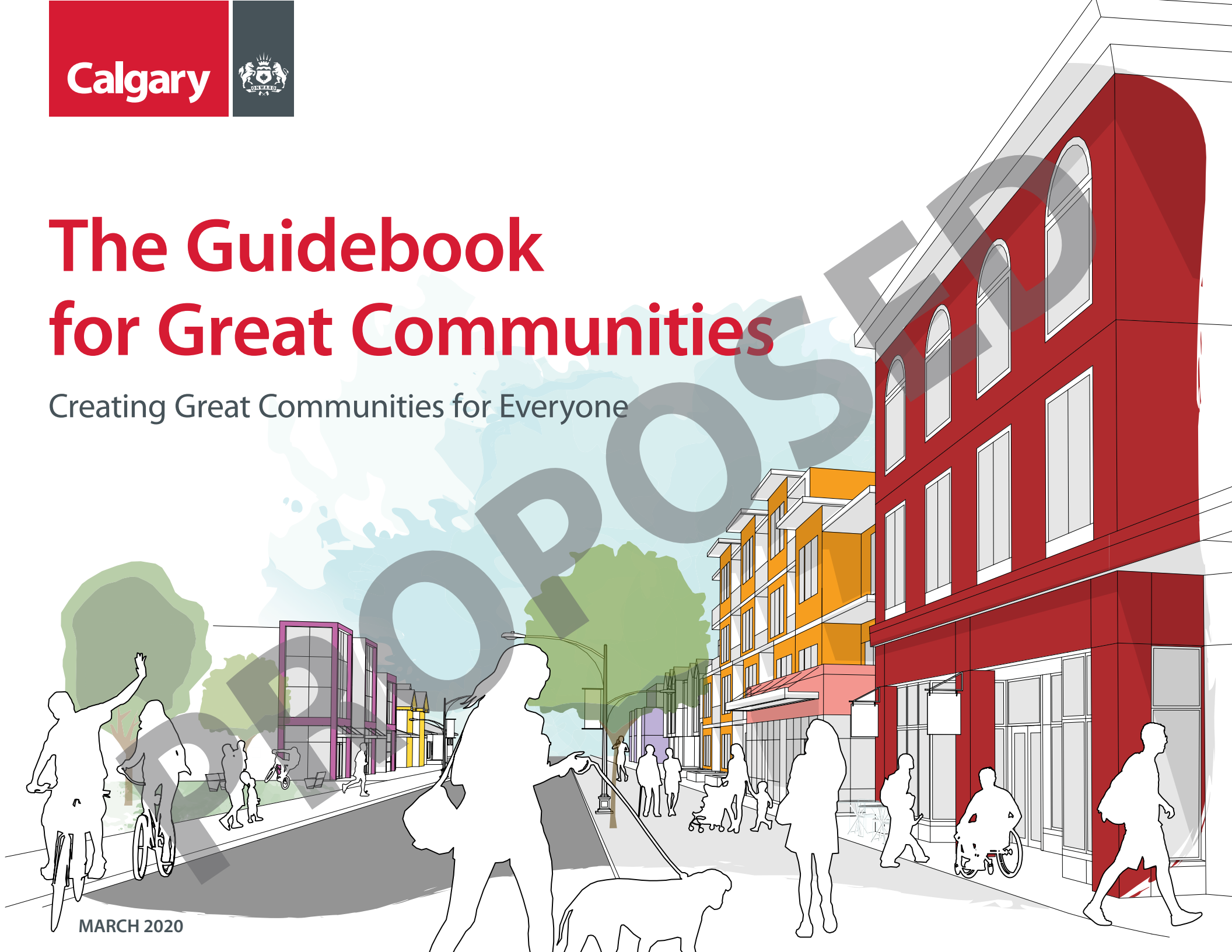
Calgary

The Guidebook for Great Communities

Creating Great Communities for Everyone



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About the Guidebook

What is the Guidebook for Great Communities?

The Guidebook is a statutory document that bridges the **Municipal Development Plan** and **local area plans** to direct how Calgary will evolve and change to achieve great communities for everyone.

Why the Guidebook for Great Communities?

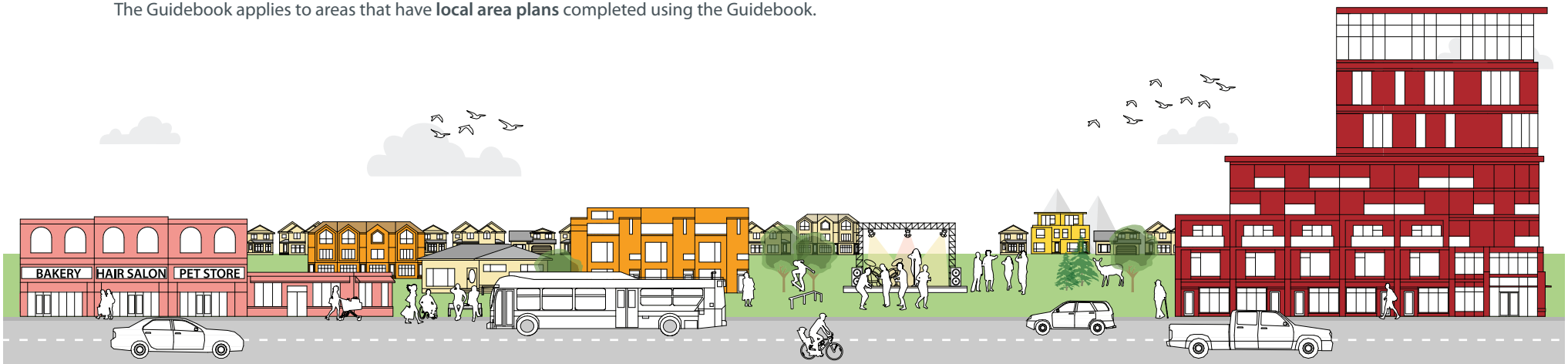
Cities constantly evolve and change. The Guidebook is a tool to help guide Calgary's change and evolution by establishing clear direction and a common understanding of how development will contribute to a great community.

How does the Guidebook for Great Communities work?

The Guidebook helps to advance a people-centred approach to community evolution by focusing on where life and activity occurs and planning development to support it. The Guidebook provides an urban form classification system to be applied through the local area planning process and policies to direct planning applications.

Where does the Guidebook for Great Communities apply?

The Guidebook applies to areas that have **local area plans** completed using the Guidebook.



HOW TO USE THE GUIDEBOOK

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

	1 **Introducing** Great Communities for Everyone	2 **Planning** Great Communities for Everyone	3 **Building** Great Communities for Everyone	4 **Tools for** Great Communities for Everyone
Chapters				
Overview	Introduces the principles and goals for great communities for everyone.	Describes the elements of a community and how they connect and provides a structure for community evolution to guide future growth and change.	Provides **built form**, development and general policies that guide building great communities.	Outlines the process for implementing optional policy tools and the legal framework for the Guidebook.
When to use the chapters				
Creating or amending a **local area plan**	●	●	○	●
Compiling a planning application	●	○	●	○
Reviewing a planning application	●	○	●	○
Implementing specific tools	●	○	○	●
Who uses the chapters				
Applicants and developers submitting an application	●	○	●	○
Development Authority	●	○	●	○
Members of the pubic reviewing an application	●	○	●	○
Communities during a **local area plan** process	●	●	○	●
Local area plan teams	●	●	○	●

Legend ● Higher relevance ○ Lower relevance

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Introducing
Great Communities for Everyone

Great Communities for Everyone

Our journeys are supported by the city around us—the sidewalks, lights, buildings, open space, roads and transit service. The way a community is built-out and evolves should support the activity of the people who are there and those who will be there in the future.

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

Everybody experiences the city and their community differently, representing various personal journeys. Embedded in this Guidebook is a story about how Maria and her son David, a Calgary family, experience their community on a typical day.

The overlap of peoples' personal journeys, such as Maria and David's or that of David's friend, result in different levels of activity throughout the city. Our journeys are supported by the city around us—the sidewalks, lights, buildings, open space, roads and transit service. The way a community is built-out and evolves should support the activity of the people who are there and those who will be there in the future.

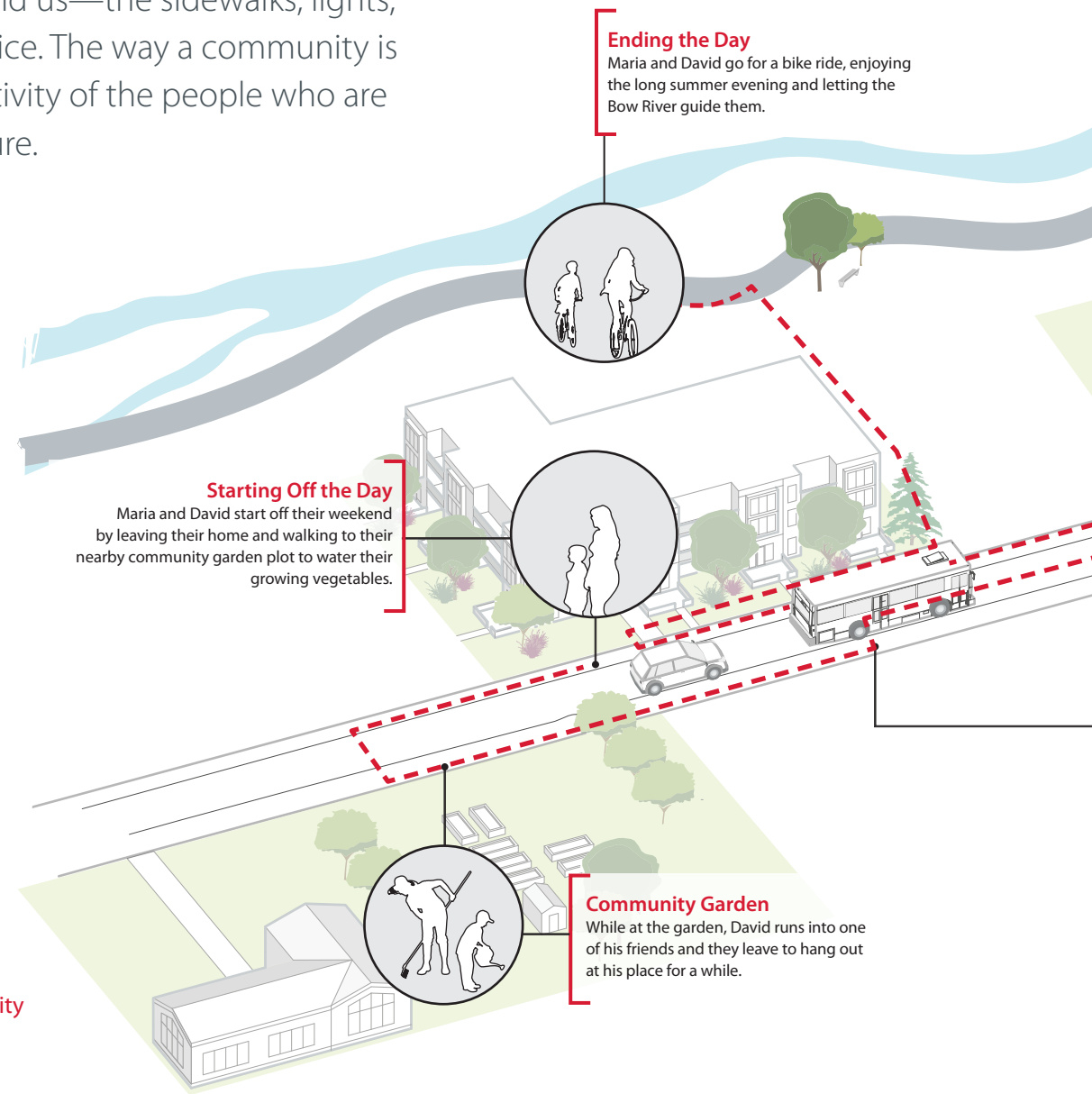
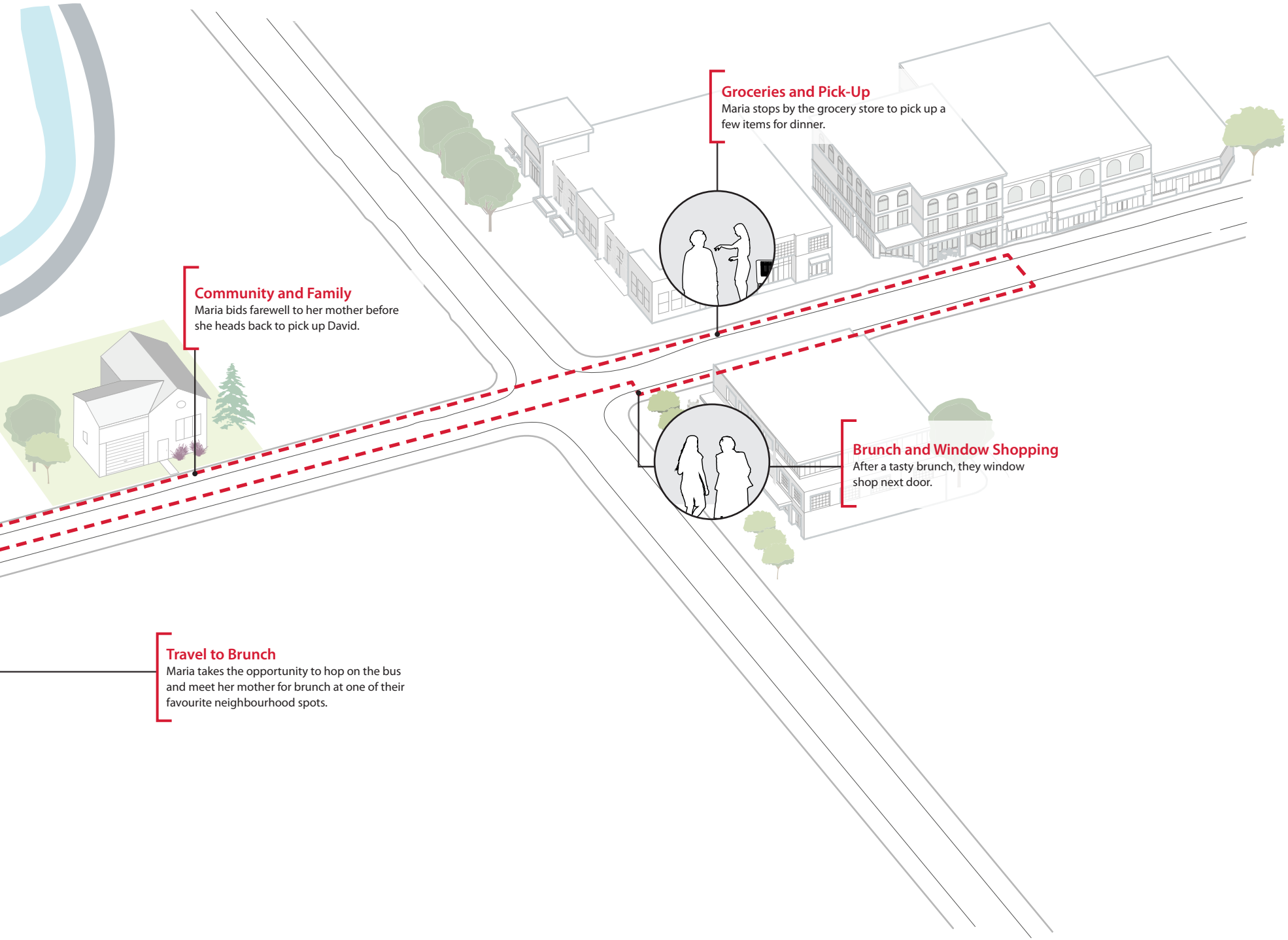


Figure 1: Maria and David's Weekend Journey in their Community


Groceries and Pick-Up
Maria stops by the grocery store to pick up a few items for dinner.
Community and Family
Maria bids farewell to her mother before she heads back to pick up David.
Brunch and Window Shopping
After a tasty brunch, they window shop next door.
Travel to Brunch
Maria takes the opportunity to hop on the bus and meet her mother for brunch at one of their favourite neighbourhood spots.

Principles and Goals for Great Communities

The policies in the Guidebook are based on the following principles and goals that are central to creating and maintaining great communities for everyone and build on the **Municipal Development Plan**. Achieving these goals should make life better for everyone as they go about their daily journeys.

PRINCIPLES FOR GREAT COMMUNITIES

Opportunity and Choice

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

Health and Wellness

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

Social Interaction

There are a variety of places to gather, celebrate and interact with all kinds of people.

The Natural Environment

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

Economic Vitality

Everyone has access to diverse employment options and an environment conducive to starting, operating and sustaining a business.

