, existing area structure plans and local areas plans will be required to align with the policies of the Calgary Plan.

Bold font

Defined terms in chapters two through five are identified by **bold font** with their definitions located in the glossary.

City structure map

The areas identified on the city structure map generally inform which policies apply to planning decisions.

Policy language

Must means the policy applies to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

Should means the policy applies to 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 given situation.

May means the policy direction is optional and not required. May statements give permission to do something rather than requiring or limiting action.

The City means The City of Calgary as a municipal government or corporation.

Calgary or **the city** means the place or physical area of the municipality.

Decision Making

The Calgary Plan informs more detailed land use and mobility decisions, such as local area plans, subject area plans, mobility strategies and plans, development permit applications and the budget process. Consideration of the Calgary Plan's goals with a sustainability framework will be applied to support effective decision making and reconcile tensions between competing objectives. Planning processes, decision making and implementation will be evidence based and informed by data-driven tools and approaches.

Goals

The goals of the Calgary Plan form the basis from which land use and mobility planning direction is built. The goals are informed by Council's strategic priorities and engagement with Calgarians.

Environment goal

Calgary respects and protects natural systems.

Economy goal

Calgary's robust, competitive and diverse economy supports innovation and opportunity for all.

People goal

Calgary is a healthy, vibrant city for people of all backgrounds.



Key directions

The key directions are the priorities that The City will use to take action over the next 10 years to make progress towards the goals and outcomes. These key directions consider the important aspects of land use and mobility planning and are described by a collection of principles. The principles demonstrate how the aspects of each key direction show up in planning work.



Accommodating a growing city

The Calgary Plan directs a balanced approach to growth.



Protecting, connecting and integrating natural areas

The Calgary Plan can help protect natural systems, increase connections between them and increase access to natural areas for Calgarians.



Expanding housing choice and increasing supply

The Calgary Plan can help enable increased housing choice and supply by making it easier to provide different types of housing across the city.



Strengthening Calgary's economy

The Calgary Plan supports innovation and creativity to modernize the economy and increase economic participation.



Building a strong downtown

The Calgary Plan supports a people-focused downtown that is safe and welcoming for everyone, with connected neighbourhoods, active streets and well-used, accessible public spaces.



Creating inclusive, resilient and healthy communities

The Calgary Plan enables complete and walkable communities in all areas of the city, by supporting a diversity of housing, land uses and scales of development.



Building around transit

The Calgary Plan prioritizes building around transit, enabling growth around all rapid transit stations and connecting people to where they need and want to go.

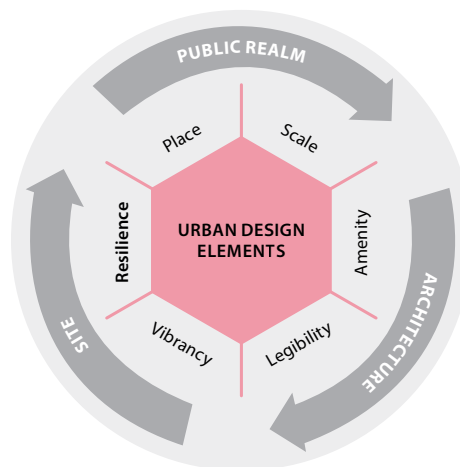


Connecting mobility networks

The Calgary Plan supports safe, affordable and convenient travel options for all Calgarians.

Achieving quality design outcomes

The Calgary Plan sets direction for achieving design excellence, building a city that is livable, attractive, memorable and functional.



CHAPTER 2

Growing Calgary

Calgary is growing – more people, more businesses, more opportunities. This rapid growth demands diverse housing with the space to support innovation, inclusion and investment. A sustainable approach to development – compact, complete and contiguous – results in an environmentally, socially and economically sustainable city. This is supported by a city structure that directs the greatest intensity and mix of uses around transit while ensuring a competitive industrial land supply. Thoughtful design, public art, heritage conservation and resilient building practices ensure Calgary retains and builds upon what makes it special while it grows.

2.1 Growth.....	12
2.2 City structure.....	16
2.3 Urban form.....	30

2.1

Growth

Growth provides opportunities for investment, innovation and economic activity while adding energy and vibrancy to Calgary. There are more people to patronize local businesses, start new endeavours and support public institutions and spaces (schools, recreation centres, parks, arts and culture and more).

To maximize the opportunities that come with growth, consideration of how to grow in sustainable and financially responsible ways is important. Sustainable and financially responsible growth carefully considers demands on Calgary's natural systems, leverages existing and planned infrastructure and investments, and concentrates activity near the primary transit network. This encourages more homes and businesses where amenities and services already exist, while supporting growth in new areas where it is strategic, sustainable and financially responsible.

All areas of Calgary will need to accommodate growth over time. Over the next 30 years, the Calgary Plan's land use and intensification pattern can accommodate more than Calgary's projected growth within the 2024 city limits. A balanced growth approach targets a minimum of half of all new housing units in redeveloping areas. While development will look different in different areas, all areas will experience change.

2.1.1

Growth planning

All areas of the city are expected to accommodate growth. To plan for a growing Calgary, The City regularly monitors many variables to help inform planning decisions. Monitoring changes in growth, land supply, and demands for developable spaces are important processes to inform planning decisions at citywide and local scales.

Growth planning policies

- a. All **redeveloping areas** must accommodate growth and change.
- b. The City should maintain a three- to five- year supply of serviced land, a 15-year supply of planned land and a 30-year land supply for future growth within municipal boundaries.
- c. Planning approvals in **developing areas** should be sequenced to prioritize land that is immediately serviceable by existing infrastructure or planned infrastructure funded and anticipated to be delivered in the current business cycle.
- d. Decisions about growth should align with the City's social, environmental and economic policies including the growth implications to water demand and availability, and impacts to infrastructure, air quality and climate.
- e. Growth approvals and investment decisions should be informed by the impact a decision will have on relevant Calgary Plan indicators.
- f. Citywide growth monitoring data and growth forecasts should be developed, maintained and made available to support **local area planning** and long-range infrastructure planning.

2.1.2

Sustainable growth

Sustainable growth results in complete and compact communities with a range of housing and uses connected to park and mobility systems, providing people with travel and leisure opportunities. In particular, this is an important consideration for developing area growth, to ensure it is contiguous and connected to existing networks for ease of access and servicing for future residents.

A sustainable form of growth focuses the highest densities and the greatest mix of uses around primary transit stations, which results in mobility and servicing network efficiency. This is why decisions need to include an understanding of growth's demands on City infrastructure to ensure new communities and developments are serviceable and achieve the high quality of life Calgarians expect. Sustainable growth is contiguous, compact and connected to mobility, park, ecological, and servicing systems and networks.

Sustainable growth policies

- a. Development should be planned to be compact and contiguous to existing development and be readily serviced by emergency services and other required infrastructure networks.
- b. The highest densities of housing, employment uses, shops, services and other amenities should be located near the existing or planned **primary transit network**.
- c. **Developing areas** should have an interconnected mobility system, for direct, efficient and safe **walking, wheeling**, and transit, and a **park system**, for access to nature and recreation.
- d. Infrastructure, including public spaces, mobility networks and public facilities, should be planned and adapted to accommodate growth.
- e. The City should consider relaxations to land use regulations to encourage and incentivize community design and development that demonstrates innovative **climate mitigation** or **adaptation** actions.

2.1.3

Financially responsible growth

Growth is good for Calgary. New residents support Calgary's economy, increase vibrancy and creativity and patronize public institutions and private businesses. Growth does come with costs and informed growth decisions consider the financial and environmental sustainability of new growth.

Redeveloping areas offer an opportunity for sustainable growth because infrastructure is already in place and there is an existing network of amenities available for new residents. Though growth will often trigger infrastructure upgrades, this can often align with lifecycle improvements multiplying the benefit of investment. In developing areas, growth that can connect to existing infrastructure networks also offers efficiencies, particularly if new infrastructure investment is not required. Financially responsible growth evaluates growth decisions alongside infrastructure capital and operating costs to reduce risk and maximize the benefits that growth offers.

Financially responsible growth policies

- a. Growth investments in **redeveloping areas** should be prioritized over the growth investments in **developing areas**.
- b. Growth in **developing areas** must demonstrate financial and environmental sustainability in alignment with The City's long-range financial and environmental plans and strategies.
- c. For capital and operating investment decisions requiring municipal funding to support growth, The City should consider municipal financial risk and capacity, including expected benefits and costs of growth.

2.1.4

Housing

As a rapidly growing and increasingly diverse city with evolving demands, Calgary faces significant pressure to provide enough housing for everyone, especially equity-denied groups. Calgary's housing supply must offer options to meet the needs of all Calgarians, including both market and non-market housing (refer to the Housing Continuum Figure 10 for the range of market and non-market housing). Multiple solutions are available across the housing continuum including transitional housing, social housing, affordable rental and for-sale housing, and private market rental and for-sale housing.

Incorporating a diverse range of housing types in both new and developed areas helps Calgary adapt to changing household needs and trends, while supporting the viability of local services, amenities, and public transit options. Pairing this varied housing supply with innovative construction materials and energy-efficient technologies for both new and existing buildings enhances resilience against extreme weather and climate events, which disproportionately affect vulnerable and marginalized groups. This approach provides more resilient and sustainable housing choices and opportunities for Calgarians, fostering equitable, inclusive and vibrant communities where everyone has a place to call home.

Housing policies

- a. The City must allow a diversity of housing types in all neighbourhoods through supportive land use and mobility planning policies, processes and regulations.
- b. The City should target a minimum of 15 per cent **non-market housing** across each **local area plan** area.
- c. A mix of housing types should be located in areas with access to **equitable**, affordable and efficient travel options, public services and amenities.
- d. The City should minimize the loss of existing **non-market housing** and the displacement of existing residents when additional land is required for major infrastructure projects.
- e. The City may acquire and use City-owned land to create **non-market housing** and **mixed-market housing** development, balancing that need against other City needs, and focusing on areas of the city with a shortage of **non-market housing**.
- f. The City may sell or lease City-owned land to contribute to **non-market housing** or **mixed-market housing** development.
- g. The City should support innovative designs, construction or modifications for new and existing housing types, including accessible and **modified housing units**.
- h. The City should incentivize a variety of non-market and **market housing** types, forms, tenures and ownership options, including purpose-built rental, **co-housing**, **co-operative housing** and student housing.
- i. The City should incentivize net-zero and climate-resilient design and construction of new housing developments and housing retrofits using **low-carbon** and climate-resilient materials and methods.
- j. The City should partner with other orders of government, non-governmental agencies, service providers and developers to maximize housing funding and investment.
- k. The City may partner with **Indigenous peoples** and housing organizations to address unmet housing needs and increase the supply of housing for Indigenous people within Calgary.

Housing continuum

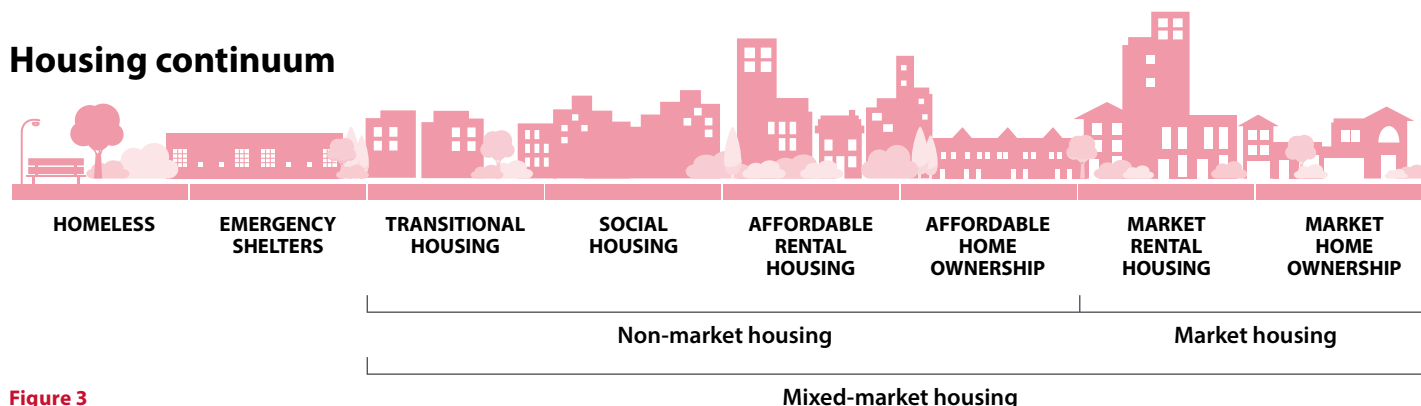


Figure 3

2.1.5

Economic growth and participation

Economic growth and employment opportunities across a range of industry sectors support Calgary's prosperity. Supporting economic health requires the land base, infrastructure and amenities to enable a range of businesses at different scales to participate in the local, regional, national and global economies. The City can help foster economic growth and participation through user friendly processes that make it easy for new businesses to get started and enabling land use plans that accommodate growing businesses.

Economic growth and participation policies

- a. Economic diversification strategies should identify and target strategic growth sectors, including **low-carbon** businesses and industries.
- b. The City should support and enable new and existing innovative, emerging technologies, sectors, businesses and manufacturing activities to grow and thrive.
- c. Municipal processes should be user friendly and supportive of new and small businesses.
- d. Tools, processes and policies should be developed with the intention of creating opportunities for **Indigenous peoples**, and **equity-denied groups**, to participate in the local economy.
- e. The City should encourage retail and local commercial growth, particularly around **rapid transit stations** on the **primary transit network** and in areas with a shortage of local retail and services, as identified in **local area plans**.
- f. The City should encourage retail, commercial, and employment uses in all **Neighbourhood Areas**.
- g. The City should support food production, including long-term **urban agriculture** and agri-tourism, throughout the city.
- h. The City should support childcare facilities throughout the city.
- i. The City should support arts and culture throughout the city, including co-locating with other uses.

2.2

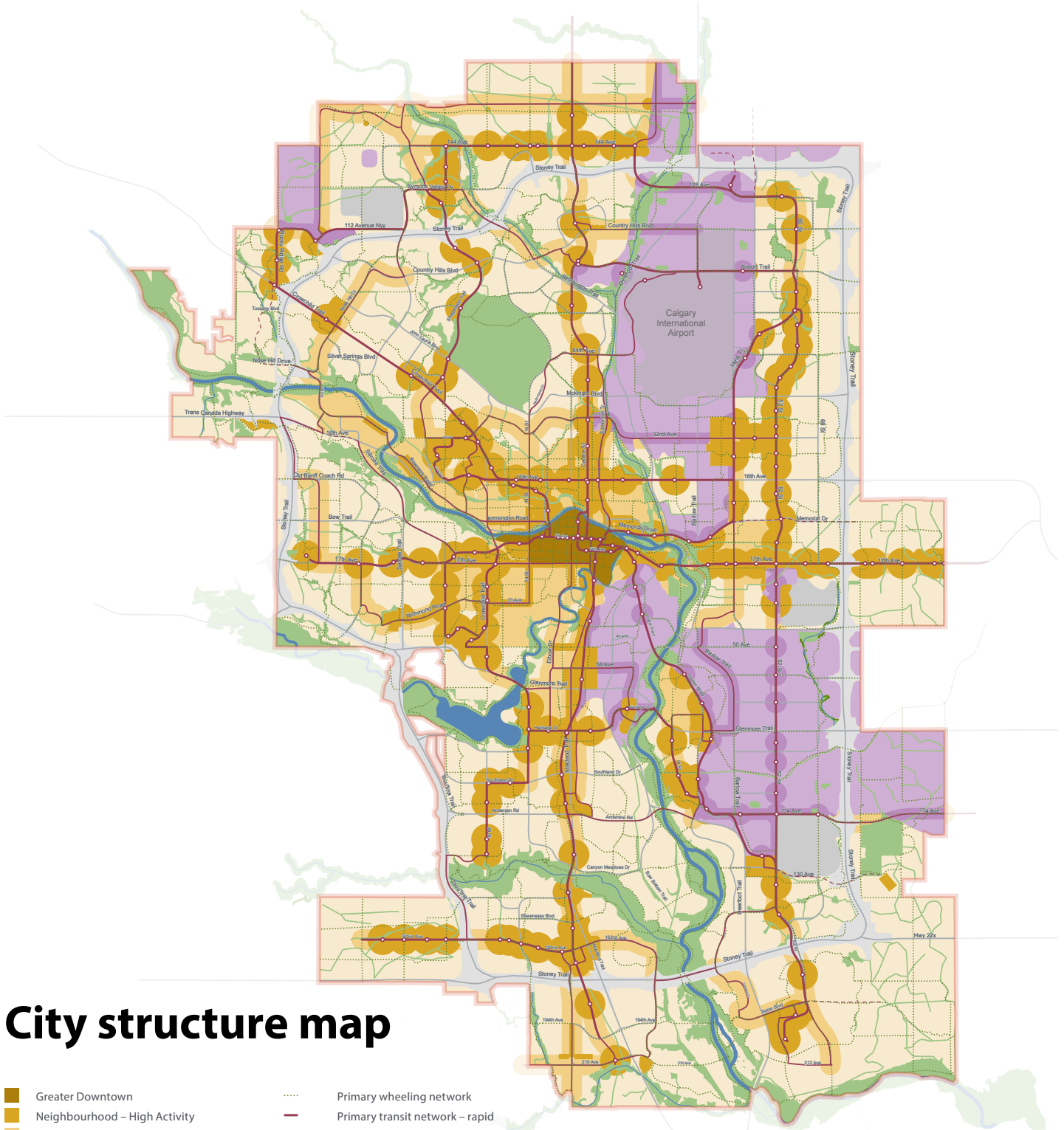
City structure

Building off of the ecological and mobility networks, the city structure defines six land use and built form areas with each playing a different role in accommodating growth and change. There are four neighbourhood categories; Greater Downtown, Neighbourhood – High Activity, Neighbourhood – Moderate Activity and Neighbourhood – Low Activity, and two industrial categories; Industrial – Core and Industrial – Mixed.

The greatest opportunity for density and mixes of uses occurs in the Greater Downtown followed by Neighbourhood – High Activity areas. Neighbourhood – High Activity areas are anchored around Rapid Transit Stations. Neighbourhood – Moderate Activity areas, located centrally and along primary transit routes, provide additional density and mixed uses to a lesser degree. Lastly, Neighbourhood – Low Activity areas, though mostly residential, provide some opportunities for commercial centres and denser developments in strategic areas.

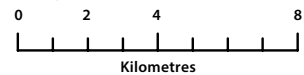
Industrial lands are responsible for economic activity and high quality jobs, they diversify the property tax base, while also helping make and deliver the goods Calgarians need, and therefore should be maintained. The two industrial areas have different levels of industrial intensity; Industrial – Core areas limit non-industrial uses and provide locations for the heaviest industrial uses. Industrial – Mixed areas, though they retain an industrial focus, allow for a greater mix of uses, and sometimes residential, if appropriate.

The city structure provides the direction to develop local planning policy to manage growth and shape development. The areas on the city structure map are broadly indicated, leaving the detailed decisions and application of land-use patterns to be set through the local area planning process as shown on Map 1.



City structure map

- Greater Downtown
- Neighbourhood – High Activity
- Neighbourhood – Moderate Activity
- Neighbourhood – Light Activity
- Industrial – Mixed
- Industrial – Core
- Ecological network
- Transportation Utility Corridor
- Landfills
- Water
- Primary wheeling network
- Primary transit network – rapid
- Primary transit network
- Primary transit network – conceptual
- Roads
- Rapid transit station



Map 1

2.2.1

Greater Downtown

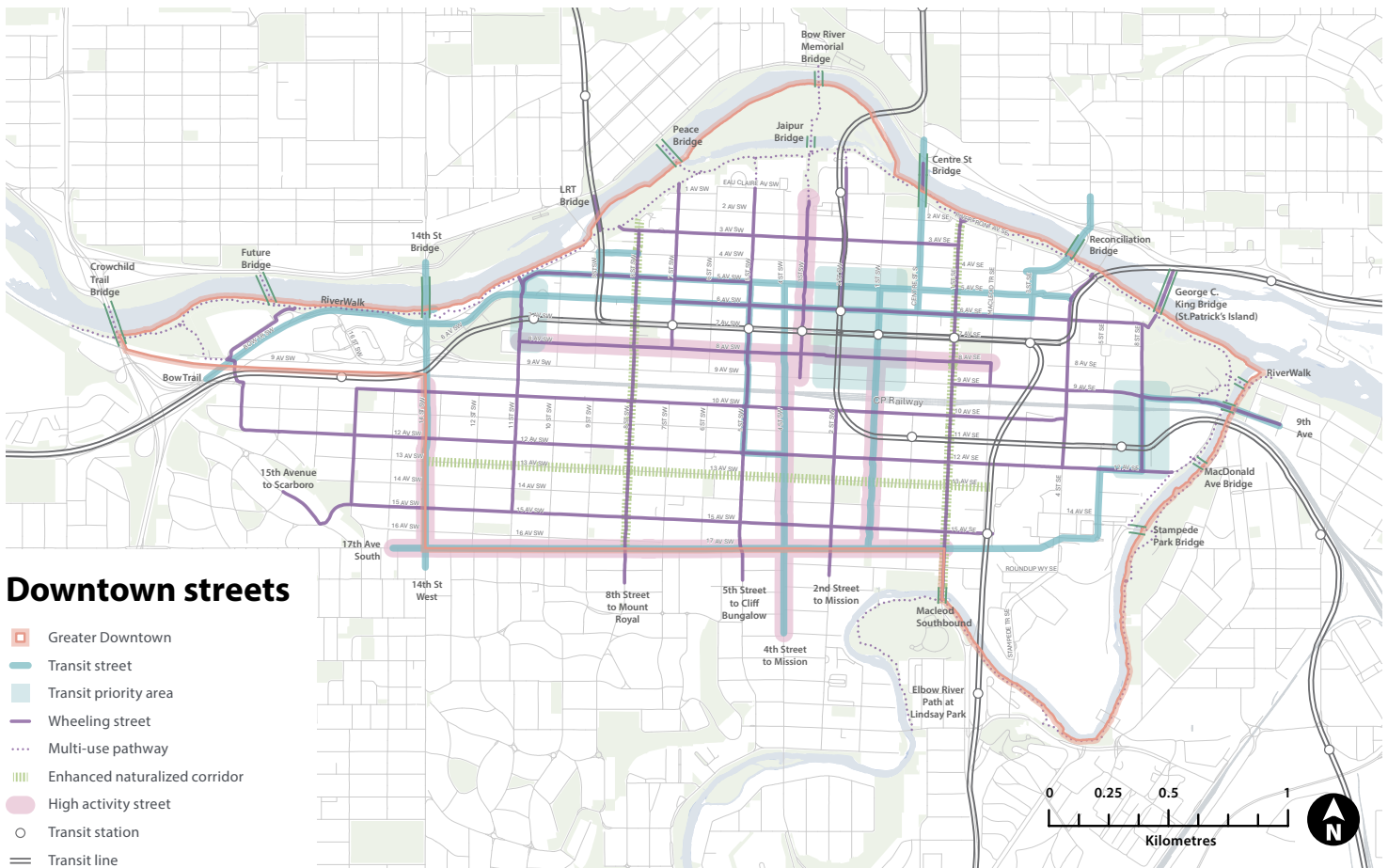
The Greater Downtown is Calgary's most populous neighbourhood and a hub of mobility, commerce, employment, entertainment, arts and culture, festivals and urban living. It is a dynamic and fast-growing area and often the first home for many new Calgarians and Canadians. Thriving neighbourhoods (Beltline, West End, Eau Claire, Chinatown, the Downtown Core and East Village) contribute to the Greater Downtown's attractiveness to live, work, visit, play and celebrate. A strong Greater Downtown benefits from highly walkable, mixed-use neighbourhoods connected to city and regional mobility networks, natural systems, and high activity areas.

General Greater Downtown policies

a. Greater Downtown should achieve a minimum of 60 per cent of travel occurring by transit, walking and wheeling.

- b. Walking should be prioritized over other travel options by providing a high-quality, connected network that increases the street space dedicated to people walking, reducing vehicle-pedestrian conflicts and providing direct routes, wayfinding and amenities.
- c. The City should increase the amount and quality of public space in the Greater Downtown.
- d. Downtown vibrancy should be encouraged by supporting festivals, events and activations on streets and public spaces.
- e. The Plus 15 Network should be a part of the walking network with clearly identified, safe and accessible connections between destinations.
- f. New vehicle-oriented building forms, uses and designs should not be allowed in the Greater Downtown.

Map 2



The following policies apply on streets as identified on the downtown streets map (Map 8):

High activity street policies

High activity streets are vibrant places where activity and movement take place at a human scale and low speed. The interaction between the private and public space is seamless with lighting, street furniture and public art.

- g. Public spaces should be safe and accessible to enhance the overall experience for people **walking**.
- h. Shops, restaurants and other retail uses should be easy to access with no parking between the sidewalk and the entrance.
- i. Driveway access should be infrequent, designed to protect people **walking** and only allowed when there is no access from a lane.
- j. Passive functions with natural surveillance should be adjacent to the street such as cafes, patios, sidewalk shopping, seating areas and gathering spaces.
- k. Transit operations should be accommodated along the high activity streets that coincide with transit streets.

Transit street policies

All identified transit streets will enable efficient movement of transit vehicles while providing safe, comfortable and accessible customer waiting areas.

- l. **Transit priority measures** should be used to accommodate high volumes of transit traffic.
- m. **Rapid transit station** and bus stop infrastructure may be incorporated into the surrounding buildings.
- n. **Rapid transit stations** should be integrated with the public realm, considering factors like architectural style, the flow of people **walking** and nearby amenities.
- o. Driveway access and commercial vehicle loading areas should be infrequent and designed to protect people **walking**, and only allowed when there is no access from the lane.

Transit priority areas policies

Transit priority areas are places where a high volume of transit customers are connecting between routes. These busy places facilitate transfers and provide safe, comfortable and accessible customer waiting areas.

- p. **Walking** connections between transit lines, regional transit and other travel options should be as direct as possible.
- q. Transit priority areas should be accessible, comfortable and safe by implementing measures such as lighting, clear signage and designated waiting areas.
- r. Wayfinding should be clear and intuitive to guide people to nearby transit routes and local destinations.

Enhanced naturalized corridor policies

Enhanced naturalized corridors are streets that connect parks and open spaces with the river valley. These streets offer connections to nature and prioritize space for trees and planting.

- s. Street trees, **green stormwater infrastructure**, linear **parks** and **naturalized** landscape areas should be integrated into landscaped areas.
- t. Connectivity between the **park system**, including the river pathway, should be enhanced.
- u. The City should promote **biodiversity** within the **Greater Downtown**.

Wheeling street policies

Wheeling streets provide a connected network for people moving at a speed higher than walking and lower than vehicles. This network offers a safe and convenient way to move throughout the Greater Downtown.

- v. A network of protected lanes and pathways should be planned, designed and built to ensure the safety and comfort of people **wheeling**.
- w. Traffic calming, enhanced intersections and other safety measures should be implemented to create a safer travel environment, particularly for people **wheeling**.
- x. End-of-trip infrastructure, including bike parking, secure storage or repair facilities, should be provided to facilitate reliable, safe and convenient parking for **wheeling** devices.

