1   Introduction

1.1 Purpose

Building a sustainable, connected city of great neighbourhoods

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

Together, the Developed Areas Guidebook (Guidebook) and local area plans provide the core policies for future development and community building within the Developed Areas (see Map 1: Location of the Developed Areas). This Guidebook:

- Translates the Municipal Development Plan (MDP), Volume 1 objectives into policy that is applied at the community-level.
- Provides a common community framework, consisting of land use, urban form and policy direction, for how the Developed Areas are planned and developed today and into the future.
- Provides general policies to shape more complete communities, meaning that communities have more choice in housing, transportation, retail, services, and community facilities that allow residents to live and have their daily needs met within their community, as well as the ability to remain in their community as housing needs change over time.
- Establishes a consistent approach for undertaking or significantly amending a local area plan, and provides policy direction in conjunction with the local area plan that is applicable to reviewing applications.

As a forward-looking planning approach, this Guidebook and local area plans addresses a broad range of issues and maximizes the benefit of public and private investment and development. The Guidebook aims to increase residential and employment densities in close proximity to transit and community amenities and services. New and different types of housing and employment-type development will help to maintain or create stable communities with a population sufficient to support more diverse housing forms, businesses, services, schools and valued amenities for people of all ages and needs.

Map 1 l The Developed Areas

The Developed Areas encompass both the inner city (neighbourhoods developed prior to the 1950s) and the established areas (neighbourhoods built out between the 1950s and 1990s) as identified in Map 1: Urban Structure of the Municipal Development Plan, Volume 1. These neighbourhoods are primarily residential areas with supporting retail and employment uses. They may include portions of the older industrial areas of the city, in particular areas identified as "Employee Intensive" in the Municipal Development Plan, where intensification and redevelopment are envisioned.

1.1.1   Vision and Core Ideas

This Guidebook contains policies that are applied together with the policies of the Municipal Development Plan, Volume 1, and a local area plan. The Guidebook provides planning policies and building blocks that apply across communities, and details the form and character of development that will support complete communities within the Developed Areas. The Guidebook policies guide change and growth in communities that reflects good planning practice, the interests and values of communities, and the goals and objectives of the Municipal Development Plan.

Local area plans provide policies that are community-specific and identifies the unique community values and vision that will ensure that development is complementary to the existing community character and community aspirations. By focusing on community-specific policy in the local area plan, the implementation process is simplified and predictable with consistent policy direction that can be responsive to changing circumstances that promotes the well-being of people and communities.

Complete Communities
[Figure 1-1]

The vision of the Municipal Development Plan is to ensure sustainable growth by achieving more complete communities. Complete communities have more choice in housing, more affordable housing, and the availability of transportation, retail, services and community facilities that allow residents to live and have their daily needs met within their community, and the ability to remain in their community as individual housing needs change over time. The vision for complete communities is identified through the Municipal Development Plan and Calgary Transportation Plan that are city wide plans and strategies approved by City Council. The principle of complete communities provide the overall direction for future local area plans in the Developed Areas (Figure 1-2).

The Developed Area is comprised of many neighbourhoods, some of which are already complete communities, while others have some components of complete communities in place, or even declining population due to community life-cycle. To get to complete communities, this Guidebook contains policies that, over time, enable infill redevelopment and a diversity of housing forms and higher density mixed-use areas in Activity Centres and Main Streets to provide the necessary number of people to support community shops, schools and amenities in all communities. (Figure 1-2)

1.2 Planning Approach
The Guidebook establishes a community framework for the Developed Areas. The framework outlines the form and character of development through building blocks for different areas of a community. Containing this framework in one Guidebook will enable consistent policy interpretation and allow local area plans to focus on unique aspects of the community.

In Municipal Development Plan, Volume 1, typologies, such as Inner City, Established Areas, Activity Centres, and Main Streets, create the urban structure for the entire city and provide broad direction to achieve the vision (See Map 1, Municipal Development Plan, Volume 1). Aligning with these typologies, Section 2 of this Guidebook outlines three built form categories that include Community (mixed-use), Neighbourhood (predominantly residential), and Employment. These categories outline the purpose, intensity and characteristics of an area that are organized into building blocks. These building blocks are then used in the creation of a local area plan land use concept to determine appropriate types of development within a given area. The building blocks in the Guidebook each correspond with an urban structure typology identified in Municipal Development Plan Volume 1, as shown in Table 1.

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

Table 1 | Planning Approach – Alignment of MDP Typologies and Guidebook Built Form Categories

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

1.2.1   Local Area Plans and District Local Area Plans

This Guidebook must be used when writing local area plans for any area identified in Map 1: Location of Developed Areas.

The community framework of building blocks should be applied and customized at the local level through the creation of the local area plan. In some circumstances, the policies in this Guidebook will be expanded upon in the local plans when local context is needed to provide additional guidance. In most circumstances, this Guidebook provides the common policies and direction in a consistent manner that applies to most areas. Market analysis, physical site characteristics and public input additionally guide the creation of the local area plan.

1.2.2   Community Composition

This Guidebook provides an organizing framework for the local area planning process by providing common policy direction that aims to ensure consistency and legibility in the application of the policies. To ensure the consistent application of policies and common composition of local area plans, it is recommended that plans include the following:

Community Context
   a. Location, history, relationships between communities, opportunities, and constraints
   b. A summary of planned development in the community, including jobs and population estimates that demonstrate alignment with this Guidebook and Volume 1 of the Municipal Development Plan.
   c. An overview of community history, geographic features, opportunities and constraints.

Land Use and Urban Design
- d. A Plan Area map that shows the communities included within the local area plan, and highlights main streets, activity centres, and transit station areas that are shared in the broader community.
- e. A map that identifies the location and boundaries of built form categories and building blocks that will achieve the Guidebook and local area plan core ideas.
- f. A map indicating building heights.
- g. Policies that are specific to the individual communities, including:
  - i. Desired features for local neighbourhoods, streets, or defined areas within the community, including heritage resources.
  - ii. Local characteristics pertaining to the applied built form categories or building blocks.
  - iii. Active frontages, where mixed-use activity, retail-ready, or parks frontage will be concentrated.

Community Amenities and Facilities
- h. The identification of a range of community services, amenities, and cultural resources.

Parks and Open Spaces
- i. Policies that are specific to the community, including:
  - iv. The preservation of existing natural or green areas.
  - v. Existing or new parks, open space, and regional pathways.

Mobility Network
- j. Policies that are specific to the community, to implement the following:
  - vi. A grid or modified grid of public streets that builds on the existing road network to encourage walkability, support universal accessibility and improve connectivity for all modes of travel within and beyond the community.
  - vii. Development oriented to encourage transit use, cycling, and walkability.
  - viii. Existing or future transit service plans.

Sustainable Infrastructure, Environment
- k. The identification of infrastructure that may support climate change resilience and renewable energy.
- l. The identification of infrastructure that may support proposed areas of intensification.

1.2.3 Review and Decision-Making on Land Use and Development Applications

Where a local area plan states that this Guidebook applies, this Guidebook must be used in conjunction with the local area plan to guide an application or new outline plan. The Guidebook provides common policies, and the local area plan provides community-specific policies that provide additional guidance. Both documents are applicable to applications or new outline plans.

2   Land Use and Built Form

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

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

2.1   Community Framework

The community framework of built form categories and building blocks is intended to promote and facilitate the development of vibrant and livable communities, with amenities and services that meet people's daily needs.

This Guidebook identifies three built form categories desired in Developed Areas. Within these categories are nine building blocks that are used to outline the desired land use and built form of a community.