Identity and Place

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

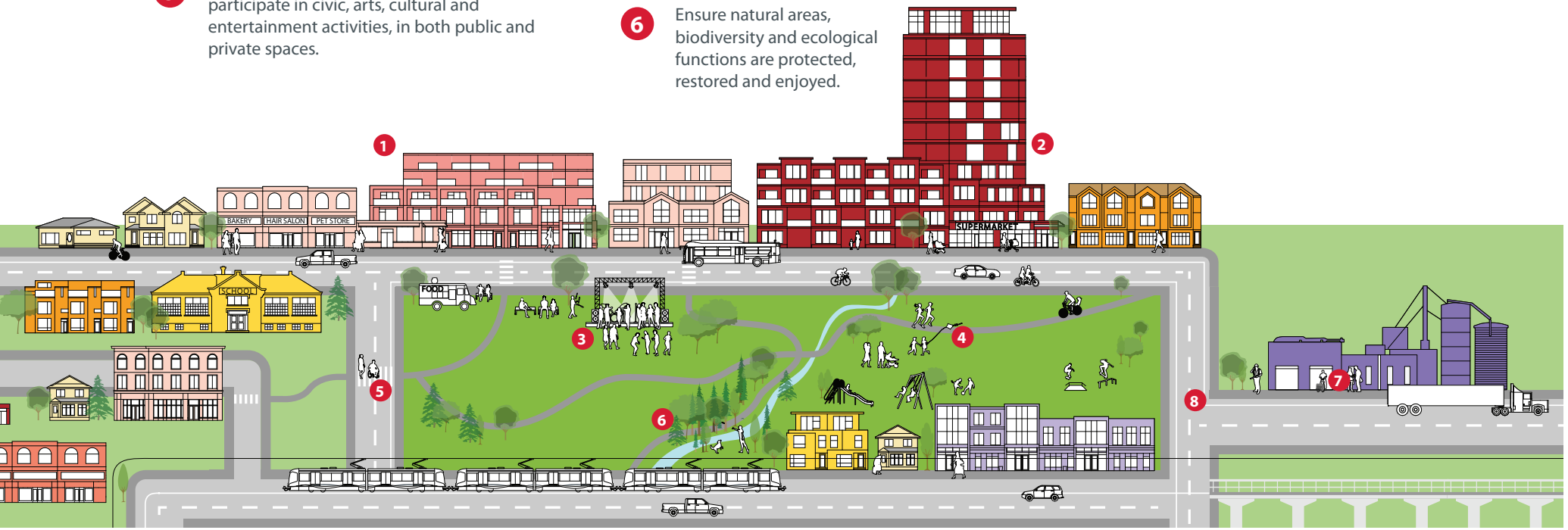


Figure 2: Goals for Great Communities

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

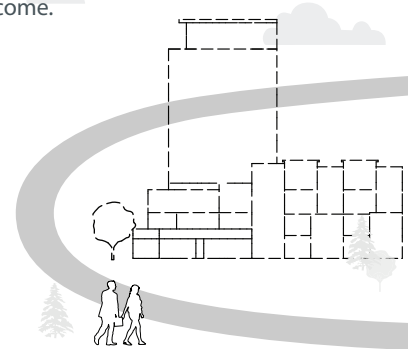
GOALS FOR GREAT COMMUNITIES

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



THE GUIDEBOOK WITHIN THE PLANNING SYSTEM MAP

This Guidebook is one of many strategic tools in our planning system that work together to create great communities for everyone. These tools are used to achieve desired outcomes as planning moves from vision to outcome.



1 Vision

Calgary's **Municipal Development Plan** is a long-term vision for how our city grows and how people will live and travel in the future.

2 Setting Expectations

This Guidebook sets the stage for implementing the goals of the **Municipal Development Plan** in Calgary's **built-out areas** by providing planning principles to guide the growth and evolution of these communities.

The **Land Use Bylaw** works together with the Guidebook by regulating the **built form** outcomes for development.

3 How We Get There

Local area plans bring together the residents, developers and City staff that will work together to plan for the evolution of a community using the principles and goals of this Guidebook.

4 Outcome

Great Communities for Everyone. Ultimately, it is all about building communities that reflect the principles and goals of the Guidebook.



Figure 3: The Guidebook within the Planning System Map

GUIDEBOOK PURPOSE

Implement the Municipal Development Plan

Bridge higher level **Municipal Development Plan** policies with **local area plans** and site-specific planning applications.

Support and Guide Local Area Planning

Provide a consistent system that supports local area planning to enable future growth and change through the urban form classification system and related policies.

Provide Guidance to Planning Applications

Provide policies to guide planning applications and development outcomes.







Planning Great Communities for Everyone

What is this chapter about?

- Providing an urban form classification system that describes elements of a community and how they connect.
- Establishing a framework for community evolution to guide future growth and change.

When do you use this chapter?

- During the creation of a new **local area plan.**
- When amending a **local area plan** based on the Guidebook.
- At the beginning of an application process to understand the future direction for a community.
- During circulation or review of an application.

Who uses this chapter?

- **Local area plan** teams.
- Communities engaged in a **local area plan** process.
- People submitting, reviewing or commenting on a planning application in an area with a **local area plan** based on the Guidebook.

How will you use this chapter?

- To identify and categorize the different elements of a community through a consistent approach.
- To create a **local area plan** to guide future growth and change.
- To determine how planning applications support the evolution of a community and help achieve the Guidebook's principles and goals.

Cities are made up of many inter-connected communities that are not bound by lines on a map, but are defined by where peoples' daily journeys take them.

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

Figure 4: Maria and David's Life Stages



Today

Maria and young David move to a new community with lots of other young families and kids David's age in the neighbourhood.

15 years later

David goes off to university and moves into his own apartment after graduating and getting his first job.

20 years later

Maria's aging mother moves in with her. The community has evolved and there are more amenities and services close by that both Maria and her mother use often.

30 years later

David and his young family move back into the neighbourhood to be closer to Maria and to live in a community that will support their growing family. The neighbourhood has grown and has many services and amenities to accommodate all ages and needs.

Planning a Great Community

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

To begin to plan for a community it is important to understand what is already there, who lives there, how the community fits into the wider city and what has changed over time. Taking an inventory of existing amenities and mapping what is there helps to describe the current structure of a community and demographic data can help us understand who lives in a community. With this foundational understanding, we are now ready to talk about the strengths of a community—those things that are already working well and those things that are a challenge for a community. The principles and goals of the Guidebook can help determine what these strengths and challenges are.

Once the current strengths and challenges have been identified, it is important to think about and discuss what the future may hold. Where are we going? What are the things that will affect us in the future? How may global or local changes affect us? Think about how our communities will work for the people who will be there in the future, rather than just thinking about what we want today. These conversations start to identify the pressures we may face as a community and define opportunities for the future.

A **local area plan** for a community considers where a community is going and how it will evolve and grow to get there. This is a process of envisioning potential futures while considering the economic, social and environmental realities that we face. A great plan celebrates and enhances current strengths, responds to existing challenges and sets in motion actions that help a community realize opportunities and respond to future pressures. A great community offers everyone choices and opportunities, supports healthy lifestyles, provides opportunities for us to meet and engage with other people, protects and works with the natural environment and supports economic activity. These communities are diverse, vibrant and resilient and help people respond to changes in their lives and adapt to new or persistent environmental, social or economic conditions.

Community Growth

The **Municipal Development Plan** directs growth to locations with defined characteristics and to specific urban typologies, such as **Main Streets** and **Activity Centres**, that are identified on the Urban Structure Map. Based on the city-wide growth plan in the **Municipal Development Plan**, a **local area plan** creates a more detailed plan for growth at the community scale.

This Guidebook helps **local area plans** implement and refine the growth policies of the **Municipal Development Plan** by providing an urban form classification system. The system differentiates the type and intensity of development characteristics throughout a community relative to each other and the community's role within the city. The personal journeys of people within the community are the foundation of the system, establishing what people do, and will do, in different parts of a community and how many people make use, or will make use, of these areas.

People go to different areas of a community for different purposes. Places where many people go are high activity areas, while places where fewer people go are lower activity areas. Despite the difference in overall activity level in different communities the structure is still similar: there are places where activity is focused in a community, such as a **Main Street**, and places that are less active, such as a local residential street. To recognize the similarities in community structure while respecting the differences in activity level between communities, the activity categories of the urban form classification system define activity levels in relation to one another in the context of a specific community.

2.1 Community Growth Policies

To implement the **Municipal Development Plan** and the goals of the Guidebook, the following provide direction for where to focus new growth:

a. Direct a greater share of growth and the highest intensities to **Activity Centres**, **Main Streets**, **transit-oriented development** areas and other areas of moderate to high activity.

b. Support areas with high-quality transit service and **infrastructure** with higher-intensity development. The **core zone** of a **transit-oriented development** area should have the highest intensity development relative to other areas of a community.

c. Concentrate people and jobs at densities that support transit, commercial opportunities and other services.

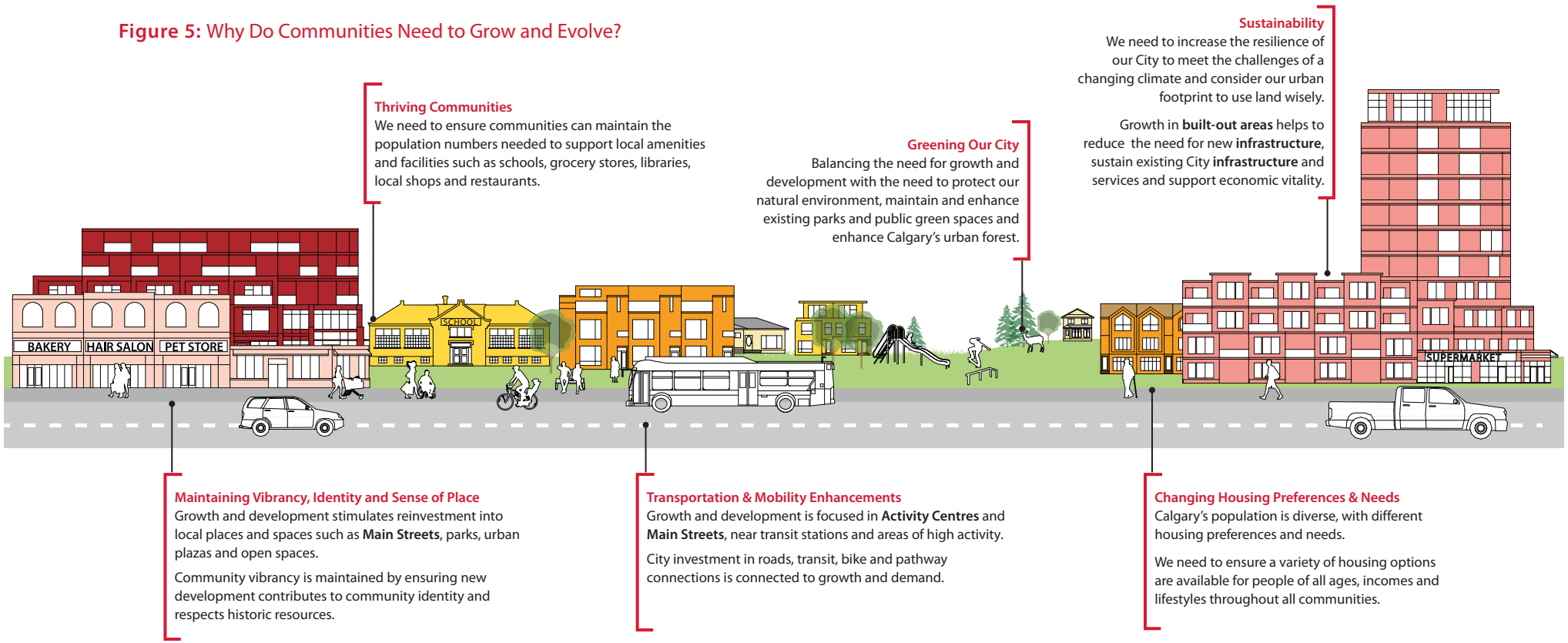
d. Provide diverse employment opportunities that are easily accessible by various modes of travel.

e. Support development of a broad range of industrial opportunities and protect the integrity of existing industrial areas.

f. Support locating housing opportunities and employment concentrations close to each other.

g. Direct new development to locations that optimize public **infrastructure**, facilities and investment.

Figure 5: Why Do Communities Need to Grow and Evolve?



Urban Form Classification System

The urban form classification system identifies and categorizes the purpose, general function and activity level of different parts of a community. The relationship between the resulting urban form categories helps **local area plans** to demonstrate how the different areas of a community relate to and support each other.

The urban form classification system is comprised of fourteen categories that direct future community form outcomes. Categories are determined by filtering the information collected during local area planning exercises, through a series of steps, into categories based on purpose, general function, activity level and scale. Every area within a community should have an urban form category applied through a **local area plan** and represented through maps as outlined in Appendix 2.

This section identifies the urban form characteristics of each of the urban form categories. The policies of this section apply in conjunction with policy 2.1 and the policies contained in Chapter 3.

PURPOSE

Purposes identify the most common function, current and future, of an area and are organized under four primary categories: Neighbourhood, Parks and Open Space, Industrial and Regional Campus. These are based on broad categories of activities that are compatible and complementary.

GENERAL FUNCTION

General functions sub-categorize the purpose of an area in a community, and focus on the dominant type of activity that people would experience on the ground.

ACTIVITY LEVEL

Activity level references the anticipated activity generated by people in an area. In neighbourhood areas, this activity is generated by people moving in-and-out of buildings and interacting along the street. The street and buildings should be designed to enhance the at-grade experience in a manner that appropriately responds to the activity level.

For parks and open space, activity level references the anticipated activity generated by people accessing and using the park, open space or facilities. The amenities and management of a park or open space should reflect the level of activity—either by providing appropriately scaled facilities and programming or managing the volume of users.

There are three activity levels defined in the urban form classification system: major; minor; and local. Activity levels only apply to the Neighbourhood and Civic and Recreation urban form categories, and are expressed in relation to one another within a community rather than in absolute terms.

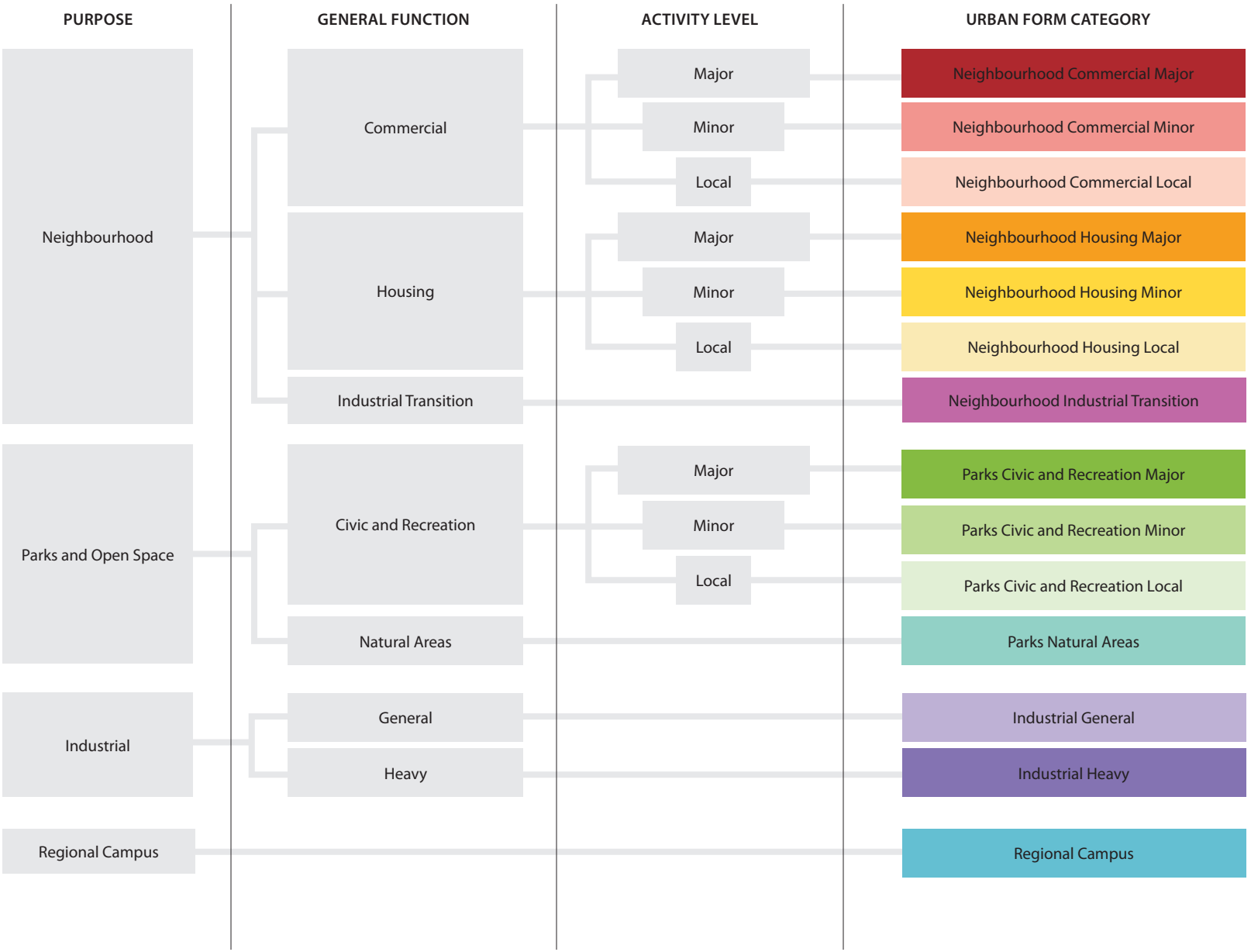
POLICY MODIFIERS

Policy modifiers are optional policy components that are used to tailor an urban form category to address specific situations in communities.

SCALE MODIFIERS

Scale refers to the combination of height and massing that comprises a building. Scale modifiers determine building height and define how building mass should be managed. There are five categories of scale modifiers that apply to the Neighbourhood urban form categories.

Figure 6: Urban Form Classification System



Neighbourhood Purpose

The Neighbourhood purpose identifies areas within a community where people live, work and play. These areas include a variety of housing for people of all ages and means and a mix of commercial, employment, entertainment and institutional activities that support and are supported by the people living there. Neighbourhood areas are where the most personal journeys occur on a daily basis, as illustrated in Maria and David's story.