2.2.2

Neighbourhood – High Activity

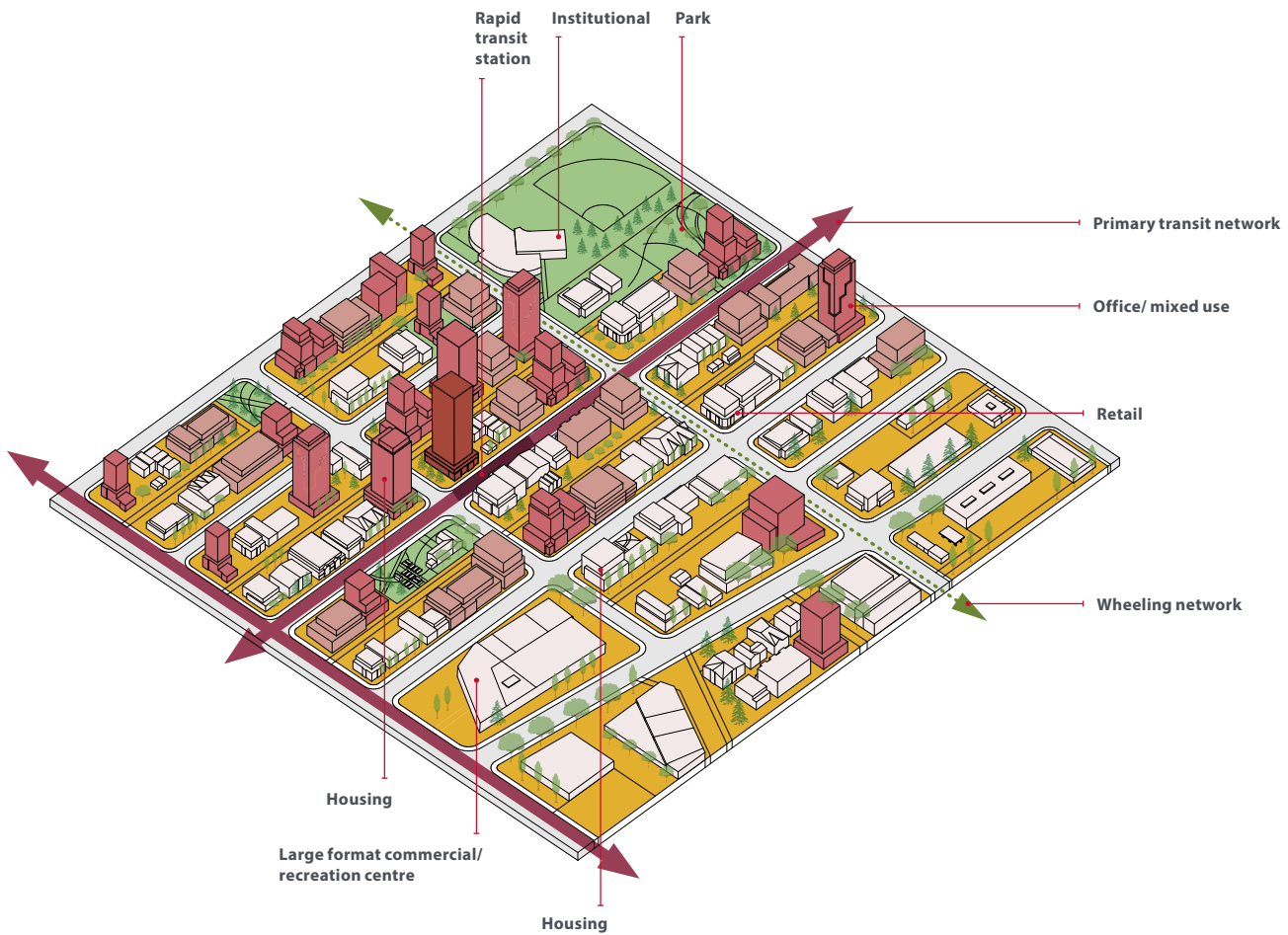
Neighbourhood – High Activity areas are either within 600 metres of a rapid transit station, along a bustling main street or in areas with significant concentrations of housing, employment, and/or institutional uses. These areas draw people locally, citywide and beyond.

Given this location and draw, Neighbourhood – High Activity areas can expect significant growth, an increasingly diverse mix of uses, greater concentrations of amenities and the largest range of building scales. As they grow and change, developments of different scales and forms may locate close together or even next to each other, resulting in a dynamic environment supported by connected transit, walking, wheeling and driving networks. Patterns of density, building scale and land uses are defined through local area planning processes. Neighbourhood – High Activity areas provide opportunities to focus growth and concentrate amenities, shopping, employment, arts and culture, services and diverse housing within a walkable environment near transit.

Neighbourhood – High Activity policies

- a. In **redeveloping areas**, a **local area plan** should be used to plan Neighbourhood – High Activity areas to achieve intensities greater than 150 people and jobs per gross developable hectare or accommodate 50 per cent housing unit increase within the Neighbourhood – High Activity area, whichever is greater.
- b. In **developing areas**, Neighbourhood – High Activity areas should be planned and developed to achieve intensities greater than 150 people and jobs per gross developable hectare.
- c. Neighbourhood – High Activity areas should allow a broad range of uses including housing, institutional, retail, office, arts and culture, **urban agriculture** and employment concentrations to support citywide and local demand.
- d. **Light industrial** uses may be located in a Neighbourhood – High Activity area where allowed by a **local area plan**.
- e. Neighbourhood – High Activity areas should allow a mix of high, mid and low **building scales**.
- f. The highest **building scale** may be appropriate at locations in close proximity to a **rapid transit station** and when identified in a **local area plan**.
- g. Lower **building scales** may be appropriate in contexts further from **rapid transit stations** or in areas with poor connectivity, topographical barriers or other impediments that limit opportunities to support additional growth.
- h. Active frontages should be encouraged in areas with the greatest activity.
- i. New **vehicle-oriented** building forms and designs should not be allowed in Neighbourhood – High Activity areas. Exceptions may be appropriate if identified in a **local area plan**.
- j. The quality, connectivity and capacity of **walking** and **wheeling** networks should be improved, particularly on corridors connecting to **rapid transit stations**.

Neighbourhood – High Activity ■



Building Scales



Limited
(one to three storeys)



Low
(three to six storeys)



Mid
(six to 12 storey)



High
(12–26 storeys)



Highest
(27+ storeys)

Figure 4

2.2.3

Neighbourhood – Moderate Activity

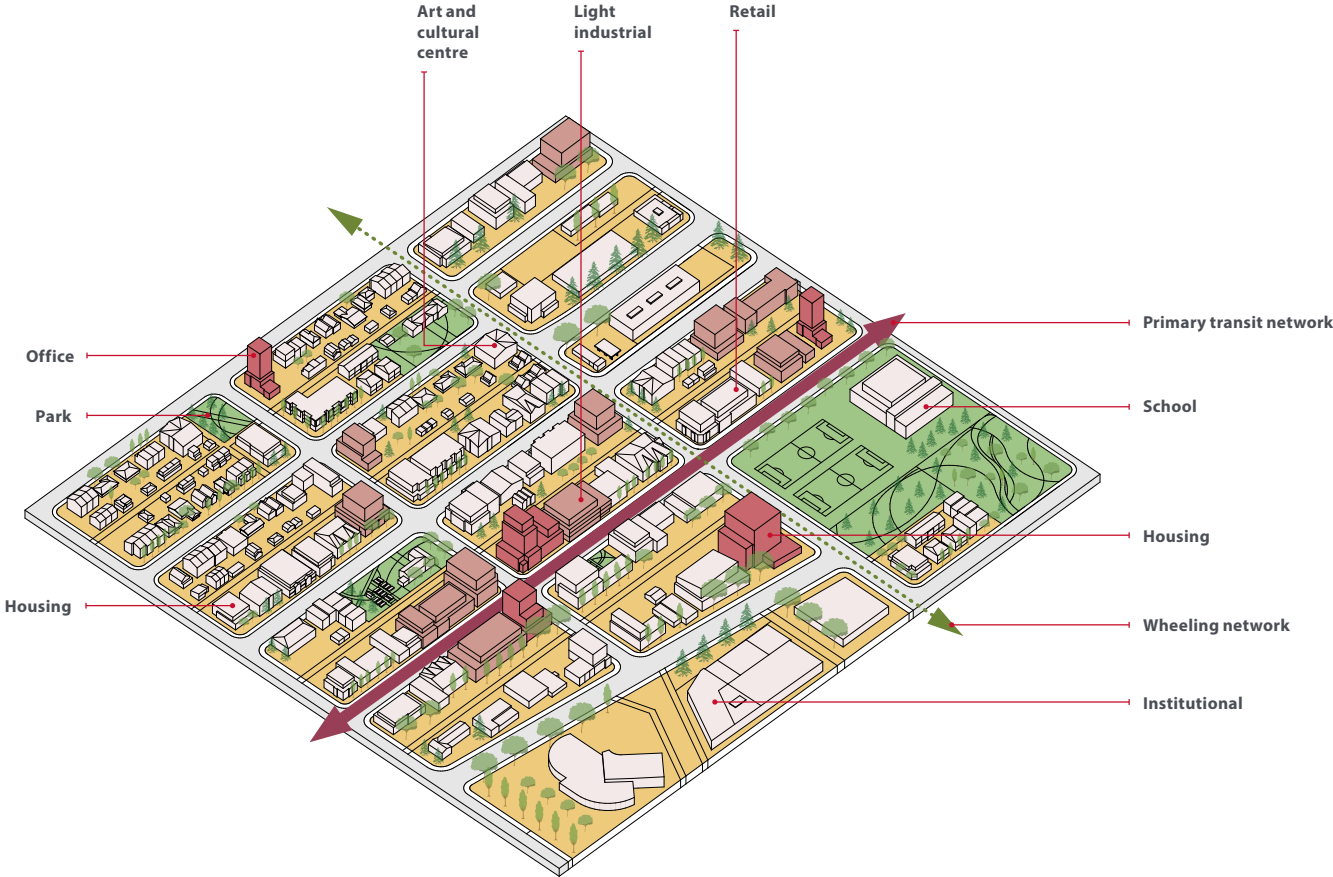
Neighbourhood – Moderate Activity areas are typically within 400 metres of the primary transit network (in contrast to High – Activity areas which are often located within 600 metres of a rapid transit station). Moderate activity also applies to Calgary's older, redeveloping areas with a street grid, providing walking and wheeling connections to transit and local destinations. They mostly serve local needs, but many have destinations attracting people city-wide.

Neighbourhood – Moderate Activity areas can expect moderate growth, a range of uses, and concentrations of local amenities. In these areas as they grow, mixes of scales and uses could locate close together, even next to each other. Patterns of density, building scale and land uses are defined through local area planning processes. Overall, Neighbourhood – Moderate Activity areas are opportunities for growth, housing diversity, and mixed land uses in areas with great walking, wheeling and transit connectivity.

Neighbourhood – Moderate Activity policies

- a. In **redeveloping areas**, a **local area plan** should be used to plan Neighbourhood – Moderate Activity areas to achieve intensities greater than 100 people and jobs per gross developable hectare or accommodate a 50 per cent housing unit increase within the Neighbourhood – Moderate Activity area, whichever is greater.
- b. In **developing areas**, Neighbourhood – Moderate Activity areas should be planned and developed to achieve intensities greater than 100 people and jobs per gross developable hectare.
- c. Neighbourhood – Moderate Activity areas should allow a broad range of uses including housing, institutional, retail, office, arts and culture, **urban agriculture** and employment concentrations to support local demand.
- d. **Light industrial** uses may be located in a Neighbourhood – Moderate Activity area where allowed by a **local area plan**.
- e. Neighbourhood – Moderate Activity areas should allow a mix of **building scales**.
- f. Higher **building scales** may be appropriate if local capacity exists or when identified in a **local area plan**.
- g. Active frontages should be encouraged in areas with the greatest activity.
- h. The quality, connectivity and capacity of **walking** and **wheeling** networks should be improved and prioritized, particularly on corridors connecting to **primary transit network**.

Neighbourhood – Moderate Activity



Building Scales



Limited
(one to three storeys)



Low
(three to six storeys)



Mid
(six to 12 storey)

Figure 5

2.2.4

Neighbourhood – Light Activity

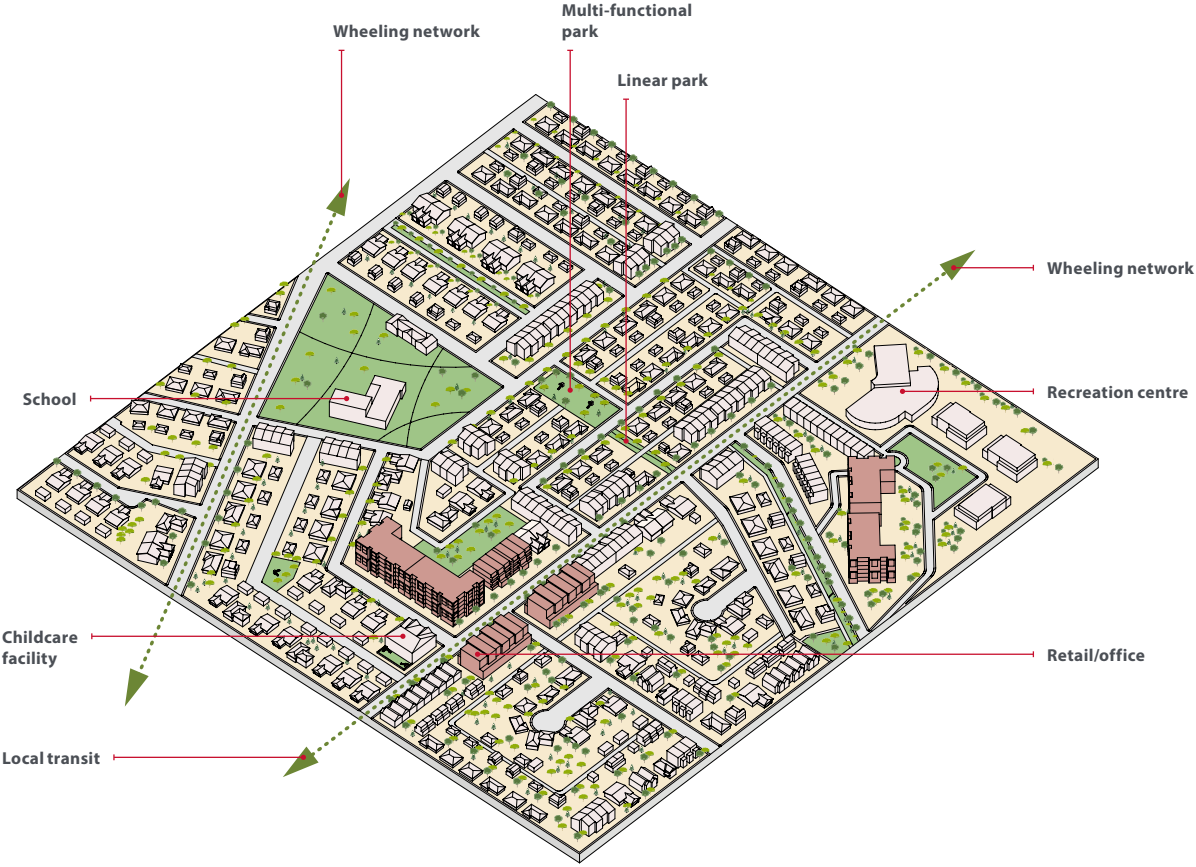
Neighbourhood – Light Activity areas are largely residential with opportunities for commercial, employment and institutional uses. Additional uses to supplement residential can allow people to easily walk and wheel around these areas to meet many of their daily needs, accessing parks, local shopping and many services. In contrast to the other neighbourhood areas, Neighbourhood – Light Activity areas measure density by gross developable residential hectare to align with the Calgary Metropolitan Regional Board Growth Plan and focus on housing density rather than both housing and job intensity like the Neighbourhood – High and Moderate Activity areas.

Modest growth in these areas will occur over time at low to moderate densities with the highest intensities concentrated along corridors and within commercial areas. Growth will be more gradual and transition towards areas of higher activity. Patterns of density, building scale and land uses are defined through local area planning processes.

Neighbourhood – Light Activity policies

- a. Any new **area structure plans**, or new amendments to **area structure plans**, must identify Neighbourhood – Light Activity areas as having a minimum density of 25 housing units per gross developable residential hectare.
- b. Neighbourhood – Light Activity areas should allow a mix of **building scales**.
- c. Higher **building scales** may be appropriate if local capacity and context enables it or when identified in a **local area plan**.
- d. Neighbourhood – Light Activity areas should allow a broad range of uses including housing, institutional, retail, office, arts and culture, **urban agriculture** and employment concentrations to support local needs.
- e. Uses that attract significant activity from outside the local area should be discouraged. **Local area plans** may identify areas where these uses are appropriate based on local capacity and context.

Neighbourhood – Light Activity



Building Scales



Limited
(one to three storeys)



Low
(three to six storeys)

Figure 6

2.2.5

Industrial – Mixed

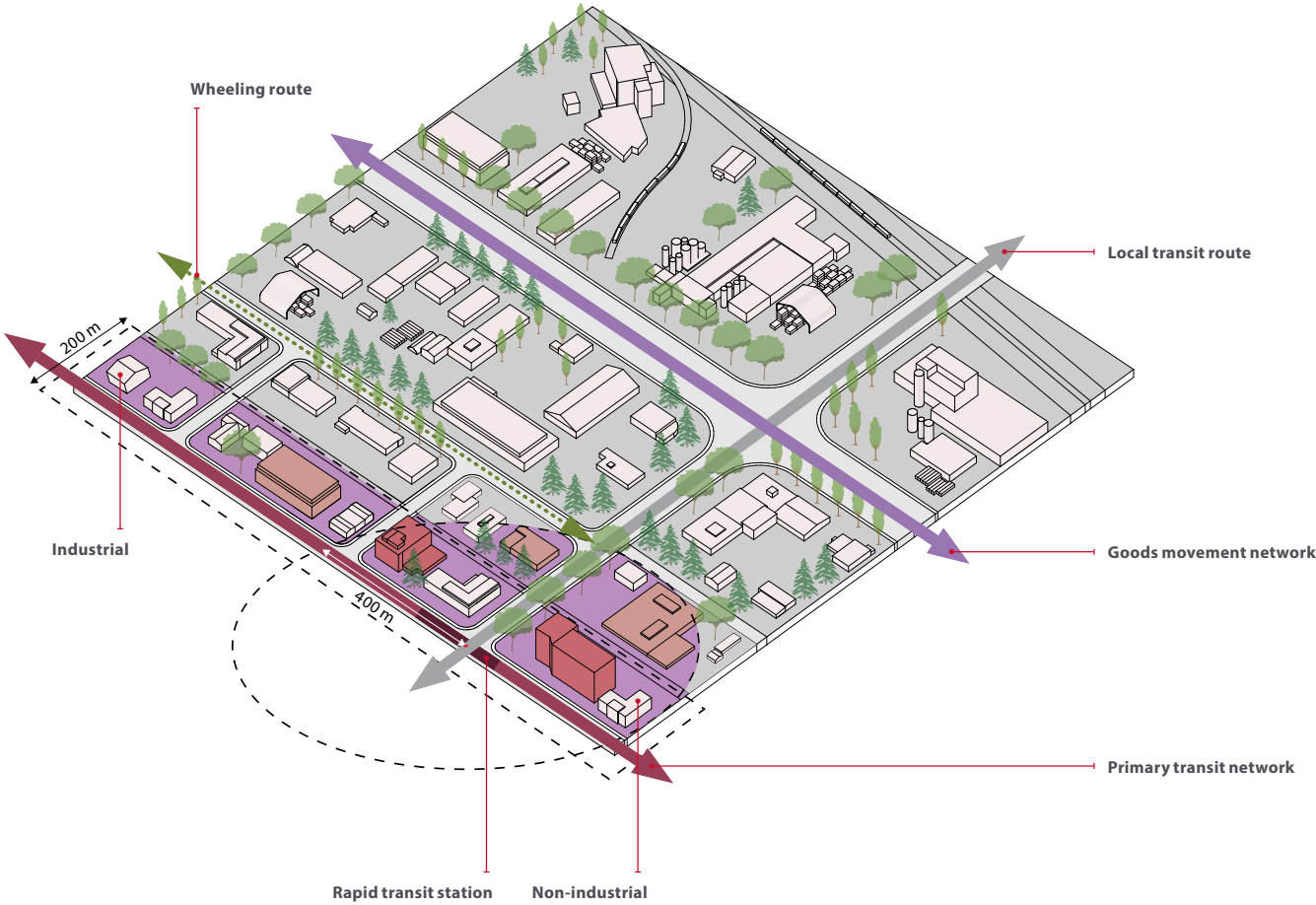
Industrial – Mixed are employment, industrial and mixed use areas that experience higher rates of conversion to non-industrial uses while retaining and supporting industrial as the dominant use in the area. They are located within 400 metres of a rapid transit station or 200 metres of the primary transit network to enable easy access by employees and potentially, residents. Some residential uses could be located in some contexts if it doesn't compromise the integrity of the industrial area, avoiding the loss of industrial lands.

Protecting Industrial – Mixed areas from the full conversion to non-industrial uses and developments is critical to maintain competitiveness with the existing and future industrial land supply. Additionally, these areas offer opportunities for creative relationships between businesses dependent upon interest and feasibility. For example, the circular economy (where one business's waste product is another's raw material) offers financially and environmentally sustainable possibilities.

Industrial – Mixed policies

- a. Industrial – Mixed areas should limit the conversion of industrial development to non-industrial uses by:
 - i. Locating limited-scale retail, office, religious facilities and educational institutions, near the **primary transit network** or other non-industrial areas.
 - ii. Supporting non-industrial developments that create employment opportunities and recognize existing and future industrial developments.
 - iii. Allowing residential uses when adjacent to Neighbourhood Areas along the **primary transit network** and can be connected to existing **walking** and **wheeling** network, as identified in a **local area plan**.
- b. Sites with direct access to the goods movement network must not be converted to non-industrial uses.
- c. Industrial sites should have efficient connections to the goods movement network and support the transfer of goods between road, rail and air.
- d. Industrial – Mixed areas should create opportunities for co-location of industrial developments and uses at a variety of intensities, scales and sizes that complement and share operational synergies, materials, services and technologies.
- e. Additional noise reducing buffers and landscaping areas for new construction of non-industrial developments should be provided when located adjacent to existing industrial development especially those with extensive outdoor storage and activities.
- f. Development should provide outdoor amenity spaces.
- g. Climate-resilient infrastructure, renewable energy systems, and drought-tolerant landscaping and vegetation in large-paved areas and large building roofs as well as alignment with net-zero practices and **circular economy** opportunities should be considered in Industrial – Mixed areas.

Industrial – Mixed



Light Industrial



Heavy Industrial



Mixed Industrial

Figure 7

2.2.6

Industrial – Core

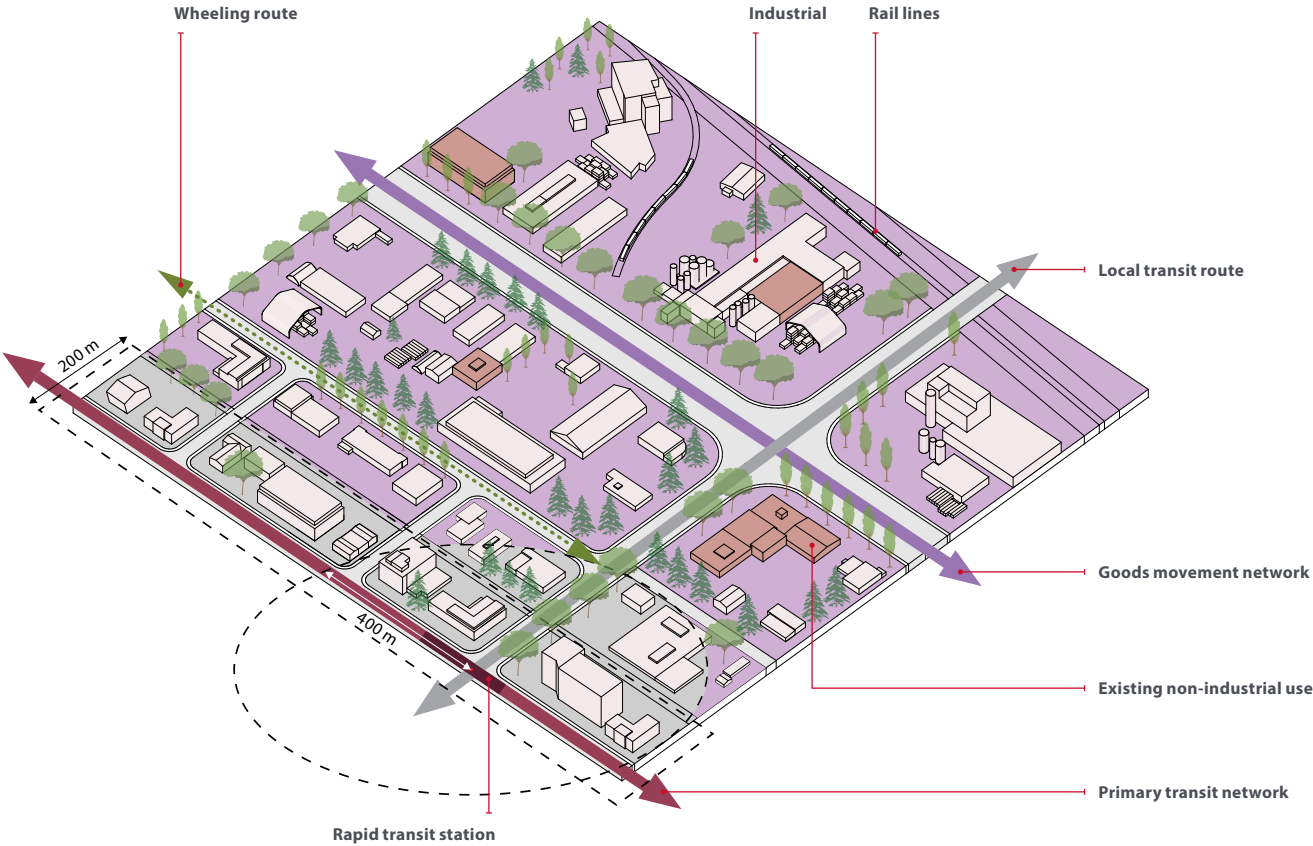
Industrial – Core are areas of employment, innovation and entrepreneurship that enable businesses to thrive in local, regional, national and international markets. Protecting Industrial – Core areas from the encroachment of and transition to non-industrial uses is part of Calgary’s competitiveness and economic growth. An adequate land supply of attractive industrial lands help to sustain a strong local economy and support industrial growth and evolution while encouraging innovation.

Industrial – Core areas need separation from residential areas and regional commercial destinations to enable a range of industrial uses, at different scales, ranging from light to heavy industrial uses connected to an effective goods movement network. Limited non-industrial uses and development may be appropriate when they support and do not unduly interfere with the industrial function and efficiency of the area.

Industrial – Core policies

- a. Industrial – Core areas should be protected from the encroachment of and conversions to non-industrial uses, especially parcels that are five hectares or greater that are vacant or include **heavy industrial** activities.
- b. Compatible non-industrial rezoning may be allowed to support innovation and economic growth when identified in a **local area plan**.
- c. Industrial – Core areas may allow certain types of residential uses including live-work units and ancillary housing units when they are integrated with **light industrial** uses, have access to amenities and transit and identified in a **local area plan**.
- d. Industrial – Core areas may support small-scale and mixed-use non-industrial developments that include food and beverage services, local retail, commercial, residential and other service uses when identified in a **local area plan**.
- e. Industrial – Core areas must not allow new standalone multi-residential, office, regional retail, religious facilities, educational institutions or any use that impacts industrial operations of the area.
- f. Industrial – Core areas should create opportunities for co-location of industrial developments and uses at a variety of intensities, scales and sizes that complement and share operational synergies, materials, services and technologies.
- g. The City should support innovative temporary industrial uses in vacant industrial lands.
- h. The land supply of Industrial – Core should be increased near the goods movement network and across city boundaries in consultation with neighbouring municipalities.
- i. Sites in Industrial – Core areas should have efficient connections to the goods movement network and support the transfer of goods between road, rail and air.
- j. Multiple travel options, including transit, **walking** and **wheeling** networks, should be available for workers to connect to their jobs safely, conveniently and consistently.
- k. Development should provide outdoor amenity spaces accessible to employees and the public.
- l. Climate-resilient infrastructure, renewable energy systems, and drought-tolerant landscaping and vegetation in large-paved areas and large building roofs as well as alignment with net-zero practices and **circular economy** opportunities should be considered in Industrial – Core areas.

Industrial – Core



Light Industrial

Heavy Industrial

Figure 8

2.3

Urban form

Calgary's appeal is reflected in the thoughtful design of its buildings and public spaces. Urban design is the primary expression of this look and feel in how the public realm, sites and architecture offer not only beauty, but also comfort, functionality and accessibility. The urban design principles are described in the final key direction in chapter one.