The built form categories and building blocks provide certainty on the types of uses and character that can occur within each area, and are designed to enable a variety of uses and building forms and to establish a range of densities. Built form categories provide the general use and intent for an area while the building blocks provide further detail on the range of uses, scale of buildings, density, and general built form characteristics. Not all building blocks need to be used in each community; rather, they should be used to outline the desired character of a community.

The selection and arrangement of the building blocks will establish patterns of development that achieve the following:

- A mix of uses, and density and intensity in appropriate locations
- A sufficient population base to support local commercial, amenities, services
- Transition to existing, stable residential areas
- Development that supports walking and bicycle activity and transit

The community framework and building blocks are associated with particular forms and building heights that are typical of specific land use districts (from Land Use Bylaw 1P2007). All categories and building blocks have common policies that should be considered through the development of a local area plan or application.

Figure 2-1 and 2-2 demonstrate the range of building blocks that can be applied.

[Figure 2-1 l Building Blocks typical of Employment Areas and Corresponding Land Use Districts.]

[Figure 2-2 l Community Framework Application]

[Figure 2-3 l Community Framework
Examples of Buildings Blocks, Their Built Forms and Alignment to the Municipal Development Plan Urban Structure Typologies]

2.2   Built Form Categories and Building Blocks

Municipal Development Plan policies emphasize creating complete communities. The sections that follow provide the supporting policies for communities in the Developed Areas to achieve these objectives.

 Locating the building blocks for a community takes into consideration a community's aspirations and The City's strategic growth objectives. Not all categories and building blocks are appropriate in every community; only those that contribute to the vision for the community should be used.

The building heights referenced in these building blocks provide flexibility and at the same time general guidance and assurances to communities regarding the scale and intensities of future development. The local area plan may customize building heights to meet community vision and evolving market conditions. The location and boundaries for the building blocks and community policies are determined through the local area plan. They are subsequently implemented through application processes, such as land use amendment and development permits.

Table 2 l Building Blocks, Intensities and Characteristics

Built Form Category	Purpose	Building Block	Intensity	Characteristics
Community	These areas are lively places where the greatest concentration of activity will occur. They provide for a wide range and combination of uses, and support employment and population growth in locations and at intensities that will support pedestrian, cycling, and transit networks. These building blocks provide a high-quality living environment with transit amenities and infrastructure capacity to support a range of uses. Predominantly located in activity centres, main streets and transit areas.	Community High-Density	High-rise mixed-use, multi-residential, large-scale mid-rise multi-residential

10 storeys and higher | • Wide range and combination of uses in vertical and horizontal mixes
• Highest intensity, no maximum height, unless indicated in the local area plan
• High concentration of non-residential uses, including institutional and employment uses
• Permitted number of storeys indicated in local area plan
• Building design creates active, urban spaces with pedestrian scaled street walls, mix of uses, and integration of public space |
| | | Community Centre | Medium and large scale mixed-use, mid-rise multi-residential buildings

6-10 Storeys | • Wide range and combination of uses in vertical and horizontal mixes
• Higher concentration of non-residential uses, including institutional and employment uses
• Building design creates active, urban spaces with pedestrian scaled street walls, mix of uses, and integration of public space |
| | | Community Mid-Rise | Mixed-use mid-rise multi-residential buildings

Up to 6 storeys | • Wide range and combination of uses in vertical and horizontal mixes
• Concentration of retail, services, offices and residential
• Building design creates active, urban spaces with pedestrian scaled street walls, mix of uses, and integration of public space |
| Neighbourhood | These areas are predominantly residential that may include commercial uses. They allow for moderate intensification in a form and nature that respects the scale and character of the community while meeting the needs of a diverse population. Predominantly located in residential areas. | Neighbourhood Mid-Rise | Mid-rise multi-residential buildings

4 to 6 storeys | • Predominantly residential in a mix unit sizes
• Includes community uses such as parks, schools, places of worship and small scale commercial to serve local residents
• Building forms are sensitive to the adjacent context and provides a transition between uses and building height
• Includes support commercial uses |
| | | Neighbourhood Low-Rise | Low-rise multi-residential buildings, secondary suites, backyard suites, stacked townhouses, townhouses, rowhouses, live-work units, semi-detached dwellings, and duplexes

3 to 4 storeys | • Mix of residential building types and forms
• Includes community uses such as parks, schools, places of worship and small scale commercial to serve local residents
• Building forms are sensitive to the adjacent context and provides a transition between uses and building height
• Includes support commercial uses |
| | | Neighbourhood Limited | Singles, semi-detached, duplex, secondary suites, backyard suites, rowhouse, townhouse

Up to 3 storeys | • Mix of residential building types and forms
• Includes community uses such as parks, schools, places of worship and small scale commercial to serve local residents
• Includes support commercial uses |

Employment	These areas propose a range of uses to support economic growth, meet market demand, protect strategic industrial land, and allow for flexible space to meet the future needs of businesses and entrepreneurs. Predominantly located in industrial areas and activity centres	Employment Industrial	Flexible and can range in intensity depending on needs	• Protective of industrial uses with minimal redevelopment to non-industrial uses • Minimal support uses allowed as defined by the local area plan
		Employment Intensive	Flexible and can range in intensity depending on needs	• Wide range of non-residential uses • Transit trip generating employment uses
		Employment Industrial Flex	Flexible and can range in intensity depending on needs Allows for multi-residential and dwelling units in a vertical and horizontal mix	• Low impact, light industrial uses with opportunities for residential uses • Ancillary commercial uses allowed as defined by the local area plan • Transit-supportive employment uses

In developing the built form categories and building blocks of the framework, the Developed Areas were examined for best planning policy practice and development goals that align with the Municipal Development Plan, Volume 1. Illustrations are provided in Figures 2-4 and 2-5 to demonstrate how the building blocks are applied to an established Main Street and transit station area.

[Figure 2-4 and 2-5]

2.2.1 Community Category

Community areas have the highest opportunity for growth and change in Calgary . They are compact urban places (Main Streets, Activity Centres, transit station areas) that anchor complete communities. This category contains a broad range of residential and commercial uses that may be mixed vertically within a building or horizontally across an area in multiple buildings within a community. These areas are high-quality living environments with transit, amenities and infrastructure capacity that support residential and employment uses, and intensification through a variety of building forms and heights.

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

- Community – High Density
- Community – Centre
- Community – Mid-Rise

2.2.1.1 Community – High Density

Community – High Density encourages high intensity residential and mixed-use development with large-scale building forms. It has the highest density and the greatest flexibility of the Community building blocks to provide significant office, institutional and residential uses. Built forms could have large floor areas to accommodate large scale mixed-use development. Buildings are 10 or more storeys in height, encouraging upper storey building setbacks, where appropriate. The first floor of mixed-use buildings should be constructed in a manner to accommodate retail commercial storefronts, allowing for retail and future retail conversions. These areas have wider sidewalks and buildings set close to the public realm to support higher levels of commercial and residential intensity that can provide a regional draw and will help generate daytime and evening activity.

2.2.1.2 Community – Centre

Community – Centre accommodates a greater proportion of non-residential development and higher density mixed-use buildings but are less dense than the Community – High Density building block. Vertical and horizontal mix of uses are appropriate. Buildings should be six to 10 storeys in height, encouraging upper storey building setbacks, where appropriate. The first floor of mixed-use buildings should be constructed in a manner to accommodate retail commercial storefronts, allowing for retail and future retail conversions. These areas have

wider sidewalks and buildings set close to the public realm to support higher levels of commercial and residential intensity that can provide a regional draw and will help generate daytime and evening activity.