Neighbourhood areas are divided into three general functions based on the primary activity at the street level and the public experience of an area. The categories express the most common experience at the street level of buildings; however, these areas still include a mix of activities within buildings and along the street. For example, when visiting a neighbourhood's **main street** to visit your favourite restaurant, you may notice people's homes above or the park across the street. Likewise, areas of mostly housing may still have local shops, services and restaurants mixed in. Development will occur at a variety of scales based on local activity levels and intensities.



Figure 7: Neighbourhood Purpose Urban Form Categories

Commercial General Function

- Neighbourhood Commercial Major
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Local

Housing General Function

- Neighbourhood Housing Major
- Neighbourhood Housing Minor
- Neighbourhood Housing Local

Industrial Transition General Function

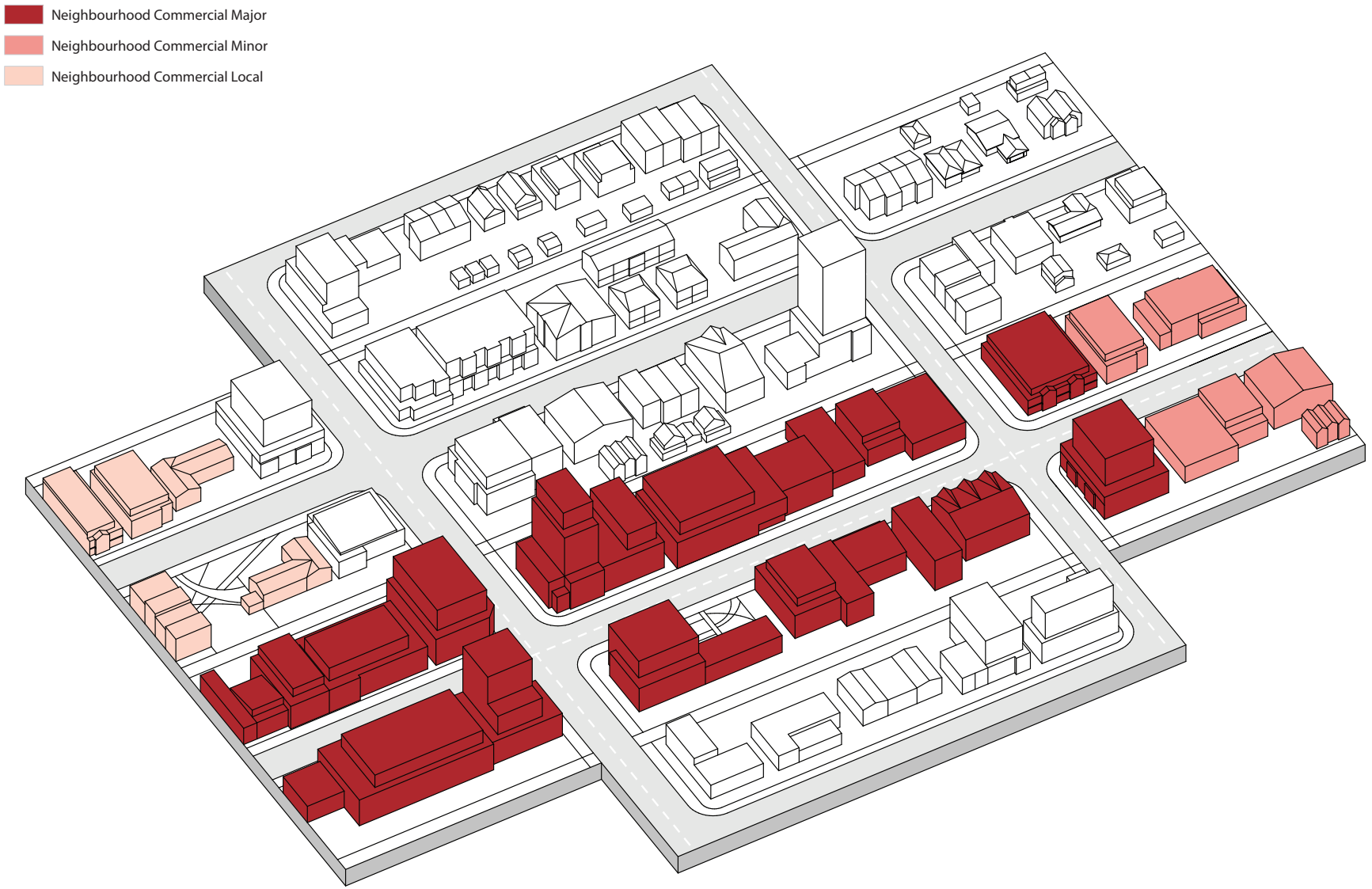
- Neighbourhood Industrial Transition

COMMERCIAL URBAN FORM CATEGORIES

There are three Neighbourhood Commercial categories that may be applied through a **local area plan** to identify commercially-focused areas where people mostly come to gather, eat, play and get what they need or want. The ground level of buildings in these areas are rich in commercial destinations with a **built form** to support their success by encouraging people to frequently go in-and-out of the buildings and interact along the street. Neighbourhood Commercial areas are also places where people may live, work, recreate and make things—activities that may occur at street level provided they also encourage a similar interaction with the street. Housing and office work spaces will often be located on the floors above **retail** spaces at the base of mixed-use buildings. Neighbourhood Commercial areas are also often an ideal location for indoor cultural, recreation or care facilities, as they can generate and attract similar activity levels.

Neighbourhood Commercial is sub-categorized into three urban form categories based on their relative activity levels and characteristics, as per policies 2.2, 2.3 and 2.4.

Figure 8: Neighbourhood Commercial Urban Form Categories




Lots of entrances, signs, windows and awnings makes this building a lively destination throughout the day.
There's lots of people in this café, looks like a popular lunch spot. I think I'll check it out!
Reading the paper and people watching in the sun... it doesn't get much better than that!



Neighbourhood Commercial Major

Areas identified as Neighbourhood Commercial Major should function as the primary commercial areas in communities, attract regional visitors and be destination rich. A variety of uses are appropriate on upper floors of mixed-use buildings, such as housing and offices.

Applicable Policy Modifiers

1. Active Frontage
2. Commercial Flex
4. Parks and Open Space Frontage
5. Vehicle-Oriented
6. Comprehensive Planning Site

Scale Modifiers

✓

Figure 9:
Neighbourhood Commercial Major Urban Form

2.2 Neighbourhood Commercial Major Policies

a. In a **local area plan,** Neighbourhood Commercial Major should identify areas of a community that will have the following characteristics relative to other areas of the community:

   i. the highest concentrations of shops and services;

   ii. more varied destinations and uses that attract people;

   iii. more transit service and **infrastructure**; and,

   iv. the most **pedestrian** movement along the street.

b. Neighbourhood Commercial Major areas are likely to include **Main Streets**, **Activity Centres**, **core zones** in **transit-oriented development** areas, **transit station areas** and other areas of high activity.

c. Development in Neighbourhood Commercial Major areas should provide:

   i. the most destinations at street level, relative to other areas of the community, to encourage activity;

   ii. a continuous **street wall** edge with a frequent rhythm of entries, windows and architectural features that provides the highest level of visual interest for **pedestrians**, relative to other areas of the community. Small breaks in the **street wall** edge may occur where publicly-accessible amenity space, such as plazas or pocket parks are provided;

   iii. the most windows, doors or openings on ground floors that increase transparency and interaction; and,

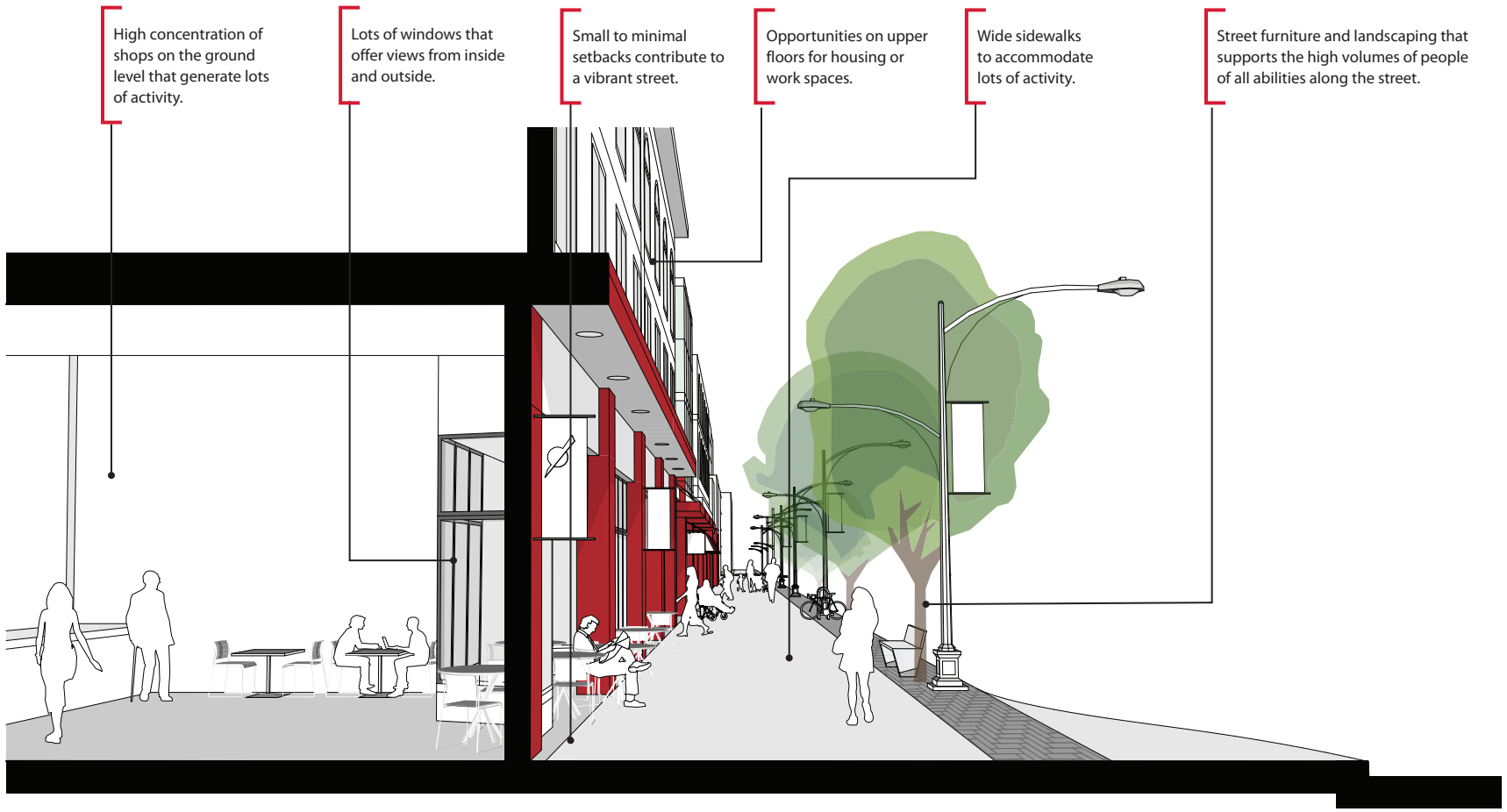
   iv. primarily hard landscaping to ensure an ease of accessibility complemented by high quality soft landscaping located to support **pedestrian** comfort.

d. Neighbourhood Commercial Major areas support housing and offices on:

   i. upper floors of mixed-use buildings; and,

   ii. the ground floor of building frontages that are not identified with the Active Frontage or Commercial Flex policy modifiers.

Figure 10: Neighbourhood Commercial Major Cross-Section




The homes on this street help keep the bookstore and daycare next door busy and animated.
There is that quaint little book store Sandra was telling me about! I should pop in quickly before my bus comes by.
Did you enjoy your day at daycare Gabe? Now let's go home next door, Dad says supper is ready...
You can take your time picking out a book Shivanni... I've found a great spot for a bit of rest.



Neighbourhood Commercial Minor

Areas identified as Neighbourhood Commercial Minor should function as secondary commercial areas in communities, attract community-wide and local visitors and have a moderate to high concentration of destinations. These areas are characterized by moderate activity. A variety of uses are appropriate on upper floors of mixed-use buildings, such as housing and offices.

Applicable Policy Modifiers

1. Active Frontage
2. Commercial Flex
4. Parks and Open Space Frontage
5. Vehicle-Oriented
6. Comprehensive Planning Site

Scale Modifiers

✓

Figure 11:
Neighbourhood Commercial Minor Urban Form

2.3 Neighbourhood Commercial Minor Policies

a. In a **local area plan,** Neighbourhood Commercial Minor should identify areas of a community that will have the following characteristics relative to other Neighbourhood Commercial areas of the community:

   i. moderate concentrations of shops and services;

   ii. more varied destinations and uses that accommodate the gathering of people;

   iii. some transit service and **infrastructure**; and,

   iv. moderate **pedestrian** movement along the street.

b. Neighbourhood Commercial Minor should identify areas within a community that are a focus of both community-wide and local commercial activity, which may not be identified on the Urban Structure Map in the **Municipal Development Plan**.

c. Development in Neighbourhood Commercial Minor areas should provide:

   i. a variable frequency of uses and units facing the street on the ground floor of a building;

   ii. a **street wall** edge with a rhythm of entries, windows and architectural features that provides a mix of more intense and less intense levels of visual interest for **pedestrians**;

   iii. a **street wall** with an edge that may have small gaps between street frontages to allow for amenity space or **pedestrian** connections;

   iv. moderate to significant volume of windows, doors or openings on ground floors that increase transparency and interaction; and,

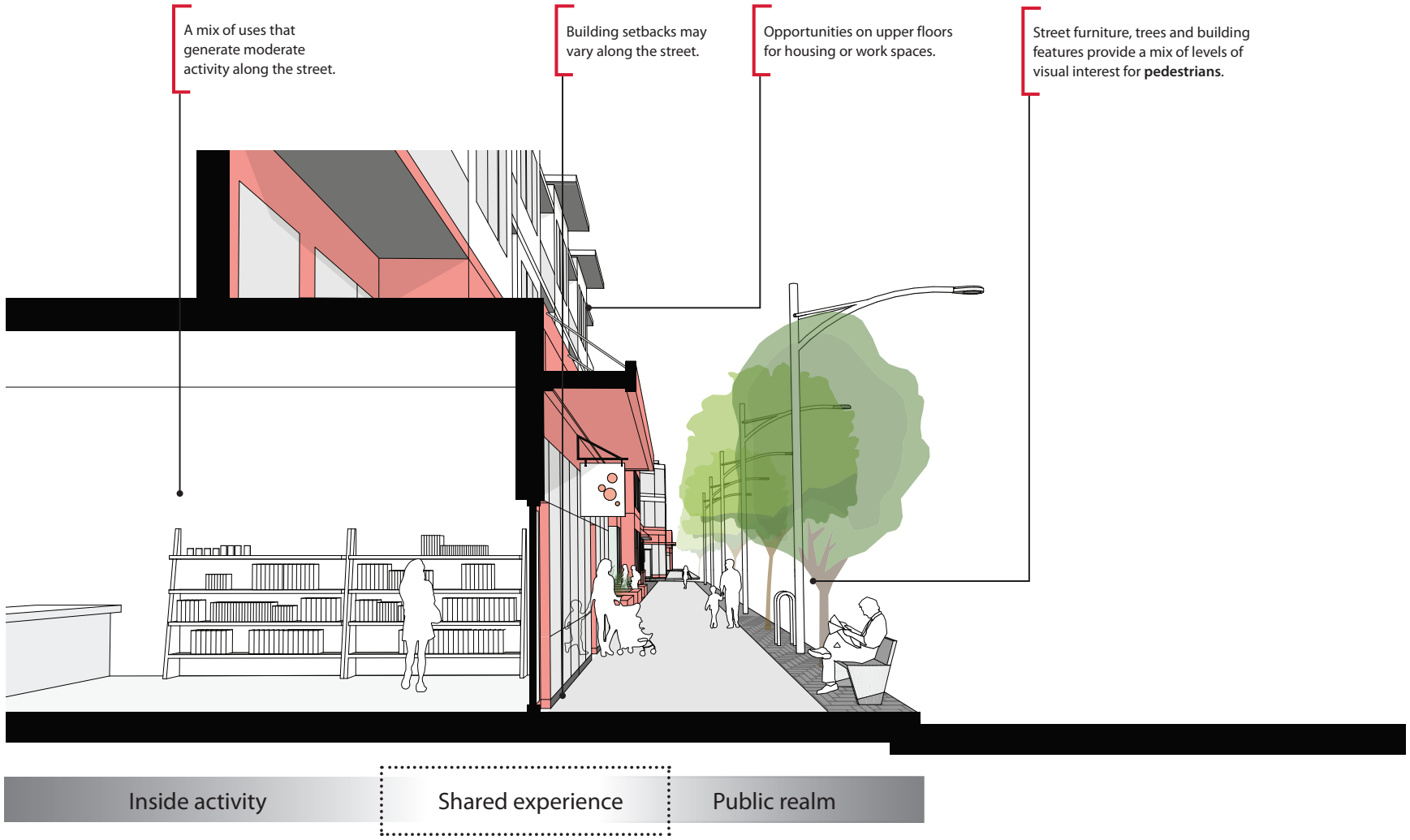
   v. primarily hard landscaping to ensure an ease of accessibility complemented by high quality soft landscaping located to support **pedestrian** comfort.

d. Neighbourhood Commercial Minor areas support housing and offices on:

   i. upper floors of mixed-use buildings; and,

   ii. the ground floor of building frontages that are not identified with the Active Frontage or Commercial Flex policy modifiers.