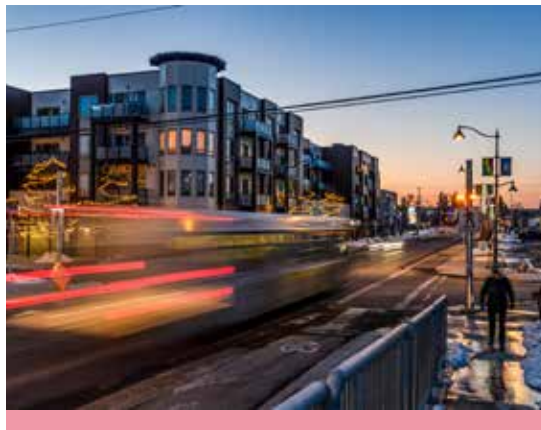
The design of Calgary extends to the heritage of the city and how its physical form is protected through significant landscapes, buildings and spaces. Additionally, public art in all its forms, adds expression, surprise and interest throughout the city. Critically, the design of buildings and spaces impacts Calgary's ability to mitigate and adapt to climate change, ultimately having a direct connection to the health of residents.

2.3.1

Public realm design

The public realm consists of privately or publicly owned inclusive outdoor spaces that people can access. It includes streets, plazas, parks and more. A successful public realm needs to complement the buildings it is adjacent to, offer a comfortable space for people to be in, and be accessible to those with a range of abilities.

The public realm can offer flexibility in how spaces are designed and used. For example, there are opportunities to meaningfully integrate diverse cultural expression and nature throughout the public realm and program these spaces for a range of uses, art, festivals, events and gatherings. Calgary's public realm strives to be high quality, accessible, attractive, safe and functional, supporting a range of needs.



Public realm design policies

- a. The public realm, where abutting a building, should be comfortable, safe, accessible, and framed by transparent facades.
- b. Public realm should consider public art and festival and event areas, including scalable gathering spaces in the design, enabling a range of activities.
- c. Publicly accessed, privately owned spaces should be encouraged in large private developments including institutions, campuses, large residential developments and business parks.
- d. Public spaces and publicly accessed, privately owned spaces should incorporate natural features, trees and pervious surfaces, and have a range of uses that consider weather, sun exposure and **climate change** impacts.
- e. Public spaces should have access to accessible basic amenities and public washrooms within **walking** distance.
- f. The design of the public realm should consider health impacts.
- g. The public realm should be designed to be inclusive, reflecting a diversity of identities, cultures and activities, and foster positive social interactions.

2.3.2

Site design

Designing a site requires thoughtful consideration of the layout and orientation of buildings, the interaction of the site to the public realm, the treatment of outdoor spaces, and the movement of people through the site. Site design requires consideration to align with the future vision of the larger area's planned context. Site design offers an opportunity to integrate nature, private amenity space, climate resiliency measures and unique elements. To achieve a connected, comfortable and resilient design, sites need to interface comfortably with the public realm, allow for efficient access and provide appropriate transitions, considering the future context of the immediate area.

Site design policies

- a. Large developments should incorporate small block sizes to improve **walking** and **wheeling** connections between the site and the surrounding areas.
- b. Development sites adjacent to **natural areas** may consider providing space to support interconnected corridors of **urban forest** and natural habitat, reflect the local landscape, utilize the available views and vistas, and incorporate local historical interpretive elements including Indigenous worldviews and cultural groups perspectives.
- c. Unique architectural, topographical, landscape, scenic, ecological, recreational or cultural elements should be identified and integrated in site design.
- d. Development should provide opportunities for longevity and adaptation in their site layout, spatial configuration, materials and sustainable design features.
- e. Sites larger than one hectare should provide landscaped, shared amenity spaces with direct **walking** connections to streets and nearby public spaces accessible to people with a range of physical and cognitive abilities.
- f. Developments should design interfaces to provide a transition between new development sites and adjacent sites, considering the future context of scale, **intensity** and uses, and should provide transitions between building entrances, private walkways, public sidewalks and transit stops and stations.
- g. Landscaping should be climate-resilient, provide comfortable amenity areas, and be used to define public spaces, screen parking areas and adjacent buildings, and direct the movement of people.
- h. Parking lots should provide safe, comfortable and accessible **walking** connections, landscaping, and other design elements.
- i. Vehicular access, and service areas should be located off a lane, when available.
- j. Sites must provide safe and sufficient access for emergency response, emergency access and emergency infrastructure.

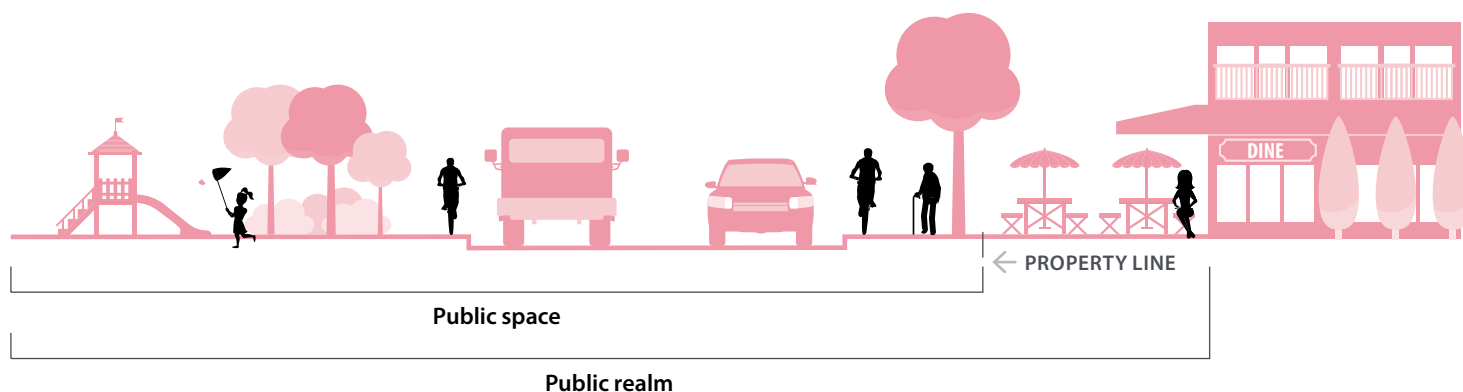


Figure 9

2.3.3

Architecture design

Thinking about architecture and its contribution to the city requires an understanding of scales – the experience at street level as well as a broader view of the building within its context. Well-designed, accessible and inclusive buildings contribute to a sense of place. The overall height, shape and size of a building affects its relationship to the public street and, ultimately, how people experience their immediate environment. A building's architecture, like its site design, needs to consider the planned context of an area to align with the future vision. Well-designed buildings offer visual interest through materials, colour and features. They meet accessibility requirements, create high-quality living and working environments, reduce energy use, and help foster a vibrant and active public realm.

Architecture policies

- a. Development should have accessible architecture that supports diverse activities and animates the adjacent public realm.
- b. Development should:
 - i. Have appropriate transitions between building masses and adjacent buildings and spaces while considering the future context of the area.
 - ii. Define street and **open space** edges.
 - iii. Bring human scale and visual interest through architectural forms, materials, details and landscaping.
- c. Large buildings should be designed to mitigate wind and shadow impact on the public realm, and reduce visual impact by transitioning in height and scale from higher scale to lower scale areas, reducing dramatic contrasts and contributing to an attractive skyline.
- d. Buildings with retail frontages should be designed with finer-grain details such as multiple uses and units, continuous and transparent facades, frequent entrances, outdoor patios, featured lighting and signage.
- e. Parking structures should be designed for adaptive reuse and integrated into development, and be separated by other uses at grade to minimize impact on the street and **walking** areas.
- f. Commercial and residential entrances should be distinguished, easy to find, accessible and directly connected to the sidewalk.
- g. Buildings within and adjacent to the **ecological network** should use bird-friendly urban design strategies.
- h. Buildings adjacent to the **ecological network** should mitigate shadowing and minimize negative impacts to habitat.
- i. The City should encourage and incentivize **net-zero** and climate-resilient buildings that:
 - i. Use **low-carbon**, locally sourced, recycled and climate-resilient building materials.
 - ii. Maximize passive heating and solar gain, at appropriate sites.
 - iii. Use renewable energy generation sources and incorporate energy efficiency and conservation measures.
 - iv. Adaptively re-use buildings and infrastructure.
 - v. Participate in energy use disclosure.
 - vi. Incorporate water collection, filtering and reuse technologies and best practices for water efficiency.
 - vii. Provide drought-tolerant landscaping, **green stormwater infrastructure** and green roof technologies.

2.3.4

Heritage

Heritage resources, whether public or private, provide the opportunity to explore and enrich our understanding of our past from diverse cultural and social perspectives, foster identity and build pride. Heritage resources can provide an avenue for Truth and Reconciliation by increasing the visibility of Indigenous communities and heritage. Heritage conservation can also provide benefits environmentally, through the reuse of existing structures, and economically, by stimulating commercial and tourist activity. Overall, heritage resources provide a rich range of detail and texture within a diverse and attractive walking environment.

Managing heritage resources alongside growth and change requires strategies and tools aligned with City goals and planning processes. There is a focus on heritage conservation's important role in promoting knowledge and identity, diversity, reconciliation and economic development.

Heritage policies

- a. The City should ensure that the conservation of **heritage resources** is based on a comprehensive understanding of their heritage value and is integrated into land use planning.
- b. The City may engage with **Indigenous peoples** for increased understanding of the distinct Indigenous worldviews and histories of this land to better conserve our shared heritage.
- c. The City should support the adaptive re-use and conservation of **heritage resources** and incentivize qualifying **heritage resources** for **municipal historic resource** designation.
- d. The City should explore, develop and implement all available tools and mechanisms to conserve **heritage resources**, and monitor and refine those implemented over time.
- e. Development impacting **heritage resources** listed on the **Inventory of Evaluated Historic Resources** should pursue outcomes that include conservation.
- f. The City may request a **conservation study** to assist in the review process and consideration of conservation approaches, possible incentives, and policy alignment of sites with **heritage resources**.
- g. Development should integrate conservation best practices and national heritage conservation standards and guidelines into decision making processes for projects impacting **heritage resources**.
- h. Development impacting **heritage resources** are encouraged to conserve the embodied energy and carbon and explore further energy retrofits and **climate mitigation** opportunities in alignment with national heritage conservation standards and guidelines.
- i. Developments that include heritage conservation measures should integrate **heritage resources** in a way that conveys their heritage values to the public in a meaningful, prominent and accessible manner.
- j. The City should consider relaxations as an incentive for the conservation of **heritage resources** when combined with redevelopment.
- k. Development adjacent to **heritage resources** should provide compatible, contemporary and distinguishable interpretations of traditional design, details and materials.
- l. Development, which includes the demolition of any sites currently listed on Calgary's **Inventory of Evaluated Historic Resources**, should incorporate interpretative or commemorative features into any associated new development and provide photographic documentation prior to demolition or redevelopment.
- m. The City should incorporate relevant heritage interpretative elements reflective of the formally assessed history and **heritage resources** of an area into public realm improvements.
- n. Development in **heritage commercial areas** should conserve **heritage resources** and encourage complementary development through the use of consistent streetwalls, entrance pattern, setbacks, materials and other architectural features.

2.3.5

Public art

Public art is an important part of what makes Calgary an attractive, inclusive and inspiring city. A thoughtful public art program, grounded in place and reflective of the city's diversity, cultures and histories enhances Calgarians' experiences, provides surprises, offers new perspectives, and includes opportunities for people to connect with their surroundings. The City, developers, community groups and public all play a role in supporting public art and expression. The City encourages providing diverse opportunities for artists from a variety of backgrounds, demographics and affiliations.

Public art policies

- a. Public art should be integrated within public spaces, particularly new public buildings, infrastructure and **parks** throughout the city.
- b. The City should promote public art as part of building and landscape design citywide, particularly within Neighbourhood–High Activity and the **Greater Downtown** areas.
- c. Public art must be location-appropriate through its inspiration, position, design and scale, and how people interact with it.
- d. Public art should be encouraged to be engaging, interactive, educational, seasonal and reflective of multiple histories and cultures.
- e. The City should work with **Indigenous peoples** and artists on processes and opportunities for public art initiatives to reflect Indigenous values, languages, identities, histories and narratives.
- f. The City should incorporate equity, diversity and inclusion within the public art process and collection.

2.3.6

Natural and other hazards

Calgary faces several natural hazards that require consideration in planning decisions – heat, storms, drought, fire and flood. Climate change will intensify their frequency and severity. Mitigating these hazards physical, social and economic harm depends on a clear understanding of risk, public awareness and thoughtful planning to minimize vulnerability and exposure. Planning for these hazards will also help reduce the damage and disruption they cause. Natural hazard risks and their relationship to climate change need to be incorporated into decision making to support the wellbeing of Calgarians, particularly those most vulnerable to the disproportionate impacts of natural and other hazards, both now and in the future.

Natural and other hazards policies

- a. The City should consider **cumulative impacts** of land use and mobility planning decisions on citywide hazard exposure and risk.
- b. The City should conduct risk assessments to identify natural and other hazards and develop strategies to address those risks.
- c. The City should integrate **hazard mitigation options assessments** into risk management practices.
- d. Development should minimize exposure and vulnerabilities to natural and **climate hazards** by identifying hazard areas, applying risk reduction practices at all stages of planning and design, and incorporating resilient building and landscape design practices informed by climate impact modelling.
- e. The City should support public awareness initiatives of hazards, risks and measures people can apply to their own properties.

2.3.7

Flood hazard areas

Calgary has experienced periodic flooding and climate change models indicate that floods will likely increase in frequency and severity. As a river city, it is imperative that The City proactively increases flood resiliency through a combination of flood mitigation work (reservoirs, barriers and more) with land use direction and regulations. This approach will prioritize public safety while minimizing property damage.

Building flood resilience is multi-faceted, requiring cooperation and action from the municipality, property owners and other levels of government. The Province of Alberta maps and identifies flood hazard areas at the 1:100 flood risk level. The City of Calgary provides land use direction to guide development form and land use within that risk level. The Calgary Region advocates for a minimum design flood of 1:200. Calgary's land use direction (anchored in the 1:100 risk level) in combination with upstream, community and property level flood mitigation, works toward the goal of a 1:200 flood protection level across Calgary. Land use policy focuses on improving flood resiliency, prioritizing public safety, minimizing property damage, and reducing the need for further flood mitigation structures.

Flood hazard area policies

- a. **Floodplain** management actions must prioritize public safety, minimize property damage and support environmental health.
- b. The City must establish land use and development regulations for the **floodplain** that meet or exceed the level of resilience defined by the Provincial 1:100 flood hazard maps.
- c. Land use regulations should use the most current **climate change** projections, flood modelling and flood mapping available, as determined by The City.
- d. Land use regulations should account for the risks remaining after upstream and **community scale flood mitigation** measures are completed and operational.
- e. Development should be designed to reduce the need for **flood mitigation infrastructure** and minimize the likely damage from floodwaters – groundwater, river, and stormwater.
- f. New development in the floodway, or high hazard flood fringe, must be refused by The City, with the exception of the following:
 - i. Uses related to agriculture, **open space**, outdoor recreation, **parks**, mobility infrastructure and utilities.
 - ii. The **redevelopment** of low-density residential buildings on the existing building footprint where sufficient risk reduction measures have been taken to the satisfaction of The City.
 - iii. For high hazard flood fringe areas only, the **redevelopment** of commercial buildings on the existing building footprint where sufficient risk reduction measures have been taken to the satisfaction of The City.
- g. Development in provincially identified **flood hazard areas** must include flood protection measures to mitigate risk at the specified flood-event level in land use and development regulations.
- h. When existing sites have multiple **flood hazard areas** identified and they are redeveloped, buildings should be in the lowest risk **flood hazard area** within a site, when feasible.
- i. New **area structure plans** must include cumulative protection measures to mitigate flood damage risk in the provincially identified flood fringe hazard area to the 1:200 year flood-event level.
- j. The City should consider the **cumulative impacts** of development in the **floodplain** on the natural function of water courses and citywide hazard exposure and risk.
- k. Municipal **flood mitigation** infrastructure should be maintained and managed following industry-leading best practices.
- l. Critical and utility infrastructure within **flood hazard areas** should be designed to at least the 1:200 flood level to minimize damage and service disruption.
- m. Flood risk reduction work, including bank repair and protection, should be exempt from requiring a **development permit** when it is being undertaken by, or on behalf of, The City within the floodway.

CHAPTER 3

Connecting Calgary

Calgary supports equitable and inclusive connections, particularly through the natural systems and the mobility system. Natural systems connect wildlife and ecosystems supporting a healthy environment and people. The mobility system connects people and goods with destinations, homes, businesses and leisure opportunities throughout Calgary. Together these systems intertwine throughout the city, enhancing Calgary’s health, efficiency of movement and quality of life.

3.1 Natural systems 38
3.2 Mobility system 44

3.1

Natural systems

Thoughtful planning has protected several environmentally significant areas within Calgary, including some of North America's largest urban parks. However, some environmentally significant areas have been lost and isolated. There is an opportunity to improve connections between protected spaces to each other and to the park system. Calgary's natural systems provide ecosystem services that contribute to the well-being of the city and region. Natural systems foster sustainability, support biodiversity, and enhance overall quality of life.

Supporting natural systems requires two approaches. The first is identifying and protecting an ecological network – a central web of connected natural areas supporting wildlife habitat and ecological connectivity. The second is to protect and integrate nature throughout the city, outside of the ecological network, to benefit wildlife, the watershed, air quality and ecosystems while placing nature within easy access of residents to support their health and well-being. City-wide natural systems, which include nature within and outside the ecological network, can enable healthier ecosystems and brings access to nature to more Calgarians in more parts of the city.

3.1.1

Ecological network

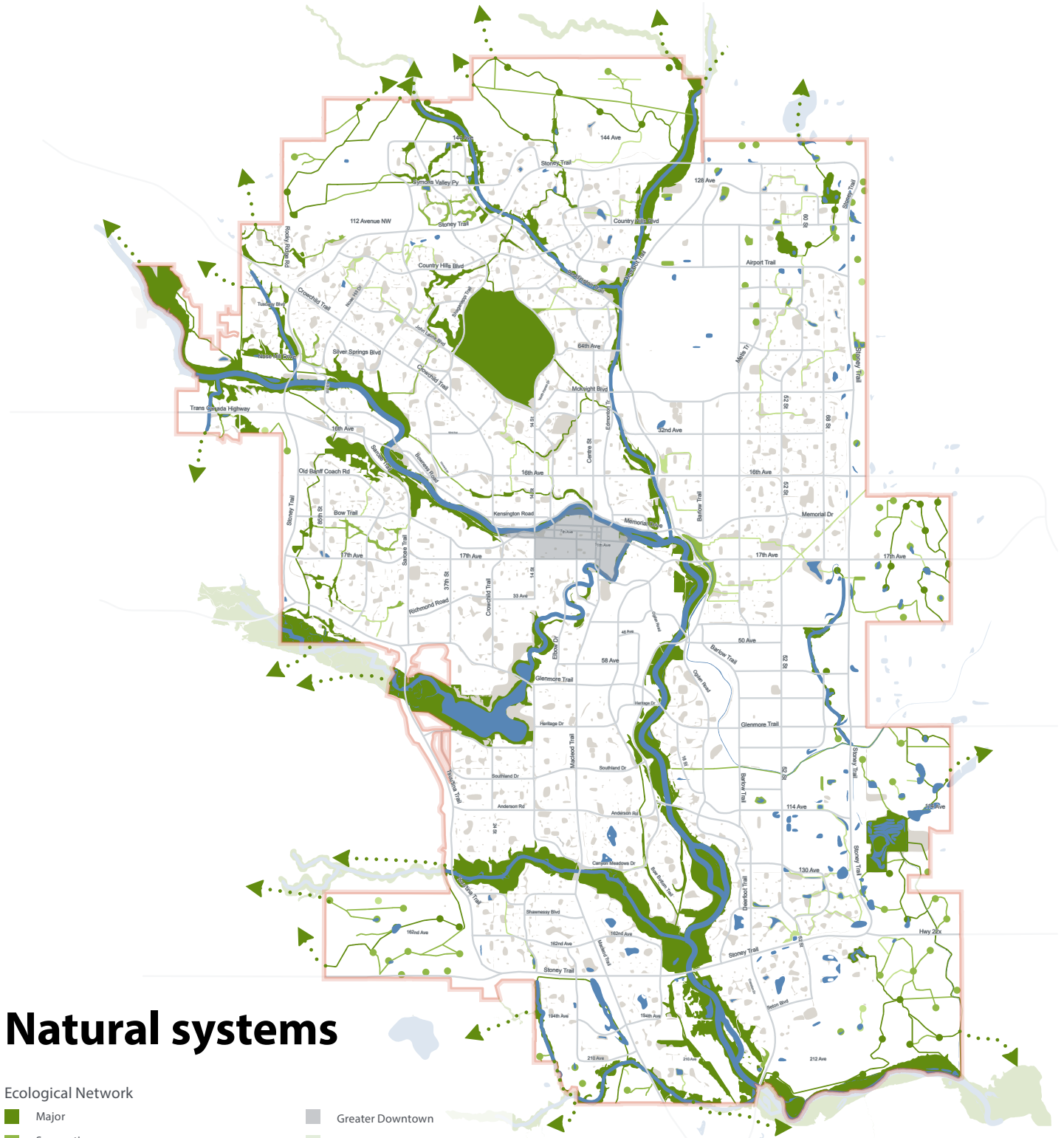
Calgary's ecological network is a connected system of natural habitats, parks and open space, river and creek systems, and environmentally significant areas. This network contributes to Calgary's reputation as a beautiful, environmentally friendly and ecologically connected city. Ensuring the ecological network's health and integrity for generations requires careful protection and management.

General ecological network policies

- a. The **ecological network** should be protected, restored and connections improved between **environmentally significant areas**.
- b. **Environmentally significant areas** within the **major and supporting ecological network** should be preserved first with **restoration** as a second priority.
- c. **Environmentally significant areas** should be protected throughout the development process using available tools, including dedication through **environmental reserve** and **conservation reserve**.
- d. The City should explore incentives for **naturalization**, habitat protection, tree retention and other ecological improvements on private land within the **ecological network**.
- e. Development should limit **fragmentation** of, and minimize **cumulative impacts** on, the **ecological network**.
- f. Development adjacent to the **ecological network** should integrate buffers and other urban design features that support and enhance the ecological network function.
- g. Development within and adjacent to the **major and supporting ecological network** should minimize the use of artificial light to reduce the negative impacts to wildlife and habitat.
- h. Public access within the **ecological network** should be provided in ways that do not negatively impact habitat condition or ecological function.
- i. The City may work with **Indigenous peoples** in the protection, **restoration** and reconnection of the **ecological network**.
- j. Development on private land within the **ecological network** should maintain or restore ecological connectivity.

The ecological network

The ecological network has three levels as illustrated in the natural systems map on the next page – Major, Supporting and Local. The policies in 'General ecological network policies' section, unless otherwise specified, will apply to all three components.

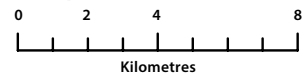


Natural systems

Ecological Network

- Major
- Supporting
- Local
- Greater Downtown
- Parks
- Water
- Major regional connections
- Potential future major natural area park
- Potential future supporting natural area park
- Potential future local natural area park

Map 3



Rivers and creeks policies

- k. Areas adjacent to rivers and creeks should be designed, planned and managed to enable the natural erosion and meandering of those water bodies while maintaining public safety.
- l. The City should implement bioengineering or vegetative techniques where erosion protection is required.
- m. **Riparian areas in the major and supporting ecological network** should be conserved and restored using the **riparian management categories** of The City's riparian policies, strategies and implementation plans.
- n. The City should investigate opportunities to support **riparian health** in appropriate areas by allowing periodic flooding based on natural flow variation in rivers and creeks.
- o. Developments that negatively impact the existing **ecological network** along river and creek valleys, including impeding the ability of the river to meander, impacting **riparian health**, and increasing runoff, should be discouraged.

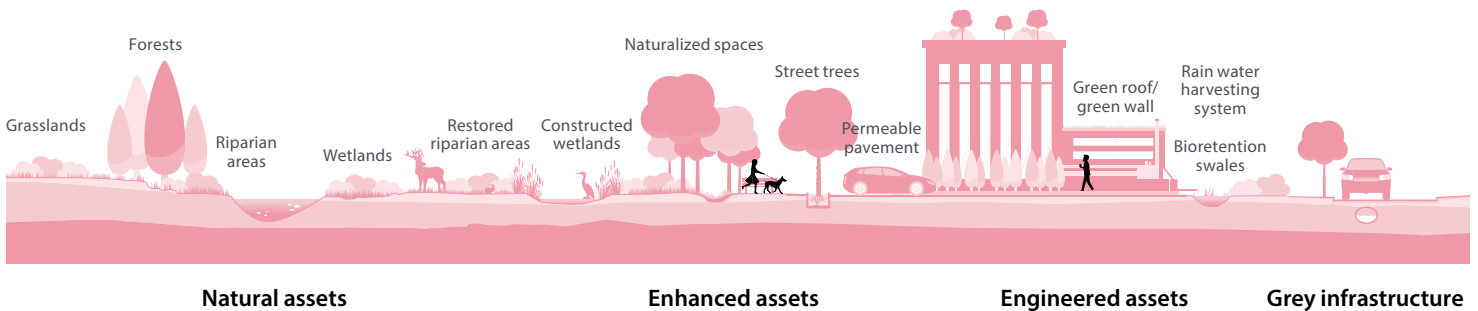
- p. Access to rivers and creeks for public recreation should maintain ecological health, protect water quality, ensure public safety, and protect sensitive habitats.

City-owned land policies

- q. The **local ecological network** should be **naturalized**, where appropriate.
- r. Infrastructure corridors and underutilized City-owned lands should be **naturalized** when not conflicting with the other primary objective of the site.
- s. The City should maintain the natural stormwater functions of the **ecological network**.

Connecting natural systems

The ecological network includes a system of protected and restored natural areas, parks, river and creek systems, open space and environmentally significant areas. Its connection is facilitated by integrating nature and natural functions throughout the city. Nature is also extended beyond the ecological network through the same tactics – protection, restoration and integration of nature and natural functions.



Natural infrastructure

Natural infrastructure includes natural systems (rivers, creeks, wetlands, riparian areas, grasslands, forests and protected areas) and green stormwater infrastructure (examples include bioengineered riparian areas, constructed wetlands, rain gardens, soil cells, permeable paving, vegetated roofs and walls, rainwater harvesting systems, bioretention and bioswales).

Figure 10

3.1.2

Water

Calgary's water system starts in the mountains of the Bow and Elbow watersheds. These watersheds are the land from which water drains downstream to provide untreated water supplies for drinking water. Water is essential to life. It is also integral to Calgary's environmental integrity, social well-being, cultural vibrancy and economic viability, and therefore must be integrated into land use plans, policies and development decisions. Population growth and economic resilience require a secure water supply, and water security policies and practices must recognize that water is a scarce resource with significant present and future value for both city growth and ecosystem protection. Water and the carrying capacity of watersheds in terms of its quantity, quality and movement, need to be considered alongside other planning outcomes to guide conservation, protection and flood and drought resilience.

Water resource management policies

- a. The City must adopt a coordinated approach to managing water use, planning and decision making.
- b. Waterways, wetlands and their **riparian** areas should be protected, maintained, enhanced and restored.
- c. Where The City of Calgary has jurisdiction, the Glenmore and Bearspaw Reservoirs must be protected for drinking water and flood and drought mitigation but may be considered for other uses that do not interfere with those primary functions.
- d. As rivers are sacred to **Indigenous peoples**, The City may work with **Indigenous peoples** on municipal plans and programs that steward and protect rivers and their associated watersheds.
- e. The City may seek opportunities to increase access to rivers within City-owned lands for cultural and ceremonial purposes.

Source water protection policies

- f. Source and ground water resources should be protected, maintained, enhanced and restored.
- g. **Drinking water protection zones** should be incorporated into city and regional land use planning and servicing decisions.
- h. Stormwater management facility discharges and outfalls must be downstream of **drinking water protection zones**, unless the risks to drinking water quality have been mitigated.
- i. **Natural infrastructure** should be protected, restored and enhanced in the city to maintain source water quality, and integrated into regional planning decision making.

Water conservation policies

- j. Development should incorporate **water conservation measures** in site, building and landscaping designs.
- k. The City should invest in **water demand management** programs, water reuse strategies, stormwater use and efficiency improvements to infrastructure and operations.
- l. The City should promote the use or reuse of non-potable water for activities such as irrigation, non-drinking water uses in buildings and other areas.