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

Policies

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

1. General Community Category Areas
   Development within the three Community building blocks should:
   a. Provide active urban spaces by framing the street with buildings set close to the public realm, a mix of uses, and the integration of public open spaces.
   b. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, open space and other community services and amenities.
   c. Generate activity throughout the day and evening.
   d. Encourage the inclusion of schools, child care, places of worship, civic facilities and other community functions within the community.
   e. Ensure that food retail is provided in communities and is conveniently accessible to pedestrians, cyclists and transit.
   f. Designate select streets as active frontages (see subsection 4 for additional policies).
2. Commercial Development
   Commercial development within the three Community building blocks should:
   a. Provide a wide variety of retail, office, and personal service uses and incorporate a range of unit sizes to support a variety of tenants.
   b. Promote commercial streets that are defined by a series of narrow shop fronts to create interest and rhythm along commercial streetscapes.
3. Residential Areas
   Residential development within the three Community building blocks should:
   a. Encourage the incorporation of the following features:
      i. A mix of unit sizes and types to provide diversity in housing choice within residential developments.
      ii. Upper storeys massed and stepped back to minimize the appearance of scale and reduce shadow impacts where appropriate.
      iii. Common amenity spaces that allow for social and communal activities.
   b. In a local area plan, identify residential streets that are primarily composed of residential uses as residential frontage areas in the Community area.
   c. Consider locating the following uses within residential frontage areas:
      i. A limited variety of compatible non-residential uses that serve the local residential area, including opportunities for home-based and small businesses.
4. Active Frontages
   Active frontages may be identified in a local area plan, and are defined as the streets where the ground floor uses must be retail-required or retail-ready, which will create a more vibrant pedestrian environment and contribute to activity on the streets throughout the day and evening. All Community building blocks could include active frontages. Active frontages should be used when the local area plan requires vertical mixed-use, but do not have to be identified if the local area plan does not require vertical mixed-use.

When determining active frontage, consideration should be given to economic studies and other planning rationale that supports the requirement of active frontages.

    a. Where retail-required frontages are identified in a local area plan, the development should:
        i. Provide active uses at grade, including but not limited to retail, personal services, consumer services, supermarkets and restaurants, and community service uses, including child care.
        ii. Create a finer-grained building frontage with multiple uses for developments that face a primary pedestrian street or abut a public open space with minimal setback from the public space.
        iii. Promote multi-use commercial buildings.
        iv. Discourage surface parking lots on private property, located between a building and a street.
    b. Where retail-ready frontages are identified in a local area plan that will allow residential to retail conversion over time, the development should be designed to:
        i. Ground-floor units should be designed to accommodate both residential and retail uses that includes entries that face the public sidewalk, main floor heights that are at the same level as the public sidewalk, and high amounts of glazing. Where main floor heights at grade level are not possible, entrances must be designed in a way that is accessible.
        ii. Create a finer-grained building frontage with multiple units for developments that face a primary pedestrian street or abut a public open space.
        iii. Discourage surface parking lots on private property, located between a building and a street.

5. Special Areas within a Community building block
    a. A local area plan may identify areas that are auto-oriented, particularly those areas that may experience transition in the future, but are currently geared towards automotive services.
    b. A local area plan may identify areas for light industrial uses such as light manufacturing, small scale assembly and warehouses, fabrication, institutional/vocational, commercial flex and live-work that are small-scale in nature that can demonstrate they have a low impact and are compatible with adjacent uses. These areas represent an opportunity for innovative, collaborative businesses that serve a range of employers.

2.2.2 Neighbourhood Category

Development within the three Neighbourhood building blocks should respect and build from established patterns and character of the community. Neighbourhood areas are predominantly composed of a mix of residential forms at a variety of densities to allow for complementary intensity in residential areas. Support commercial and service uses may be located on corner parcels within the community or other sites identified in the local area plan. Residential buildings should be ground oriented, and provide residential entrances oriented towards the street. There are typically on-site amenity spaces, green spaces, or connections to public open space. Through the local area plan, various forms of housing and services should be provided to serve the growing diversity in household types, and demographics.

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

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

2.2.2.1 Neighbourhood – Mid-Rise

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

buildings should be four to six storeys in height and provide a sensitive interface between higher intensity and lower building heights.

2.2.2.2   Neighbourhood – Low-Rise

Neighbourhood – Low-Rise could be located in residential areas between existing ground-oriented areas, and more intense residential areas, such as Neighbourhood Mid-Rise or Community – Mid-Rise, to act as a transition, or could be used to increase density in an area that can accommodate low-rise buildings.

2.2.2.3   Neighbourhood - Limited

The Neighbourhood – Limited category allows for sensitive infill housing of various forms, unit types and sizes mixed with existing low density residential houses. Moderate intensification in this area responds to the existing character of the community while managing growth. Backyard suites, garages and other ancillary buildings should be accommodated in this area and be of appropriate scale. The local area plan may identify locations where specific types of infill developments are encouraged or restricted.

Policies

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

1. General Neighbourhood Areas
   Development within the three Neighbourhood building blocks should:
   a. Provide primarily residential buildings while allowing for local commercial nodes where applicable.
   b. Provide a mix of housing unit sizes, including some units with a sufficient number of bedrooms to accommodate larger families and multi-generational households.
   c. Encourage development and growth within 600 metres of a Light Rapid Transit station.
   d. Encourage schools, child care, places of worship, civic facilities and other community functions.
   e. Encourage age-friendly housing to be located in areas with good access to services, amenities, and transit routes.
2. Multi-Residential Development
   Multi-residential developments contain three or more dwelling units on one parcel of land. Multi-residential developments are encouraged to integrate with other types of housing throughout communities in a manner that expands housing opportunity, and provides good access to public services and amenities. Multi-residential development should be designed or planned to:
   a. Locate primarily within 400 metres of the Primary Transit Network, community services, amenities and open space.
   b. Locate in proximity to Activity Centres and Main Streets, and strategic locations identified through the local area plan.
   c. Integrate with the surrounding community in areas with consistent pedestrian orientation and a regular pattern of pedestrian and vehicular connections.
   d. Front onto a public street or a private internal drive aisle that looks and functions like a public street.
   e. Orient main entrances towards a public street or private internal drive aisle that looks and functions like a public street.
   f. Provide direct, convenient and accessible pedestrian connections across larger sites, connecting to transit service, open space and other community services and amenities.
3. Commercial Development
   Small-scale, local commercial development, intended to serve the day-to-day needs of residents and are compatible with residential uses, can be considered within residential areas. Small-scale, local commercial developments should reflect the surrounding residential area.
   a. When considering commercial uses, site selection should meet one or more of the following situations:

i. The site is incompatible for a residential use is incompatible or the adjacent development makes residential use incompatible on that site.
ii. The site has existing buildings that are designed to accommodate non-residential uses.
iii. The site is near to existing commercial development within the community.
iv. The site is located on a corner.
v. The site is located near local community facilities or amenities.

b. Maximum non-residential floor areas should be compatible in scale with the surrounding context, and should be determined at the local area plan stage depending on site context.

c. At-grade commercial uses that serve the local population, and are located in buildings that have residential units above the first floor, should be supported. Small scale food retailers that support the local community should also be supported.

2.2.3 Employment Category

These areas provide for significant employment concentrations, and industrial operations in support of economic diversity that include industrial, office, and other employment-generating uses. These areas contribute to a balance between employment and residential growth so that people have a greater opportunity to live and work in closer proximity. These areas promote the transformation of industrial, office and commercial properties active, transit supported and pedestrian-oriented employment areas. The primary uses are light to medium industrial and office. Supporting uses include commercial spaces and residential units associated with low-impact light industrial uses as determined through the local area plan.