Figure 12: Neighbourhood Commercial Minor Cross-Section




The **street wall** along this street gives the sense of an intimate enclosure.
These offices ensure that there are people throughout the day to support the nearby shops and services.
Hi Pete and Zahra! Yep, in fact I'm on my way to a meeting at an office around the corner. See you both later!
Hi Francois! I didn't know you took this street on your way to work...

Neighbourhood Commercial Local

Neighbourhood Commercial Local areas are characterized by smaller, local or destination commercial uses that generate less activity, like convenience **retail**, offices or personal services. These areas are good locations for clean industrial uses, such as small-scale manufacturing, research or servicing. The businesses in these areas are more likely to be local or attract specific clientele. A variety of uses are appropriate on upper floors of mixed-use buildings, such as housing and offices.

Applicable Policy Modifiers

4 Parks and Open Space Frontage

5 Vehicle-Oriented

6 Comprehensive Planning Site

Scale Modifiers



Figure 13:
Neighbourhood Commercial Local Urban Form

2.4 Neighbourhood Commercial Local Policies

a. In a **local area plan,** Neighbourhood Commercial Local should identify areas of a community that will have the following characteristics relative to other Neighbourhood Commercial areas:

   i. low and primarily local **pedestrian** movement along the street; and,

   ii. a mix of uses that may be less active and that support the higher activity levels in adjacent Neighbourhood Commercial Major and Minor areas.

b. Areas identified as Neighbourhood Commercial Local should be located to generally perform a supportive role adjacent to Neighbourhood Commercial Major or Minor areas in a community.

c. Development in Neighbourhood Commercial Local areas should provide:

   i. opportunities for commercial uses that generate less activity, relative to other Neighbourhood Commercial areas, such as offices, personal services, or small-scale manufacturing;

   ii. a variable frequency of uses and units facing the street on the ground floor of a building, where some façades may have a more limited or moderate frequency, relative to other Neighbourhood Commercial areas;

   iii. a **street wall** with an edge that may have small to moderate gaps between street frontages;

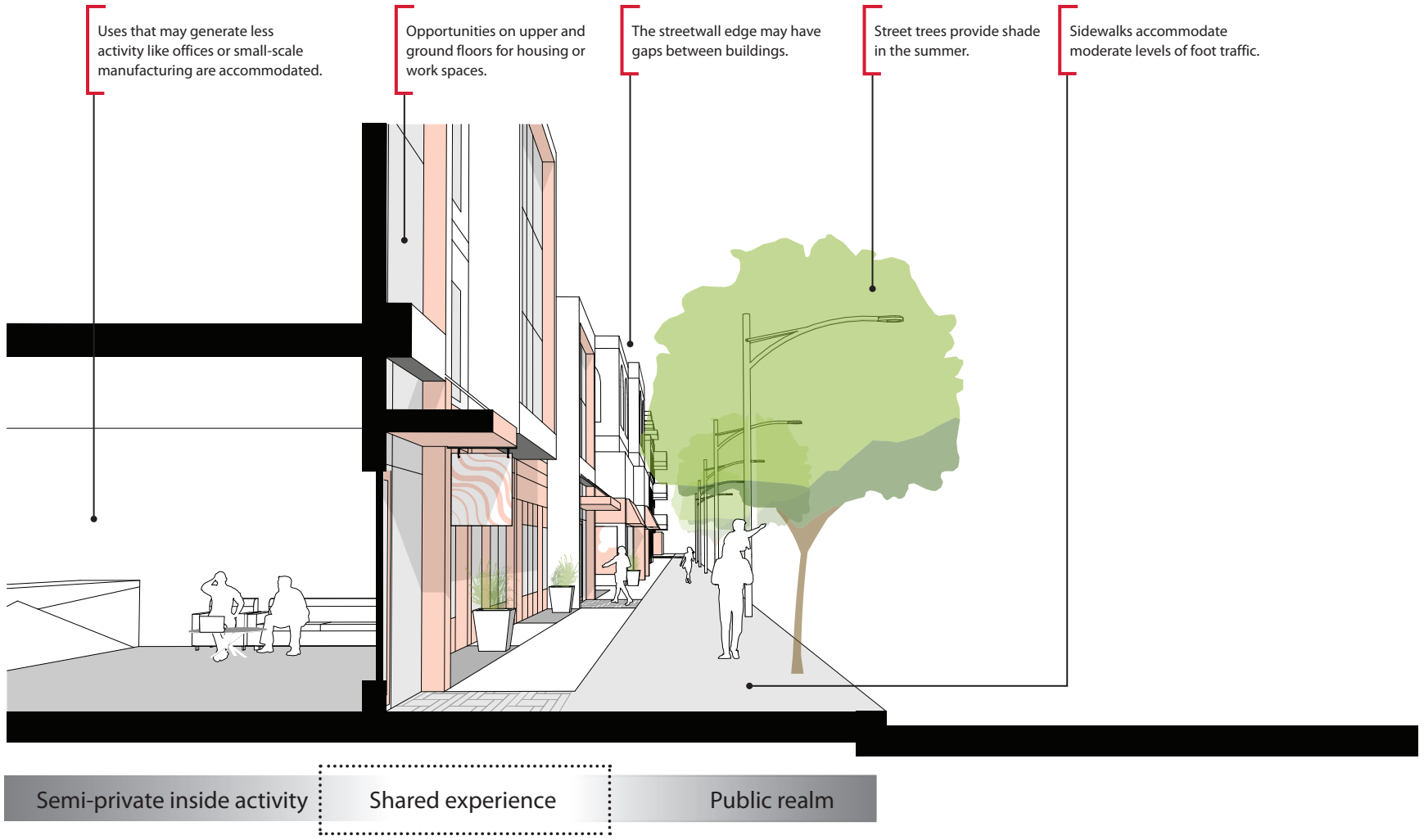
   iv. moderate to significant volume of windows, doors or openings on ground floors that increase transparency and interaction. Windows on ground floors may be less frequent than in other Neighbourhood Commercial areas and some, but not all, windows may be obscured.

   v. a **street wall** edge with a rhythm of entries, windows and architectural features that provides some visual interest for **pedestrians**; and,

   vi. primarily hard landscaping to ensure an ease of accessibility and high quality soft landscaping located to support **pedestrian** comfort.

d. Neighbourhood Commercial Local areas support housing and offices along the street and on upper floors of mixed-use buildings.

Figure 14: Neighbourhood Commercial Local Cross-Section



HOUSING URBAN FORM CATEGORIES

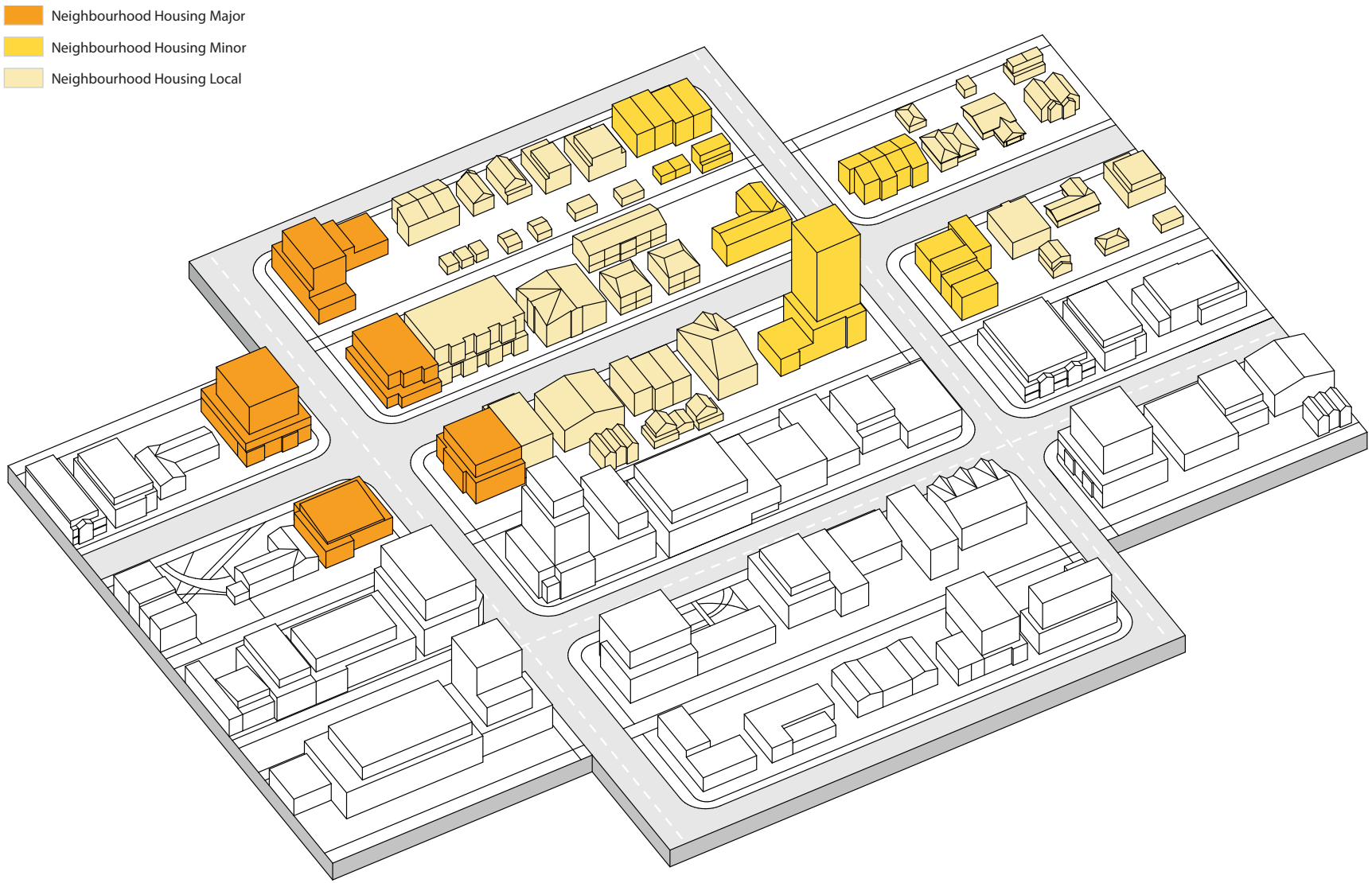
Neighbourhood Housing areas are where people mostly have their homes. The dominant **built form** that defines the experience in Neighbourhood Housing urban form categories is residential and requires a stronger delineation between private and public space. Development in these categories will typically have more soft landscaped spaces relative to Neighbourhood Commercial.

It is important that housing-focused areas have a number and variety of houses to accommodate enough people to support and help generate the levels of activity in nearby Neighbourhood Commercial areas. In some situations, the densities and building heights in housing-focused areas may be higher than in adjacent commercially-focused areas. All housing-focused areas are appropriate for a range of housing that meet the needs of people of diverse means, ages and abilities.

There may also be some places in Neighbourhood Housing areas for people to work, gather, eat, play and get what they need or want. These commercial activities will generally be located on corners where higher activity streets meet or in areas identified with the Commercial Cluster policy modifier. Peoples' homes will also offer opportunities for them to carry out a range of work activities at different intensities, including such things as home offices, child care and small-scale manufacturing.

Neighbourhood Housing is sub-categorized into three urban form categories based on their relative activity levels and characteristics, as per policies 2.5, 2.6 and 2.7.

Figure 15: Neighbourhood Housing
Urban Form Categories




4128
I've got a few minutes until my meeting, my ride should get here any minute now...
You can tell when it's a nice spring day in Calgary... everyone is walking outside!
I love coming to Auntie Yasmin's new place. Her flowering shrubs smell incredible!

Neighbourhood Housing Major

Neighbourhood Housing Major areas will have the most activity, or potential for activity, and may have the most residents relative to other housing-focused areas of the community. These areas are the housing-focused areas that are most likely to have supporting commercial activities.

Applicable Policy Modifiers

3 Commercial Cluster

4 Parks and Open Space Frontage

5 Vehicle-Oriented

6 Comprehensive Planning Site

Scale Modifiers



Figure 16:
Neighbourhood Housing Major Urban Form

2.5 Neighbourhood Housing Major Policies

a. In a **local area plan,** Neighbourhood Housing Major should identify areas of a community that will have the following characteristics relative to other Neighbourhood Housing areas of the community:

   i. more transit service and **infrastructure**;

   ii. the highest volume of **pedestrian** movement; and,

   iii. **pedestrian** routes that support a higher volume of movement.

b. Neighbourhood Housing Major areas are the most likely to have commercial opportunities relative to other Neighbourhood Housing areas of the community.

c. Development in Neighbourhood Housing Major areas should:

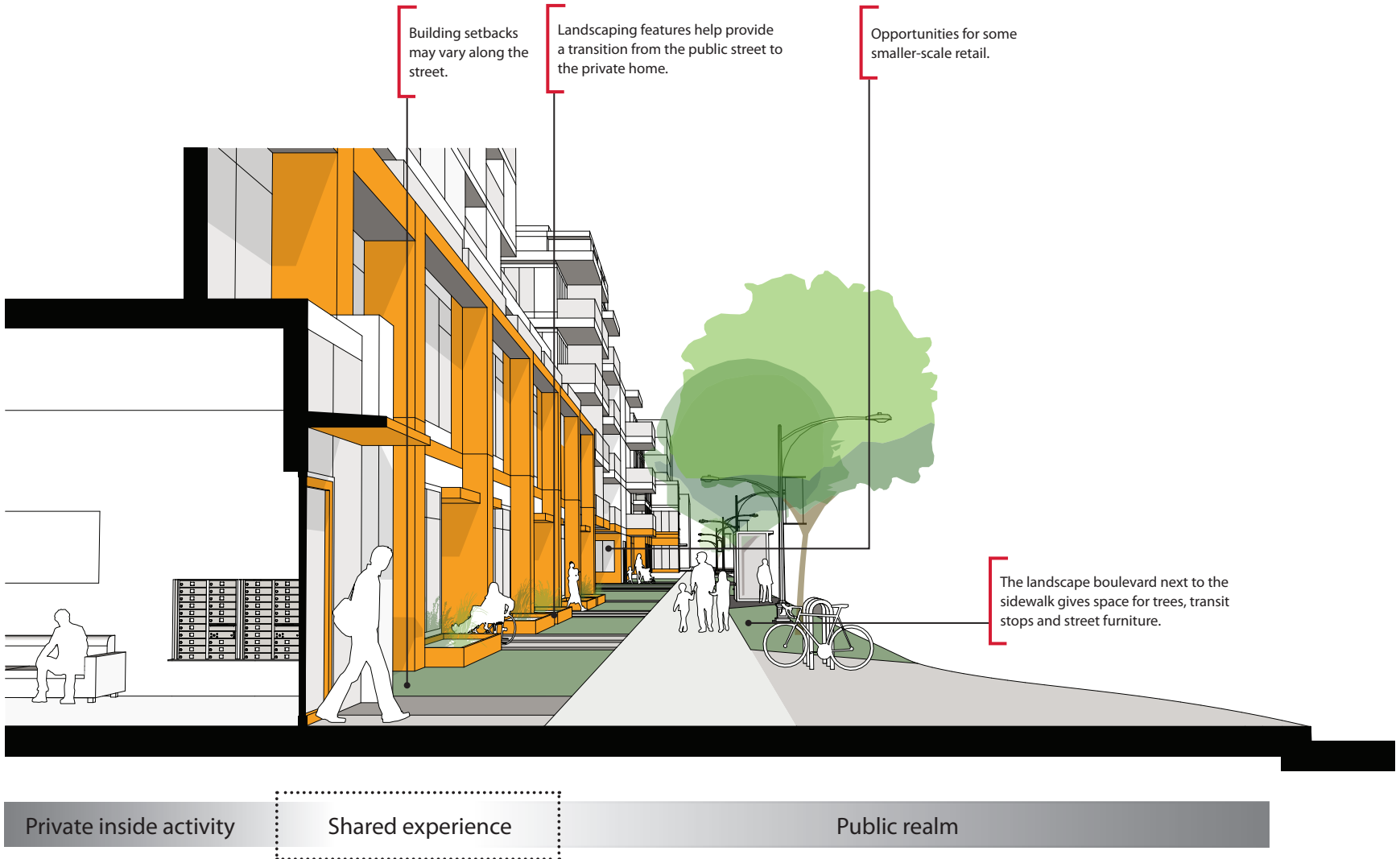
   i. be of an appropriate density to support nearby Neighbourhood Commercial areas;

   ii. accommodate commercial activities, typically of a smaller scale than found in nearby commercially-focused areas, integrated in a mixed-use building or stand-alone;

   iii. accommodate some regional commercial activities that complement local needs, such as a grocery store or pharmacy, integrated in a mixed-use building or stand-alone; and,

   iv. have a mix of hard and soft landscaping that is located to support **pedestrian** comfort and delineate the transition from the **public realm** to private realm.

Figure 17: Neighbourhood Housing Major Cross-Section




The units along this building frontage each have a protected, direct entrance that offers comfort and convenience throughout the seasons.
Jared is late again for our date... Thankfully I found a bench this time to wait for him!
What a beautiful winter day... I'm glad I decided to walk to work, I love looking at the snow on the trees.

Neighbourhood Housing Minor

Neighbourhood Housing Minor areas will have moderate **pedestrian** activity, or potential for activity, relative to other housing focus areas of the community. These areas house people typically along busier neighbourhood streets and secondary transit corridors. Neighbourhood Housing Minor areas may support limited commercial activities that are intended to serve nearby residents.