3.1.3

Land

The land includes Calgary's vegetation, soils and landforms. Protecting, managing and expanding nature throughout the city helps to foster healthy ecosystems and people. Calgary's climate and natural context are important factors to consider in creating a sustainable natural system throughout the city, complementing the ecological network. Recognizing the value of natural areas and retaining their ecological functions through strategic planning and management is crucial for a sustainable and resilient future for both people and the environment. Working with the land involves protecting and planting resilient vegetation, protecting and restoring habitat, maintaining soil health, and working with existing topography.

Land policies

- a. **Environmentally significant areas** should be protected and restored on public land.
- b. The City should protect natural habitats representative of the local landscape.
- c. The City should increase biodiversity on lands outside of the **ecological network**.
- d. The City should encourage and incentivize protection, **restoration** and other improvements to support ecological health.
- e. **Environmental reserve, conservation reserve** and **naturalized municipal reserve** disturbed by construction should be restored using habitat **restoration** techniques in accordance with City requirements.
- f. Natural forested areas, including those that do not qualify for **environmental reserve**, should be protected through **municipal reserves, conservation reserves**, conservation easements or development design.
- g. The City should investigate forest management practices to mitigate fire risk and support natural health.
- h. Landscaping should incorporate drought-tolerant, native and climate-adaptive vegetation.
- i. **Green stormwater infrastructure** should be integrated throughout the urban environment.

- j. An 18-metre development setback should be applied to the top-of-slope for all slopes greater than 15 per cent.
- k. Development must assess the risk of slope instability over time and should use vegetation to maintain slope stability.
- l. Development in **developing areas** should integrate natural landforms and existing topography in design, layout and grading plans.
- m. The City may consider working with Indigenous people and may consider using Indigenous protocols in the protection and management of the natural environment on City-owned lands, by including **traditional Indigenous stewardship** practices together with City stewardship practices of **natural systems**, such as:
 - i. Sharing, planning and co-managing traditional knowledge, historical, cultural, ceremonial and **place-keeping** sites of Indigenous significance, and whether and how this will be made public.
 - ii. Enabling Indigenous-led opportunities for sustainable harvesting of native species and food for cultural, medicinal and ceremonial purposes.

Wetland policies

- n. Naturally occurring wetlands and **wetland complexes** should be protected in place.
- o. Wetlands must not be modified unless the modification can be shown to improve the ecological function, increase the wetland size, or cannot be avoided in community design, as determined by The City.
- p. In addition to the wetland protection policies above, development should restore or reconstruct wetlands and incorporate **green stormwater infrastructure**.
- q. The City should work with the Province to explore opportunities to reduce barriers to wetland **restoration**.

Health and cities

Planning and designing cities through a lens of protecting and promoting human health is increasingly important. The way cities are designed and built can either help or hinder every day lifestyle choices that impact health and well-being. Additionally, with climate change there are more and more health-related concerns linked back to city planning and urbanization. Examples include the urban heat island effect, extreme heat and poor air quality. Interventions such as greater use of natural systems, shading structures, offering multiple mobility options, electrification of vehicles and emergency strategies can help reduce these health risks. Health impacts need to be understood and considered in all stages of development in order to ensure the promotion and protection of health in Calgary.

3.1.4

Urban forest

The urban forest includes public and private trees. Though much of the land within Calgary was originally grassland, a healthy urban forest contributes to the built environment by creating a sense of place and enhancing human health through natural connection. It supports natural systems by helping mitigate the effects of climate change, including filtering the air, managing stormwater and providing shade, among many other benefits. Trees serve an important role in the city providing protection from the sun and weather and improving overall quality of life.

Urban forest policies

- a. The City should protect and expand a healthy **urban forest**, retain existing trees and provide the appropriate planting and survival conditions for new trees on City-owned land.
- b. The City should invest in tree planting on City-owned land.
- c. The composition of the **urban forest** should be diversified by increasing the populations of under-represented species.
- d. Large-canopied trees should be planted adjacent to paved infrastructure and buildings.
- e. **Green stormwater infrastructure** should be integrated on lands that support the **urban forest**.
- f. The City should encourage the protection and expansion of the **urban forest** on private land.

3.1.5

Natural areas

Natural areas are City-owned land within the park system providing opportunities to protect, restore and enhance the ecological health of the city and provide the public with equitable access to nature. Reconnecting and enhancing natural areas across the entire city will complement a connected ecological network. These areas play an important role in promoting both human wellbeing and environmental health. Increasing natural areas (a necessary component of the park system) throughout the city will expand opportunities for people to interact with nature and reap the benefits that nature provides.

Natural areas policies

- a. The City should invest in projects that restore **historical waterways**, prairie grasslands and wetlands.
- b. **Natural areas** should not be modified unless the modification can be shown to improve the ecological function with minimal disturbance.
- c. The City should provide **equitable** access to **natural areas** and **naturalized** spaces throughout Calgary, focusing on areas with less access to nature.
- d. The City should maintain emergency access to and within **natural areas**.

Natural areas and the park system

This section focuses specifically on the role of natural areas in protecting natural systems and these policies will complement the broader park system policies in chapter four.



3.2

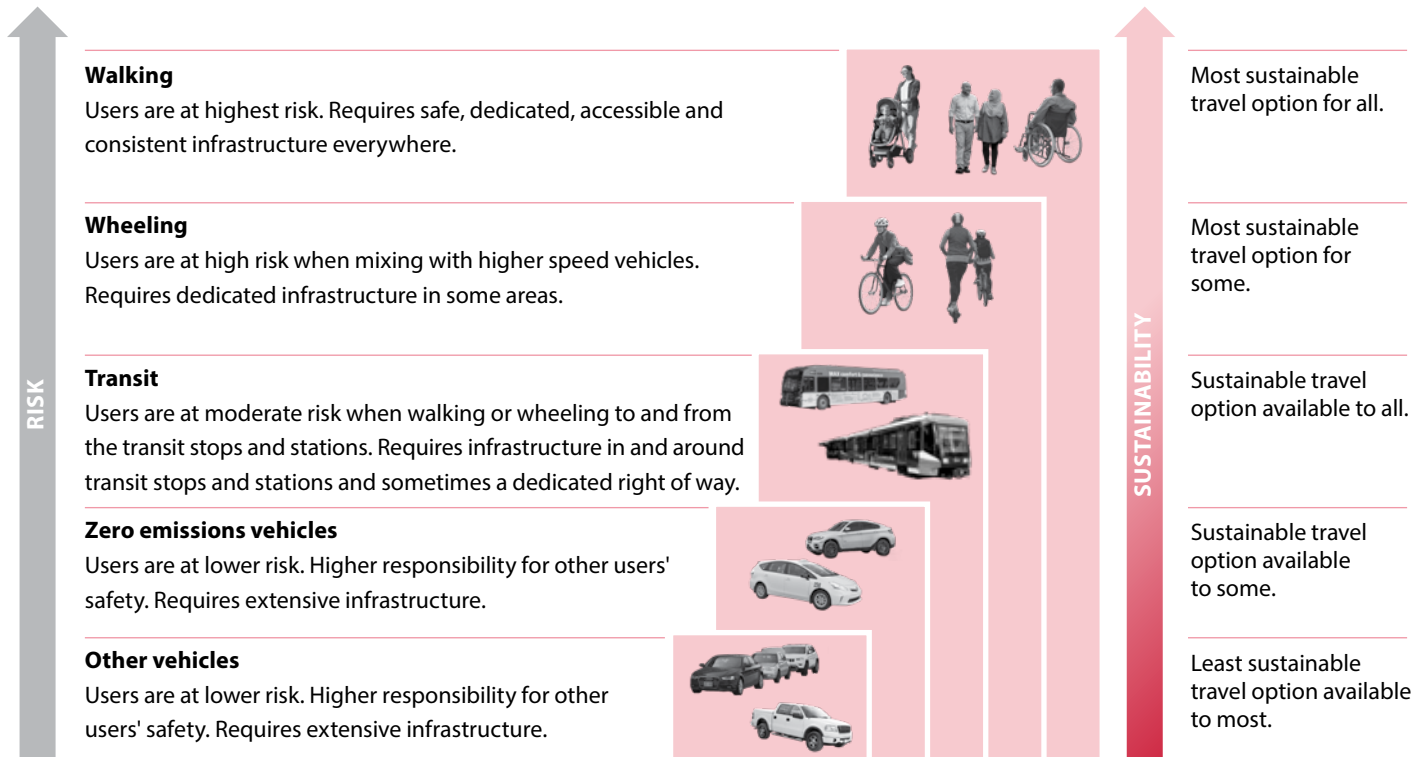
Mobility system

Calgary's mobility system is an essential part of equitable, healthy, vibrant and attractive communities and is comprised of different mobility networks. In particular, improving and expanding walking and wheeling networks will give Calgarians healthier, more sustainable, affordable and equitable travel options during all seasons. The mobility system plays an essential role in making Calgary a good place to live by providing residents with access to jobs, services, experiences and more.

Each mobility network has its own approach tailored to the needs of the travel type. The street network provides a hierarchy of street types – skeletal, arterial and collector – identifying which connections are meant for long distance travel and which are for local access. The wheeling network includes both a major and a supporting network, highlighting city-wide connections and safe, comfortable access to local destinations. Goods movement is a network connecting industrial areas with airport, rail and highway infrastructure in support of economic activity. Lastly, transit includes a primary transit network with introductory, base and on-demand service determined at the local level. Calgary's mobility networks work best when integrated and connected to each other because most trips use more than one travel type. This allows people of all ages, abilities and incomes to travel in ways that meet their needs, across all seasons.

Mobility priority

Higher risk of injury
in a collision



Lower risk of injury
in a collision

Figure 11

3.2.1

General mobility

Calgary's mobility system seeks to provide people with multiple travel options across the city, throughout the day and year. This includes prioritizing investment in sustainable travel options, such as walking, wheeling, transit and low emissions vehicles, to ensure they are viable choices. Regardless of the way people move around the city, safety is of utmost importance to work towards achieving zero injuries and deaths on Calgary's mobility system.

Planning a sustainable mobility system also requires openness to change. People's travel patterns and preferred methods of travel are changing, and technological change is rapidly accelerating. Ensuring an adaptable mobility system requires this openness in addition to anchoring decisions in core principles – connecting people with destinations, offering choice in how to travel, and designing networks to complement adjacent land uses.

General mobility policies

- a. The City must incorporate the **safe system approach** when planning, designing, building and operating the mobility system.
- b. The City should enable people of all ages and abilities to choose affordable and **sustainable travel options**.
- c. The City should develop and operate a safe, accessible and interconnected mobility system that enables multiple travel options in all parts of the city, in all seasons, at all times of day.
- d. Mobility system design should complement adjacent buildings and public spaces, and support festivals and events.
- e. Public-facing civic facilities and park and recreation systems should be accessible by all travel options, appropriate to their scale and function.
- f. The City should support accessible and inclusive wayfinding and trip planning tools for all travel options.
- g. The City should monitor and adapt to trends in travel patterns and emerging technologies that offer opportunities to innovate and incorporate new safe and **low-carbon** mobility design choices.
- h. The City should work with **Indigenous peoples** to incorporate Indigenous naming into mobility networks and projects to recognize and celebrate sustained Indigenous presence on these lands.
- i. The City should encourage and incentivize the shift to **zero emissions vehicles**.



3.2.2

Walking

Walking includes using mobility aids or wheelchairs and going by foot. It is usually how all trips begin and end, and it supports everyday health and wellbeing. For these reasons, every person, regardless of ability or means and particularly for equity-denied groups, needs to have access to destinations throughout the city by walking. Easy, quick and direct walking routes along streets and through parks facilitate this access. Walking priority corridors, identified through the local area planning process, are important to facilitate access by identifying areas that have a concentration of amenities and destinations that need high quality connections. To enable every person, regardless of ability or means, access to destinations throughout the city, particularly for short trips, Calgary needs a safe, convenient, year-round walking network.

Walking policies

- Sites should have accessible **walking** infrastructure that meets the current design standard and is direct and convenient.
- Walking** should be prioritized over other travel options in **Greater Downtown** and **Neighbourhood Areas** by providing high-quality, accessible, well-lit sidewalks, frequent crossings and **walking** priority and **accessibility** measures at intersections.
- Walking** priority corridors should be identified in local-scale mobility and **local area plans**.
- School zone areas should be **walking** priority corridors.
- Connectivity gaps should be resolved by building safe, accessible and convenient sidewalks and crossings.

3.2.3

Wheeling

Wheeling refers to people using bicycles or other wheeled vehicles that operate at or near cycling speed. This includes electrified ways of traveling, like electric bicycles and scooters that have expanded the range and ability for a wider variety of people to choose wheeling as a travel option. Wheeled mobility allows people to travel further and faster than walking without the high cost and impacts of larger vehicles.

In order for wheeling to be an efficient, affordable and convenient option, wheeling routes need to be safe, cleared of snow, well-lit and maintained, with access to secure parking facilities. With these features in place, wheeling is an attractive option for many short- to medium- length trips, at all times of the day. Comfortable and safe facilities also support wheeling for recreation and pleasure. Wheeling routes provide a practical year-round mobility option when they are safe, cleared of snow, well-lit and maintained.

Wheeling policies

- Sites should connect to the **wheeling** network in a safe and direct way and provide secure **wheeling** parking facilities.
- The major **wheeling** network must be provided as shown in Map 3.
- The supporting **wheeling** network should be developed to connect to the major **wheeling** network.
- The major **wheeling** network and supporting **wheeling** network must be designed, built and maintained to provide accessible, safe, convenient, and comfortable routes, connections and parking for people of all ages and abilities, in all seasons at all times of day.
- In the major **wheeling** network, connectivity gaps should be resolved by adding and expanding protected **wheeling** lanes and pathways, and by providing **wheeling** priority measures at intersections.
- Secure **wheeling** parking facilities should be provided at **rapid transit stations** and major destinations and public **wheeling** parking should be provided along streets, especially in high activity areas.

Wheeling network types

The major wheeling network serves the highest function in the network, connecting key destinations and carrying a higher volume of users. The major wheeling network has the highest level of maintenance.

The supporting wheeling network connects all areas to the major network to offer opportunities for people to choose wheeling in all parts of the city.

The type of infrastructure built, such as a pathway or protected bike lane, is determined at the project level to suit the specific context. Projects of all types and scales will work to align with the 5A design principles.

5A design principles

- Separate people by their speed
- Improve visibility
- Make it reliable
- Be accessible for everyone
- Make it easy to use

3.2.4

Transit

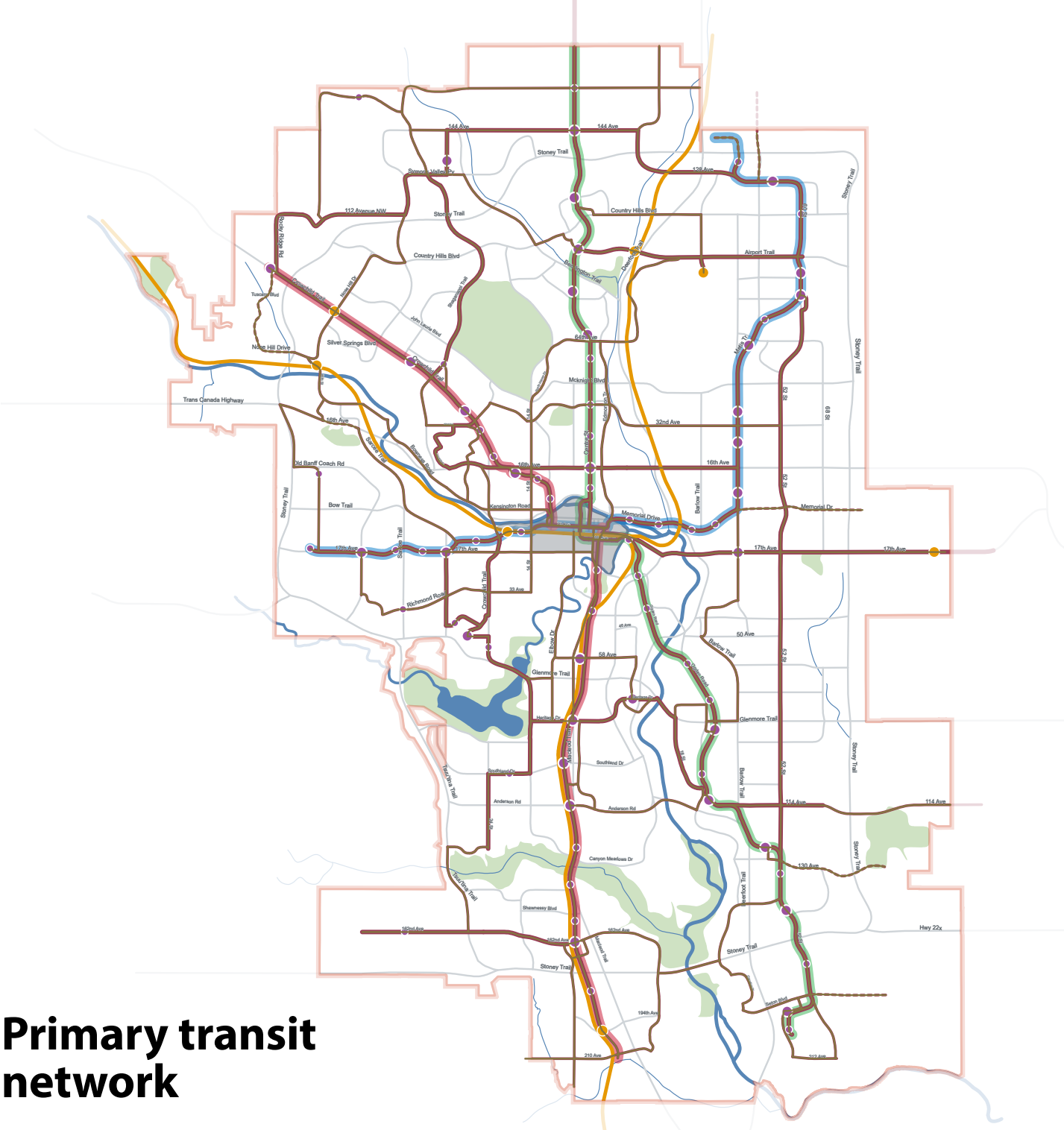
A safe, accessible, reliable, affordable and easy-to-use transit network is the foundation of a sustainable and equitable city. This includes the primary transit network that provides the highest level of service, either by light rail or buses, supported by a base transit service that provides access to people throughout the city. Transit service delivered by any vehicle engine type is a more sustainable travel option than a private vehicle and is increasingly sustainable with advancements in technology.

Transit includes the stations and stops that need to feel safe and comfortable to support transit use. Transit is most successful when it is integrated with and designed to support the development and destinations around it. Building a transit network that grows with the city will ensure that people of all ages and abilities can choose to use transit all year, regardless of where they live, work or play.

Transit policies

- a. The City should plan, build and maintain a **primary transit network** as shown in Map 4.
- b. The City must provide other transit services supporting the **primary transit network** to create a frequency-oriented, all-day, connected grid.
- c. The City should deliver direct and frequent transit service that prioritizes safety, **accessibility**, system reliability and a positive customer experience.
- d. The City should improve the **accessibility** of all transit services to address the mobility needs of persons with physical and cognitive disabilities.
- e. The City should improve the affordability of all transit services to increase ridership for people where cost is a barrier.
- f. **Transit priority measures** should be implemented on the **primary transit network**.
- g. **Transit hubs** should be designed, built and maintained to provide safe and efficient transit operations, and convenient and accessible connections between transit and other travel options.

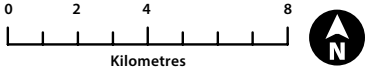




Primary transit network

- Regional transit corridor
- Primary transit network – rapid
- Primary transit network
- Primary transit network – conceptual
- Regional transit hub
- Primary transit hub
- Transit hub
- Blue Line
- Green Line
- Red Line
- Greater Downtown
- Roads
- Major parks
- Water

Map 5



3.2.5

Streets

Streets are an important public asset that support a wide variety of activities, in addition to the movement of vehicles. For example, they are places for people to socialize, locations for festivals and events, emergency routes, homes for public trees and routes for many utilities.

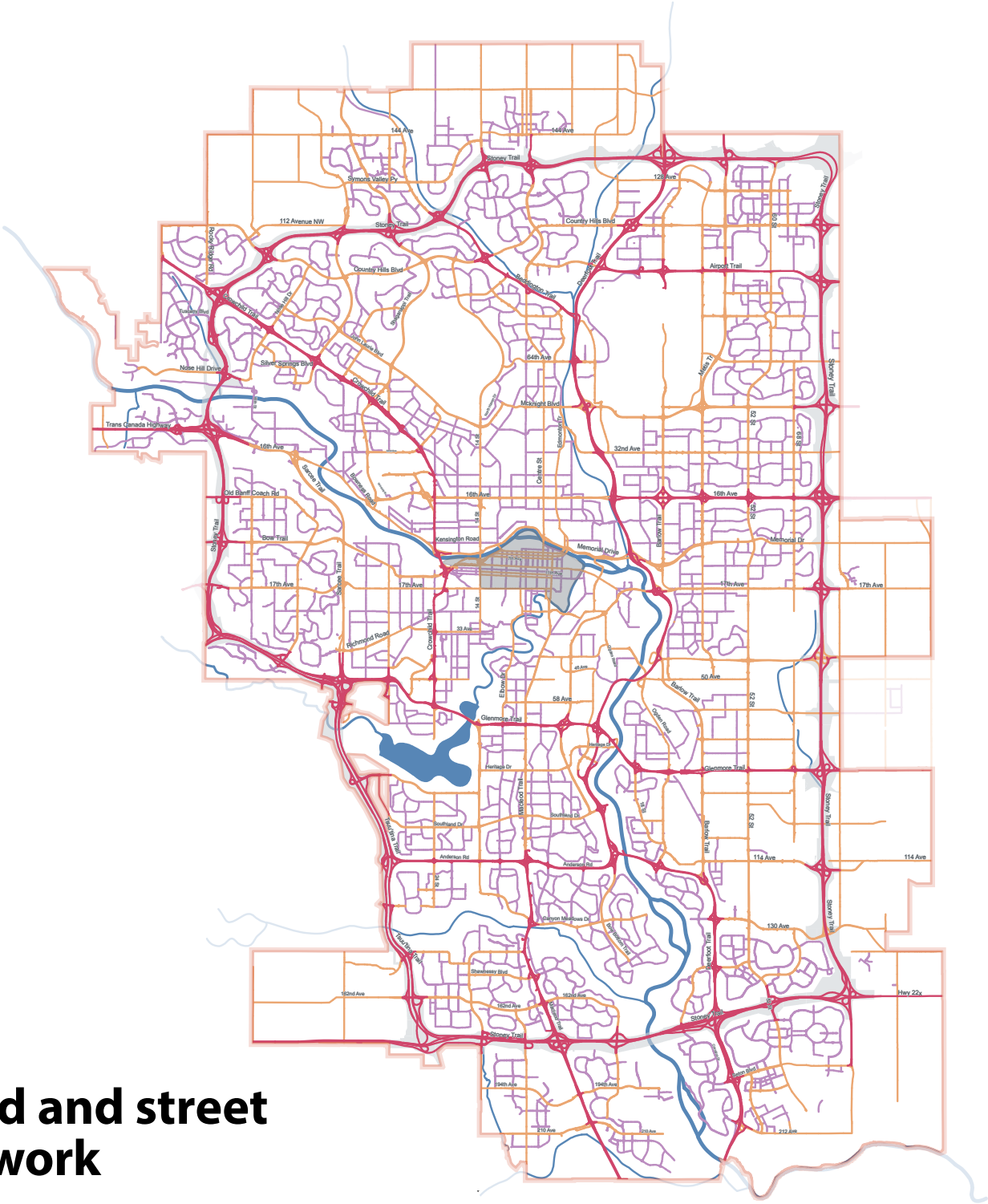
An efficient and connected street network supports climate action, reduces pollution, saves money by reducing travel times, supports sustainable travel options and provides space for planting. Fulfilling multiple functions requires both individual streets and the street network to be high quality, attractive, and designed for a range of needs and users.

Because streets are places where so many different people, vehicles and mobility devices interact, they can be places of significant risk and conflict. Safety of all users can be achieved through thoughtful design and operations that tells people what to expect, and what's expected of them.

Streets policies

- a. Streets should be planned, designed and implemented in accordance with the Street Manual. When undertaking lifecycle and retrofit projects, the most current design standard will apply.
- b. The capacity of existing streets and networks should be optimized before expansion is considered. If the expansion of streets is warranted, priority is given to **sustainable travel options**.
- c. The lane should be the primary vehicle access, when available. Driveway crossings should be minimized and designed to preserve the **walking** and **wheeling** space in all priority **walking** areas, on major and supporting **wheeling** routes, on the **primary transit network** and at all bus stops.
- d. The City should manage **curb space** as a strategic public asset, for purposes such as loading, local deliveries, transit service, vehicle parking, public space activities and other amenities.
- e. A network of **skeletal roads** and **arterial streets** must be provided as shown in Map 5.
- f. A network of **collector streets** must be provided to facilitate connections for all travel options.
- g. **Green stormwater infrastructure, natural infrastructure, naturalization** and the use of drought tolerant, native and climate-adapted species should be integrated into roadsides, boulevards and medians, where feasible.
- h. The mobility network should maintain the connectivity of the **ecological network** through the design of the infrastructure.
- i. The placement and design of water course crossings should minimize the **fragmentation** of the **ecological network** and any negative hydrological and water-quality impacts.
- j. Streets must allow unobstructed access for emergency services.
- k. Redundant emergency access routes for emergency services, and if necessary, evacuation routes should be provided.





Road and street network

- City boundary
- Greater Downtown
- Skeletal
- Transportation utility corridor
- Arterial
- Water
- Collector



Map 6

3.2.6

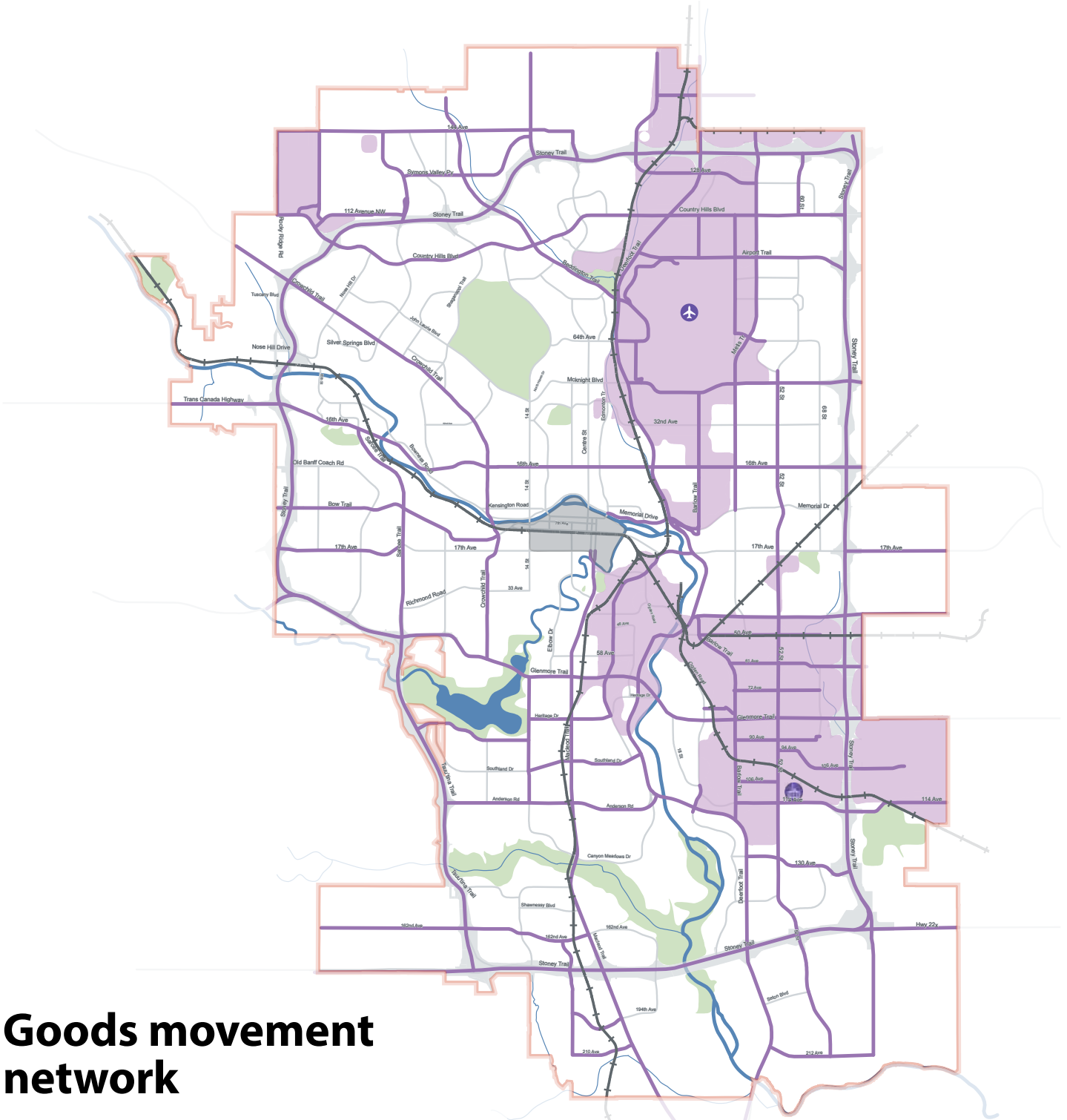
Goods movement

Efficient and available goods movement unlocks the potential of local and regional economies. Reliable, cost-effective and efficient access to the regional, national and international road, rail and air networks supports economic growth, reinforcing Calgary's role as an inland port and distribution centre for Western Canada. The goods movement network ensures these functions support Calgary's goods movement system while accommodating and supporting the safe movement of other travel options. The movement of goods and services into, out of, and within Calgary is an important function of the mobility system that ensures people can get the goods they need and local businesses can access the materials and markets required to be successful.