There are three building blocks in this category:

- Employment – Industrial
- Employment – Intensive
- Employment – Industrial Flex

2.2.3.1 Employment – Industrial

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

2.2.3.2 Employment – Intensive

Employment – Intensive supports predominantly industrial uses mixed with other employment uses that may be appropriate adjacent to residential areas provided that an appropriate transition of uses and heights is considered. These areas also allow for large-scale institutional or campus-style uses and large format non-industrial uses when combined with employment-generating uses, along with limited support uses and other non-industrial uses. Redevelopment and development in this area includes, but is not limited, to offices mixed with support uses, including restaurants and other service uses. It allows for a vertical or horizontal mix of uses, and supports transit while relying on all modes of transportation to ensure connectivity. Pedestrian connections should be designed to ensure all areas are accessible. Parcel size can vary to accommodate different types of uses, sizes or scales while ensuring pedestrian connectivity.

Local area plans using this block should consider limiting retail floor area to those uses needed to support local industrial or employment activity and could adopt regulations around maximum floor areas and percentage of floor space allocated to ancillary retail uses.

Employment – Industrial Flex provides opportunities to mix industrial work space and living space in an industrial setting. Industrial development and redevelopment in this building block is limited to low-impact, light industrial uses that can demonstrate that they have a low impact on adjacent uses. Residential and support commercial uses may be integrated within, above, or adjacent to a low-impact industrial use, and should be designed in a manner that reinforces the low-impact industrial character of the area.

This building block may be appropriate as a transition between industrial and residential uses provided that it is contextually sensitive in height and form, and uses are compatible while minimizing any nuisance activities.

Policies

The policies in subsection 1 to 3 below should be used when considering the application of an Employment building block in a local area plan, as well as during the applicable application stage.

1. General Employment Areas
   Development within an area defined as an Employment building block should meet the following aims:
   a. Employment uses should contribute to strategic revitalization, good urban form, community vitality, and a well-designed public realm.
   b. Provide appropriate transitions from residential and other sensitive uses that are adjacent or in close proximity.
   c. Restrict new large-format freestanding commercial uses, including retail, car dealerships and other land intensive (but not employee intensive) uses, unless otherwise identified through the local area plan.
   d. Accommodate a transit stop where appropriate along with transit waiting areas and amenities.
2. Employment – Industrial areas
   Office conversions of industrial uses must only be considered where the following conditions apply:
   a. The area has a documented deficit of office or commercial space based on a market study.
   b. The use does not detract from or affect the operations of the surrounding industrial uses and maintains the primarily industrial nature of the area.
   c. The area has the infrastructure capacity to support the added intensity provided.
3. Employment- Industrial Flex areas
   a. The area should be characterized primarily by low impact, light industrial uses, and allows for dwelling units and support commercial uses;
   b. Industrial uses must be fully-enclosed within a building with no outside storage of materials or products;
   c. Industrial uses must minimize as much as possible dust, noise, odour, smoke, heat, high illumination levels or waste for industrial uses that are disruptive to other non-industrial adjacent uses;
   d. Building design should be pedestrian-oriented with at-grade units that encourage a consistent pattern of at-grade, street-facing entrances.
   e. Streetscape design should ensure safe and convenient pedestrian and cyclist connections while maintaining delivery access and goods movement for industrial uses. The local area plan may define priority streets for active modes.
   f. The Local Area Plan should define the minimum requirement of at-grade industrial uses on a block within the local area plan to ensure the industrial character of the area is maintained.
   g. Prohibit large format commercial, auto-oriented uses, and other uses that might be considered noxious or disruptive to adjacent uses.

2.2.4   Future Comprehensive Plan Area

The Future Comprehensive Plan Area identifies parcels that do not require the application of a building block because their redevelopment is not anticipated in the short or medium term. Parcels may also have significant unresolved issues that need to be addressed prior to large scale redevelopment. They are parcels typically over 1.0 hectare (2.5 acres), of single ownership, where redevelopment is too far into the future to determine their land use when the local area plan is being created. Further planning will be required at the time of redevelopment to

establish the vision for these parcels. Higher levels of intensity and height may be considered for buildings or portions of buildings which may include corporate or institutional campuses, and may allow for large-scale uses.

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

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

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

a. Shadow plan for the development of the entire site (if the application is being phased).
b. Phasing of development, if anticipated.
c. Transition to adjacent areas.
d. Public realm enhancements.
e. External and internal mobility connections (e.g., streets, sidewalks, cycle paths, transit).
f. Street network layout and the palette of street types.
g. Green infrastructure such as landscaping, stormwater management and low-impact development (LID).
h. Building mass and orientation (e.g., density or FAR, building heights, placement).
i. Identification of proposed or current transit service.
j. Potential or anticipated subdivisions.

2.2.5 Heritage Resources

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

Policies

These policies are intended to be used and further refined through the local area plan and land use amendments.

a. Encourage the conservation of heritage buildings, including the incorporation of heritage buildings within new developments, to align with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).
b. Acknowledge that the heritage value and heritage resources of an area include, but are not limited to, properties currently listed on Calgary's Inventory of Evaluated Historic Resources (Inventory).
c. Encourage growth and change that is sensitive to the heritage resources and heritage character of an area and that will enhance those resources or character.
d. Encourage the adaptive re-use of heritage resources in order to retain and conserve those resources, and where appropriate, support land-use re-designations that enable this.
e. Discourage land use changes that would reduce the viability of retaining heritage resources.
f. Ensure that when densities are increased in areas or on sites with heritage resources, that measures are introduced to mitigate or offset any resultant negative consequences to heritage resource retention. Increasing density in such instances should result in obtaining community benefit in some form of heritage conservation measures.
g. Create incentives and tools to retain and conserve heritage resources, including, but not limited to:

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

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

New developments should adhere to the following policies:

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

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

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

k. Ensure that interpretative or commemorative features are incorporated with new development, and photo documentation obtained if a property on the heritage inventory is being demolished or redeveloped.

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

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

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

3   Urban Design

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

Policies in this section accommodate a variety of building forms and establish a general policy framework for neighbourhood and site context, interface design, and building design in Developed Areas. These policies are intended to promote an urban form that creates distinctive communities and strengthens communities' physical fabric and character.

Development should include high quality buildings that frame adjacent streets and open spaces and accommodate a wide variety of public amenities and services. Development and should respect the successful established patterns of a community's block and street patterns, building massing, articulation and architectural character. This is balanced with a forward-looking approach that incorporates high quality architecture based in current best design practice.

3.1   Neighbourhood & Site Context

Established Community character

Established communities are Calgary's oldest neighbourhoods and as such have more character accumulated over longer period of time than new communities. Community Character is a function of the following qualities:

- Age of Community / 1893-1945 / 1945-2000 / 2000+
- Heritage Architecture (dominant architectural styles)
- Topography (flat terrain; sloped terrain)
- Urban Structure / Land use patterns
- Number, type and maturity of Green spaces
- Maturity of urban trees and other landscaping features
- Type of Street pattern (full grid, "organic" fused-grid, laneways)
- Block character (Size / Shape / Density / Front setbacks)
- Lot typologies (Width / Length / Shape)
- Building typologies (massing, scale, height, architectural styles)
- Special View Corridors/ nodes

3.1.1   Evolving Community Character

Policies

a. Determine the appropriateness of new development (land use, scale, heights, built form typologies) through the Local Area Plan.

b. Provide high quality integrated planning, design and development that celebrates community sense of place and enables community character evolution / transformation while respecting existing context.

c. Define transitions between new developments and existing developments in conjunction with community character, especially in the following situations:
    i. Neighbourhood Activity nodes and Main street densification and enhancement;
    ii. Low density residential development/infill, including re-development of golf courses;
    iii. Existing development of different or incompatible uses (i.e. change of civic/transportation infrastructure);
    iv. Public open space or a publicly accessible private space;
    v. A heritage building or a character area; and
    vi. A Light Rail Transit station or train line.

d. A transition in building height, scale and massing should be created between higher and lower intensity development by:
   i. Stepping down heights within individual buildings;
   ii. Avoiding abrupt changes in building scale;
   iii. Building heights decrease through the block;
   iv. Ensuring that buildings of complementary height, scale and massing face each other on the fronting and flanking street; and
   v. Using setbacks and landscaping to create space between higher and lower intensity development.
e. Buildings of a particular height are encouraged to locate in specified areas of communities as follows:
   i. Buildings higher than six storeys are encouraged to locate in landmark locations, such as in Activity Centres, Main Streets, and transit station areas.
   ii. Mid-rise buildings that are four- to six-storeys in height are encouraged to locate between the landmark locations of Activity Centres, Main Streets and transit station areas, and existing ground-oriented and low-rise residential areas to act as a transition in form and intensity.
   iii. Local circumstances may vary and should be determined at the local area plan stage.