Applicable Policy Modifiers

3 Commercial Cluster

4 Parks and Open Space Frontage

5 Vehicle-Oriented

6 Comprehensive Planning Site

Scale Modifiers

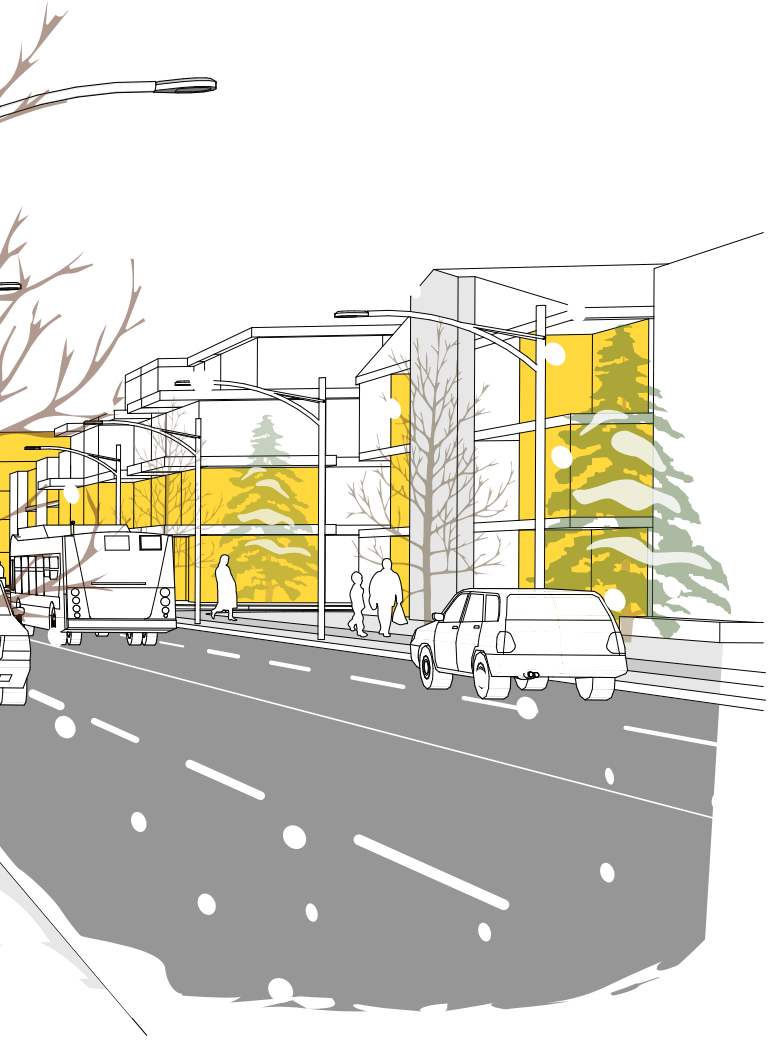


Figure 18:
Neighbourhood Housing Minor Urban Form

2.6 Neighbourhood Housing Minor Policies

a. In a **local area plan,** Neighbourhood Housing Minor should identify areas of a community that will have the following characteristics, relative to other Neighbourhood Housing areas of the community:

   i. local transit service and **infrastructure**;

   ii. moderate volumes of **pedestrian** activity; and,

   iii. **pedestrian** routes that support a moderate volume of movement.

b. Neighbourhood Housing Minor areas may provide important connections within and between communities.

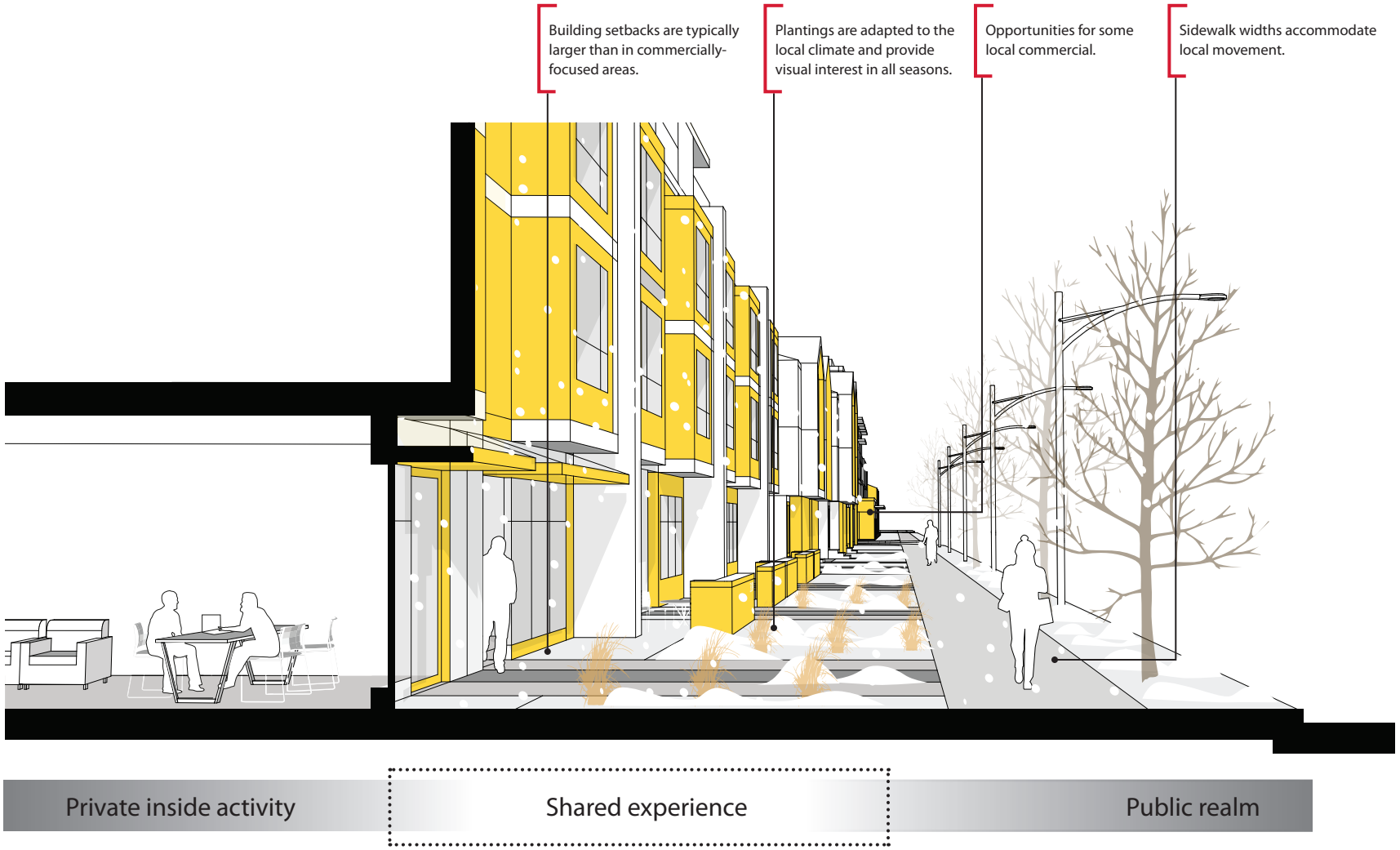
c. Development in Neighbourhood Housing Minor areas should:

   i. be of an appropriate density to support nearby Neighbourhood Commercial areas;

   ii. support some small- to medium-scale local commercial opportunities to service nearby residents, integrated in a mixed-use building or stand-alone;

   iii. have building setbacks with yards that have higher proportions of soft landscaping to delineate the transition from the **public realm** to private realm. Some hard landscaping should be incorporated to ensure ease of accessibility.

Figure 19: Neighbourhood Housing Minor Cross-Section




A variety of housing types ensures everyone has a place to stay and to grow in this neighbourhood.
Ahh...
A nice afternoon walk, my favourite part of the day!
Sniff sniff! Smells like lots of dogs have been walking this street today!



Neighbourhood Housing Local

Neighbourhood Housing Local areas serve the people who live there. These areas will have the strongest delineation between private and public space and landscaped areas such as soft landscaped yards and patios. These areas will be primarily residential at various scales, and may support commercial uses that primarily serve people living in the immediate area, such as a barber shop or small convenience store.

Applicable Policy Modifiers

- 3 Commercial Cluster
- 4 Parks and Open Space Frontage
- 5 Vehicle-Oriented
- 6 Comprehensive Planning Site

Scale Modifiers

✓

Figure 20:
Neighbourhood Housing Local Urban Form

2.7 Neighbourhood Housing Local Policies

a. In a **local area plan,** Neighbourhood Housing Local should identify areas of a community that will have the following characteristics, relative to other Neighbourhood Housing areas of the community:

   i. lowest volumes of **pedestrian** activity;

   ii. primarily local visitation and use; and,

   iii. **pedestrian** routes that support a lower volume of movement.

b. Areas identified as Neighbourhood Housing Local will sometimes have higher residential densities, but have the least opportunity for commercial uses relative to other Neighbourhood Housing categories.

c. Development in Neighbourhood Housing Local areas should:

   i. be of an appropriate scale to support nearby Neighbourhood Commercial areas;

   ii. support home-based occupations;

   iii. support limited small-scale commercial opportunities appropriate to service nearby residents, integrated in a mixed-use building or stand-alone; and,

   iv. have building setbacks with soft landscaping that is located to support **pedestrian** comfort and provide the strongest delineation between **public realm** to private.

Figure 21: Neighbourhood Housing Local Cross-Section



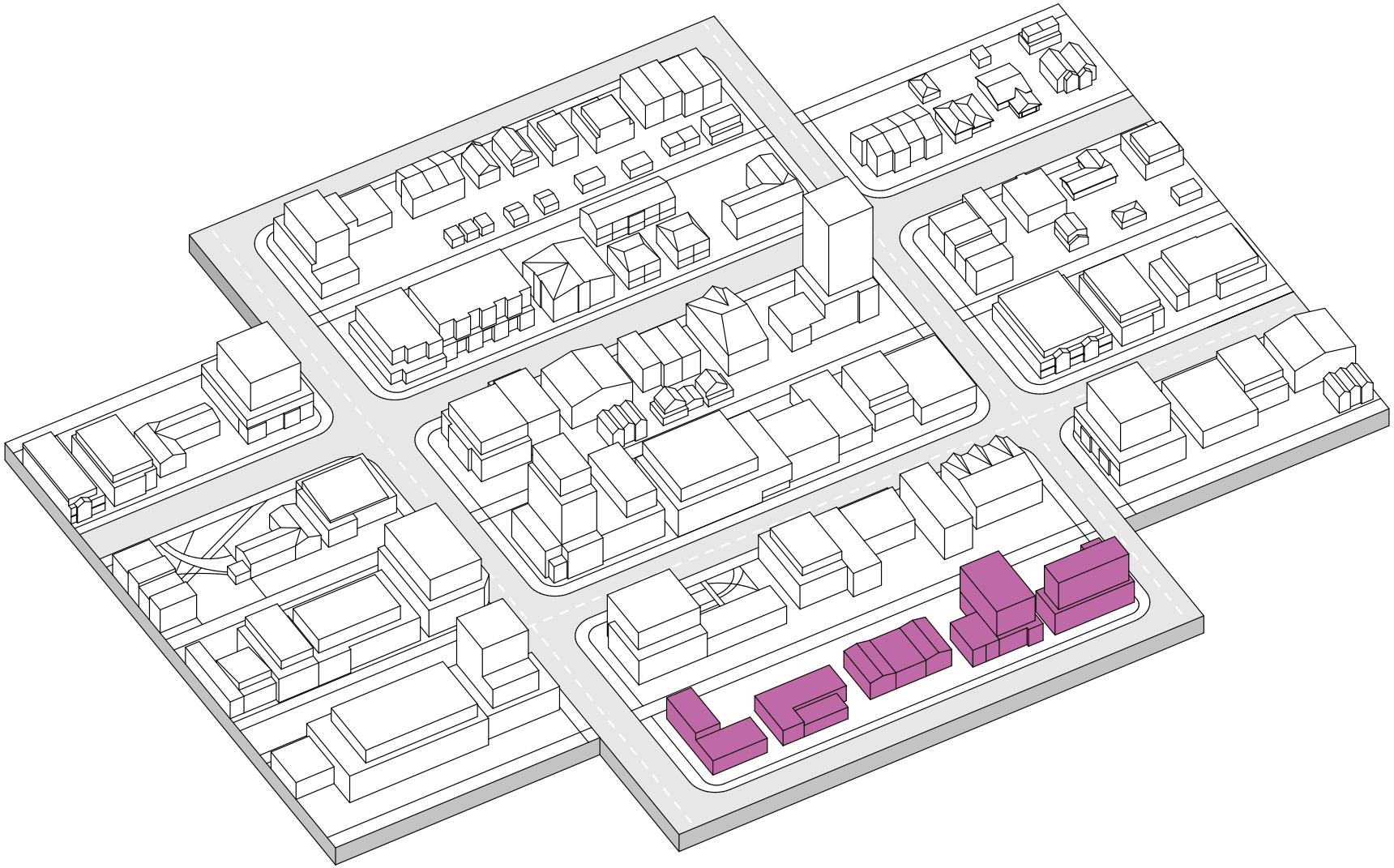
INDUSTRIAL TRANSITION URBAN FORM CATEGORIES

Neighbourhood Industrial Transition areas provide an opportunity for people to mix living and working spaces, typically located in transition areas between Neighbourhood and Industrial areas. Neighbourhood Industrial Transition areas should balance vehicular access and goods movement with safe and convenient **pedestrian**, cycling and transit connections.

While it is beneficial to see industrial areas evolve over time to sustain their economic vitality, careful consideration should be given to how, where and when other land uses are introduced into industrial areas. The residential, office and commercial activities allowed in the Neighbourhood Industrial Transition category result in higher land costs. The extent of Neighbourhood Industrial Transition areas should be limited to maintain a land base in Industrial areas that supports and attracts primary industrial activities.

Figure 22: Neighbourhood Industrial Urban Form Categories

Neighbourhood Industrial Transition




Opportunities for small-scale manufacturing along the street.
What a busy day! So nice to have a place to sit and re-energize.
Space for vehicle traffic for goods movement.
It's cool to be able to look inside and see how things are made.



Neighbourhood Industrial

Neighbourhood Industrial Transition areas in a community combine light industrial working spaces with living spaces in a setting that includes office and small- and medium-format **retail**. Neighbourhood Industrial Transition provides a strategic transition from Industrial General areas to Neighbourhood Housing or Commercial areas, where light industrial and small-scale manufacturing with minimal off-site impacts are vertically- or horizontally-mixed with housing. These areas may have begun to appear organically, but should be strategically identified through a local area planning process.

Applicable Policy Modifiers

4 Parks and Open Space Frontage

6 Comprehensive Planning Site

5 Vehicle-Oriented

Scale Modifiers

Figure 23:
Neighbourhood Industrial Transitionl
Urban Form

2.8 Neighbourhood Industrial Transition Policies

a. In a **local area plan,** Neighbourhood Industrial Transition should identify areas of a community that will have the following characteristics, relative to Industrial areas:

   i. small parcel sizes;

   ii. no off-site impacts;

   iii. high-quality **pedestrian**, cycling and transit connections to adjacent Neighbourhood Housing and Commercial areas; and,

   iv. integrated industrial and residential spaces.

b. Neighbourhood Industrial Transition should be located between Industrial General areas and Neighbourhood Housing or Commercial areas to provide a transition.

c. Neighbourhood Industrial Transition should be limited to strategic locations to minimize loss of the land base in Industrial areas.

d. Neighbourhood Industrial Transition areas should provide strong **pedestrian** and cycling routes and frequent and convenient transit service, while also providing connections to local and regional goods movement corridors.

e. Development in Neighbhourhood Industrial Transition should:

   i. combine industrial working spaces with housing;

   ii. fully enclose activities in a building with very limited outside storage of material or products;

   iii. produce minimal heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses; and,

   iv. provide high-quality landscaping.