Goods movement policies

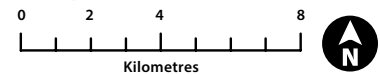
- a. The City should provide a goods movement network, as shown on Map 6, that connects regional highways to Industrial – Core and Industrial – Mixed areas.
- b. Large commercial motor vehicle movement should be prioritized within the goods movement network while maintaining safety for all travel options with measures to reduce conflicts.
- c. Upgrades to the goods movement network should be implemented in close alignment with anticipated industrial growth.
- d. Existing goods movement infrastructure, including railway spur lines should be protected and maintained to support the movement of goods and services.
- e. **Dangerous goods routes** must be identified and related permitting and enforcement and hazardous materials response functions must be established while minimizing the overlap of hazardous goods routes with **source watersheds**, **walking** priority corridors, and the major **wheeling** network.
- f. The City should designate and design over-dimensional vehicle routes that connect to the provincial over-dimensional mobility network and establish related permitting and enforcement activities.
- g. The City should monitor, prepare and plan for goods movement infrastructure needs to support a shift towards **low-carbon** and **zero emissions vehicles** for goods movement.





Goods movement network

- Goods movement corridor
- Major rail lines
- Roads
- Airport
- Intermodal terminal
- Greater Downtown
- Transportation utility corridor
- Major parks
- Water
- Industrial areas



Map 7

3.2.7

Parking

Vehicle parking includes both on-street and off-street parking facilities. On-street parking is public and managed by The City, and off-street parking is either managed by The City or a private owner and includes on-site and off-site parking. Depending on the location and the role of the parking facility (both on-street and off-street) it may have a fee for users that, if City-owned, results in revenue to support further investment.

The availability and management of parking has a direct impact on mobility choice, influencing walking, wheeling and transit use. An equitable and managed approach to parking that considers diverse needs is critical in higher-density mixed-used areas such as the Greater Downtown, Neighbourhood – High Activity areas and Neighbourhood – Moderate Activity. An effective approach to parking management can improve the affordability and diversity of housing, business success, the attractiveness of streetscapes and sustainable travel use.

Vehicle parking policies

- On-street parking in Calgary should be a regulated public asset, not a private right exclusive to the owner or occupant of the adjacent site.
- As public assets, **curb space** and public parking lots may be used for vehicle parking and are encouraged to be used for other purposes.

- The City must manage on-street parking in areas where demand is higher than supply through pricing, technology, permitting and time restrictions.
- Where there is no minimum amount of on-site parking set out in the land use regulations, the amount of on-site parking should be determined by the applicant on a **development permit**; the amount cannot be larger than any maximum established in the land use regulations, unless a relaxation is granted.
- New on-site parking should include **electric vehicle-ready stalls**.
- The City should enable shared parking opportunities.
- Dedicated space for parking and drop-offs for people with physical and cognitive disabilities should be provided close to building entrances without impeding the sidewalk.
- Parking facility design should integrate renewable energy and **green stormwater infrastructure** principles, where feasible.
- Municipal revenues from parking fees may be reinvested in the areas where they were collected to support transit, **walking, wheeling and community-led** investments in public realm.



Where can people with limited mobility park?

Barrier-free parking for those with limited mobility is typically located on-site or near the entrance of destinations. It's availability, design and location are guided by policy and regulations.

What does on-site parking mean?

On-site parking is parking located on the same property as a destination.

What does off-site parking mean?

Off-site parking is parking located on another property near a destination. It may be privately or publicly-owned or on the street.

Why does street parking need to be managed?

Street parking is a shared public resource that needs to be managed so it can be effectively shared by everyone. In areas of high demand, tools such as permits, time restrictions or charging market rates for parking may be used to ensure street parking remains available to those who need it. For local streets close to major institutions and destinations, parking management can help encourage people traveling to those amenities to use transit or other travel options.

Where can I park?

Street parking and publicly-owned parking facilities are shared public assets that anyone can use when parking after driving to a destination. How close to your destination you can park changes based on the availability of on-site, off-site and street parking as well as the demand for parking in the area.

Local destinations

(visiting a friend's house, local shops)



Community destinations

(shopping streets, recreation centres, regional parks)



Citywide destinations

(Greater Downtown, major event venues, shopping malls, universities)



Figure 12

CHAPTER 4

Delivering Calgary

Calgary’s city services contribute to the city’s high livability. The city’s extensive park system offers experiences and settings for both respite and activity throughout the city. The park system is then complemented by a public recreation system that is always evolving to provide accessible, multi-faceted and inclusive recreation spaces and programming to meet the needs of an increasingly diverse population. Municipal civic facilities, including public-facing, operational and emergency facilities, offer a range of services throughout the city keeping Calgarians safe, comfortable, and inspired. Lastly, the utilities – water, sanitary, stormwater, waste management and energy systems – enable the city to function reliably, sustainably and efficiently. Together, these services serve Calgarians’ needs and desires, every day.

- 4.1 Park system 58
- 4.2 Public recreation system..... 60
- 4.3 Municipal civic facilities 61
- 4.4 Water and sanitary systems..... 62
- 4.5 Stormwater system..... 63
- 4.6 Waste system 64
- 4.7 Energy system..... 65

4.1

Park system

Calgary has an extensive and diverse park system that will grow with the city. This system includes parks, open space and natural areas. These spaces need to be high quality, attractive and multi-functional to support a range of uses equitably distributed across the city. This equitable distribution can be achieved through a range of tools in both developing and redeveloping areas such as reserves, acquisition, and conversion of other public land to parks, to name a few.

The park system needs to be planned alongside growth. If a community is experiencing an undersupply of parks, this signals the need to evaluate a community's existing parks and public realm, not to limit growth. This evaluation can identify opportunities for increased space, functionality and design quality to maintain and enhance the quality-of-life benefits parks provide within a growing community. Overall, if quantity targets are not achieved, the focus shifts to enhancing quality.

In addition to supporting the city's natural areas, including their role in achieving a connected ecological network (see chapter two for direction), the park system needs to be integrated within communities, and connected to walking and wheeling networks. Importantly, the park system must reflect diverse needs, be accessible, promote well-being, support climate change resilience, connect people with nature and nurture inclusion.

Park system policies

- a. The **park system** should be comprehensive and connected, linking **natural areas, parks, open space** and pathways to communities, arts and culture resources, public recreation, public-facing municipal civic facilities, local businesses and other amenities.
- b. The **park system** should provide **equitable** access and an **equitable** distribution of park amenities, recreation programming, **natural areas** or **naturalized** spaces.
- c. Multifunctional **parks** should be within 400 metres of all housing units.
- d. Within **local area plan** or **area structure plan** areas, except for the **Greater Downtown**, should have access to two hectares of **local park space** per 1,000 people, notwithstanding the reserve land maximums as defined in the Municipal Government Act.
- e. The **Greater Downtown** area should have access to one hectare of park space per 1,000 people.
- f. Gaps or an undersupply of **parks** within a **local area plan** area, including the **Greater Downtown** and **developing areas**, should be resolved in one or more of the following ways:
 - i. Increase the functionality of existing **parks** by adding amenities and working together to bring recreation programming closer to where people live.
 - ii. Improve the quality of existing **parks**.
 - iii. Improve direct, convenient **walking** connections to existing **parks**, including **regional parks** (which are not included in the park provision calculation outlined in policy c).
 - iv. Repurpose other city-owned land and **open space** as **parks** while balancing that need against other City priorities.
 - v. Purchase new lands for **parks** when viable.
- g. Large, comprehensive development sites within the **redeveloping area** should integrate an enhanced public realm, public **plaza** spaces, **parks** or other outdoor public amenity space.
- h. **Parks** and **natural areas** should not be disposed of, or converted to any other use, unless it meets one or more of the criteria defined in The City's **park system** policies.

The parks system includes parks, open space, and natural areas. Parks are specifically designed for human enjoyment, recreation and education. Open space are lands that are primarily intended for another purpose but have a secondary function of providing environmental and recreational benefits, examples include roadway greens, remnant lands or regional amenities such as golf courses and cemeteries. For policy direction specific to natural areas and its relationship to the ecological network, refer to chapter two.

- i. **Developing areas** should include a multifunctional **neighbourhood park** that is either centrally located or oriented around a unique natural feature.
- j. **Plazas** should be provided along streets with active uses, adjacent to **rapid transit stations**, in **regional parks** and in other active areas.
- k. Park amenities should be inclusive and reflective of demographic and cultural needs, accessible, all-season, climate-resilient, adaptable for various programming and users, and supportive of arts and culture, including festivals and events.
- l. Accessible, inclusive and all-season public washrooms and drinking fountains should be provided in highly used areas of **parks**.
- m. Subject to any use restrictions on reserve lands, retail and local businesses may operate within **parks** when compatible with the park's function.
- n. The City may work with **Indigenous peoples** to:
 - i. Recognize and sustain places within The City's **park system** for Indigenous people to gather and participate in activities including ceremonial, cultural, artistic, harvesting, healing, commemorative, social and environmental activities, and traditional uses.
 - ii. Recognize and sustain the significance of the land for holistic Indigenous health and well-being.

The park system



Figure 13

4.2

Public recreation system

The public recreation system is a network of facilities, programs, amenities and services operated by The City and partners, including facility partners, sport leagues and social recreational organizations. As a system, it provides the people of Calgary with opportunities for health, fitness, recreation, leisure, socialization and sport.

A robust public recreation system is inextricably linked to local and regional economies through tourism, employment, neighbourhood selection, talent attraction and preventative cost-savings to numerous public services provided across levels of government (health, justice and more). To maximize these and the social benefits of recreation, the system requires ongoing, reliable funding for new facilities and the rehabilitation of older facilities with opportunities for cost savings in design and development alongside operations and maintenance.

The public recreation system supports both physical and mental health while advancing equity, inclusion and belonging through the diversity of activities and spaces it offers throughout the city. This emphasizes Calgary's public recreation system is a critical component of a complete community.

Public recreation system policies

- a. The public recreation system should be equitably distributed throughout the city and **co-located** with other **community** infrastructure and services.
- b. The public recreation system should provide **equitable** access to recreation spaces and amenities for passive and active uses, inside and outside of built infrastructure.
- c. The public recreation system should have **equitable** access, funding and distribution of active programming and passive recreation opportunities, including structured programming, leisure and **community**-led programming.
- d. The development of new and enhanced public recreation spaces should be preceded by a long-range planning process to identify needs and demands (including equity considerations), service gaps and overlaps, capital, and operating considerations.
- e. Public recreation system gaps and undersupply should be resolved by one or more of the following:
 - i. Develop new recreation infrastructure in areas of growth.
 - ii. Enhance and maintain the quality of existing recreation programs and amenities.
 - iii. Improve the allocation of public recreation spaces.
- f. The public recreation system should be designed to reflect the needs of the public, diverse user groups and recreation partners.
- g. The public recreation system should be inclusive and reflective of demographic and cultural needs, accessible, affordable, all-season, climate-resilient, and adaptable for various programming and users.
- h. The public recreation system should be well-connected and integrated with the mobility system.



4.3

Municipal civic facilities

Public-facing municipal civic facilities offer people access to a variety of spaces and services, including arts, culture, education, community and other support services. These facilities are managed and operated by The City, its partners, community organizations and other levels of government to serve multiple functions, both formally and informally. Examples of public-facing municipal civic facilities include community association facilities, libraries, emergency shelters, and more. Given their importance to Calgarians' quality of life, locating them near walking, wheeling, and transit networks is critical.

In contrast, other municipal civic facilities, though not public-facing, fulfill important functions in maintaining city operations and emergency responses. These include buildings and yards for fire, police and maintenance services, all essential for keeping Calgary safe and functioning smoothly. Strategic location of these facilities ensures they can respond quickly to local needs, whether in emergencies or routine operations.

Municipal civic facilities must adapt to the shifting and varied demands of a growing population. Strategic sites and beneficial co-locations help with efficient and effective service delivery. This approach ensures that civic necessities and amenities align with the evolving needs of diverse communities, fostering a well-served, inclusive and thriving city.

Municipal civic facilities policies

- a. Municipal civic facilities should be planned to be resilient, adaptable and accessible.
- b. The development of new and enhanced municipal civic facilities should be preceded by a long-range planning process to equitably identify needs and demands, service gaps and overlaps, capital and operating considerations.
- c. Land for municipal civic facilities should be identified before or as early as possible when **developing area** structure plans and **local area plans**.
- d. Municipal civic facilities should be designed to fit within the surrounding area, considering the future context of scale, **intensity** and uses and public input, where appropriate.
- e. Municipal civic facilities should be inclusive, provide multiple functions, allow for a range of facility sizes and provide amenities tailored to meet the needs of the diverse population.
- f. Municipal civic facilities should be **co-located**, either within a single building or site, or with other complementary uses, while preserving operational requirements, including:
 - i. Other uses such as housing, childcare, **urban agriculture**, commercial and institutional.
 - ii. Public amenities such as **parks**, recreation spaces, **rapid transit stations**, and arts and culture.
 - iii. Other municipal civic facilities.
- g. Municipal civic facilities should incorporate **climate mitigation** and **climate adaptation** strategies through their planning, design and operations.
- h. Municipal civic facilities should connect with district energy where it is feasible.
- i. Municipal civic response facilities must incorporate disaster and risk mitigation strategies at all levels of planning, design and operation to reduce vulnerability to disruption.
- j. Public-facing municipal civic facilities should locate in High and Moderate Neighbourhood Activity areas and function as gathering spaces.
- k. Public-facing municipal civic facility sites should provide safe, direct and convenient **walking**, **wheeling** and transit access.
- l. Public-facing municipal civic facilities should be adaptable to serve as safe, sheltered spaces for the public from cold, heat and poor air quality during year round extreme weather events.
- m. Operations and emergency response facilities should be located and sized to optimize safety and operational requirements.

4.4

Water and sanitary systems

Water systems include the supply, delivery and treatment of drinking water alongside the collection and treatment of wastewater. Calgarians expect reliable and resilient water and sanitary systems. These systems exist behind the scenes, largely going unnoticed by reliably providing water and shepherding away wastewater.

Growing and maintaining the water and sanitary systems requires matching the pace of growth. Consistency is required to introduce services to developing areas while also maintaining and upgrading services in the redeveloping areas.

Policies for water and sanitary system service need to ensure adequate service levels, safety, reliability and resilience. This will ensure that the existing infrastructure is maintained and expanded as needed for redevelopment and new connections are provided in developing areas to continue to provide this vital service for Calgarians.

Water and sanitary systems policies

- a. Water and sanitary infrastructure must provide reliable, safe and efficient service to all areas of the city.
- b. Water and sanitary infrastructure should be planned, designed, operated and maintained to manage risk to an acceptable level, including future climate conditions, and ensure safe and reliable access under all conditions and events.
- c. Water and sanitary servicing must be planned and implemented in accordance with The City's requirements for preserving and managing environmental and **cultural landscapes**.
- d. Water and sanitary infrastructure location, alignment and capacity must be provided in accordance with City standards and confirmed through water utility servicing studies and analysis.
- e. Approved development should be serviced with municipal water and sanitary infrastructure.



4.5

Stormwater system

The stormwater system includes the collection, treatment and discharge of water that arrives through precipitation. It is comprised of the urban surfaces that absorb or discharge water, the overland drainage system consisting of parking lots, streets and drainage swales, the underground pipe network that collects water from buildings, streets and parking lots, green infrastructure and storm ponds. Ultimately, this water is either absorbed into the landscape or discharged into Calgary's rivers, creeks and wetlands.

Many of Calgary's communities were built before stormwater was considered in their design. These areas in particular, benefit from retrofitting stormwater improvements either through pipe system or overland drainage system upgrades, provision of storage and/or treatment facilities, or working with the landscape and natural systems to ensure a resilient stormwater system. To ensure ecological health and limit flooding, stormwater needs careful management in these areas and across the city.

With climate change's expected impact to the severity of storms, all parts of Calgary benefit from a comprehensive approach to stormwater management. This comprehensive approach considers the impact on and role of natural systems, increases the absorptive ability of the land (through green stormwater infrastructure), and supports the piped and overland drainage networks.

Stormwater system policies

- a. Stormwater infrastructure must provide reliable, safe and efficient service to all areas of the city.
- b. Stormwater infrastructure should be planned, designed, operated and maintained to manage risk to an acceptable level, including future climate conditions, and ensure safe and reliable access under all conditions and events.
- c. Stormwater infrastructure location, alignment and capacity must be provided in accordance with City standards and confirmed through water utility servicing studies and analysis.
- d. Approved development should be serviced with municipal stormwater infrastructure.
- e. The removal, burying or re-routing of permanent, **ephemeral and intermittent streams** should be limited.
- f. The City should upgrade existing stormwater infrastructure where necessary and feasible, and incentivize on-site stormwater management on private land using a variety of infrastructure types, including **green stormwater infrastructure**.
- g. **Green stormwater infrastructure**, including constructed stormwater wetlands, may be integrated with the **ecological network**, as determined by The City.
- h. The City should integrate stormwater management into all City projects, focusing on designs that enhance the livability and vibrancy of the **community**.
- i. The City should integrate climate adaptive stormwater management infrastructure within the **park system** and on other public land, when compatible with programming and in alignment with future uses.



4.6

Waste system

Calgary's waste system includes the infrastructure for collecting, reusing, recycling, composting and disposing of waste from households, businesses, organizations and public spaces. This system plays a crucial role in fostering sustainability within the urban environment. The City focuses on waste reduction and responsible waste management practices to protect public health and the environment and promote the efficient use of resources.

Land use decisions and site and mobility network design can support the safe, efficient and effective management and movement of waste. These decisions may also support a circular economy by enabling innovative business models or the co-location of facilities.

Waste system policies

- a. The City should encourage development and design practices that reduce waste and reuse materials.
- b. The **circular economy** should be supported in waste management practices through waste reduction, reuse, recycling, composting and other measures.
- c. The operational needs associated with landfills, recycling, and organics processing facilities should be protected, and the long-term liability and impacts managed by reducing conflicts with incompatible uses and managing interfaces with **natural areas**, residential, commercial and industrial areas.
- d. Safe and adequate space for garbage, recycling, and organics bins must be provided, appropriate to user needs and the type of waste generated on site, for all development and in public spaces.
- e. Waste collection vehicles must be able to safely access waste bins that are properly placed for collection on public or private land. Waste service areas should be located off a lane, where available.
- f. All mobility networks, including local and lane road networks, should support the safe, direct and efficient movement of waste collection vehicles.



4.7

Energy system

Calgary's energy system is a collaboration between The City and utility providers. Enhancing renewable energy distribution, the infrastructure for the generation and distribution of power and heat, and energy efficiency across residential, commercial, institutional and industrial sectors is crucial for reducing greenhouse gas emissions. To progress towards becoming net-zero by 2050, and to strengthen energy system resilience, there is a pressing need for increased local, low-carbon, and efficient energy generation and distribution. Local energy generation at different scales can range from energy generation at individual homes to larger renewable energy generation opportunities in industrial areas.

The technologies to reduce emissions of energy systems are continuously evolving with known and emerging decarbonization solutions. Energy innovation is possible for all types of technology with support for all decarbonization solutions such as rooftop solar, wind, renewable natural gas, hydrogen, geexchange or others developed along the pathway to net-zero by 2050.

Ensuring resiliency while reducing the greenhouse gas emissions associated with Calgary's energy system requires approaches to manage demand, improve efficiency and diversify energy sources. This requires collaboration across the sector, with homeowners, businesses and the development community.

Energy system policies

- a. Energy systems must provide reliable, safe and efficient service to all areas of the city.
- b. The City should encourage energy systems to adapt to changes in population, energy demand and **low-carbon** technologies.
- c. The City should incentivize renewable energy opportunities.
- d. Development should integrate **low-carbon**, renewable energy generation opportunities including community-scale energy systems, where feasible.
- e. Development should consider community design, including lot and street layouts, that maximize energy efficiency measures and renewable energy generation.
- f. The City should provide **district energy systems** in designated **district energy opportunity areas** upon demonstration of feasibility, including allocation of space within City facilities or on City-owned land, where appropriate.
- g. New development in **district energy service areas** should be **district energy ready**.



CHAPTER 5

Implementing the Calgary Plan

Calgary's planning system uses the Calgary Plan to guide growth, land use and development. In developing areas, this includes area structure plans and the growth application process for planning and funding new communities. In redeveloping areas, local area planning shapes how existing communities will evolve. Tools like outline plans further define future development. The Calgary Plan is a living document, requiring ongoing monitoring, amendments and updates to adapt to the city's changing needs, challenges and opportunities.

5.1 Further planning.....	68
5.2 Working together.....	76
5.3 Using and updating the Calgary Plan.....	81
Glossary	83

5.1

Further planning

The Calgary Plan informs further local planning by establishing citywide policy and providing direction to inform more detailed land use, urban form and transportation planning actions. In Calgary, land use plans are prepared at a multi-community scale and include area structure plans and local area plans. Area structure plans guide the future land use patterns, transportation and utility networks and sequence of development, typically in developing areas. Local area plans direct the redevelopment of lands, infrastructure, and other existing systems, typically within redeveloping areas.

Area structure plans and local area plans are statutory documents and new plans will be prepared in alignment with the citywide long-term vision set by the Calgary Plan to the local development context. This helps ensure that all development is aligned to the shared vision established in the Calgary Plan.

The Municipal Government Act provides for reserve dedications as part of the development process. The City will facilitate a consistent and strategic identification of reserve land, in alignment with the Municipal Government Act, to ensure safe development, to protect environmentally significant areas and to appropriately locate community amenities

In addition to the statutory plans to guide local planning, non-statutory plans such as outline plans play an important role to bridge the higher-level plans to detailed planning applications such as subdivisions, land use and development permits.

5.1.1

Planning in developing areas: area structure plans

Area structure plans are statutory, local plans for developing areas where significant development usually has not occurred yet. Planning a new community's form requires the study and planning of land use and density patterns; mobility, servicing, and ecological networks; and park and public recreation systems. Additionally, any heritage conservation, climate implications and emergency service requirements are identified during this process.

Developing areas require substantial private and public investment; therefore, a growth application process is necessary to prioritize and strategically allocate public resources. This decision making process allows for the coordination of the required infrastructure and funding to serve these areas. Along with servicing considerations, informed growth decisions require an understanding of land supply and demand and the social, economic and environmental implications of growth. Resilient, efficiently-delivered and financially sustainable development requires thoughtful and strategic coordination and planning.



Area structure plan policies

- a. **Area structure plan** areas should be identified, defined and planned to allow for logical and viable infrastructure servicing.
- b. In **area structure plans** with residential areas, the minimum **gross residential density** must be 25.
- c. A **master drainage plan** must be done in conjunction with the approval of an **area structure plan** with the feasibility of the servicing concepts and targets to mitigate downstream impacts determined before **area structure plan** and outline plan approval or land use amendment application.
- d. **Area structure planning** processes should complete and implement the recommendations of technical studies (standalone or combination studies) such as:
 - i. An **ecological inventory**, and, on land without an approved **area structure plan** or outline plan, a **biophysical impact assessment** must be required.
 - ii. **Transportation impact assessment** and safe system assessment.
 - iii. Historical resource baseline assessment or archaeological study.
 - iv. Climate and sustainability related studies, including the identification of climate risks, as determined by The City.
 - v. Any other studies required to guide future development and phasing, as determined by The City.
- e. An **area structure plan** must identify, at a minimum, the following:
 - i. The **ecological network**, specifically, land with high ecological value and the location of **natural infrastructure**.
 - ii. A general land use concept, including the location of **rapid transit stations**, major utility infrastructure and municipal civic facilities, including emergency services.
 - iii. Mobility networks that support the safe, direct and efficient movement of all travel options including **walking, wheeling**, transit and private vehicle.
 - iv. A hierarchy of **parks** and any planned recreation, school and community association sites, where applicable.
 - v. The location of water, sanitary and stormwater infrastructure and any other relevant utility servicing.
 - vi. Locations of cultural significance.
 - vii. Land for long-term or permanent urban agricultural uses, if feasible.
 - viii. How **climate mitigation** and **adaptation** policies are applied to development.
 - ix. Any other relevant policy and plan details required to guide future development and phasing, as determined by The City.
- f. The planned capacity and timing of delivery of infrastructure identified by an **area structure plan** should align to proposed development phasing plans and The City's growth expectations.
- g. Existing water, sanitary and stormwater infrastructure plans may require re-evaluation when any changes to an approved **area structure plan** land use concept or mobility network are considered.
- h. Opportunities for engagement with **Treaty 7 Nations** and Métis Nation may be provided early in the process to identify significant Indigenous sites, histories, and **Indigenous placemaking and place-keeping** opportunities.
 - i. Opportunities for engagement with **Indigenous peoples** may be provided early in the process including the consideration of Indigenous naming opportunities.

Growth application policies

- a. A **growth application** is required in **developing areas** as a mechanism for obtaining The City's financial commitment to growth in these areas.
- b. **Growth applications** should only be accepted in areas with a Council approved **area structure plan**.
- c. Land use amendments, subdivisions and **development permits** in the areas outside the balanced growth boundary identified in Map 9 of the Calgary Plan may only be approved if at least one of the following conditions are met:
 - i. A **growth application** and associated funding have already been approved for the subject site.
 - ii. Council has already removed a growth management overlay for the subject site prior to 2023 July 25 or the subject site is in an **area structure plan** adopted by Council prior to 2012 July 1.
 - iii. The application is for minor or temporary development in advance of fully serviced urban development and no change is required in the existing servicing, as determined by The City.
- d. Payment of any applicable fees set out in the current planning applications fee schedule, or as otherwise required by Council, must be submitted prior to evaluation of a **growth application**.
- e. Prior to receiving approval from Council for a land use amendment in a Plan Area, a **growth application** must be submitted for evaluation by City administration and decision by Council. City administration must evaluate a **growth application** in a criteria-based manner, including but not limited to consideration of the following information:
 - i. Consistency with the Calgary Plan.
 - ii. Economic, environmental, climate, and social implications.
 - iii. Market demand and absorption rates, relative to current land supply levels and land supply targets identified in Calgary Plan policy.
 - iv. Transition and integration with the surrounding context, land and citywide systems.
 - v. Adjacency with existing fully serviced urban development.
 - vi. Ability of subject lands to be efficiently serviced by mobility and utility systems.
 - vii. Identification of major on-site and off-site municipal water, sanitary, stormwater, emergency services and mobility infrastructure improvements and **community** services that will serve or benefit the subject site including the proposed funding sources (City or developer) for the infrastructure and whether the infrastructure is identified as being funded within The City's service plans and budgets and identified in the Calgary Off-site Levies Bylaw.
 - viii. How emergency services will be provided to both City and Provincial standards, considering both capital and operating costs.
 - ix. How development will integrate with public amenities and **community** services, including but not limited to healthcare, food services, library, childcare, the **park system** and mobility networks.
 - x. Consistency with other existing and planned City infrastructure and services, with consideration for both capital and operating cost implications to The City over the lifetime of the development.
 - xi. Any other information that is required by or may assist The City in evaluating the **growth application**.
- f. A **growth application** is not approved until both of the following have occurred:
 - i. Municipal funding for infrastructure and servicing costs, capital and operating, associated with the **growth application** has received council approval or is in an approved service plan and budget.
 - ii. The **growth application** has received council approval.