3.1.2   Site Context

Policies

a. New infill development should harmoniously fit into both: immediate site context and neighbourhood context.
b. Desired relationships between new infill and adjacent land uses will inform design of street and building interfaces.
c. Interface typologies should correspond directly to building typology, scale and intended uses.

3.1.3   Scale of infill

Policies

a. Small infill (one lot, single detached, semi-detached) should conform to the existing street patterns respecting height, front setback and land use patterns. Additional height increases (one or more additional storeys) could be considered on design merits if additional height is mitigated through building setbacks and step-backs.

b. Medium and large size comprehensive infill developments should provide continuity and enhance existing / or introduce new neighbourhood activity nodes, public transit, main streets, public realm and publically accessible private realm and built form.

3.2   Interface Design

3.2.1   Evolving Street Character

Policies

a. The character of the existing attractive streets should be maintained in terms of pedestrian and bike comfort and safety, accessibility, access to public transit, parking typology, urban forestry/landscaping, access to properties and setback requirements.
b. Proposals for land use changes, residential densification and new building typologies along main streets, residential streets and rear lanes, require the creation of separate bike lanes, sidewalk widening, new public transit features, lighting and street furniture upgrades, property access upgrades, different parking patterns, size and integrated public art.
c. Local Area Plans and street master plans should identify how these items will be addressed, coordinated and integrated, including funding mechanisms, timing and other requirements.

d. Proposals for large, comprehensive block infill developments, should integrate new publicly accessible streets, pedestrian and bike connections with historic street and block patterns.

e. Main streets and selective community streets identified through the local area plan are encouraged to incorporate local historical interpretive elements, including those for indigenous populations and other cultural groups, through plaques, public art, concrete etchings or other textural effects. Private developments are encouraged to include public art along the street interfaces to enhance the streetscape / open space and architecture.

3.2.2   Public and Private Realm Interfaces

Policies

a. To improve pedestrian access, landscaping and ensure adequate privacy, primary street interfaces between public and private realm for both, residential, commercial , civic or institutional uses could be designed as:
   i.   At grade
   ii. Above the grade (walk-ups)
   iii. Bellow the grade
   iv. Or combination of the above

b. To distinguish public and semi-public spaces, for all above interfaces consider design features such as at-grade, raised or sub-terrain patios and terraces, porches, steps, alcoves, railings, and forecourts with layered landscaping, planters, paving and special lighting.

c. All new, large comprehensive infill developments should continue or establish perimeter block patterns that spatially define public streets and open spaces, edges, paths and centres of activity and to encourage walkability and transit use.

d. Developments abutting public open space such as urban squares, plazas, or parks should have interfaces designed with active ground floor uses that integrate, animate, and provide natural surveillance to the open space. This can be achieved with patios, terraces and belvederes to provide natural surveillance. These should be physically or visually accessible and well integrated with the sidewalks, promenades or other type of public pathways.

e. New infill developments should incorporate landscaping at the front, side and rear yards of the building. These include a mixture of plant materials such as flower beds, low and mid-height deciduous or coniferous shrubs, climbers, and urban tree types (potentially including edible landscaping) to increase biodiversity and provide learning opportunities, where possible.

f. In addition to linear urban tree canopy, where desired and appropriate, incorporate weather protection into streetscape design such as the use of canopies, shelters and trellises.

g. Private developments are encouraged to include public art along the street interfaces to enhance the streetscape/open space and architecture.

3.2.3   Street Wall as a Defining Element

The street wall ratio varies depending on the evolving community context. Street wall height is defined by ratios between overall street width (right-of-way) and proposed development type and overall height. Street wall height for mid-rise and tall buildings is defined by the building podium.

Policies

a. Design and locate buildings that front streets, squares and parks to strongly define a sense of enclosure, human scale, and a consistent street wall.

b. Orient the base of the building to the street and design it in proportion to the width of the street, ranging from 1:1 to 1:2 (street wall: street right-of-way), as deemed appropriate through the Local Area Plan.

c. Provide continuous active edges within the street wall of residential and commercial land uses (i.e. activation by street-oriented residential units, entrances, live/work and variety of commercial uses at grade).

3.2.4   Universal Accessibility

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

Policies

a. All sidewalks within the public realm and private development sites should be designed for pedestrian volumes with sufficient width and be free and clear of horizontal and vertical obstructions.
b. Surface treatments and transitions between public and private pedestrian sidewalks should be seamless, and visually integrated.
c. All interface and building entrance typologies should be highly legible and provide easy access to all users, or alternative solutions be proposed to the satisfaction of the Approving authority.
d. In activity centres, main streets and transit areas where higher volumes of pedestrians and bike users are expected, consider special design features such as cross-walk and curb cut tactile designs; audible pedestrian signals at pedestrian intersections; provision of rest areas through the appropriate placement of street benches; and appropriate placement of street signage, way finding, utilities and utility designs that do not impede accessibility.
e. Universal and barrier free design elements should be used for access to parks and community and recreational facilities.
f. All new developments should conform to Universal accessibility and related Provincial and City policies. Where challenging topography or building design prevents accessibility standards, especially along street interfaces, alternative design solutions should be proposed.

3.3   Building Design

Great community streets include well-designed public realm and buildings. Public and privately owned space should accommodate and enhance pedestrian movement and access, and connect with buildings and activities at street level. New buildings should connect to the surrounding street context and character through building height, massing, setback, step-backs, and vehicular access.

Well planned and designed communities provide architectural interest through a variety of building types, densities, heights, building scale and massing. Building types, densities and scales should be integrated through proper definition of the street wall (podium). This gradual transition from high-rise to low-rise form will optimize sunlight access on adjacent properties, streets and public open spaces.

3.3.1   Building Character and Typologies

Policies

a. Heritage or contextual building character should be considered, and preserved or adaptively re-used when appropriate. Front, side or rear additions or height changes to existing buildings will be considered and approved based on existing by-laws and design merits.
b. New low-density infill developments, regardless of architectural style, should respect neighbourhood and street context in terms of scale, height, setbacks, interfaces, and materials that enhance sense of place / current street character without pastiche, or stylistically inappropriate hybrid design.
c. New mid-rise or high rise infill developments, regardless of architectural style should ensure compatible size of floor plate and overall height, scale, setbacks, step-backs, materials used at the street wall/podium level, building body and adequate top of the building treatment.
d. Tall building forms should minimize impact to the adjacent properties in terms of privacy, shadowing or reasonable view protection.