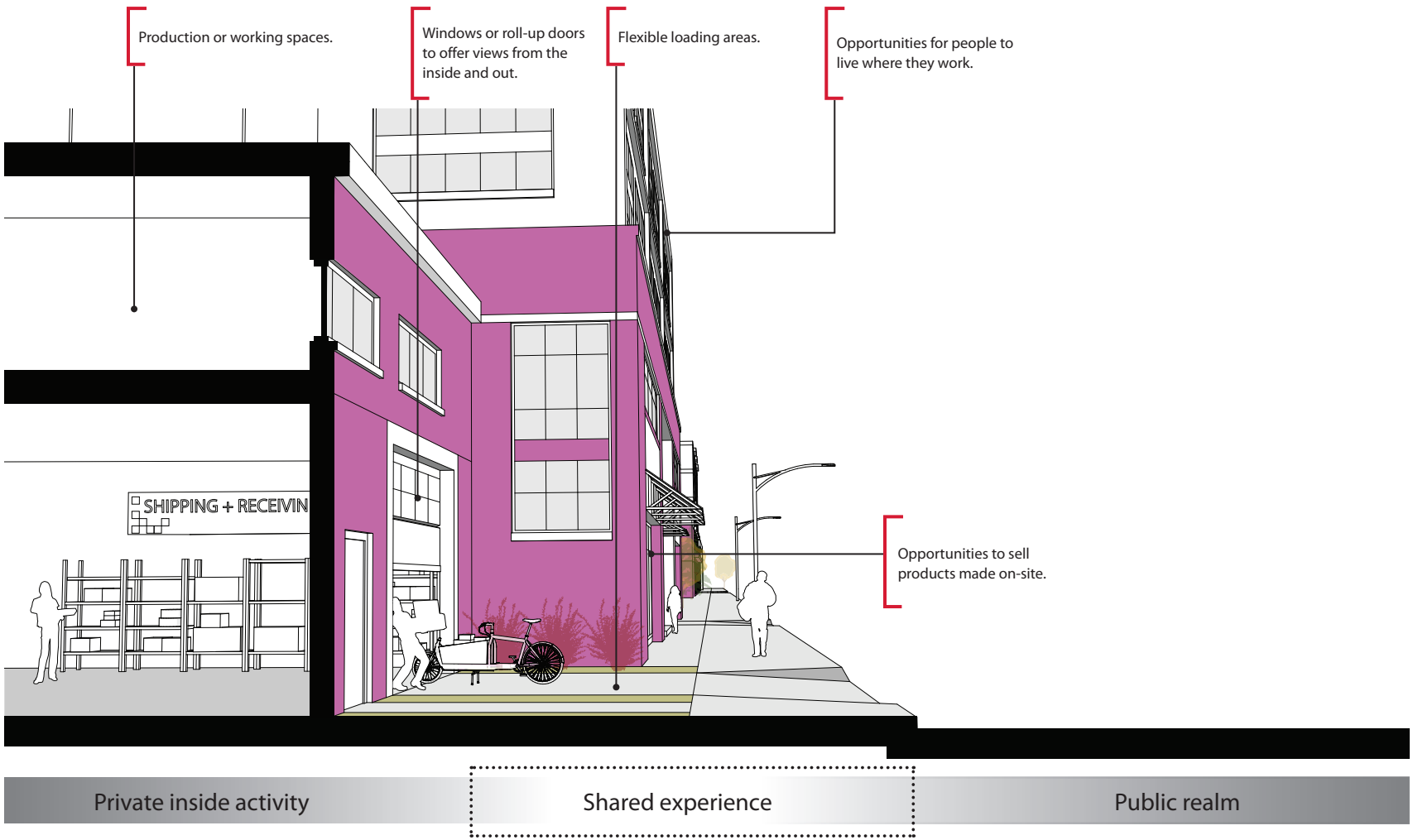
f. These areas should accommodate office and small- to medium-format **retail**.

g. Development in Neighbourhood Industrial Transition is encouraged to:

   i. incorporate loading areas that are flexible and can accommodate delivery using passenger-scale vehicles or bicycles and do not negatively impact **pedestrian** movement; and,

   ii. enable live-work and **work-live units**.

Figure 24: Neighbourhood Industrial Cross-Section



Parks and Open Space Purpose

Parks and Open Space areas serve important ecological, civic and recreational functions in the city. These areas form the heart of our communities and make our city one of the most livable in the world.

Planning for parks and recreation facilities supports a high quality of life in Calgary's communities by promoting active lifestyles, supporting social connection and mental health, protecting important ecological systems and building healthy communities. Parks and Open Space areas provide a range of opportunities for people to play, relax, recreate and connect with nature. These areas also support Calgary's resiliency by helping to mitigate climate change and adapt to its effects.

The Parks and Open Space urban form categories will help identify hubs for civic and recreation activity or ecological function within communities and sites that may be candidates for future investment. They are essential parts of a community and including them in the conversation about community structure helps to define complementary urban form categories nearby.

Parks and Open Space categories should be applied in conjunction with policies 2.32, 3.14 and 3.15.

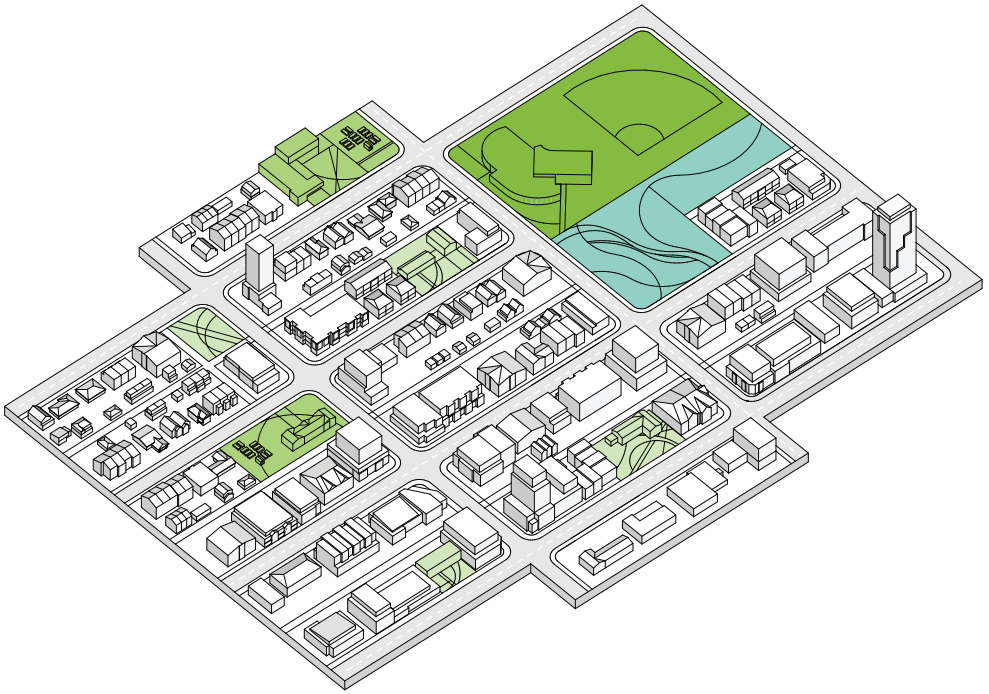
Figure 25: Parks and Open Space Purpose Urban Form Categories

Civic and Recreation General Function

- Civic and Recreation Major
- Civic and Recreation Minor
- Civic and Recreation Local

Natural Areas General Function

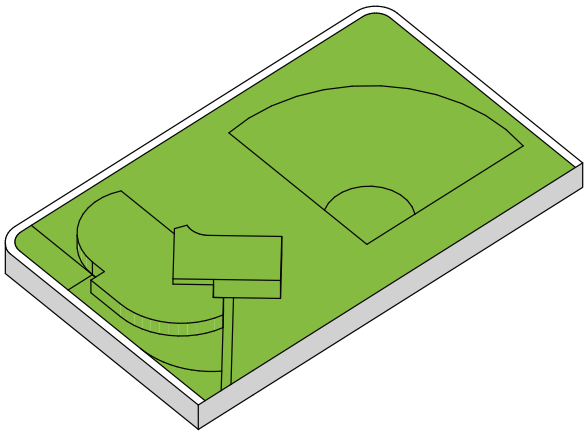
- Parks Natural Areas



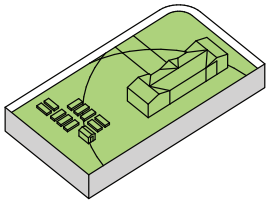
CIVIC AND RECREATION URBAN FORM CATEGORIES

The three Civic and Recreation categories identify parks and open space that provide, or are intended to provide, facilities and programming for recreational, community or civic uses. These are parks or open space sites that often accommodate active facilities and opportunities for passive enjoyment. Recreation includes all of those activities in which an individual chooses to participate in their leisure time and is not confined solely to sports and physical recreation programs but includes artistic, creative, cultural, social and intellectual activities. Civic uses may include learning, worship, political engagement and maintenance facilities and operations. Recreational, community, cultural or civic uses that are contained indoors and are integrated entirely into an urban environment, such as indoor recreation centres or urban performance spaces, need not be identified as a Civic and Recreation category, and may be located within Neighbourhood areas.

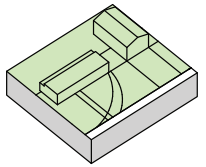
Figure 26: Parks Civic and Recreation Urban Form Categories



Civic and Recreation Major



Civic and Recreation Minor



Civic and Recreation Local

Parks Civic and Recreation Major

Parks Civic and Recreation Major areas are, or will become, city-wide destinations. Parks and open spaces identified as this category tend to be larger in area and include amenities that support higher volumes of users. These are sites that may be of cultural importance or unique character, and would generally include programmed facilities or significant amenities such as large schools, major civic plazas, art facilities, sport facilities, regional recreation centres, libraries and similar. Because of the high activity associated with this urban form category, opportunities for complementary intensification adjacent to these areas should be identified and explored during local area planning.

2.9 Parks Civic and Recreation Major Policies

a. In a **local area plan,** the Parks Civic and Recreation Major urban form should identify parks and open spaces that have the following characteristics, relative to other Parks Civic and Recreation areas of the community:
   i. the most activity or potential for activity;
   ii. the largest facilities and amenities;
   iii. the most significant historical, cultural, archaeological or indigenous sites;
   iv. the most opportunity to incorporate commercial services that complement the general function of the area;
   v. proximity to the most transit service or **infrastructure**; and,
   vi. city-wide use and visitation.

b. Parks Civic and Recreation Major identifies parks and open space that are located to be accessible from all areas of the city.

c. Some parks and open space in this category may be appropriate in, or adjacent to, industrial areas if primary programming includes, or is intended to include, large community festivals, sporting events, cultural activities and special events that may generate higher volumes of traffic and off-site impacts.

d. Parks Civic and Recreation Major areas should:
   i. support a broad range of recreation, civic and cultural opportunities to meet the needs of an increasingly diverse city;
   ii. provide recreational and civic opportunities for all people in all seasons;
   iii. accommodate various types of physical, creative, social and cultural skill development;
   iv. be connected to the community and the rest of the city by active transportation options;
   v. foster community cohesion and cultural vitality;
   vi. support mental health and physical well-being;
   vii. provide adaptable spaces and amenities that support a variety of activities;
   viii. enable the integration of multiple uses that support the primary function of the site;
   ix. use climate resilient plantings including native and locally adaptive species; and,
   x. be connected to other parks and open space areas by **pedestrian**, cyclist and transit routes.

e. Parks Civic and Recreation Major areas should consider accommodating:
   i. larger community festivals, multi-cultural activities and special events by providing adequate servicing, access, space and facilities; and,
   ii. commercial services that complement the primary function of the site.





Photo: Examples of Parks Civic and Recreation Major Urban Form

Parks Civic and Recreation Minor

Parks Civic and Recreation Minor identifies parks or open spaces that generally include programmed facilities or amenities such as smaller schools, community buildings, gathering spaces, soccer fields, playgrounds, dog parks and similar. Parks and open spaces identified as this category are generally smaller in area than Parks Civic and Recreation Major areas, and will include amenities that serve higher volumes of local users, but generate less overall activity. Because of the moderate activity associated with this urban form, opportunities for complementary intensification adjacent to these areas should be identified and explored during local area planning.

2.10 Parks Civic and Recreation Minor Policies

a. In a **local area plan,** Parks Civic and Recreation Minor should identify parks and open spaces that will have the following characteristics, relative to other Parks Civic and Recreation areas of the community:
   i. moderate activity and use;
   ii. moderate opportunity to incorporate commercial services that complement the general function of the area
   iii. access to moderate transit service or **infrastructure**; and,
   iv. community-wide and local use.

b. Parks should be located to maximize proximity for residents and visitors.

c. Parks Civic and Recreation Minor areas should:
   i. support a range of recreation, civic and cultural opportunities to meet the needs of an increasingly diverse city;
   ii. provide recreational and civic opportunities for all people in all seasons;
   iii. provide amenities and opportunities that meet the needs of local residents in surrounding communities;
   iv. be connected to the community and the rest of the city by active transportation options;
   v. accommodate various types of physical, creative, social and cultural skill development;
   vi. foster community cohesion and cultural vitality;
   vii. provide adaptable spaces and amenities that support a variety of activities;
   viii. use climate resilient plantings, including native and locally adaptive species; and,
   ix. be connected to other parks and open space areas by **pedestrian**, cyclist and transit routes.

d. Parks Civic and Recreation Minor areas should consider accommodating:
   i. smaller community festivals, multi-cultural activities and special events; and,
   ii. commercial services that complement the primary function of the site.





Photo: Examples of Parks Civic and Recreation Minor Urban Form

Parks Civic and Recreation Local

Parks Civic and Recreation Local identifies parks or open spaces that serve a local or limited population. These are generally passive park spaces that are small in area with amenities to serve a smaller number of users. These areas may include small pocket parks, small playgrounds, unprogrammed open space or similar.

2.11 Parks Civic and Recreation Local Policies

a. In a **local area plan,** Parks Civic and Recreation Local identifies parks and open spaces that will have the following characteristics, relative to other Parks Civic and Recreation areas of the community with:
   i. low activity and use;
   ii. limited facilities and amenities;
   iii. limited opportunities to incorporate commercial services; and,
   iv. primarily local visitation and use.

b. Parks Civic and Recreation Local should be located in proximity to the local users whom they are intended to serve.

c. Parks Civic and Recreation Local areas should:
   i. provide local recreational and civic opportunities for all people in all seasons;
   ii. provide amenities and opportunities that meet the needs of the local area;
   iii. be accessible to the local area by **pedestrian**, cyclist and transit routes;
   iv. foster community cohesion and cultural vitality;
   v. accommodate small, local community gatherings, activities and special events;
   vi. encourage adaptable spaces and amenities that support a variety of activities; and,
   vii. use climate resilient plantings, including native and locally adaptive species.





Photo: Examples of Parks Civic and Recreation Local Urban Form

NATURAL AREAS URBAN FORM CATEGORY

Natural areas in the city provide many benefits, including improving air quality, mitigating and adapting to climate change, managing and filtering water, supporting biodiversity and enhancing resilience. These are areas of environmental significance that may include amenities to support passive enjoyment and ecological functions in a community.

Parks Natural Areas

Parks Natural Areas identifies open spaces for the protection, preservation and rehabilitation of natural features and ecological functions to help foster resilient and biologically diverse open spaces and neighbourhoods. Parks Natural Areas may also include facilities related to the natural and ecological features being protected, typically including trails, pathways, river access points, washrooms, picnic tables and benches.

2.12 Parks Natural Areas Policies

a. In a **local area plan,** Parks Natural Areas identifies places that will have the following characteristics, relative to other Parks and Open Space:
   i. the most natural features and highest ecological functions;
   ii. limited facilities and amenities;
   iii. the least opportunity to incorporate commercial services; and,
   iv. the most opportunity for people to access and connect with nature.

b. Parks Natural Areas identifies areas of environmental significance to the city.

c. Parks Natural Areas should:
   i. support the protection, preservation and rehabilitation of natural features and ecological functions;
   ii. provide wildlife habitat;
   iii. be accessible by **pedestrian**, cyclist and transit routes; and,
   iv. foster recognition and understanding of ecological functions and local wildlife.

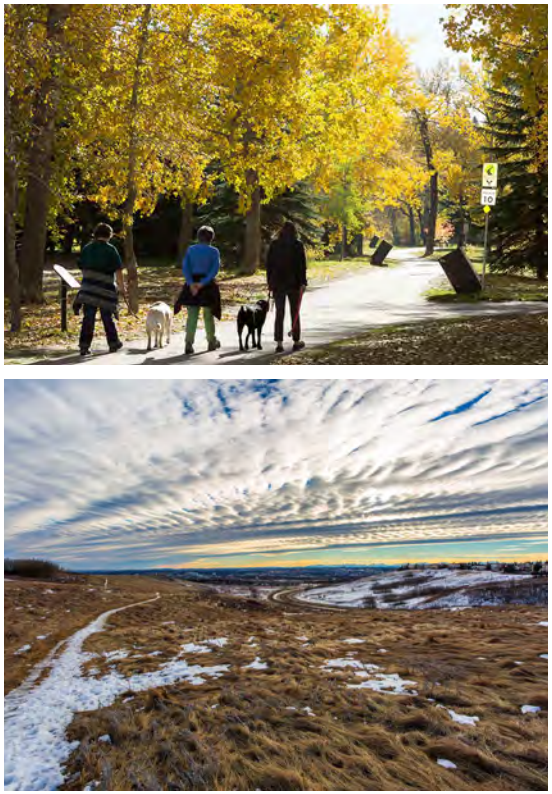


Photo: Examples of Parks Natural Areas Urban Form

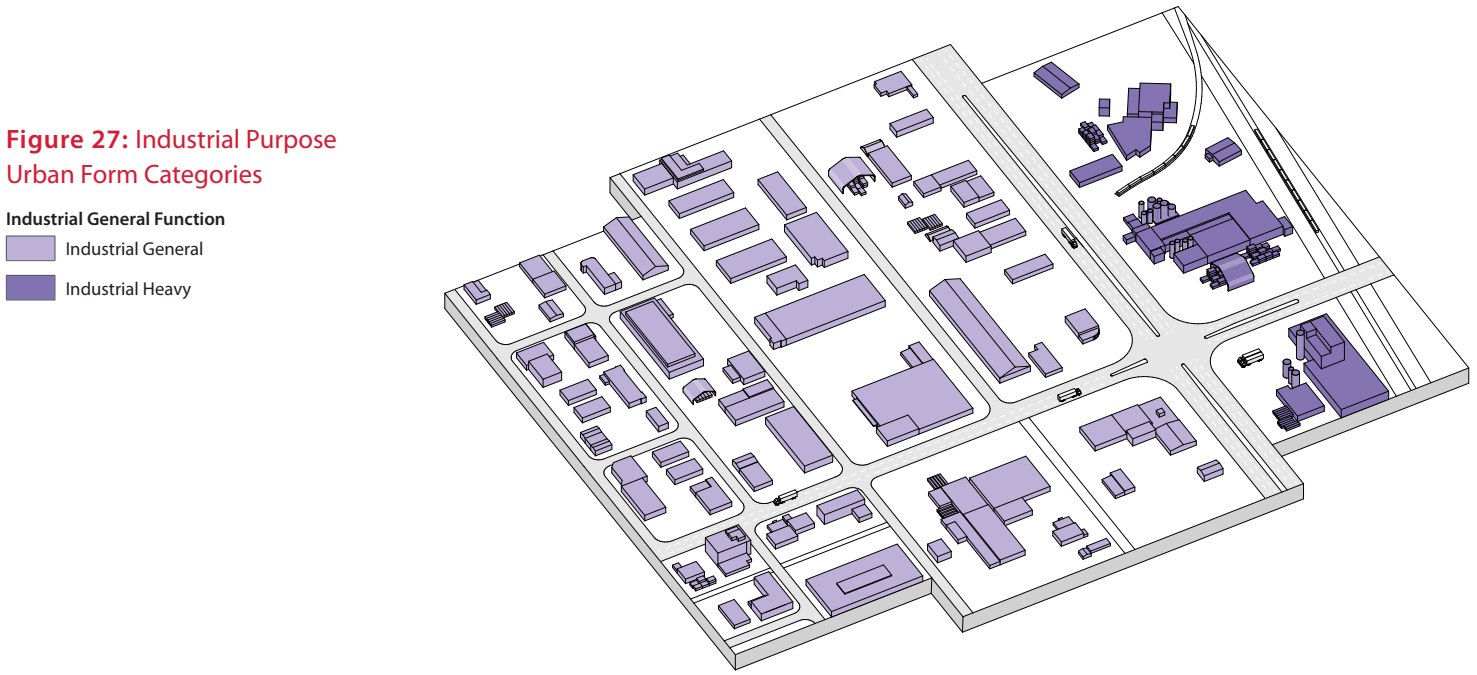
Industrial Purpose

Industrial areas contribute to the vitality of the city by providing diverse economic opportunities for industrial activities at a variety of scales.