5.1.2

Planning in redeveloping areas: local area plans

Local area plans are statutory, multi-community plans that guide redevelopment in areas where lands have typically already been developed. These plans are developed with community and interested-party participation to envision both how and where growth will occur and identify community needs. This includes planning the future of mobility, servicing and ecological networks while identifying resources, amenities, local considerations and investments to shape the vision of the community for the next 30 years. Managing the growth and transformation of the redeveloping areas requires a comprehensive, participatory planning process.

Local area plan policies

- a. A **local area plan** must contain, at a minimum, the following:
 - i. Vision for growth and change in an area.
 - ii. Direction and policy to guide development and **redevelopment** in an area.
 - iii. Identified **wheeling**, transit and street networks and priority **walking** areas between local destinations.
 - iv. The location of the **ecological network** and **natural infrastructure**, if applicable.
 - v. Potential infrastructure investments that support growth and address public recreation, park and mobility systems gaps in the area.
 - vi. Evaluation of alignment with the city structure of the Calgary Plan.
- b. **Local area planning** processes should seek to enable an engagement environment that hears from diverse members of the public, including **equity-denied groups**. The feedback from this engagement should be considered to complement and enhance context analysis and technical study results.
- c. **Local area planning** should:
 - i. Identify policies to help protect and connect existing or future **natural areas** and **natural infrastructure**.
 - ii. Identify policies to conserve and enhance **heritage resources**.
 - iii. Consider relevant river and stormwater flood policies.
 - iv. Consider existing and planned infrastructure.
 - v. Consider **greenhouse gas emissions** modeling and include **climate mitigation** and **adaptation** outcomes and policies.
- d. **Local area planning** may consider **Indigenous peoples** and equity outcomes when drafting policy.

5.1.3

Outline plans

Outline plans are not statutory plans; established by The City, to bridge local area plans or area structure plans with the planning application process that follow such as subdivision, zoning and development permit processes. They range in size and complexity, and require several studies to inform their development. Specifically, outline plans identify block and street patterns, land uses, parks, servicing networks and other features, as required. To facilitate complete communities connected with citywide networks, outline plans create a development vision to support more detailed planning application processes.

Outline plan policies

- a. **Outline plans** must be consistent with statutory provincial, regional and municipal plans and policies.
- b. Where no approved outline plan exists on a parcel of land, an **outline plan** should be submitted when any of the following conditions are met:
 - i. When subdivision of a parcel of land 0.8 hectares in size or greater is proposed.
 - ii. The area includes a parcel of land with outstanding **municipal reserves**, which may be provided through land dedication or cash in lieu.
 - iii. The area includes the need for a public street.
 - iv. When a subdivision is complex.
 - v. When multiple infrastructure upgrades are triggered.
 - vi. A statutory plan requires an outline plan.
- c. The City should confirm the capital servicing and related capital investment requirements to support the subject site prior to **outline plan** approval, when required.
- d. Alternative alignments for proposed mobility, utility and other infrastructure systems may be considered when the alternative also meets City standards and policies.
- e. **Outline plans and land use amendment applications** must identify the location of proposed utility rights-of-way that will minimize impact on any known **ecological network** and archaeological sites.
- f. Concept plans for proposed **municipal and environmental reserve** lands must be submitted and approved by The City prior to **outline plan** approval, and dedicated at the time of subdivision.
- g. **Municipal and environmental reserve** lands must be identified in accordance with the provisions of the Municipal Government Act and The City's policies on reserve lands.
- h. **Outline plans** may be required to include the following, as determined by The City:
 - i. A new tree planting master plan.
 - ii. A **staged master drainage plan**.
 - iii. A mobility study.
 - iv. A **biophysical impact assessment**.
 - v. A climate risk assessment and greenhouse gas analysis.
 - vi. A **low-carbon** energy system feasibility study
 - vii. A **sanitary servicing study** and water network plan.
 - viii. Any other study identified.
- i. An **outline plan** and land use amendment application must provide, at the applicant's expense, sufficient information for The City to ensure the application complies with applicable policies. If the information is insufficient, as determined by The City, the **outline plan** or land use amendment application may not receive a complete assessment or be recommended for approval.
- j. Where The City deems an **outline plan** necessary, land use approval should not be granted until the **outline plan** has been approved.

5.1.4

Reserve lands

Reserves are a type of land dedication shifting ownership from private land to public land.

Environmental reserve applies to land that is not suitable for development and contains features such as swamps, gullies, ravines, coulees, floodplains or land adjacent to a water body. Conservation reserve is land with environmentally significant features that are ineligible for environmental reserve; these reserves require compensation from The City. Municipal and school reserves are used for parks, recreation areas, schools, or other purposes. The City will facilitate a consistent and strategic identification of reserve land, in alignment with the Municipal Government Act, to ensure safe development, to protect environmentally significant areas and to appropriately locate community amenities.

Municipal and school reserve policies

- a. The **subdivision authority** must require that 10 per cent of lands that are the subject of a proposed subdivision be dedicated for the purpose of providing **municipal reserve, school reserve, and/ or municipal and school reserve**, in accordance with the provisions of the Municipal Government Act.
- b. Notwithstanding policy (a) above, in the case of a strata (volumetric) subdivision of a portion of a building, the **subdivision authority** may consider reducing or eliminating the dedication of reserves, or reducing or eliminating the payment of reserve cash-in-lieu, where the following condition is met to the satisfaction of the **subdivision authority**:
 - i. The **redevelopment** site consists of small parcels created on a prior subdivision that are required to be consolidated into a single parcel to meet the Alberta Building Code requirements for the building which is to be subsequently subdivided into strata lots.
- c. Where The City does not require reserve to be dedicated as land or provided as money-in place of land, a deferred caveat should be registered against the Certificate of Title of the parcel(s) to the satisfaction of The City.
- d. Dedication of reserves must occur in the form of reserve land, cash in lieu or, if warranted, filing a deferred reserve caveat against the title of the lands being subdivided. The means of reserve dedication will be determined by The City upon the advice of the Joint Use Coordinating Committee.
- e. Lands with existing or proposed deep utility alignments must not be designated as reserve.
- f. Additional reserve land purchased by The City or the school authorities using the **Joint Use Reserve Fund** should not be considered to comprise part of the landowner's dedication at the time of subdivision.
- g. **Municipal reserve, school reserve and municipal and school reserve** land should be allocated and prioritized by location as follows:
 - i. Neighbourhood needs, which may include school board-operated elementary schools or elementary/junior high schools, and **neighbourhood parks**.
 - ii. **Community** needs, which may include school board-operated junior high schools, **community** associations, **open space** links and **environmentally significant areas**.
 - iii. Regional needs, which may include school board-operated high schools, **regional parks** and regional recreation areas including athletic **parks**.

Environmental reserve and conservation reserve policies

- h. Lands with existing or proposed deep utility alignments should not be designated as environmental or **conservation reserve**.
- i. **Environmental reserves** should be provided in accordance with any applicable, Council-approved environmental policy in effect at the time of subdivision including, but not limited to, the Environmental Reserve Setback Guidelines or their replacement.
- j. **Conservation reserves** should be considered when **environmentally significant areas** are identified through the **local area planning** or outline plan process and cannot be protected through alternative methods at the time of subdivision.
- k. **Environmental reserve** must be provided for all unstable landforms, as determined by The City based on an approved geotechnical study from the toe to top of slope.

5.1.5

Municipal Government Act requirements

This section provides policies for land use and development adjacent to sour gas facilities, the protection of agricultural operations, and development in the vicinity of the airport.

Oil and gas facilities infrastructure policies

- a. The City should engage with oil and gas facility operators to identify the location of active, future and abandoned oil and gas operations and facilities, the projected life span of those operations, and the impact of the facilities and safety setbacks (if any) on **developing** and **redeveloping areas**.
- b. The City should apply appropriate setbacks on oil and gas facilities operators as determined by the Alberta Energy Regulator and apply additional setbacks, if required, to address nuisance factors.
- c. When determining the locations and timing of growth, The City should engage with oil and gas facility operators on the potential impacts of active, future and abandoned oil and gas operations and facilities on emergency planning zones, evacuation route planning, and Calgary's emergency responders.
- d. The City should support, in principle, the accelerated resource extraction in areas with little or no existing urban development to allow for orderly and safe city development. However, each situation will be unique and require evaluation on its merits.

Agricultural protection policies

- e. The City should protect existing agricultural operations by maintaining appropriate definitions and zones in land use and development regulations.
- f. The City should limit the premature **fragmentation** of agricultural land.

Airport vicinity protection area policies

- g. The City should incorporate relevant land use, development and building policy into **local area plans** for areas impacted by airport operations.
- h. The City should notify the Calgary International Airport at the outset of land use planning studies or **development** applications for lands within the airport vicinity protection area.



5.1.6

Sand and gravel resources

The City recognizes the strategic importance of retaining local sources of building materials within a sustainable city to minimize the need to import these resources. The protection of sand and gravel sources from premature urban development will help maintain a supply of building materials. Additionally, sand and gravel extraction operations require land use direction to mitigate any potential conflicts with adjacent urban uses. Access to sand and gravel resources is facilitated along the Goods Movement Network as shown on Map 6.

- b. The City should allow the continuation of existing sand and gravel extraction operations in accordance with the conditions of the necessary permits.
- c. The City should support the recycling of concrete, pavement and stone in locations that minimize the nuisance impacts of dust, noise, odours and large commercial vehicle traffic on surrounding urban development.

Sand and gravel resources policies

- a. The City should protect existing and future aggregate sources from premature use for urban development, and ensure appropriate mitigative measures to protect and facilitate aggregate extraction.



5.2

Working together

Carrying out the policies of the Calgary Plan depends on equitable and inclusive public participation and engagement activities to ensure equitable and inclusive land-use plans, practices and processes. This includes creating and maintaining strong, ongoing relationships with communities, interested parties (including the development industry, community organizations, school boards, utility providers, among others), municipal neighbours, regional partners, and all City service lines to enable these parties to work together to build an inclusive city and region.

Recognizing the foundational importance of equity in land use planning and the implementation of the Calgary Plan, The City works with under-represented populations, particularly Indigenous Nations and peoples, diverse Racialized communities and equity-denied groups so that their perspectives are reflected in building safe, welcoming places for everyone who lives and visits Calgary. This complements the existing processes in place to collect feedback from the public at large, development industry and community associations.

City building is a complex intersection of different systems (land use, mobility, parks, ecology, servicing, and more) requiring collaboration across City departments and engagement processes that hear from a diversity of perspectives and interests, balancing different needs. This requires ongoing conversations, engagement and understanding to lead to informed decision making.

5.2.1

City policies

Coordinating City service lines and departments to achieve the outcomes of the Calgary Plan requires a shared commitment to collaboration, transparency and equity. A key opportunity lies in ensuring that departments work together to align priorities, budgets and strategies in a way that supports broader goals.

Public engagement should be thorough, inclusive and meaningful, especially when considering the voices of Indigenous peoples, Racialized communities and equity-denied groups. By addressing barriers in land use policies and integrating equity-based approaches, Calgary can create more just and inclusive decision making processes. Together, these efforts aim to build a city where all residents have a voice and equitable opportunities to thrive.

a. The City service lines should:

- i. Coordinate to define priorities, plan projects and identify initiatives that achieve the goals and outcomes of this plan.
- ii. Coordinate and prioritize investments in projects, infrastructure, and programs that work towards the delivery of this plan.

iii. Ensure that all indicators contained within this plan are reflected in The City's relevant long term plans and strategies.

iv. Align service plans and budgets to achieve the outcomes of this plan.

b. Land use plans, regulations and processes should:

- i. Align with policies, decisions, processes and practices with other overarching City equity plans and strategies to help identify and remove barriers.
- ii. Develop accountability measures, including monitoring and evaluation.
- iii. Conduct an equity analysis to ensure equity-based improvements are being implemented.

5.2.2

Indigenous peoples policies

Indigenous engagement may foster inclusive urban development that honours the traditional knowledge and cultural heritage of Indigenous peoples that have had a presence on these lands since time immemorial. Currently, there is an important opportunity to build and strengthen relationships between The City and Indigenous peoples to address shared concerns such as climate resilience, ecological health, and cultural preservation that will serve to continue along a path of reconciliation as well as understanding their needs of living in the city are met equitably. Working with Indigenous peoples will help foster inclusivity, sustainability and culturally enriched future for all residents.

- a. The City may work together with **Indigenous peoples** on matters including, but not limited to, City roles in water, drought, climate resilience, city-owned **open space** network, housing, cultural and **heritage resources**, public art, **placemaking** and **place-keeping** initiatives, efficient and sustainable infrastructure, regional mobility and transit system, and sustainable and traditional food systems.



5.2.3

Provincial, federal, school board and utility policies

Effective collaboration between different levels of government and key agencies is crucial for addressing the complex challenges facing Calgary's growing population. Currently, there is a unique opportunity for The City to strengthen its partnerships with provincial and federal governments, as well as local authorities, to ensure sustainable funding, improved infrastructure, and equitable access to essential services like health care, education, and housing. By working together across jurisdictions and coordinating efforts with utility providers and school boards, Calgary can enhance resilience, improve service delivery, and promote the well-being of its residents. These partnerships are vital to creating a cohesive and efficient city that meets the diverse needs of all Calgarians.

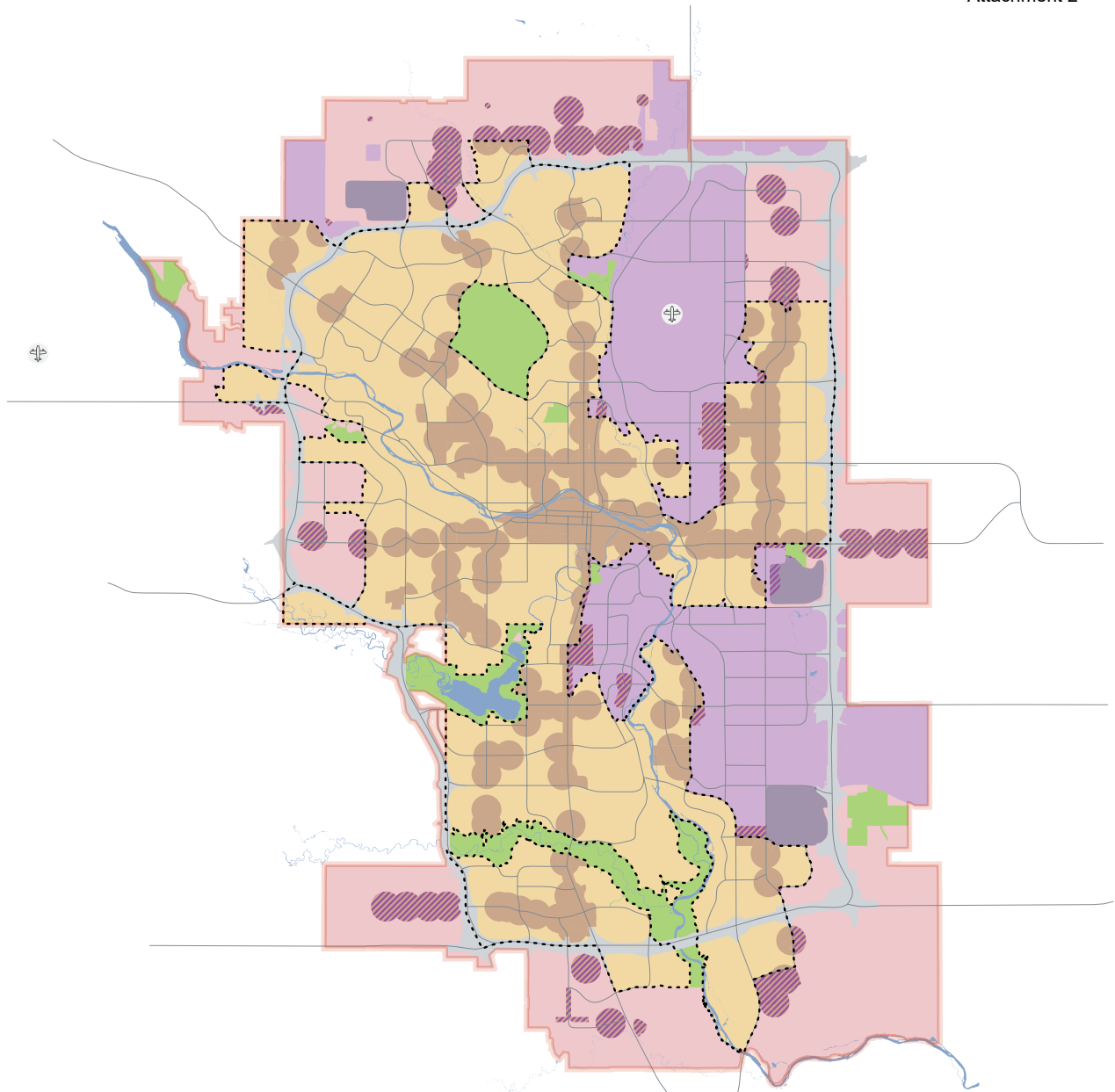
- a. The City should work together with the Province and related authorities and agencies on issues of provincial jurisdiction that have impact on Calgarians, including:
 - i. Sustainable sources of capital and operational funding.
 - ii. Water management, flood resilience and strategic management of **watersheds**.
 - iii. Roadways and highways under provincial jurisdiction and all mobility network regulations.
 - iv. Inter-city and regional transit and mobility networks.
 - v. Health care, education and social supports.
 - vi. **Non-market housing** and emergency shelters.
- b. The City should work together with the federal government and related authorities and agencies on issues of federal jurisdiction that impact Calgarians.
- c. The City should collaborate and coordinate on growth monitoring and planning actions with local school boards to revitalize, optimize and locate and integrate school sites into **developing and redeveloping areas**.
- d. The City should work together and coordinate activities with utility network owners to minimize disruption and costs to people and businesses in Calgary.

5.2.4

Regional policies

Regional planning in the Calgary Metropolitan Region presents shared challenges that require collective effort and cooperation. As Calgary works alongside neighbouring municipalities and regional authorities, municipalities can align on priorities like water management, climate resilience and sustainable infrastructure. Adhering to the Calgary Metropolitan Region Board Growth and Servicing Plan, while aligning with Intermunicipal Development Plans, ensures a cohesive approach to addressing these common challenges. This alignment is shown on Map 9 – Calgary Metropolitan Region Board Growth Plan Typologies and Map 10 – Calgary Metropolitan Region Board Growth Plan Alignment. Collaboration on regional mobility, open space networks and economic development enables all partners to contribute to solutions that benefit the entire region. Together, through joint planning and investment, regional municipalities can build a resilient and prosperous future for the people who live here.

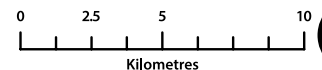
- a. The City should participate in all regional planning matters with the Calgary Metropolitan Region Board and related authorities and agencies.
- b. The Calgary Plan must not conflict with or be inconsistent with a growth plan, to the extent required by the Municipal Government Act.
- c. The Calgary Plan must be consistent with relevant intermunicipal development plans.
- d. The City may work with **regional municipalities** on matters including, but not limited to:
 - i. Water, drought and **climate mitigation** and **adaptation**.
 - ii. Regional **open space** network.
 - iii. Alignment of ecological corridors.
 - iv. Recreational services.
 - v. Economic development.
 - vi. Efficient and sustainable infrastructure, including water, wastewater and stormwater.
 - vii. Regional mobility systems, including transit.
 - viii. Alignment of development standards.
 - ix. Resilient food systems.
- e. Development should mitigate and communicate impacts on neighboring municipalities such as transportation, servicing, watershed management, interface planning, land use including agricultural lands and **open space**.
- f. The City should collaborate with **regional municipalities** and subregional groups in monitoring, designing and prioritizing investments in utility infrastructure systems.
- g. Intermunicipal planning of joint planning areas should guide future development between Calgary and **regional municipalities**.

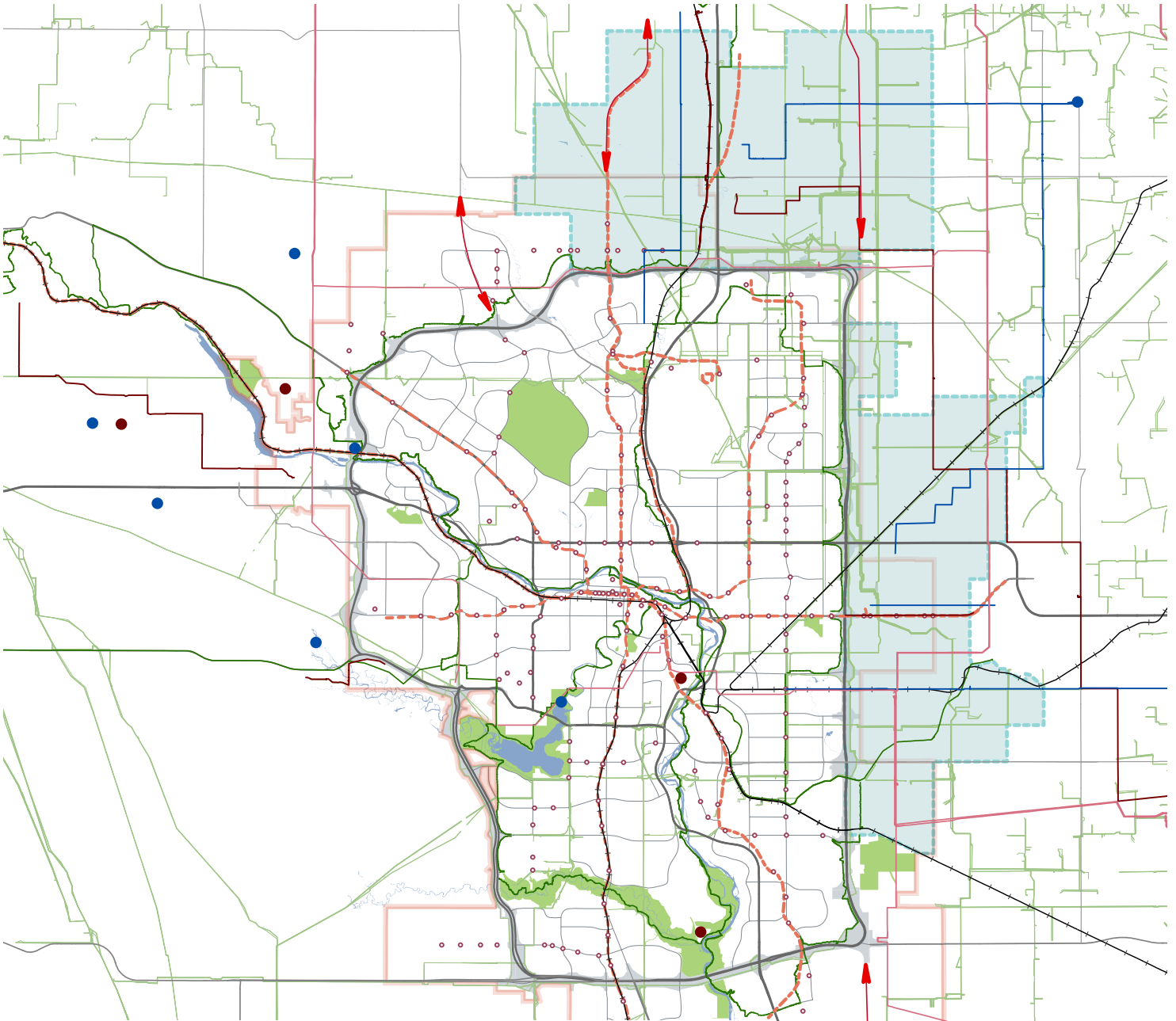


Calgary Metropolitan Region Board Growth Plan Placetypes























- ⋯ Balanced growth boundary
- Redeveloping areas**
 - Yellow square: Infill and redevelopment
 - Brown square: Mixed use centre – TOD
- Developing areas**
 - Pink square: Masterplan community
 - Diagonal lines square: Masterplan community – TOD areas
- Purple square: Employment areas
- Dark purple square: Landfills
- Grey square: Transportation utilities corridor
- Green square: Public space
- Blue square: Hydrology
- Airplane icon: Airports
- Line: Roads

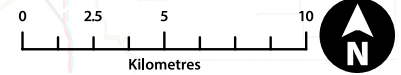
Map 8





Calgary Metropolitan Region Board Growth Plan Alignment

-  Joint Planning Areas
-  Transportation Utilities Corridor
-  Public Space
-  Hydrology
-  Proposed Regional Roadway Corridor
-  Existing and Proposed Major Active Transportation Corridor
-  Highway Level – 1
-  Highway Level – 2
-  Highway Level – 3
-  Existing Rail
-  Roads
-  Pipelines
-  Rapid Transit Station
-  Existing Regional Transit Corridor
-  Proposed Regional Transit Corridor
-  Proposed Foothills-Okotoks Water and Wastewater Lines
-  Power Transmission Line – 240
-  Power Transmission Line – 500
-  Wastewater
-  Water
-  Wastewater
-  Water



Map 9

5.3

Using and updating the Calgary Plan

The long-term vision of Calgary changes over time and the Calgary Plan must be able to change with it. Responding to the challenges and opportunities facing Calgary requires ongoing monitoring to track the progress to The City's goals and understand if a different approach is required if certain areas are underperforming. Additionally, periodic amendments to the plan may be required to reflect changing circumstances to keep the document live to Calgary's needs.

The effective implementation of this plan will require further work to align many existing plans and processes to the direction described here. This includes the land use and mobility planning documents and processes described earlier as well as the many subject area-specific strategies that tackle different aspects of Calgary Plan direction. The City will take additional steps to maintain a line-of-sight between the plan's goals and policies and subsequent planning and investment processes and allow the plan to adapt over time as Calgary continues to grow and evolve.

5.3.1

Amendments

The Calgary Plan is an evolution of its predecessor plans and, with time, will require modernization to remain current and responsive to the challenges and opportunities facing Calgary. To do this, the Calgary Plan will need to be updated as needed through regular minor amendments as well as less frequent, more comprehensive reviews.

- a. The City should update maps, measurements and policies when more current information, reports or analyses become available to support changes.
- b. The City should comprehensively revisit and update this plan within 10 years of adoption.
- c. The City should adjust approved, but not built-out, plans to align with Calgary Plan when needed.
- d. The City should update any Calgary Plan maps or policies, as necessary, upon approval of new **area structure plans** and **local area plans**.

5.3.2

Monitoring and reporting

The Calgary Plan provides direction for numerous systems and is operationalized through further subject area plans and land use and mobility planning. The City benefits from a comprehensive suite of indicators to measure and report on progress toward the outcomes identified in within this Plan.

The Calgary Plan identifies indicators that will be reported on to gauge progress towards the direction contained within the plan.

- a. The City should strive for continuous improvement of data collection and analytics to support data-driven tools and **equitable** approaches for decision making for City services.
- b. The City should report on the progress of relevant Calgary Plan indicators.