3.3.2   Building Interfaces

a. Building frontages at the street level should support a pedestrian oriented street and sense of enclosure. Building frontages should create opportunities for residential, institutional and commercial activities, provide natural surveillance, and create a sense of rhythm along the street.

b. Orient buildings to the street with frequent entries, larger transparent glazing, and setbacks appropriate to scale and built form typology.

c. Ensure well-articulated street walls by creating a rhythm of narrower frontages, vertically oriented fenestration/openings and with setback articulation.

d. Buildings on corner parcels should articulate the building interfaces along flanking street or the rear lane with unit entrances, enhanced façade articulation and roof form.

e. Where appropriate, activate rear lanes with live/work units, townhomes or backyard suites.

f. Create appropriate building interfaces between residential and commercial/civic and residential uses with building massing, height transitions, step-backs, enhanced façade articulation, landscaping and pedestrian connections where appropriate. Building interfaces facing squares, parks and walkways need to be articulated equally as residential or commercial interfaces along primary street frontages.

g. Long expanses of blank walls should be avoided. Ensure the design and articulation of walls, storefront design, all entrances, public art, signage and lighting.

h. Buildings with commercial uses should incorporate weather protection at the primary entrances, and along storefronts/main façade in the form of well-designed canopies, awnings, colonnades, or building overhangs to provide shelter from rain, snow or excessive sun exposure.

i. Residential, civic and institutional uses shall incorporate weather protection at the primary and secondary entrances, or along façade where feasible in the form of well-designed canopies and awnings.

j. Design the primary entrances and prominent corners of townhomes, mid-rise and higher intensity buildings to be architecturally distinct through emphasis on massing, roof types, façade articulation with horizontal and vertical architectural features, textures and colours that will contribute to the creation of landmark qualities.

3.4   Vehicular Parking, Site Access, and Site Servicing

Vehicular parking and site access should be designed in a manner to reduce disturbances to built-form patterns and the public realm. User safety should be improved through legible way finding, reducing pedestrian-vehicular conflicts.

3.1.1   Site Access to Parking and Site Servicing

Policies

a. Vehicular and site servicing access shall be located from the rear lane. If there is no rear lane or if unique technical engineering restrictions render a rear lane inaccessible, access and egress should be located on the least active street frontage. Access and egress is strongly discouraged on main streets.

b. When rear or side entrances to surface parking or garages are not possible, incorporate garage entrances and service bay access into a primary street façade in the following way:

   i. Integrate entrances into the building façade in a way that is visible, but not overwhelming in scale.
   ii. Keep the size of vehicular entrances to the minimum width and height feasible for access.
   iii. Recess garage entrances/doors a minimum of 6 metres to allow for stopping the car before intruding into pedestrian realm.

c. Access and egress to parking areas should be visibly marked to improve way finding and be user friendly to operate.

d. The pedestrian right-of-way should be clearly identifiable and delineated when intersecting with parking area access and egress. This can be achieved by utilizing different surface materials and signage. Operational safety technology warning pedestrians of oncoming vehicles, such as buzzers and flashing lights, should be incorporated into access and egress design.

e.   Shared driveway/mutual access easements between adjoining properties should are encouraged.

3.1.2   General Parking Policy
Policies

a.   Consider including policies in local area plans to discourage front driveways in low scale residential areas where front drives do not presently predominate and there is existing lane access to the parcels.
b.   Parking areas should be universally accessible as per the City of Calgary Access Design Standards.
c.   Parking areas should implement Crime Prevention Through Environmental Design principles, including designing for natural surveillance and enhanced lighting.
d.   Parking areas should provide visible and accessible pay stations.
e.   Parking structures are encouraged to include new parking technologies (i.e. robo-garages) to increase parking layout efficiencies.

3.1.2   Surface Parking
Policies

a.   Surface parking should be located behind or at the side of new developments, with buildings located closer to the street.
b.   Surface parking areas/lots should include enhanced landscaping with parking edges defined by trees.
c.   Pedestrian areas should connect to buildings with safe and comfortable sidewalks and provide relief areas for larger surface parking lots.
d.   For large retail sites consult the City of Calgary, Large Retail/Commercial Urban Design Guidelines.

3.1.3   Structured Parking: Above Grade
Policies

a.   Above-grade parking structures should line the parking facility with active and/or retail ground floor uses throughout the entire length of its street frontage.
b.   Primary façades are encouraged to incorporate design that hides the parking facility. This can include special fenestration, innovative screening and lighting as well as an integrated public art treatment.
c.   Stairs for structured parking access should be highly visible, at all levels, from the street.

4　Community Amenities, Facilities

Community amenities and facilities provide a wide range of services for communities that include care, culture, education, recreation and protection to the community. Community amenities and facilities, including civic facilities, should be mixed-use to respond to community needs. They should be located in areas close to transit services, open spaces and pedestrian, cycling and vehicular connections.

4.1　Community Services and Facilities

Community services and facilities are encouraged throughout the Developed Areas.

Policies

a.　Consider additional or modified community services and facilities based on existing conditions, demographics and projected population in the local area plan.
b.　Design community facilities as multi-purpose with a wide range of uses that respond to diverse needs and provide opportunities for buildings to be flexible and converted to other uses in the future.
c.　Encourage the co-location of community facilities on-site or in buildings with other desired uses.
d.　Locate community facilities to allow for access by all users, whether by walking, biking, driving or using public transit.

4.1.1　Community Association Sites

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

Policies

a.　Ensure a community association site for each community is maintained or planned for through the local area plan.
b.　Encourage the inclusion of alternative forms of community spaces, such as service organizations, indoor recreation facilities and social organizations, in communities where space for a dedicated community association site is not available.
c.　Support space for alternative forms for local food production, food sales, and other programmable and flexible green spaces such as a farmers' market, community supported agriculture pick-up and community gardens, where appropriate.

4.1.2　Care Facilities

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

Policies

a.　Anticipate the needs of an aging population and integrate care facilities in a manner that facilitates social inclusion and convenient access to services and amenities.
b.　Support different types of care facilities throughout neighbourhoods, evaluated on a site-by-site basis and well integrated into the neighbourhood.
c.　Accommodate child care needs in each community to ensure convenient access to care and programs.
d.　Locate facilities along streets with direct sidewalk access and in proximity to green space, pathways, parks, and other natural amenities, where possible.

4.1.3　Cultural and Educational Facilities

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

Policies

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

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

4.1.4 Recreation Facilities

To meet the objectives of the Municipal Development Plan, the Developed Areas should be serviced by recreation facilities and associated support amenities including aquatics, fitness, and social and other cultural gathering areas.

Policies

 a. Provide recreation facilities as important amenities in strategic locations for community building, programs, and services. Additional requirements for recreation facilities will be identified through a local area plan.

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

 c. Design recreation facilities as multi-purpose with a wide range of uses that respond to diverse needs.

5 Parks and Open Space

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

The open space network within each community shouldconserve and enhance an interconnected ecological and recreation system. The network is composed of parks, schools, public plazas, natural areas, pathways, and trail systems.

These amenities support a variety of active and passive pursuits and provide valuable spaces for social interaction and community participation.

5.1   A High-Quality, Connected Public Park and Open Space Network
Policies

    a. Improve the quality and diversity of existing parks and open spaces and encourage better utilization of available park resources within the community by identifying opportunities through the local area plan.
    b. Enhance connections between community destinations points, and to major open spaces and employment areas via regional pathways, sidewalks and pathways.
    c. Explore opportunities to improve walking connections between arterial streets and nearby parks through shared spaces and streetscape improvements.
    d. Opportunities to enhance the streets and sidewalks as extensions to an accessible and inclusive open space network are encouraged.