To sustain and grow the prosperity of the city, Calgary needs a strong economic base. Industry can be a primary driver of economic activity that sustains this economic base. Calgary's current industrial development and land supply, located in proximity to regional, national and international transportation networks, positions the city well to capture shifts in the industrial economy. Maintaining integrated Industrial areas close to Neighbourhood areas promotes entrepreneurial opportunities that benefit the city as a whole.

Industrial activity ranges in scale and impact, from large-scale uses with higher off-site impacts to smaller-scale uses with less off-site impacts. Reflecting this range, the Industrial purpose is divided into two general functions: General and Heavy. Unlike the Neighbourhood purpose, the Industrial purpose is based on the primary use of an area and the off-site impacts or integration concerns the use may have on neighbouring parcels. These areas prioritize goods movement, but should still consider safe **pedestrian**, cyclist and transit mobility for employees.

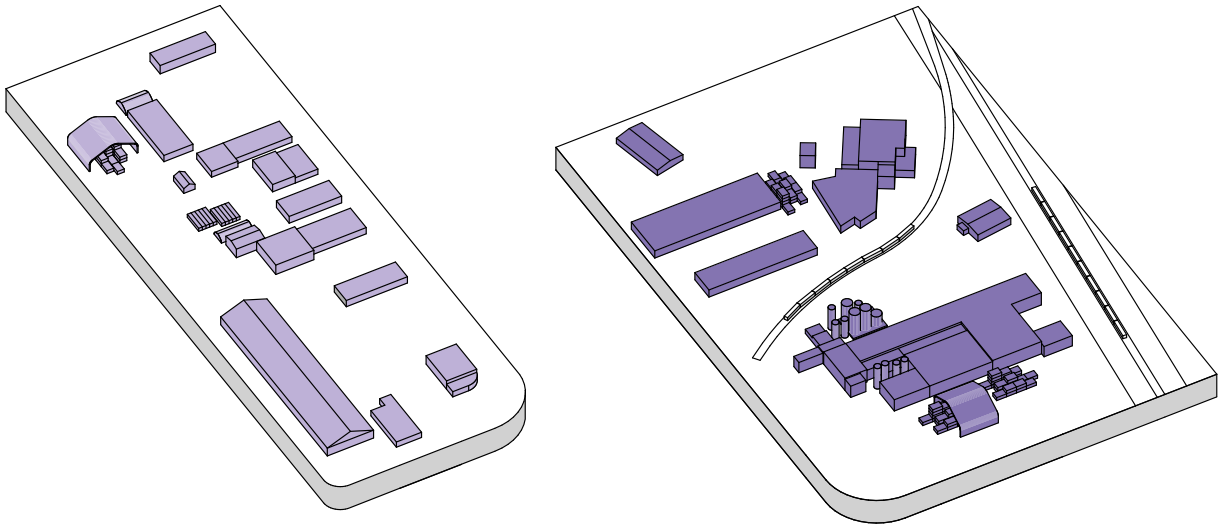
Figure 27: Industrial Purpose Urban Form Categories



INDUSTRIAL URBAN FORM CATEGORIES

The Industrial purpose is divided into two general functions, General and Heavy, that support the full range of employee- focused industrial activities, such as manufacturing, servicing, research, logistics and contracting. These activities are essential to the economic activity and resilience of the city. Industrial activities often have more off-site impacts, including noise, odour, dust and vibration, which may be a nuisance or hazard to **retail** businesses or people living too close to these areas. These activities also tend to have larger land requirements and rely on land costs that are lower relative to areas of the city that support housing and **retail** activities. Encroachment of housing or **retail** activities into Industrial areas may compromise operational requirements that are critical to the success of these areas.

Figure 28: Industrial Urban Form Categories



Industrial General

Industrial Heavy

Industrial General

Industrial General accommodates the widest variety of light and medium industrial uses and represents the primary industrial land supply for the city. Because of the diversity of uses, these areas accommodate a range of building sizes and types and may incorporate outdoor activities and storage. Building heights will generally be lower in these areas since the typical range of activities benefits from easy access to the ground. Streets will prioritize large vehicle and goods movement, but will also enable safe and convenient **pedestrian**, cycling and transit options.

Applicable Policy Modifiers

4 Parks and Open Space Frontage

6 Comprehensive Planning Site

2.13 Industrial General Policies

a. In a **local area plan,** Industrial General should identify areas of a community that will have the following characteristics, relative to other Industrial areas:
   i. the widest variety of light and medium industrial uses, relative to other Industrial areas;
   ii. varied parcel sizes, larger than typical parcels in Neighbourhood areas;
   iii. some off-site impacts that can be adequately mitigated; and,
   iv. limited commercial uses.

b. Industrial General areas should be located in industrial areas as identified on the Urban Structure Map of the **Municipal Development Plan**.

c. Industrial General is appropriate next to Neighbourhood Industrial Transition areas and may be appropriate next to Neighbourhood Commercial or Housing areas with adequate mitigation of off-site impacts.

d. **Pedestrian**, cycling and transit mobility options should be available in these areas.

e. Development in Industrial General should:
   i. generally be industrial in nature;
   ii. strategically locate and provide a small number of commercial uses that support employees and users of the area;
   iii. mitigate off-site impacts;
   iv. consider opportunities for on-site renewable energy generation and waste heat recovery and re-use;
   v. accommodate incidental sales and office functions that support industrial activities;
   vi. provide for a range of building heights, building sizes, floor plate areas and ceiling height dependent on the needs of the uses;
   vii. restrict new large-format, free-standing commercial uses such as **retail** and car dealerships;
   viii. provide **pedestrian** connections to transit stops and stations;
   ix. encourage landscaping and publicly-accessible amenities to provide respite for workers and visitors to the area; and,
   x. support the retention of industrial land for industrial activities.

f. Industrial General areas may accommodate a range of automotive activities including repairing, servicing, painting, storing and washing.

g. Large-scale food production and urban agriculture activities are encouraged.

h. Eco-industrial parks are encouraged in Industrial General areas.





Photo: Examples of Industrial General Urban Form

Industrial Heavy

Industrial Heavy is characterized by heavy industrial uses that typically have significant off-site impacts due to their operations. A significant portion of industrial activities occur outdoors and generate external nuisance such as noise, dust, vibration and odour, which are key parts of their operations. These activities generally require larger sites with buildings that may incorporate equipment.

Applicable Policy Modifiers

6 Comprehensive Planning Site

2.14 Industrial Heavy Policies

a. In a **local area plan,** Industrial Heavy should identify areas of a community that will have the following characteristics, relative to other Industrial areas:
   i. streets and uses focused on goods and large vehicle and equipment movement;
   ii. buildings and structures that are generally purpose-built for industrial activities;
   iii. the most off-site impacts;
   iv. large parcel sizes; and,
   v. the most heavy industrial activity, including external machinery such as conveyor belts, cranes, piping or silos.

b. Industrial Heavy areas should be located in industrial areas as identified on the Urban Structure Map of the **Municipal Development Plan**.

c. Industrial Heavy areas should be located next to Industrial General areas or in isolated locations where the off-site impacts of the industrial activities are compatible with adjacent activities.

d. Without substantial mitigations, this category must not be located next to Neighbourhood areas.

e. Large vehicle and equipment access and circulation should be prioritized for these areas.

f. **Pedestrian**, cycling and transit mobility options are encouraged for these areas.

g. Development in Industrial Heavy should:
   i. be industrial in nature;
   ii. not have residential or commercial uses encroaching into the area;
   iii. be located in areas with strong connections to goods movement routes;
   iv. be located in areas close to, or adjacent to, hazardous goods routes, railway lines, or other means of access suitable for the transportation of raw materials and goods;
   v. consider **pedestrian** connections to transit stops and stations;
   vi. appropriately mitigate off-site impacts; and,
   vii. consider incorporating landscaping where appropriate.



Photo: Examples of Industrial Heavy Urban Form

Regional Campus Purpose

REGIONAL CAMPUS URBAN FORM CATEGORY

The Regional Campus function includes large sites that are for regional institutional or regional transportation functions regulated by the provincial or federal government. These areas are characterized by comprehensive, high intensity uses that serve a regional civic, institutional or transportation purpose, such as airports, railyards, regional hospitals and university or college campuses. The sites are typically serviced by internal mobility networks and comprise multiple buildings. Regional Campus areas are often significant city-wide activity generators, so considering how these sites integrate with adjacent development and the local mobility network will benefit the wider community and the city.

2.15 Regional Campus Policies

a. Communities should integrate with Regional Campus areas by:
   i. aligning surrounding functions to provide complementary urban form categories nearby; and,
   ii. providing mobility choices to support and enhance the function and integration of these sites with the city-wide and regional network.





Photo: Examples of Regional Campus Urban Form

Urban Form Category Modifiers

Urban form categories can be modified through a **local area planning** process to respond to the local context in two ways: policy modifiers and scale modifiers.

This section outlines the policy and scale modifier categories, provides direction for when they should modify an urban form category, and provides policies for development in areas where they have been applied through a **local area plan.**

Figure 29: Example Application of Urban Form Category Policy Modifiers



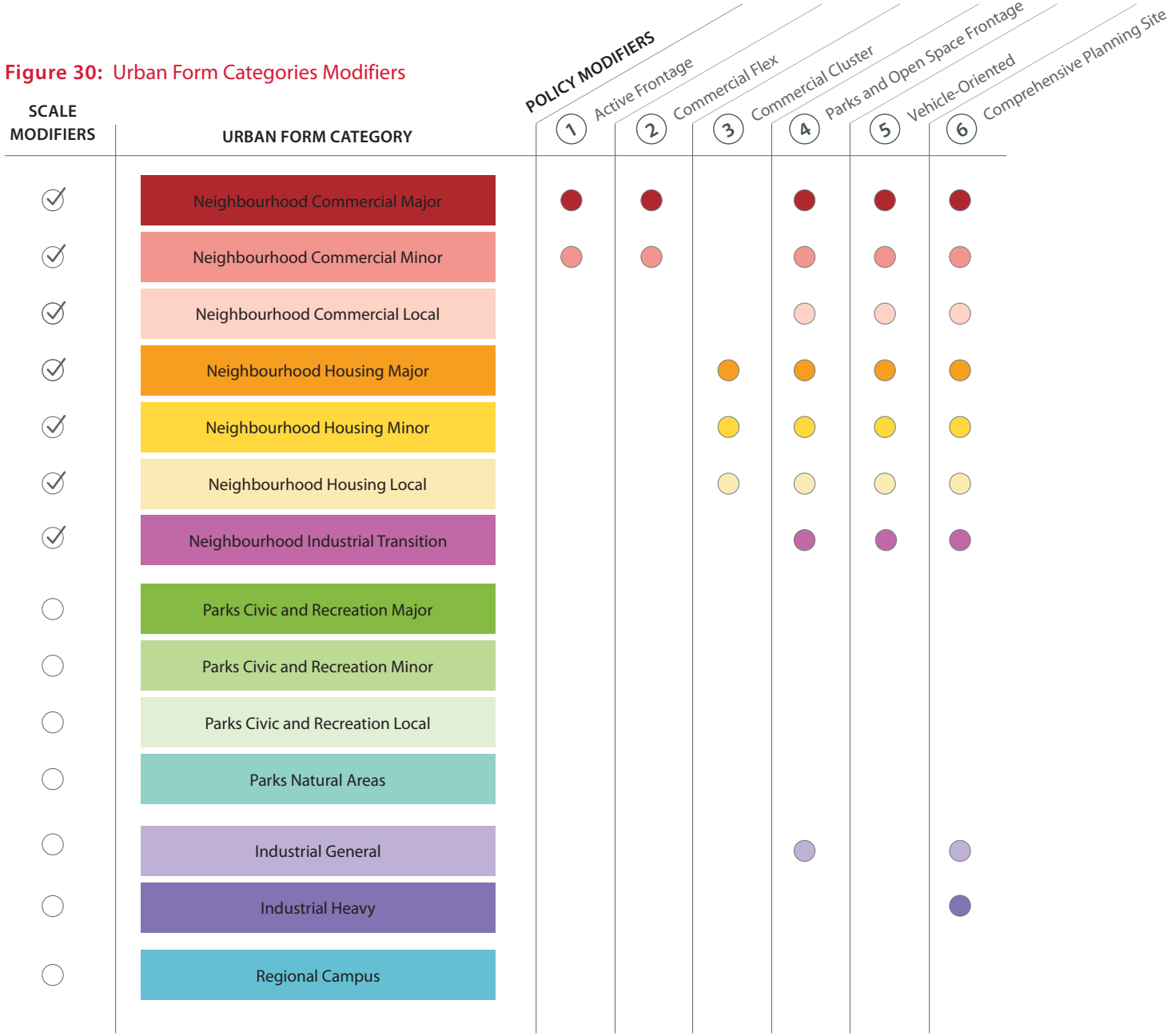
Commercial Cluster:
Identifies a cluster of local commercial at this key intersection for neighbouring residents.

Commercial Flex:
Identifies areas where buildings will be designed to adapt to a commecial use in the future.

Parks and Open Space Frontage:
Activates the public plaza along this main street.

Active Frontage:
Ensures that the heart of this main street remains lively through **active uses** and an enhanced **pedestrian** experience.

Figure 30: Urban Form Categories Modifiers



POLICY MODIFIERS

Policy modifiers are optional policy components that are used to tailor an urban form category to provide additional policy for specific locations in communities.

1 Active Frontage

The Active Frontage policy modifier identifies commercial locations that have the highest activity, and require **active uses** that promote lots of **pedestrian** traffic in and out of buildings and along the street.

2 Commercial Flex

The Commercial Flex policy modifier identifies areas that have potential for higher street-level activity, but where **active uses** are not supported by the market in the short-term.

3 Commercial Cluster

The Commercial Cluster policy modifier identifies places within housing focused areas for clusters of commercial activities that serve the local population.

4 Parks and Open Space Frontage

The Parks and Open Space Frontage policy modifier identifies locations where the activities on a site should be integrated across the edge of an abutting public open space or park.

5 Vehicle-Oriented

The Vehicle-Oriented policy modifier identifies locations where vehicle-focused functions may be located, such as gas bars, drive-through, vehicle repair and maintenance and car washes. This modifier can also identify commercial uses focused on consumer sales of large items that benefit from vehicle-focused access.

6 Comprehensive Planning Site

The Comprehensive Planning Site policy modifier identifies sites that warrant comprehensive planning at a later stage. These are sites where private **infrastructure** serves a public or semi-public purpose, or where redevelopment on the site will need to be integrated into the neighbourhood.

1 Active Frontage

Pedestrian-friendly places rely on vibrant streets with **active uses** at street level. The Active Frontage policy modifier can be applied to the Neighbourhood Commercial Major and Minor urban form categories to identify areas intended to have the highest volume of **pedestrian** activity. Active Frontage areas require **active uses** at grade and have higher development standards to enhance the **pedestrian** experience. These areas may have uses that are not traditionally considered active, so long as they also contribute to a high volume of **pedestrian** activity through exceptional building and site design. Given the importance of ensuring there is market demand and population to serve Active Frontage areas, this policy modifier should be applied sparingly in strategic locations.

Applicable Urban Form Categories

- Neighbourhood Commercial Major
- Neighbourhood Commercial Minor

2.16 Active Frontage Policies

a. In a **local area plan,** Active Frontage should modify Neighbourhood Commercial Major and Minor urban form categories in areas of a community that:
   i. are located within **Main Streets**, **Activity Centres**, **core zones** in **transit-oriented development** areas, **transit station areas** and other areas of high activity; or,
   ii. are anticipated to generate the highest amount of **pedestrian** activity in a commercially-focused area.

b. The length and location of Active Frontage areas should be strategically located based on commercial market demand within a community.

c. Development in Active Frontage areas should provide:
   i. **active uses** at grade along the street to provide for an enhanced **pedestrian** environment and support the highest level of street activity; and,
   ii. a high standard of building design including, but not limited to, the following elements:
      A. at-grade units with floor-to-ceiling heights that can accommodate a range of commercial uses;
      B. windows, doors and openings on ground floors that increase interaction and transparency;
      C. canopies, or other forms of shelter for **pedestrians** from the elements, that support year-round enjoyment;
      D. distinct, barrier-free, primary entrances for at-grade units facing the street; and,
      E. landscaping, sitting areas, plazas and patios that activate the street.