5.3.3

Indicators

Influencing	Metric	Target
Downtown growth	Increase in Greater Downtown population	2030: 62,000 total residents 2050: 100,000 total residents
Ecological network	Increase in the area that is protected and connected and is part of the ecological network	In development
Park access	Per cent of housing units within 400 metres of a multifunctional park	2030: 65% 2050: 75%
Transit-oriented growth	Per cent of housing units within 600 metres of a rapid transit station	2050: 50%
Transportation mode split	Mode share for walking, wheeling, and transit	2030: 40% walking/ wheeling/transit 2050: 60% walking/ wheeling/transit
Urban expansion	Per cent of net new housing units built in redeveloping areas	50%, annually and cumulatively
Urban forest	Per cent tree canopy coverage	2030: 10% 2040: 12% 2050: 14% 2060: 16%
Walkability	Walking proximity to daily needs	In development
Wheeling network	Per cent of housing units within 400 metres of a separated and snow cleared wheeling route.	2050: 100%

Monitoring	Metric	What to monitor
Assessment values	Per cent assessment share by property class	Change in per cent share of total assessed value by property class
Climate mitigation	Community greenhouse gas emissions per capita	Decrease toward net-zero emissions by 2050
Equity	Calgary Equity Index scores	Reduction in range of equity scores
Housing and transportation cost	Percent of household income spent on housing and transportation	Decrease in total cost spatially throughout the city
Housing market	Housing price-to-income ratio	Decrease in price-to-income ratio
Infrastructure	Infrastructure current replacement value per capita	Changes in infrastructure asset valuations and city-wide population growth
Rental market	Purpose-built rental vacancy	Vacancy trending significantly above or below 3%

Influencing Indicators

Influencing Indicators are metrics that The City can influence the result of through investment, policy and other actions. Targets are used to define a specific desired outcome by a specific deadline. The targets and deadlines are defined by the Calgary Plan but may be implemented by a variety of interested parties beyond Planning and Development Services. Targets 'In Development' are awaiting future data points to be determined.

Monitoring Indicators

Monitoring Indicators are metrics that have minor influence from the Calgary Plan and are dependent on a variety of external factors. Although the Calgary Plan does not direct the outcome, the outcome is strongly supported by the plan, and monitoring the measures can help The City pivot or prepare for threats to Calgary Plan goals.

Glossary

Accessibility	Refers to universal accessibility, which is the design of products, building features and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. It is the integration of usability and accessibility methods that enable public interaction.
Affordable housing	Housing for people who, because of financial or other circumstances, need some government support to cover their housing costs. It may take a number of forms on the housing spectrum, from non-market rental units to supported homeownership.
Area structure plan	As set out in the Municipal Government Act, long-term planning document that guides growth and development of undeveloped lands into a complete community. It is the first step in setting general land use concepts and establishing overarching planning policies that guide the development of un-serviced lands within Calgary's city limits. This development happens over a long time, typically from 20 to 30 years.
Arterial streets	Streets that provide a reasonably direct connection between multiple neighbourhoods and major destinations. They typically carry between 10,000 and 30,000 vehicles per day as shown on Map 5..
Base transit service	A combination of public transit services operating approximately every 30-minutes through the day, seven-days a week.
Biophysical impact assessment	An inventory and analysis of the impact on all living and non-living natural resources in a defined area with analysis of impacts based on proposed development.
Building scale	A modifier, identified through local area plans, to determine the maximum number of storeys allowed on a site. <ul style="list-style-type: none">– Limited building scale is less than or equal to three storeys.– Low building scale is less than or equal to six storeys.– Mid building scale is less than or equal to 12 storeys.– High building scale is less than or equal to 26 storeys.– Highest building scale is 27 storeys or greater.
Circular economy	An economic system where resources are kept in use for as long as possible through better design and continuous reuse, and maximum value is extracted from them. A circular economy minimizes or eliminates waste and pollution, and conserves resources.
Climate adaptation	The actions, policies, programs, tools and strategies intended to reduce the negative impacts of climate change on municipal infrastructure, natural assets, economy and people.
Climate change	A long-term change in the average weather patterns that have come to define earth's local, regional and global climates due to the increase in atmospheric greenhouse gases caused by human activities.

Climate hazard	The potential occurrence of a climate change driven event or trend that may cause loss of life, injury, or other health impacts, as well as damage and loss to property, infrastructure, livelihoods, service provision, ecosystems and environmental resources. Climate change amplifies the intensity, frequency and variability of climate hazards. Calgary's eight main climate hazards include extreme heat, wildfire, drought, river flooding, severe storms, heavy snowfall, shifting seasons and heavy rainfall.
Climate mitigation	The actions intended to reduce and prevent greenhouse gas emissions from going into the atmosphere, or those activities that remove these greenhouse gases from the atmosphere through natural or technological means.
Co-housing	Semi-communal housing consisting of a cluster of private dwellings and a shared communal space such as for cooking or laundry facilities.
Collector streets	Streets that are intended to gather and disperse people within neighbourhoods, provide connections to arterial streets and support neighbourhood places. Lane widths are adequate for transit vehicles in all areas and goods movement vehicles in industrial areas. Active mobility facilities are separated from vehicle traffic as shown on Map 5.
Community	A specific population or catchment with similar characteristics that could be geographical, demographic or cultural.
Community scale flood protection	Local physical barriers, such as berms, dykes and flood walls are placed where the riverbanks need to be raised to mitigate flooding at specific locations and provide protection to communities.
Conservation reserve	The land designated as conservation reserve under the Municipal Government Act.
Conservation study	A detailed assessment and strategic planning document focused on the conservation of heritage resources. A conservation study should: <ul style="list-style-type: none"> – Investigate all available options for conservation of the heritage resources including possibilities for adaptive re-use or integration into the overall development. – Estimate the costs and development impacts associated with various conservation options. – Demonstrate familiarity and understanding of national heritage conservation standards and guidelines and best practices.
Co-operative housing	A legal association, incorporated as a co-operative, with no outside landlord and controlled by the members, to provide at cost housing for the membership.
Cultural landscapes	These are places shaped by both nature and people, particularly the influence of the natural environment on human culture. Protected cultural landscapes can help illustrate how communities have changed over time, from both societal and physical perspectives. They are influenced by a range of social, economic, cultural and environmental factors.

Cumulative impacts	Changes to environmental, social and economic conditions caused by the combined effect of past, present and potential future human activities and natural processes.
Curb space	The land between the gutter and the vehicle travel portion of the street.
Dangerous goods routes	Routes for vehicles transporting dangerous goods for which marks are displayed as set out by the Dangerous Goods Transportation and Handling Act.
Developing areas	The areas identified as "Developing" on Map 9. Growth in these areas usually occurs on vacant land where urban development is occurring for the first time.
Development permit	Authorization from The City for a proposed development including the design, location and use of a building or structure.
District energy systems	A system with one or more energy centres to produce thermal energy, a distribution piping system to connect energy centres to individual buildings, and energy transfer stations at each building to supply domestic hot water heating and space heating and cooling.
District energy opportunity areas	Neighbourhoods identified by The City as priority for the development of district energy systems based on anticipated density, presence of potential low-carbon energy sources, presence of existing City-owned buildings and land, high existing building heating energy use and anticipated timing of future development.
District energy ready	A building having a structural and mechanical design that enables connection to a district energy system.
District energy service area	The defined area around a district energy system where a feasibility study has demonstrated economic viability and potential for greenhouse gas reductions associated with connection to the system.
Drinking water protection zones	An area around a drinking water intake where land use activities have the potential to pollute drinking water.
Ecological inventory	A study that provides information to identify environmentally significant areas, and natural features and species present in a region. It facilitates informed decisions regarding the protection and enhancement of these features in accordance with City plans and policies.
Ecological network	A network of ecological components (natural habitats, corridors and buffer zones) intended to provide the physical conditions necessary for ecosystems and species populations to survive in a human-dominated landscape.
Electric vehicle-ready stalls	A parking stall that has an adjacent energized outlet such as an electrical junction box or a receptacle where an electric vehicle level two charger can be installed in the future.
Environmental reserve	The land designated as environmental reserve under the Municipal Government Act.

Environmentally significant areas	Natural areas recognized by The City as providing essential ecosystem functions and services within urban or adjacent landscapes and include one or more of the following: <ul style="list-style-type: none"> – Regional environmentally sensitive areas, as defined in the Calgary Metropolitan Region Growth Plan. – Areas with wetlands, non-permanent streams, surface water, floodplains, riparian areas, source watershed and the meander width of a watercourse. – Rare, intact or biologically diverse areas with native vegetation communities, soil function, unique landscape features, pollinators, rare plants or historical and cultural resources. – Habitat for native species of interest which with habitat connectivity, patches, fish habitats, species at risk, terrestrial species present, habitat sensitivity and slope characteristics.
Ephemeral and intermittent streams	A stream that flows only briefly during and following a period of rainfall in the immediate locality or a watercourse or portion of a watercourse that flows continuously only at certain times of the year.
Equitable	Means conditions are adjusted to meet people’s diverse needs, strengths and social realities. It requires recognition that different barriers (often systemic) exist for diverse individuals or groups. The result of equity is all people have the opportunity to benefit equally from City services.
Equity-denied groups	Groups of people who do not benefit equally from City services due to intersecting identity factors, demographics and geographic location. Equity-denied groups include, but not limited to, Indigenous, Black and diverse Racialized peoples, women, gender and sexually diverse communities, people with disability, people living in risk of or in poverty, visible minorities and ethnic, cultural, linguistically diverse communities that have faced historic systemic oppression or discrimination.
Flood hazard area	The area, identified and mapped by the Province of Alberta, that would be flooded in a 1:100-year flood event. It is divided into four zones: floodway, high hazard flood fringe, flood fringe, and protected areas.
Flood mitigation	The policies or structures that reduce the risk of floods, either by preventing floodwater from entering an area or by reducing the potential damages or threats to public safety when flooding does occur.
Flood mitigation infrastructure	Measures that keep river flood water out of areas to a specified water level, reduce property damage and increase public safety. Examples of physical structures are dams and reservoirs, as well as barriers.
Floodplain	The area, identified and mapped by the Province of Alberta, next to a river which can flood when river flows are high. The floodway and flood fringe are within the floodplain.
Fragmentation	The process where large, continuous habitats are divided into smaller, isolated patches due to human activities such as urban development, road construction and infrastructure expansion. This disrupts the natural movement of species and the flow of ecological processes.

Greater Downtown	The communities of Downtown Core, Downtown West, Eau Claire, Chinatown, East Village, Beltline and a portion of Sunalta, north of the rail line as shown on Map 8.
Green stormwater infrastructure	A type of natural infrastructure that incorporates natural features and processes into stormwater management. Measures such as infiltration, evapotranspiration, harvesting, filtration and retention are used to reduce stormwater rates and volumes and remove contaminants at or close to the source of runoff. It aims to mimic the natural water cycle and ecological functions.
Greenhouse gas emissions	Any gas that absorbs infrared radiation in the atmosphere. Greenhouse gases include, but are not limited to, water vapor, carbon dioxide, methane, nitrous oxide, hydrochlorofluorocarbons, ozone, hydrofluorocarbons, perfluorocarbons and sulfur hexafluoride.
Gross residential density	A measure of housing units per gross developable residential hectare excluding secondary suites.
Growth application	An evaluation process to review and make decisions on developing area growth and associated municipal capital and operating investments.
Heavy industrial	Industrial businesses that require large, serviced parcel sizes to support operational requirements and to mitigate high safety risks. The operations often involve extensive outdoor storage and handling activities and generally require medium to heavy duty vehicles to transport goods. Heavy industrial businesses often have large numbers of employees.
Heritage commercial areas	The following areas: <ul style="list-style-type: none"> – West side of 1 Street SW (11 Avenue SW to 13 Avenue SW) – South side of 10 Avenue SW (1 Street SW to 4 Street SW) – West side of 11 Street SW (14 Avenue SW to 15 Avenue SW) – 9 Avenue SE (11 Street SE to 13 Street SE and Gresham Block) – East side of 11 Street SE (18 Avenue SE to 21 Avenue SE and 1240 20 Avenue SE) – East side of 10 Street NW (Memorial Drive to 134 10 Street NW) – North side of Kensington Road NW (10A Street NW to 11 Street NW) – 8 Avenue S (3 Street SW to McLeod Trail SE) – 1 Street SW (7 Avenue SW to south side of 9 Avenue SW)
Heritage resources	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 palaeontological resources.
Historic resource impact assessment	An assessment to identify and assess any heritage resources that may be impacted by development.
Historical waterways	Waterways that no longer exist due to development.
Housing affordability	A measure that analyzes market costs and trends of the purchasing power of Calgarians across the housing continuum, as well as the ability for homeowners and renters to keep pace with the rising cost of housing such as property taxes, rent increases, assessments and associated costs.

Indigenous peoples	A collective name for the original peoples of North America and their descendants (including, but not limited to Aboriginal peoples of Canada that includes First Nations, Inuit and Métis peoples under Section 35 of the Constitution Act 1982). These are distinct peoples each with their own set of unique histories, languages, cultural practices and spiritual beliefs.
Indigenous place-keeping	The process of working together for the long-term management of public spaces to preserve Indigenous culture and history on the land through planning, design, management and the programming of shared-use spaces.
Indigenous placemaking	The restoration of Indigenous presence within public spaces that may be expressed through language, art and design by working together with Indigenous peoples and rooted in traditional Indigenous knowledge.
Intensity	A measure of the concentration of people and jobs within a given area calculated by totaling the number of people either living or working in a given area.
Inventory of Evaluated Historic Resources	A list of sites that have been assessed by Heritage Calgary according to the Council-approved Historic Resource Evaluation System. Sites listed on the inventory are the primary type of heritage resource recognized by The City, and are considered to have standalone significance and value that extends beyond their adjacent geographic context.
Joint Use Coordinating Committee	This committee is made up of representatives from The City, the Calgary Board of Education, the Calgary Catholic School District and the Conseil Scolaire FrancoSud. They provide advice to the subdivision authority on municipal reserve, municipal school reserve and school reserve for jointly shared sites.
Joint use reserve fund	Funds held in trust under the Joint Use and Planning Agreement between The City and the school authorities.
Light industrial	Industrial businesses that can be accommodated within a building or on smaller serviced or un-serviced parcels to support operational requirements with generally lower safety risks. The operational activities require minimal outdoor storage and handling. Generally, a smaller number of employees and small to medium duty vehicles are required to support operations.
Live-work units	Units that combine residential and non-residential uses.
Local area plan	A plan also known as an area redevelopment plan under the Municipal Government Act. It guides where and how future growth and change should happen within a specific area. A local area plan includes multiple neighbouring communities and aims to integrate and enhance the existing fabric of communities as redevelopment occurs to ensure the area is vibrant and thriving in the future.
Local ecological network	Linkages that connect small natural areas, parks or other permeable landscape features within a community and provide opportunities for biodiversity enhancement, naturalization and other green space provisions.

Local park space	Parks that are provided for community use, including neighbourhood parks, sub-neighbourhood parks, linear parks and joint-use sites, and excluding environmental reserve, regional parks and open space.
Low-carbon	A characteristic to describe something that causes or results in a relatively small net release of greenhouse gases in to the atmosphere.
Major ecological network	Key corridors and natural areas that play a central role in maintaining ecological structural connectivity. They support ecological processes and safe passage for urban wildlife, connect major habitat components and locations where there is a higher potential for regional connectivity.
Market housing	Rental or for-sale housing provided at market rates.
Master drainage plan	The plan for managing storm drainage and surface water runoff within the drainage service area.
Mixed-market housing	Housing that includes both market and non-market housing.
Modified housing units	A unit that has been repaired, renovated or designed to enable independent living for persons with physical or cognitive disabilities.
Multi-functional park	A park is considered multi-functional when it has two of the three following functions: environment, outdoor sports or recreation.
Municipal historic resource	Any heritage resource that has been legally protected pursuant to the Historical Resources Act.
Municipal reserve	Land designated as municipal reserve under the Municipal Government Act or previous planning legislation.
Municipal and school reserve	The land designated as municipal and school reserve under the Municipal Government Act or previous planning legislation.
Natural areas	A City-owned park intended to protect undisturbed or relatively undisturbed land with natural and native plant characteristics.
Natural infrastructure	An interconnected network of natural systems and green stormwater infrastructure found at multiple scales in the land use and mobility framework. Natural systems include the conservation and integration of elements such as trees, wetlands, riparian areas and parks.
Natural systems	An interconnected network of physical and biological components. In an urban setting, natural systems are often a blend of human altered nature and buildings, mobility and utility networks, including natural, enhanced and engineered elements.
Naturalization/naturalized	Activities that are intended to improve and enhance the natural environment including habitat restoration through the deliberate reintroduction of species that are native to a given area or are well adapted to the climate circumstance.

Neighbourhood areas	Term used to include Neighbourhood – High Activity, Neighbourhood – Moderate Activity and Neighbourhood – Low Activity.
Neighbourhood park	A park that is the primary gathering space and hub of activity within the park system. They are large enough in scale to provide multifunctionality and a variety of amenities. Neighbourhood parks must be no smaller than 1.00 hectare and no larger than 4.85 hectares in size.
Net-zero emissions	A state in which greenhouse gas emissions emitted into the atmosphere is balanced by the removal of greenhouse gases out of the atmosphere. This includes direct emissions such as from tailpipes of vehicles and from furnace combustion indirect emissions from consumption of purchased electricity or heat.
Non-market housing	Housing that is not market housing, such as rental or for-sale housing subsidized for income groups not served by the private market. This type of housing is typically made affordable through public, private and non-profit investment, and includes transitional housing, supportive housing, community housing and affordable housing.
Open space	Land that has a primary purpose that is utilitarian or to provide a recreational activity with managed access, but has a secondary purpose that provides park system functions. Examples include roadway boulevards, public utility lots, transportation and utility corridors and regional amenities such as regional sport fields, athletic parks, cemeteries and public golf courses.
Parks	Publicly accessed land set aside for human enjoyment, recreation, education, cultural or aesthetic use without restricted access.
Parks amenities	A park asset such as a pathway, trail, playground, sport field, bench or viewing platform.
Park system	The public spaces made up of parks, natural areas and open space that provide opportunities for recreation, active mobility and access to nature.
Plaza	Public spaces, generally with hard landscaping, that are part of the park system. They are strategically located across the city especially in high activity areas. Plazas are multi-functional and flexible to enable permanent, seasonal or impromptu passive recreation, cultural, civic and commercial activities and programming. As year-round destinations, plazas support pedestrian movement, with amenities inviting people to stay and participate in a variety of social activities including gathering, interacting, playing, participating in cultural or civic events, local shopping and relaxing.
Primary transit network	A permanent network of high-frequency transit services, of any vehicle type, that operates every 10 minutes or better, 15 hours a day, seven days a week as shown on Map 4.
Rapid transit station	Refers to light rail and bus rapid transit stations.

Redeveloping areas	Lands that do not meet the definition of developing areas. These are typically areas where the first-time urban development is largely complete. Growth in these areas usually occurs through redevelopment of existing buildings and already developed lands.
Regional municipalities	The municipalities that comprise the Calgary Metropolitan Region Board (Airdrie, Chestermere, Cochrane, Foothills County, High River, Okotoks and Rocky View County). Depending on the context, it can also include municipalities within the source watershed (Banff, Bighorn County, Canmore) and municipalities within the South Saskatchewan River Basin.
Regional parks	Parks that provide a special purpose or attraction which benefits users beyond an immediate community. They are designed to support longer durations of stay, accommodate a range of activities, serve multiple communities and include specialized amenities which would not be typically found in community parks, such as water features, multi-sport surfaces, arts and culture spaces or accommodation for large multi-use festival and event spaces.
Restoration	The active process of assisting, through land management activities, the recovery of a degraded habitat to initiate or accelerate its succession towards a reference habitat. The range of habitat restoration types include reclamation, naturalization, rehabilitation and restoration.
Riparian	The areas of land where the plants and soils are strongly influenced by the presence of water. They are transitional lands between aquatic ecosystems (wetlands, rivers, streams or lakes) and terrestrial ecosystems.
Riparian management categories	The five riparian management categories and definitions are: <ul style="list-style-type: none"> – Conservation: Riparian areas retained for natural open space. – Restoration: Riparian areas with suboptimal health or poor vegetative cover that are intended to be reclaimed or restored. – Recreation: An area of high recreational value and use where activities do not significantly compromise ecosystem health or biodiversity. – Flood and Erosion Control: Riparian areas subject to flood and erosion risk. The priority is to mitigate potential flood or erosion damage using the best options available to safeguard people, habitats and development. – Developed: Riparian areas affected by development. If suitable opportunities arise such as redevelopment, closure of a major industrial facility, these areas will be assessed for restoration.
Safe system approach	An integrated and comprehensive process to improve the safety performance of the mobility system that makes allowance for errors and eliminates predictable and preventable serious injuries and fatalities.
Sanitary servicing study	A study that demonstrates the adequacy of the existing and proposed sanitary sewer systems to satisfy the demands of a proposed development or redevelopment.

School reserve	Lands designated as school reserve under the Municipal Government Act or previous planning legislation.
Skeletal roads	Roads that move vehicular traffic over long distances. They typically operate at high speeds and have little direct interaction with adjacent land uses. Ideally, they should form a skeletal grid across the city with approximately a three to five kilometre spacing as shown on Map 5.
Staged master drainage plan	A stormwater drainage plan prepared for a large area that may or may not be serviced by an outfall. It generally covers a portion of the area served by the master drainage plan.
Subdivision authority	A person or committee appointed by Council, under the authority of the Municipal Government Act, to exercise subdivision powers and duties on behalf of the municipality.
Supporting ecological network	Corridors and natural areas that are important contributors to the overall connectivity of the ecological network. They connect supporting habitat components and enhance the major corridors by providing alternative pathways in the network and linking smaller natural areas and open green space to improve connectivity through the urban landscape.
Sustainable travel options	Modes of transportation that aim to minimize the negative environmental and social impacts of travel. Walking, wheeling, zero emissions vehicles and transit are the most sustainable modes of travel.
Traditional Indigenous stewardship	As original stewards of the lands and waters, Indigenous peoples have a unique perspective to protect, conserve, and sustainably manage the environment and its resources.
Transit hub	Locations where passengers can transfer between transit routes, including light rail transit and bus rapid transit stations, transit centres and bus stops. The streets in transit hubs support safe access for those walking and wheeling in addition to the movement of transit vehicles.
Transportation impact assessment	An assessment required to support the mobility aspects of a proposed development; it considers, at a minimum, two things: <ul style="list-style-type: none"> – If the development has the potential of generating significant amounts of new transit users, pedestrians, bicycle and vehicular traffic. – If the development could potentially change the mobility patterns (transit, pedestrian, bicycle and vehicular) in the area where it is proposed.
Transit priority measures	Strategies that improve transit operating speeds and travel time reliability in mixed traffic, such as street network design, dedicated lanes, traffic signal priority or queue jumps.
Treaty 7 Nations	The First Nations of southern Alberta, including the Blackfoot comprising of the Siksika, Piikani, and Kainai First Nations, the Îethka Nakoda Wicastabi comprising of the Chiniki, Bearspaw, and Goodstoney First Nations, and the Tsuut'ina First Nation.

Urban agriculture	Growing, processing and distribution of food and non-food products within and around cities.
Urban forest	All the trees and associated vegetative understory in the city.
Vehicle-oriented	Uses such as large surface parking lots, drive-through facilities, vehicle sales, service and repair, vehicle fuel sales and service and similar uses.
Walking	Travel on foot or by assisted mobility device such as wheelchair, stroller, mobility scooter or walker.
Walking priority corridors	Corridors with an enhanced walking experience such as wider sidewalks, furniture zones, seating, trees and vegetation for people walking.
Water conservation measures	Measures that improve the use of water resources to benefit people or the environment and that are designed to reduce the demand for water, improve the efficiency in use and reduce losses and waste of water and improve land management practices, such as landscaping, soil improvement, and stormwater retention, to conserve water.
Water demand management	A management approach that aims to conserve water by influencing demand. It involves the application of selective incentives to promote efficient and equitable use of water.
Water network plan	A study that demonstrates the adequacy of the existing and proposed water network to satisfy the demands of a proposed development or redevelopment.
Wetland complex	A wetland complex is a group of interconnected wetlands that function together as a single ecological unit. This allows for movement of water, nutrients and species between them, contributing to a more resilient ecosystem.
Wheeling	Travel by bicycle, skateboard, in-line skates, kick-scooter, e-scooter or other similar form of mobility device.
Wheeling priority measures	Strategies that improve wheeling safety through intersections, such as signals and dedicated lanes.
Zero emissions vehicle	A vehicle with a power source that emits no greenhouse gas emissions from the vehicle.

CALGARY PLAN APPENDIX A

The New Community Planning Guidebook

Contents

1.0	VISION AND CORE IDEAS	2
2.0	Community Framework	4
2.1	Communities	4
2.2	Neighbourhoods	5
2.3	Neighbourhood Areas	7
2.4	Neighbourhood Activity Centres (NAC)	8
2.5	Community Activity Centres (CAC)	10
2.6	Major Activity Centre (MAC)	12
2.7	Neighbourhood Main Street	14
2.8	Urban Main Street	15
3.0	Community Services and Amenities	16
3.1	Mobility	16
3.2	Utilities	22
3.3	Facilities	24
3.4	Open Space Network	29
4.0	implementation	35
4.1	Guidebook Interpretation	35
4.2	Application Requirements	35
4.3	Intensity / Density	36

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 Main Streets 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.”

Vision: Creating Complete Communities

The City will foster complete communities in greenfield areas by organizing development around compact Activity Centres and Main Streets 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 Main Streets.
2. Multi-modal connectivity
New communities will have a high degree of connectivity, within the community and between communities in other parts of the city, 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.



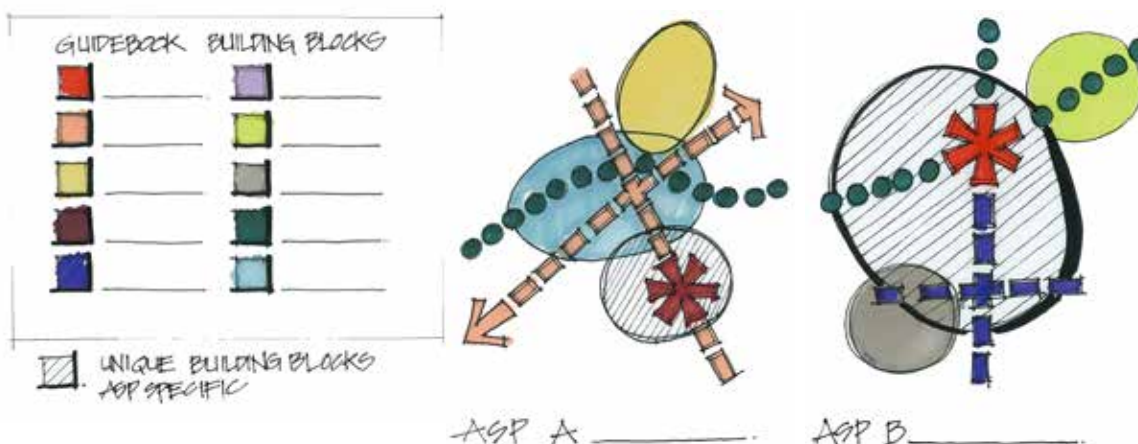
1.0 Vision And Core Ideas

Guidebook Structure

This Guidebook:

- Provides building blocks for new community design in developing areas.
- Sets common standards for new community development.
- Translates The Calgary Plan's 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 Main Streets, 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.”

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

- a. Each community shall achieve a minimum intensity of 60 people and jobs per gross developable hectare upon initial build-out.
- b. 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:

- a. preservation and integration of unique natural features;
- b. parks with character and other public spaces;
- c. a high quality of architecture and urban design to create attractive streetscapes;
- d. edge conditions that mark the transition from one community to another while weaving them together;
- e. street names and signage that reflect local history and/or natural features;
- f. public art to be integrated with public places; and
- g. 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.”

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).
 - i. An Area Structure Plan (ASP) may identify a Neighbourhood with a lower density, to a minimum of 15 units per gross developable residential hectare (6 units per gross developable residential acre), if it identifies another Neighbourhood in the same Community with a higher density. The density of the two Neighbourhoods must average 20 units per gross developable residential hectare (8 units per gross developable residential acre) considering their respective gross developable areas.
 - ii. Density averaging shall only be used in cases where there is a benefit to the overall Community. This would be the case where the limitations in one Neighbourhood (e.g. limited access or irregular shape/topography due to natural features or infrastructure) warrant lower densities and opportunities in another Neighbourhood (e.g. proximity to primary transit) warrant higher densities.
 - iii. Neighbourhoods with a density lower than 20 units per gross developable residential hectare should avoid homogeneous development and achieve City planning objectives related to built form mix, street connectivity and attractive streetscapes.
 - iv. Each ASP shall show the minimum density requirement for each Neighbourhood on a map. Any density averaging between two Neighbourhoods shall be shown on the map. The map should be amended prior to or concurrent with an Outline Plan/Land Use Amendment application where density averaging is proposed.