5.2   Context and Design
Policies

    a. Design public parks, playgrounds and open spaces in a manner that is accessible for all people, and contributes to the overall open space network, reinforcing pedestrian connections, complementing adjacent land uses and providing for year-round use. Parks and public plazas should be designed to be safe and active, and reinforces the urban character of the community.
    b. Factors that should be considered in the design of the parks and open spaces may include:
        i.   Opportunities for natural surveillance through adequate lighting and active street fronts;
        ii. Opportunities for maximum sunlight access;
        iii. Clear and legible public access through signage and inviting design elements;
        iv. Pedestrian and bicycle linkages incorporated within and through the parks that supports all-season uses and increases accessibility in alignment with the Access Design Standards; and
        v.   Park edges framed with vertical landscape elements and buildings animated with active uses at grade where appropriate.
    c. Provide for a variety of experiences including opportunities for active recreation, passive enjoyment and community gathering.
    d. Ensure park spaces support a variety of functions. Consider the following, where appropriate, when designing or redesigning park spaces. These may include:
        i.   Varied recreational and sporting use, including sports fields, athletic parks;
        ii. Informal passive space, natural landscapes and formal areas;
        iii. Community gardens, orchards and farmers' markets;
        iv. Educational opportunities;
        v.   Urban forest and habitat;
        vi. Community programming; and
        vii. Playgrounds
        viii. Cultural uses (stages, performance area, art and sculpture studio and areas).

5.3   Plazas
Policies

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

5.4   Open Space Needs
Policies

    a.   Open space should be provided proportionate with the needs of the community as outline in Municipal Development Plan, Volume 1.
    b.   Explore opportunities to expand or improve existing parks where there are higher current or proposed population densities.
    c.   Explore opportunities where appropriate, for acquiring, restoring and expanding open space, river bank and regional systems, natural habitat and biodiversity.
    d.   Consider road or lane closures where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing open space.

5.5   Riverfront Areas
Policies

    a.   Design public plazas, seating and landscape features along the riverbank in a manner sensitive to, and respectful of, the existing natural habitat.
    b.   Retain wherever possible existing natural riparian areas along the river and, as the opportunity arises, consider restoration of self-sustaining natural areas along the river.

5.6   Regional Pathways
Policies

    a.   Design and integrate the regional pathway network as a comprehensive park and pathway system. Where the regional pathway cannot be located within or integrated with a park or natural feature, it may be located within a road right-of-way in the form of a multi-use, regional pathway or designated bikeway separated from vehicle traffic.
    b.   Ensure the regional pathway network connects to the on-street bikeway network, where possible.
    c.   Design pathways to buffer and minimize damage to environmental open space lands acquired by The City.

6   Mobility

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

6.1   Pedestrian Circulation

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

Policies

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

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

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

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

    e.   Through the local area plan, determine the requirements for the design of streetscape (see Figure 6-1: Streetscape Zones) in order to accommodate elements based on identified travel mode priorities (e.g., public sidewalks, transit facilities, bicycle facilities, furniture, street trees, signage, lighting, public art and utilities) on streets of high pedestrian activity and with multi-modal opportunities

6.2   Cyclist Circulation

Regional and local bicycle routes should provide direct and convenient circulation and options for connections.

Policies

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

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

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

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

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

    f.   Applications for new developments building on existing community infrastructure should evaluate and consider linkages that enhance the existing network.

6.3   Transit Network

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

Policies

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

    b.   Provide adequate space for comfortable and safe passenger waiting areas (e.g., benches, shelters and landscaping).

c. Provide safe, direct and unobstructed routes for all users, including those with mobility challenges, to connect from transit zones to the pedestrian and bikeway network.
d. Incorporate redevelopment of sites into the existing transit service network.
e. Allow for the convenient and direct transfer of passengers between buses and Light Rail Transit and/or Bus Rapid Transit stations to other forms of public transportation

6.4 Road and Street Network

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

Policies

a. Design any new streets or lanes to improve connectivity and promote walking, cycling, transit and a sense of place.
b. Encourage short block lengths, particularly near a Primary Transit Network (PTN), Light Rail Transit and/or Bus Rapid Transit stop or station.
c. Consider traffic calming devices (e.g., curb extensions, roundabouts and raised crosswalks), and buffers (e.g., landscaping, on street parking) that improve pedestrian and cyclist safety and encourage slower traffic.
d. Design new streets and pedestrian routes for large redevelopment parcels (e.g., greater than 1.0 hectare or 2.5 acres), to ensure integration with the surrounding block pattern, reinforcing the mobility network.
e. Evaluate and consider adding missing or improving substandard transportation network connections when the benefits will contribute to improved function and connectivity of the larger community.
f. Establish pedestrian and bicycle community connections in all local area plans, including details about how those routes connect to station areas and surrounding communities.
g. Maximize street connectivity for emergency vehicles to provide protection and prompt response.
h. Plan for emergency access and egress for buildings and parking facilities.
i. Encourage integration of pervious areas into boulevards, traffic calming features and parking lots.

6.5 Vehicle Parking

Vehicular parking demand increases as communities develop and intensify and as such, LAP's should create strategies to manage potential impacts. This means balancing the parking needs of businesses, institutional uses, and residents', by evaluating short-stay commercial, long stay-day use, and residential parking demands.

Parking reductions and flexible solutions are often necessary to support the desired build-out of a community. Parking reductions also promote transit use, support the retention of valuable buildings, activate street frontages, and increase residential unit affordability.

6.4.1 Local Area Plan Direction (community wide parking considerations)

LAP's should consider, in general terms, current and anticipated parking demand within the community framework and identify local strategies to minimize potentially impacts on a community. When assessing a community's parking needs, an LAP should consider and address the following:

a. The community framework and parking needs of different community blocks.
b. Level of transit service.
c. Pedestrian and bicycle infrastructure.
d. Community parking inventory.
e. Long and short-stay public parking supply.
f. On-street parking supply and design (commercial and residential).
g. How a community transitions to full build-out, with flexibility provided to accommodate desired long-term development outcomes.
h. Parking management practices for commercial and residential parking.

6.4.2   Parking Reduction Scenarios

Within the developed areas, there are scenarios where reduced parking should be supported in order to achieve desired development and use outcomes for a community.

Policies

a.   Support reduced parking for high density, mixed-use building blocks and Municipal typologies. This includes transit station areas, main streets, activity centres, and high density building blocks. Consider a community's density, mixed-use status, and level of transit, bicycle, and pedestrian infrastructure supporting reduced parking supply as an area evolves and develops.

b.   Support desired built-form and use outcomes, as expressed through the building blocks and Municipal Development Plan typologies, through parking reductions. For sites that have challenges meeting parking requirements and have demonstrated reduced parking demand, prioritize built-form outcomes over meeting full parking requirements on-site. Scenarios in the developed areas that commonly need reduced parking include:

    i.   Development located on main streets and active frontages that contribute to street wall definition. Refer to Figure X-X

        <Illustration – active frontage: scenario, main street transition to full build-out; parking replaced by buildings>

    ii.   Adaptive re-use of existing buildings such as, buildings listed on the Inventory of Historic Resources, residential infill office conversions, or change of use within an existing mixed-use development.
    iii.   Small scale, local commercial developments located within Neighbourhood Limited and Neighbourhood Low-Rise building blocks.
    iv.   Affordable housing developments.
    v.   Unique sites with development constraints related to parcel size, shape or other practical difficulties.

For guidance on commercial and residential parking bylaw relaxations, refer to sections 26, 30, 31, 33, 35, 36, 38, 116, 124, 560, and 561 of Land Use Bylaw 1P2007.

6.4.3   Community Parking Strategies to Absorb Parking Demand

Flexible parking solutions should be considered through LAP's and implemented as part of a community-wide parking strategy. Addressing a communities parking demand cannot be achieved through a single strategy or mechanism, but requires several approaches.