3. Composition

2.0 Community Framework

A Neighbourhood should consist of a Neighbourhood Area that is designed around an Activity Centre, or Main Street. 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

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

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.

Prevention Through Environmental Design principles.

- d. The street and mobility network of a neighbourhood should be highly connective and block-based.
- ### 6. Multi Residential Developments
- Multi-residential developments contain three or more dwelling units on one parcel of land. Multi-residential developments are encouraged to integrate with other types of housing throughout Neighbourhoods, in a manner that provides inclusion and good access to services and amenities.
- a. Location

2.0 Community Framework

- i. Multi-residential developments should locate near a transit stop, amenities, open space and fit into the public grid street network.
- ii. Priority should be given to locating multi-residential developments within Activity Centres and Main Streets. Multi-residential developments located elsewhere in the neighbourhood are also encouraged.
- b. Multi-residential developments should:
 - i. integrate with the surrounding neighbourhood;
 - ii. provide creative and visual quality;
 - iii. design buildings to effectively respond to local topography;
 - iv. be adjacent to a liveable, collector or local street;
 - v. front onto a public street or a private internal drive aisle that looks and functions like a public street.
 - vi. provide clearly identified pedestrian connections across larger sites;
 - vii. suitably screen any surface parking; and
 - viii. have individual entrances for at-grade units (where the main floor is within approximately 1 metre of sidewalk elevation), where practical.

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 Main Street.

2.0 Community Framework

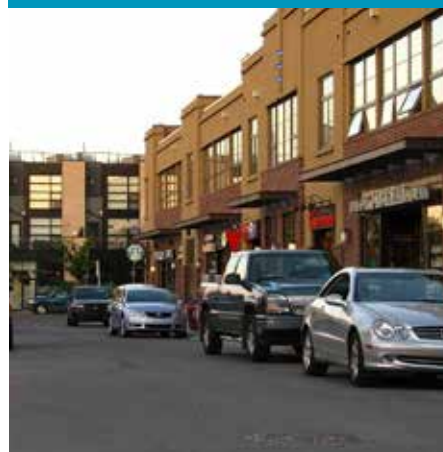
2.4 Neighbourhood Activity Centres (NAC)

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 pedestrian oriented 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 700m walking route distance via the transportation network; and
 - ii. on a transit route with a stop serving the NAC.
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.
 - e. Non-residential development in the NAC:



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



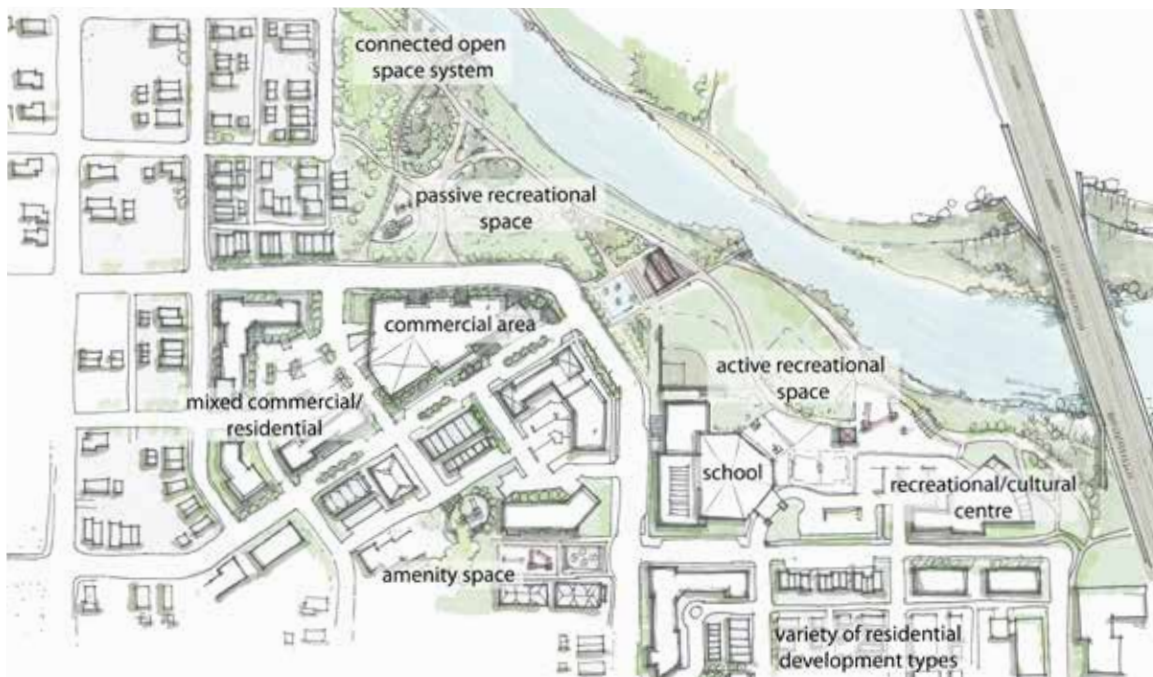
2.0 Community Framework

- i. shall be oriented to the street and have direct and accessible pedestrian connections from the public sidewalk to building entrances, where there is onstreet parking across the frontage of the non-residential uses. Where there is no on-street parking across the frontage of the non-residential uses, development may be oriented to an internal private street (preferred) or parking area at the rear or side and should provide convenient pedestrian access from the public sidewalk to the non-residential unit 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 Main Street, then the medium-density multi-residential development and the non-residential components required in the NAC may instead be located in the CAC or Urban Main Street. The NAC should always provide a central amenity space for residents even in the case where the Neighbourhood contains a CAC or Urban Main Street.

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 horizontally with other uses on the same or different sites within the CAC and/or vertically within a building with other uses;
 - iii. should include a site for a community-scale food store; and

2.0 Community Framework

- iv. should accommodate employment uses.
- 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.

2.0 Community Framework



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

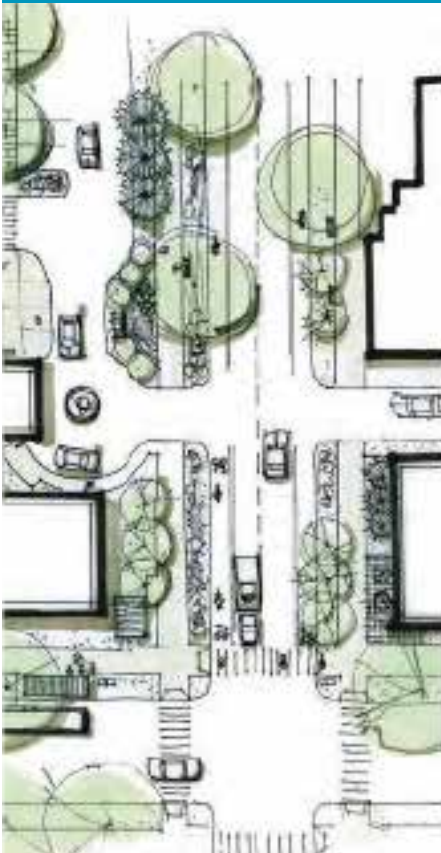
2. Composition
 - a. A MAC shall include an integrated mix of residential, commercial and other uses, and should contain at least one other significant use plus appropriately designed amenity spaces.
 - b. Commercial development in a MAC:
 - i. shall include a mix of employment uses and small, medium and large format retail uses; and
 - ii. shall be integrated horizontally with other uses on the same or different sites within the MAC and/or vertically within buildings 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.”



2.0 Community Framework



2.7 Neighbourhood Main Street

A Neighbourhood Main Street 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 Neighbourhood Main Street:

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

“Neighbourhood Main Streets... 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... Neighbourhood Main Streets provide the opportunity for moderate levels of intensification of both jobs and population over time. To support this increased activity, the Neighbourhood Main Street should be served by the Primary Transit Network. Neighbourhood Main Streets are also appropriate in greenfield communities as places to focus different housing types and densities and create local destinations adjacent to transit streets.”



2.0 Community Framework

2.8 Urban Main Street

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 Urban Main Street:

1. Each Urban Main Street 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. Urban Main Streets should be located along a multi-modal Urban Boulevard.
3. A Urban Main Street 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 Urban Main Street should provide a well-designed public realm lined by street-oriented buildings with primary entrances facing the Urban Boulevard.
5. Development in each Urban Main Street shall create a well-designed pedestrian environment while providing a variety of transit-supportive uses and active street frontages.
6. Commercial development in each Urban Main Street shall accommodate retail uses that fit a pedestrian scale.
7. Amenity space in a Urban Main Street shall be designed as one or more multi-functional spaces, such as a plaza or park, to create a point(s) of interest along the Urban Main Street and/or enhance the design of prominent intersections or buildings with one serving as a central focus of the Urban Main Street.

“Urban Main Streets 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 Main Streets emphasize a walkable pedestrian environment fronted by a mix of higher intensity residential and business uses.”



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:

- 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
- Design Guide for Subdivision Servicing
- Open Space Plan

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.

3.0 Community Services And Amenities

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, Green Corridors and the Wheeling network, 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. 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. 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.

New communities are supported by a skeletal road and arterial street network that accommodates goods and people, connecting them between communities, across the City and throughout the region. The Calgary Plan defines the existing and anticipated skeletal and arterial network. In order to safely and efficiently accommodate higher volumes and larger vehicles moving between communities, arterials and skeletal roads have specific design features including parking prohibitions, greater intersection spacing, intersection design requirements and policies regarding noise attenuation, notwithstanding the objective to improve community connectivity through innovative design solutions. The Complete Streets policy and Design Guidelines for Subdivision Servicing further define these roadways and the related design requirements.



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.

1. Block-Based Design

Each Neighbourhood should be designed with a grid or modified grid block-based network of walkable streets. Where this is impractical due to topography or other natural features, single-access street patterns should be linked by safe and attractive pedestrian and bicycle connections.

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 Main Streets

1. Mobility in Neighbourhood Activity Centres and Neighbourhood Main Streets

- a. To provide a high degree of connectivity for pedestrians, cyclists and drivers the design of the transportation network in and around a NAC and Neighbourhood Main Street:
 - i. shall be a block-based network of interconnected streets, walkways and pathways;
 - ii. should provide a high-quality streetscape with building or landscaping abutting the street or the public realm facades;
 - iii. should provide building entrances off of the public



3.0 Community Services And Amenities

street if on-street parking is permitted, or if on-street parking is not permitted, then primary entrances may be oriented towards an internal drive aisle with complete street elements (preferred) or parking area; and

- iv. should provide safe and convenient walkway and pathway access.
 - b. Transit facilities should be a well-integrated focal point of each NAC and Neighbourhood Main Street. Transit service to these facilities must be direct and efficient.
 - c. Areas adjacent to each NAC and Neighbourhood Main Street shall establish a development pattern that ensures the proper functioning of each NAC and Neighbourhood Main Street as a highly-connected transit-oriented area.
 - 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 street where there is on-street parking across the frontage of the non-residential uses. Where there is no on-street parking, parking may be allowed to the side of buildings.
 - 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 Neighbourhood Main Streets 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 Main Streets
 - a. Urban Main Streets should be served by the primary



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

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 Urban Main Street shall establish a pattern of development that ensures the Urban Main Street is a highly-connected, transit-oriented area.

3.1.5 Parking Design

The purpose of these policies is to provide safe and convenient automobile access to buildings while ensuring the built form and the pedestrian and cyclist realm are designed well.

1. Quantity of Parking
 - a. Provision of parking stalls in excess of the minimum Land Use Bylaw requirements should be provided in structured and/or underground parking.
 - b. Employing strategies that qualify for parking requirement reductions is encouraged.
2. Parking Design
 - a. Surface parking facilities should be located and designed to provide safe, convenient sidewalk and pathway connections for pedestrians, transit users and cyclists to access building entrances as well as convenient and efficient access for motorists.
 - b. Surface parking facilities should be distributed and configured to shorten distances between buildings and public sidewalks and to reduce the overall scale of the paved surface.
 - c. Site circulation shall be designed to minimize conflict between pedestrians and vehicles.

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:

- 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
- Calgary Wetland Conservation Plan
- Sanitary Servicing Study guidelines
- Interim City Wide Stormwater Targets
- Complete Streets Guide
- Low Impact Development Modules
- Open Space Plan

3.2.1 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 of Calgary's Water Resources Business Unit shall identify any offsite water distribution mains and/or feeder mains required to be installed to provide municipal water to an Outline Plan/Land Use Amendment area.
2. As part of an Outline Plan/Land Use Amendment Application, a Sanitary Servicing Study 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.
3. Alternative alignments and locations for proposed infrastructure may be considered at the Outline Plan/Land Use Amendment stage.
4. Any proposed land use or transportation network changes to the approved ASP at Outline Plan/Land Use Amendment stage may require a re-evaluation of water and sanitary infrastructure.
5. Any proposed distribution systems for an Outline Plan/Land Use Amendment area shall be reviewed and, if required, modelled by the City of Calgary's Water Resources Business Unit as part of an Outline Plan/Land Use Amendment Application.

3.0 Community Services And Amenities



3.2.2 Stormwater Management

The stormwater management system for each Plan Area should be designed to adequately and efficiently service development, while preserving riparian areas, natural water courses/drainages, and wetlands within a Plan Area and beyond. The stormwater management system within a Plan Area shall adhere to all relevant City of Calgary policies, including stormwater management design manuals, bulletins and modules, watershed plans, approved Master Drainage Plan, and the goals of the open space network.

1. General

- a. A Staged Master Drainage Plan, referencing and remaining consistent with all relevant stormwater management policies and plans at the time of application shall be submitted as part of an Outline Plan/Land Use Amendment Application.

3.2.4 Telecommunication Antenna Structures Siting Protocols

Proponents of telecommunication antenna structures are encouraged to select sites during the initial planning stages of a new community. Accordingly, The City of Calgary, Telecommunication Antenna Structures Siting Protocols document provides guidance on such things as siting/location, height, design and materials, screening, public consultation, and potential for co-location of antennas.

To better understand the City's procedures and evaluation methods, refer to The City of Calgary, Telecommunication Antenna Structures Siting Protocols.

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 (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 Reduction Initiative.



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

1. 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.

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;

3.0 Community Services And Amenities

- 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
 2. Seniors Care Facilities should accommodate the needs of an aging population in a manner that provides for social inclusion and convenient access to services and amenities. Seniors' housing and facilities should be:
 - a. a. located in proximity to green space, pathways, parks, and other amenities;
 - b. b. designed to be integrated into the Neighbourhoods and Communities to facilitate a feeling of inclusiveness;
 - c. c. provided in a variety of forms, both one-story ground oriented and apartment; and
 - d. d. located along streets with transit routes and near a bus stop.

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 Association Sites

Community Association sites provide public spaces where residents can enjoy recreational and community oriented pursuits. One Community Association site should be located in each community.

1. Community Association sites should be located on a transit route within 400 metres of a transit stop.
2. Any buildings on Community Association sites must be oriented to offer direct pedestrian access to the primary building entrance from the sidewalk.
3. The size of the site may be adjusted where facilities and open space are shared with other compatible and complimentary civic uses.
4. 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 a wide range of users and to be convertible to other uses in the future. The layout of Community Association sites and buildings should be planned strategically to allow future growth of the facilities.

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 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

3.3.6 Older Adult Housing

Consideration needs to be given to the aging adult population, as this demographic may require additional or separate facilities in order to take full advantage of their desired lifestyle. Given the mobility challenges that can be associated with older adults, the location and design of older adult housing is important to ensuring that communities meet the needs of all residents. The intent of these policies is to facilitate the inclusion of older adult housing opportunities in a manner that provides improved quality of life for older adults.

1. Where provided, older adult housing should be:
 - a. Integrated into neighbourhoods and communities to facilitate a feeling of inclusiveness;
 - b. Provided within a MAC or NAC to facilitate access to services and amenities; and
 - c. Located along streets with transit routes and within 400 metres of a bus stop to facilitate access to public transit.

3.0 Community Services And Amenities

3.4 Open Space Network

The open space network comprises current and future land and water areas offering public access. These areas may be wetlands, sports fields, grasslands, plazas, cemeteries, neighbourhood parks, utility corridors and stormwater management facilities.

The network is composed of three open space categories: Recreational Open Space (ROS), Environmental Open Space (EOS) and Alternative Use Open Space (AUOS). Collectively, these spaces are directed by the policies, and are intended to meet the goals and objectives, of The Calgary Plan.

The City, in accordance with the Municipal Government Act, may consider any of the following options to ensure the provision of open space:

- a. Owner dedication as Environmental Reserve;
- b. Owner dedication as Municipal Reserve. The Approving Authority may, in its sole discretion, consider providing Municipal Reserve credit for such dedications;
- c. Donations to appropriate not for profit agencies, land trusts, or The City (subject to negotiation);
- d. Outright purchase (subject to negotiation);
- e. Land swapping and transfer of credit Municipal Reserve (subject to negotiation);
- f. Conservation easements and associated caveats to restrict development on private land, as per the provisions of the Alberta Land Stewardship Act; and
- g. Environmental reserve easements as per the provisions of the MGA.

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



Open space categories			
	Environmental	Recreational	Alternative Use
Open space types	<ul style="list-style-type: none"> • Forests • Shrublands • Grasslands • Riparian areas • Watercourses • Wetlands 	<ul style="list-style-type: none"> • Sports fields • Regional/city-wide recreation parks • Neighbourhood parks and playgrounds • Building sites (e.g., arena complexes, pools, leisure centres, arts centres, soccer dome) • Golf courses • Cemeteries • Cultural landscapes (e.g. Fort Calgary) 	<ul style="list-style-type: none"> • Recreation centres/ fields in employment areas • Plazas • Special event facilities (e.g., outdoor concert venues) • Stormwater management facilities (e.g., dry or wet ponds, bio-swales) • Roadway greens • Utility corridors • Community gardens
*The listings are representative and should not be considered conclusive.			

3.0 Community Services And Amenities

At the time of the Outline Plan or detailed land use plan submission, land use shall be determined for the relevant open space types.

See the Open Space Plan for general strategic direction and specific policies for planning, locating and designing the three open space categories and the regional pathway system.

This section builds on the following plans:

- Open Space Plan
- Biodiversity Strategic Plan
- imagineParks: A long term vision of Calgary's public parks and open space
- Cultural Landscape Strategic Plan
- Riparian Strategy: Sustaining Healthy Rivers and Communities
- Calgary...A City of Trees: Parks Urban Forest Strategic Plan
- Calgary Wetland Conservation Plan
- Urban Park Master Plan
- Natural Areas Management Plan
- Calgary Pathway and Bikeway Plan

3.0 Community Services And Amenities

3.4.1 Recreational Open Space

Recreational Open Space (ROS) consists of land acquired by The City, through dedication or otherwise to provide areas for accessible public recreation such as neighbourhood parks, sports fields, cultural landscapes and cemeteries. ROS is planned to be functionally connected with the broader open space network and meet the objective set out in The Calgary Plan.



1. Planning for Acquired Recreational Open Space
 - a. Lands should be used, in part, to establish buffers to help maintain the ecological function of protected EOS.
 - b. Lands should be functionally connected to other open space via green infrastructure.
 - c. Native tree stands and other vegetative habitats should be planted to enhance biodiversity and the ecosystem services of the lands.
 - d. Lands should be planned and designed to support stormwater management, while not negatively affecting public use of the area.
 - e. Impervious surfaces and compacted soils should be minimized to allow stormwater to soak into the ground and replenish ground water supplies.

3.4.2 Environmental Open Space

Environmental Open Space (EOS) consists of land acquired by The City, through dedication or otherwise, to preserve Environmentally Significant Areas such as wetlands, watercourses, riparian areas, escarpments and glacial erratics. EOS is planned to be functionally connected with the broader open space network and meet the objectives of The Calgary Plan.

The EOS Study Area depicted on Local Area Plan land use concept maps are identified using the ecological inventory data available at the time of the plans adoption. Data are collected via field and desktop methods using established municipal, provincial and federal protocols, where applicable. The specific delineation of EOS and lands protected therein shall be further refined at the time of the Outline Plan or detailed land use plan submission.

3.0 Community Services And Amenities

1. Planning for Acquired Environmental Open Space
 - a. The following polices apply to lands acquired by The City at time of Outline Plan or detailed land use plan submission:
 - i. Lands should be functionally connected to other open space via green infrastructure to contribute to an interconnected open space network.
 - ii. Consideration of transportation, utility or other infrastructure crossings should be determined within the greater context of community need and treated with environmental sensitivity.
 - iii. If watercourse crossings are required, design considerations should be given for the most appropriate technique to maintain the ecological and hydrological function of the area, as demonstrated through an approved impact assessment.
 - iv. Recreational amenities (e.g., pathways, trails and viewing platforms) may be allowed where there is no negative impact on ecological and hydrologic function or to establish an ecological buffer, as demonstrated through an approved impact assessment.
 - v. Treated stormwater releases into existing water bodies may be acceptable, subject to all required provincial approvals, if the water contributes to the function of the water body, as demonstrated by an approved impact assessment.
 - vi. Preliminary details for proposed infrastructure crossings and typical cross-sections of adjacent properties shall be submitted to Parks for review in order to ensure development impact occurs outside of Environmentally Significant Areas.
 - b. The following polices should be approval conditions of Outline Plan or detailed land use plan prior to tentative plan or stripping and grading permit approval for land acquired by The City, where appropriate:
 - i. A natural area management plan should be submitted to and approved by Parks.
 - ii. Land disturbed by construction should be restored through the use of habitat restoration techniques in accordance with City requirements and demonstrated in the natural area management plan.
 - iii. Critical ecological material from the development areas, such as glacial erratics, native sod, grasses, forbs and trees should be salvaged and integrated into EOS lands where applicable.



3.0 Community Services And Amenities

- c. For lands adjacent to lands acquired by The City at time of Outline Plan or detailed land use plan, the following interface polices apply:
 - i. *Conservation design strategies are encouraged to create buffers and avoid lands that have been protected as EOS.*
 - ii. *Development should minimize potential for erosion of EOS lands.*
 - iii. *An ecologically sensitive transition should be provided between developed areas and EOS such as through the use of appropriate plantings.*
 - iv. *Grade-matching or development disturbance should occur outside of EOS.*
 - v. *Public visibility and access to EOS should be optimized through consideration of design strategies such as,*
 - a. Locating single loaded residential roads to parallel portions of the land;
 - b. Clear public entry points; and/or
 - c. Buffering lands with additional open space.

3.4.3 Alternative Use Open Space

Alternative Use Open Space (AUOS) consists of land acquired by The City, through dedication or otherwise, for purposes other than those of Recreational and Environmental Open Space such as plazas, utility corridors, urban agriculture, community gardens and stormwater management facilities. AUOS is planned to be functionally connected with the broader open space network and meet the objectives of The Calgary Plan.

1. Planning for Acquired Alternative Use Open Space
 - a. Lands should be functionally connected to other open space via green infrastructure.
 - b. Lands should be used, in part, to establish buffers to help maintain the ecological function of protected EOS.
 - c. Lands should be planned and designed to support stormwater management, while not negatively affecting public use of the area.
 - d. Impervious surfaces and compacted soils should be minimized to allow stormwater to soak into the ground and replenish ground water supplies.

3.0 Community Services And Amenities

3.4.4 Regional Pathway System

The primary role of the regional pathway system is to provide opportunities for active or passive linear recreation over a large area and to link major features within the open space network. The system also provides alternative transportation routes for work, school and shopping trips and to community activity centers. Pathways are an integral element of The City's open space network, as they facilitate alternative transportation modes and ecological connections between natural areas. The regional pathway network intends to meet the objectives of The Calgary Plan.

1. Planning
 - a. Pathways should be aligned to buffer and minimize damage to EOS lands acquired by The City.
 - b. Pathways should be used to create contiguous connections between and through acquired open space.

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 Calgary Plan 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 the ASP policy. The exemption would be maintained as the Guidebook is amended.

2. Precedence

The new Community Planning Guidebook represents an ongoing implementation of Volume 1 of The Calgary Plan. If there is a conflict between the provisions in this appendix and the provisions in The Calgary Plan, The Calgary Plan takes precedence. Opportunities to revise The Calgary Plan, through this process, conflicts arise between this appendix and The Calgary Plan, and while The Calgary Plan takes precedence, every opportunity to amend The Calgary Plan to reflect lessons learned through this implementation process should be taken, as soon as possible, and preferably before built outcomes ensue.

3. Policy Interpretation

- a. All policies and requirements (of this appendix 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.

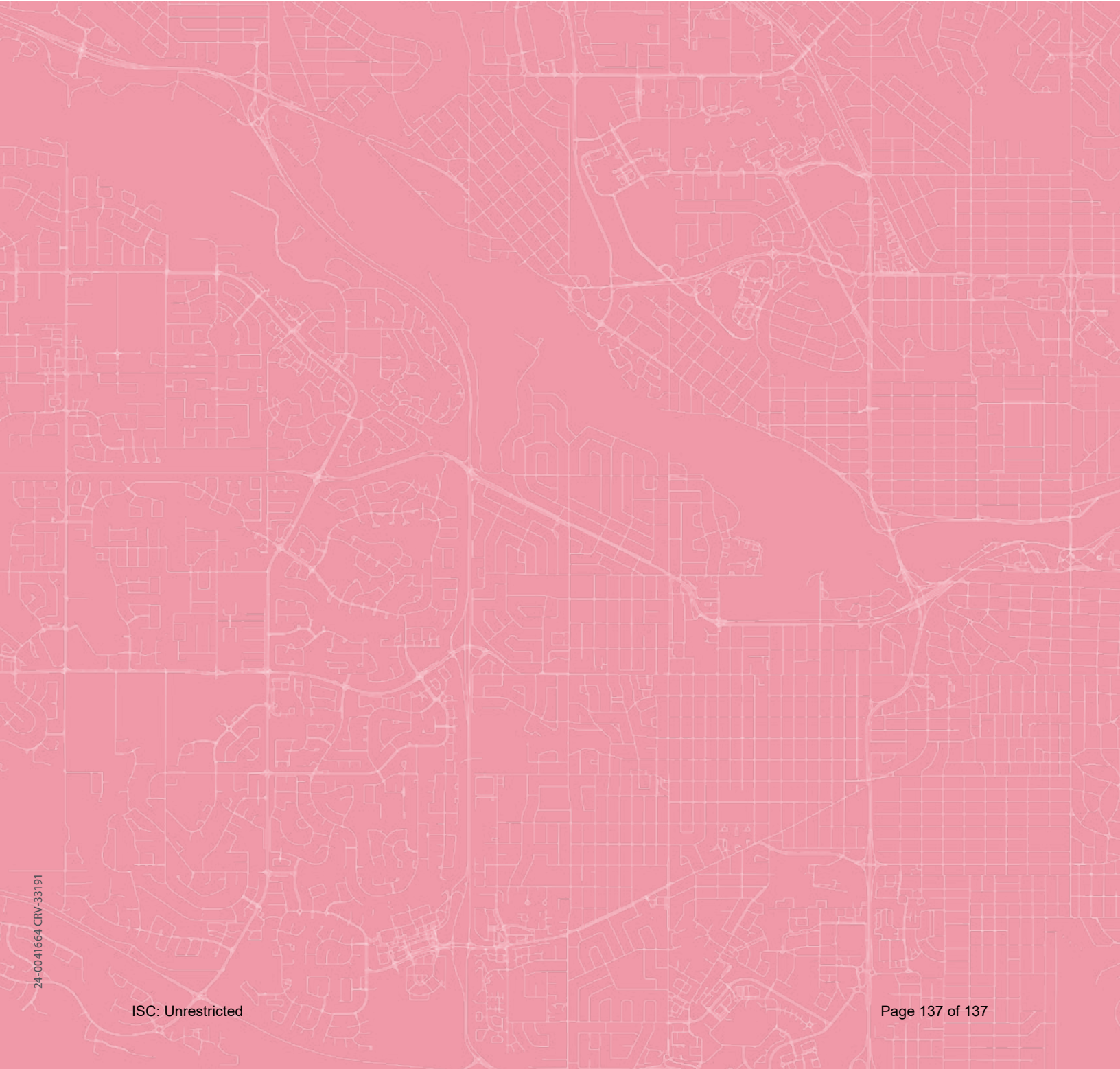
4. Concept Plan Requirement

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 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 Metropolitan Region Growth Plan 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 Main Streets;
 - 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.



24-0041664 CRV-33191