Policies

a.   Reduce auto-dependency and parking supply in desired locations by aligning the land use framework with transit, biking, and pedestrian infrastructure.
b.   Identify opportunities for commercial, short-stay, on-street parking to support local businesses. On-street parking should consider:
    i.   Locating commercial, short-stay, on-street parking on main streets to support local businesses.
    ii.   Wrapping commercial, short-stay, on-street parking around primary and secondary frontages.
    iii.   Identify opportunities for commercial, short-stay parking on streets within secondary/transition building blocks.
    iv.   Identify opportunities for pocket on-street parking and where feasible, optimize efficiencies through angle parking.
    v.   Support small, local commercial development, located within Neighbourhood Limited and Neighbourhood Low-Rise building blocks, by providing commercial, short-stay, on-street parking for the on-street commercial frontage.

<Illustration – map of on-street parking, with pocket parking example>

c. For developments that are unable to meet parking demand on-site, offsite parking solutions are encouraged. When considering parking reductions, available offsite stalls should:
    i.   Be located within 600 metres of the site with the proposed parking reduction; or,
    ii. Form part of the same development permit, with stalls located on the same parcels.
d. Optimize site planning efficiencies by supporting synergistic parking solutions. This may include consideration of anticipated operating hours and coordination with uses that have opposing hours of operation. For example: day employment intensive uses such as an office or medical use may have parking stalls available for evening use.
e. Identify existing and future public parking facilities within a community and the ability for those facilities to accommodate short-stay and long stay (day use) parking. Local area plans should consider if the public parking use is temporary or permanent and the impacts that may have on a community as it evolves and develops.
f. Apply Transportation Demand Management measures for developments seeking to reduce auto-dependency and parking supply. This can include the provision of bike stalls, showers, or staff transit passes etc. Developments seeking parking reductions may be further supported by providing car pool, car share, or valet services when:
    i.   The development site is located within 400 metres of a public parking facility.
    ii. The development site is located within 600 metres of a public parking facility with accessible shuttle or valet service.
    iii. There is a site parking management plan to support operations.
g. LAP's should consider how public parking is managed through the City of Calgary Parking Strategy and the impacts on a community. Consideration should be given to the location and availability of public parking and how it can support desired built-form outcomes.

7   Infrastructure and Environment

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

7.1   Water and Sanitary Servicing

Development will be assessed to ensure that water and sanitary sewer needs can be met to support the community. When considering densities for communities, local area plans should consider infrastructure capacity to ensure communities can achieve build out over time.

Policies

     a.   Support land use concepts that align with existing water and sanitary infrastructure, and planned water and sanitary studies.
     b.   Identify any off-site water distribution mains and or sanitary collection trunks required to be upsized and installed to provide municipal water and sanitary servicing to a redevelopment site or area.

7.2   Stormwater Management

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

Policies

     a.   Support land use concepts that align with existing stormwater infrastructure, and planned stormwater management studies.
     b.   Encourage minimized stormwater runoff from the subject site or redevelopment area by implementing a range of stormwater Best Management Practices (BMPs) and Low Impact Development (LID) practices, where possible.

7.3   Energy and Environmental Impacts

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

7.3.1   Building and Site Sustainability

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

Policies

     a.   Incorporate methods to achieve sustainable neighbourhood and building practices as deemed appropriate through the local area plan process. The following design concepts, development practices and technologies are examples of strategies that may be used to achieve this policy:
         i.   Use of renewable energy sources;
         ii.   Use of innovative wastewater technologies;
         iii.   Stormwater quantity management;
         iv.   Water collection, filtering and reuse;
         v.   Provision of water-efficient landscaping;
         vi.   Provision of recycling facilities in buildings;
         vii.   Maximizing day lighting and views; and
         viii.   Construction waste management – recycle to divert material from landfill sites.
     b.   Developments are encouraged to incorporate green building features that:
         i.   Reduce energy;
         ii.   Reduce water consumption;

iii.   Reduce greenhouse gas emissions; and

iv.   Support alternative modes of transportation.

7.3.2   Renewable Energy

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

Policies

a. Consider renewable and low-carbon energy opportunities available at the district or neighbourhood scale through the local area plan.

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

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

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

8   Interpretation and Implementation

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

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

8.1   Authority of the Plan

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

8.1.1   Plan Application

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

8.1.2   Amendments to Existing local area plans

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

8.1.3   Non-Statutory Components of the Plan

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

8.1.4   Interpretation of the Map Boundaries

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

8.1.5   Illustration and Photo Interpretation

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

8.1.6   Policy Interpretation

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

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

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

8.1.7 Plan Limitations

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

8.1.8 Amendments to the Plan

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

8.2 Implementation of the Policies

8.2.1 Intention of this Guidebook

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

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

8.2.2

8.2.3 Relationship to Other Statutory Policies

This Guidebook applies only when a local area plan states that it does.

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

    b. Relation to local area plans
        i. The policies of this Guidebook establish policies to be applied in combination with local area plans.
        ii. A local area plan may exempt itself from specific Guidebook provisions (and identify different standards) by describing the exemption in policy. Local area plans may outline a finer level of detailed policy than what is provided in the Guidebook, and the exemption would be maintained as this Guidebook is amended from time to time. In the event of any conflict between a local area plan and this Guidebook, the local area plan takes precedence.

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

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

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

9   Appendices

Appendix 1: Building Blocks and Associated Land Use Districts

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

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

Appendix 2: Other Relevant City Policies

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

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

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

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

5. Regional
   - South Saskatchewan Regional Plan

Table 4 | Local area plan Template

The following template should be used when a new local area plan is being created with a community, emphasizing local area specific goals and objectives.

Local area plan Considerations		
Introduction	Community Context	• Context and quality of life of the community • Location, history, relationships between communities, opportunities, constraints • Geographic features •
	Vision and Core Ideas	• Future vision and core ideas to achieve goals and objectives of MDP and community's vision • How the plan supports complete communities • Policy alignment • Changing elements • Neighbourhood character and structure • Infrastructure opportunities
Land Use and Urban Design	Plan Area, district community structure	• MDP Typologies of the Plan Area
	Main Street(s) and Activity Centres (Major and Community)	• Interface characteristics and conditions • Building Blocks • Frontage types: active, residential and retail ready frontage areas • Place making, building character, design and transitions • Heritage conservation approach
	Transit Station Areas	
	Communities and Neighbourhood Activity Centres	
Community Amenities and Facilities	Existing and proposed amenities and facilities that define community and neighbourhoods	
Parks and Open Spaces	Parks and open space network, preservation, existing and new open spaces and pathways	
Mobility Network	Connectivity	
	Multi-modal (pedestrian and cyclist circulation, street and transit network)	
	Traffic calming	
	Parking framework	
Sustainable Infrastructure, Environment, and Health	Health Impact Assessment	
	Sustainability features and infrastructure to support climate change resilience and renewable energy	
	Universal Design opportunities	
Strategic Public Works	Infrastructure needs	
Interpretation and Implementation	Direction and implementation of the local area plan	

Neighbourhood Main Street – Established Area

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

Wide Array of Residential Types

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

Moderate Density

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

Lower Scale Residential

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

Pedestrian-Oriented

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

Mixed-Use

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

Embedded Low-Scale Commercial

Neighbourhood serving commercial embedded into residential nature of area.

Transit Station Area – Inner City

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

Wide Array of Residential Types

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

Lower and Mid-Scale Residential

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

Pedestrian-Oriented

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

Higher Intensity Mixed-Use

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

Pedestrian-Oriented and Active Frontage

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