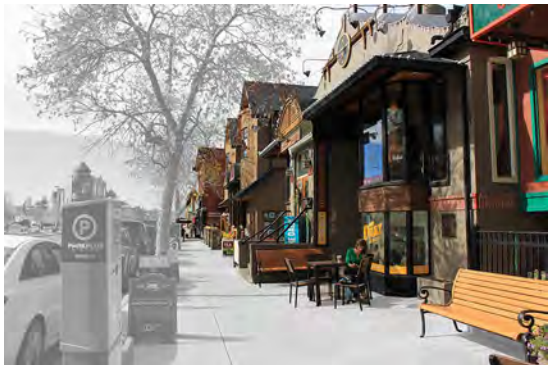


Photo: Active Frontages enliven the street and provide spill-out space for interaction and sitting.



Photo: Active Frontages offer abundant destinations and a frequent rhythm of entrances and windows at a pedestrian-scale.

2 Commercial Flex

Certain areas have future potential for uses that generate higher street-level activity, but in the short-term the market may not support development with **active uses** at-grade. The Commercial Flex policy modifier requires at-grade units that can accommodate future commercial activities to provide opportunities for uses to grow and adapt to changing markets in the medium to long term. At the time of construction, at-grade units within a Commercial Flex area should be built to a commercial standard. Short-term uses in Commercial Flex areas would include residential, small-scale manufacturing, **work-live units**, artists' studios and a range of commercial activities.

Units in a Commercial Flex area enable innovative and entrepreneurial businesses that have higher needs than a common home-based business, and may transition to fully commercial uses over time. The Commercial Flex policy modifier can be used in Neighbourhood Commercial areas for locations adjacent to Active Frontage areas to provide a transition to surrounding development. Commercial Flex areas should be strategically located to support adjacent commercial development and the evolution of Neighbourhood Commercial areas over time.

2.17 Commercial Flex Policies

a. In a **local area plan** Commercial Flex should modify Neighbourhood Commercial urban form categories that in the future should support **active uses** at grade.

b. Commercial Flex should only be located:

   i. within **Main Streets**, **Activity Centres**, **core** or **transition zones** in **transit-oriented development** areas, **transit station areas** and other areas of high activity; or,

   ii. adjacent to Active Frontage areas.

c. Development in Commercial Flex areas must provide:

   i. at-grade units with adaptable space that allows for uses to respond to market conditions without significantly altering the shell construction of buildings;

   ii. a minimum floor-to-ceiling height for at-grade units that enables adaptation to an **active use** in the future; and,

   iii. buildings that support higher street-level activity than a building with solely residential units through design elements such as:

      A. windows, doors and openings on ground floors that increase interaction and transparency;

      B. canopies or other forms of shelter for **pedestrians**; and,

      C. distinct, barrier-free, primary entrances for at-grade units along the higher-activity street.

Applicable Urban Form Categories

Neighbourhood Commercial Major

Neighbourhood Commercial Minor



Photo: Commercial Flex building with barrier-free entrances, lots of windows and awnings that result in indistinguishable residential and commercial units at grade.



Photo: Commercial Flex building with commercial floor-to-ceiling heights and flexible ground floors.

3 Commercial Cluster

The Commercial Cluster policy modifier identifies locations within Neighbourhood Housing areas with clusters of commercial uses that serve the local population. They are walkable locations that provide the colour that brings communities to life. They are where you find your favorite neighbourhood sandwich or go to drop off your dry-cleaning. Commercial Cluster areas are typically located at key intersections but can be identified in other parts of a community. In some cases, Commercial Cluster areas may be identified where more commercial development is desired in the future within Neighbourhood Housing areas. Individual, one-off commercial uses in residential areas do not need to be identified as a Commercial Cluster.

Applicable Urban Form Categories

- Neighbourhood Housing Major
- Neighbourhood Housing Minor
- Neighbourhood Housing Local

2.18 Commercial Cluster Policies

a. In a **local area plan,** Commercial Cluster should identify portions of Neighbourhood Housing areas that are most likely to support grouped commercial activities.

b. Commercial Cluster may be located at significant intersections or in a linear pattern fronting a higher-activity street within a Neighbourhood Housing area.

c. Relative to Neighbourhood Commercial areas, development in Commercial Cluster areas should be designed to integrate into Neighbourhood Housing areas by:

   i. providing a **built form** and scale that is responsive to the surrounding residential context;

   ii. servicing a more local clientele; and,

   iii. limiting disturbances associated with use activities, including, but not limited to, vehicular circulation, parking, site servicing and noise.



Photo: Commercial Cluster area that offers services to nearby residents in a Neighbourhood Housing area.



Photo: Commercial Clusters support activity and vibrancy in housing focused areas of the city.

4 Parks and Open Space Frontage

The Parks and Open Space Frontage policy modifier identifies locations where the activities on a private site should be integrated across the edge of the public park or open space next door. This policy modifier should be applied where the public and private activities can complement one another and result in the activation of the park or open space. The Parks and Open Space Frontage modifies urban form categories for sites that abut a park or open space, and should be applied in key locations where there is a desire for more integration between an existing or future public park or open space and the abutting development. In places where Parks and Open Space Frontage has been identified, care and attention to the public park or open space design is also required to ensure the integration of the public and private realm is successful. Not all shared boundaries with parks and open space are appropriate for this level of integration, however some level of integration between parks and open space and other urban form categories is desirable.

2.19 Parks and Open Space Frontage Policies

a. In a **local area plan** Parks and Open Space Frontage should modify Neighbourhood or Industrial General urban form categories in specific areas of a community where integration across the shared boundary between a public park or open space and abutting development is desired and appropriate.

b. All development in Parks and Open Space Frontage areas should:

   i. provide a seamless transition between the private and **public realms** through thoughtful site and building design; and,

   ii. use soft and hard landscaping to delineate open space and property boundaries in favour of fencing and other non-permeable barriers.

c. Commercial development within Parks and Open Space Frontage areas should:

   i. include uses that support medium to high levels of **pedestrian** activity such as cafés, restaurants, or day cares; and,

   ii. contribute to activating the **public realm** through building and site design elements such as:

      A. publicly-accessible private plazas;

      B. at-grade amenity spaces; and,

      C. entrances that face the park or open space.

d. Residential development within Parks and Open Space Frontage areas should contribute to the **public realm** through building and site design elements such as:

   i. **pedestrian** walkways and connections to the park or open space;

   ii. at-grade entrances that face the park or open space;

   iii. backyard suites with entrances that face the park;

   iv. at-grade amenity space that faces the park or open space; and,

   v. windows that allow for views of the park or open space.

Applicable Urban Form Categories

- Neighbourhood Commercial Major
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Local
- Neighbourhood Housing Major
- Neighbourhood Housing Minor
- Neighbourhood Housing Local
- Neighbourhood Industrial Transition
- Industrial General



Photo: Park Frontage that provides at-grade amenity space that faces the plaza.

5 Vehicle-Oriented

The Vehicle-Oriented policy modifier identifies locations within Neighbourhood areas where vehicle-focused functions may be located, such as gas bars, drive-through, vehicle repair and maintenance and car washes. This modifier can also identify commercial uses focused on consumer sales of large items, such as vehicles, hot-tubs, boats and furniture, that benefit from vehicle-focused access.

Vehicle-focused services are important features to meet peoples' needs within their community; however, the design of these types of developments tends to disrupt and conflict with the **pedestrian**-scaled experience since the site design required to meet the access, stacking and parking needs of vehicle-focused uses is at a different scale than that required for people. In addition, the sites where vehicles cross sidewalks are points of potential conflict with **pedestrians** and other street users, such as cyclists. A concentration of Vehicle-Oriented development in an area will diminish the design quality and safety for **pedestrians** and result in an incompatible street design for high activity Neighbourhood areas.

Vehicle-Oriented policy modifiers should be located outside of areas with high levels of **retail** activity along streets that carry lower volumes of **pedestrian** and cycling traffic and higher volumes of vehicle traffic. The Vehicle-Oriented policy modifier may identify smaller sites in walkable neighbourhoods where local vehicle services may be offered. The Vehicle-Oriented policy modifier may be appropriate on the perimeter of Industrial General or Heavy areas as a transition between Neighbourhood areas.

Applicable Urban Form Categories

- Neighbourhood Commercial Major
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Local
- Neighbourhood Housing Major
- Neighbourhood Housing Minor
- Neighbourhood Housing Local
- Neighbourhood Industrial Transition

2.20 Vehicle-Oriented Policies

a. In a **local area plan** Vehicle-Oriented should identify locations in Neighbourhood areas that are appropriate for and will accommodate vehicle-focused services.

b. Vehicle-Oriented should be located in areas of lower activity where volumes of **pedestrian** movement will be lower and vehicle traffic rates will be higher.

c. In order to minimize conflict with **pedestrians** and other street users, development in Vehicle-Oriented areas should:

   i. minimize the number of locations where vehicles cross the sidewalk; and,

   ii. minimize driveway width, as feasible.

d. Vehicle-Oriented development should be designed to integrate into Neighbourhood areas.

e. Development in areas identified with a Vehicle-Oriented policy modifier should:

   i. incorporate landscaped areas;

   ii. mitigate off-site impacts;

   iii. provide **pedestrian** connections to transit stops and stations; and,

   iv. accommodate vehicular movement and loading in a manner that does not negatively impact **pedestrian** safety or circulation.

f. Development in Neighbourhood Commercial areas identified with a Vehicle-Oriented policy modifier may:

   i. provide areas for large or bulky goods and vehicles to be sold, leased or rented; and,

   ii. accommodate activities outside of a building for storage or display.



Photo: Vehicle-Oriented aeras located in strategic locations provide important services.

6 Comprehensive Planning Site

The Comprehensive Planning Site policy modifier identifies and provides direction for large sites where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private **infrastructure**, such as internal roads, that service the site and provide a semi-public function and new public or private **infrastructure** may be needed to be integrate the site into the surrounding community. In some cases, these sites will be redeveloped, while in other cases the existing use on a site may be added to or evolve. Examples of Comprehensive Planning Sites include regional shopping malls, commercial centres, large brownfield sites or privately-owned recreation sites.

2.21 Comprehensive Planning Site Policies

a. The Comprehensive Planning Site policy modifier should be applied to sites that warrant comprehensive planning and are 1.0 hectare or larger or have been identified by a **local area plan.**

b. Urban form categories may be identified and assigned through a **local area plan** for Comprehensive Planning Sites. Where urban form categories have not been identified through a **local area plan,** an amendment to the plan will be required to determine the appropriate urban form category at the planning application stage.

c. A range of scales may be applied to a Comprehensive Planning Site and should take into consideration impacts to adjacent development. Where scale is not applied through the **local area plan,** the plan must be amended to add the relevant scales at the planning application stage.

d. For new developments of Comprehensive Planning Sites, detailed site design should occur prior to, or at the time of, a planning application.

e. Comprehensive Planning Sites should be designed to connect and integrate into the existing community through:

   i. appropriate transition of use and scale;

   ii. consideration of edge conditions through site design aspects such as setbacks, lot patterns, building siting and landscaping;

   iii. incorporation of public or publicly-accessible private open space and landscaping;

   iv. provision of public or private **pedestrian** and cycling connections;

   v. access and connection points between internal and external road networks;

   vi. transit **infrastructure** that appropriately serves the needs of the site; and

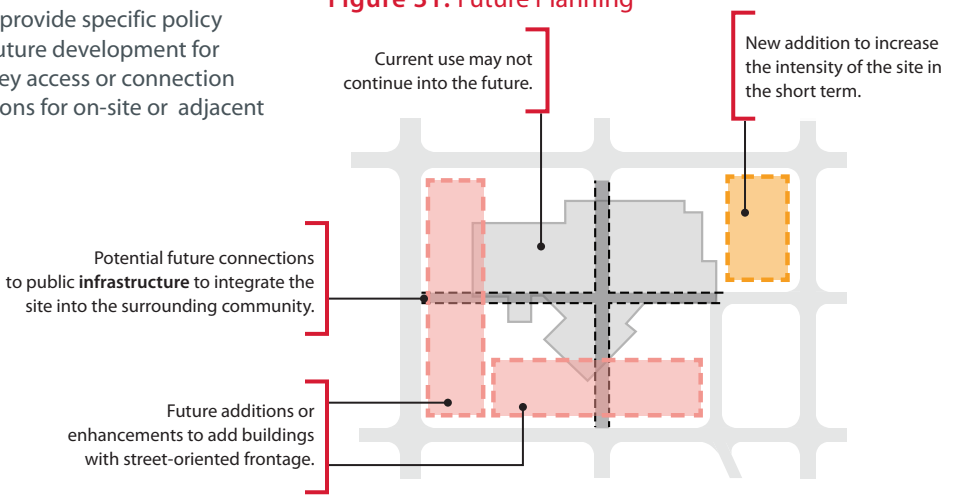
   vii. provision of public or private utilities.

f. A **local area plan** may provide specific policy for the site to inform future development for components such as key access or connection points and considerations for on-site or adjacent development.

Applicable Urban Form Categories

- Neighbourhood Commercial Major
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Local
- Neighbourhood Housing Major
- Neighbourhood Housing Minor
- Neighbourhood Housing Local
- Neighbourhood Industrial Transition
- Industrial General
- Industrial Heavy

Figure 31: Future Planning



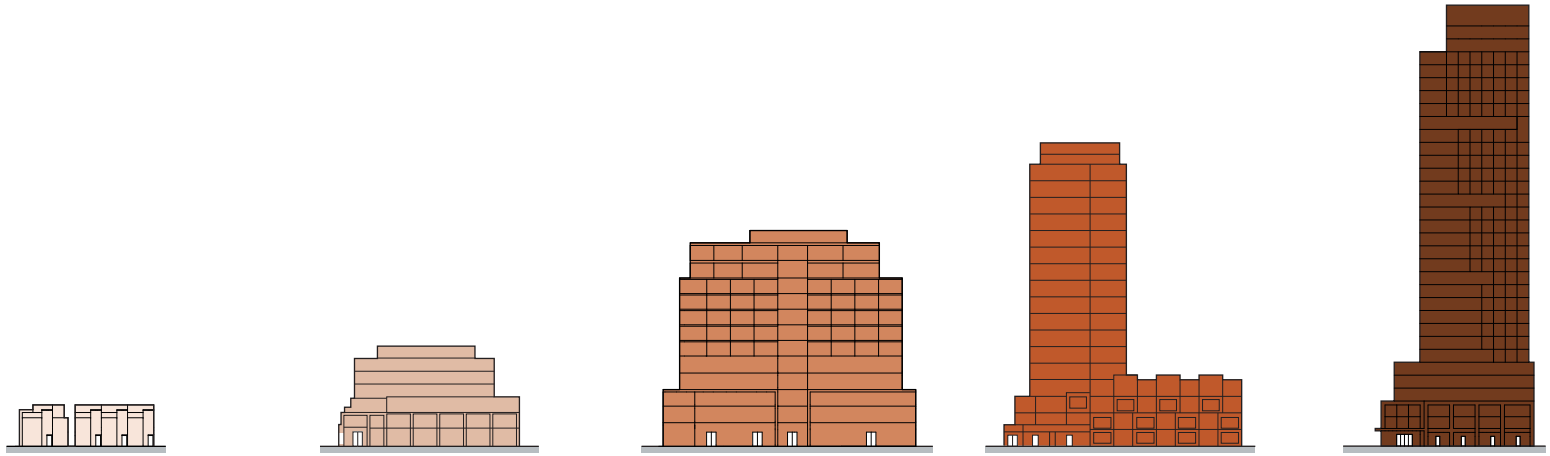
SCALE MODIFIERS

Scale refers to the combination of height and massing of a structure. Scale modifiers are applied to urban form categories to indicate the general scale and anticipated human experience at the street level. The scales are grouped by compatible **built forms** with similar design standards to manage the experience of height and massing for people at the street level.

There are five scale modifiers that apply to the Neighbourhood and Industrial Transition areas. When applying scale, the anticipated activity level of an area should be considered to ensure that the scale will support enough intensity to make the anticipated activity level viable. In general, many people are needed to support a **retail** area so larger-scale buildings near high-activity areas will help to support their success, while an overly restricted building scale will reduce their viability. A variety of scales applied across communities provides opportunity and choice and contributes to the diversity of a community.

The **Land Use Bylaw** will supplement building scale modifiers by more specifically regulating height, floor area ratios and transition. Scale modifiers may be adjusted through a **local area plan** to specify a maximum number of storeys that is less than that identified in the scale modifier, where warranted based on site constraints and the local context, and where the impact on the activity level of the assigned urban form category has been considered. **Street wall** height is addressed generally in policies 3.1 of this Guidebook, but may be specified for certain locations through a **local area plan** in accordance with policies 2.31.

Figure 32: Scale Modifiers



Limited

- Buildings of three storeys or less.
- Typically smaller individual building footprints.
- Activity is ground-oriented (units mostly have ground floor entrances or direct access).

Low

- Buildings of six storeys or less.
- Usually buildings with stacked units and shared entries, often with a larger building footprint.

Mid

- Buildings of twelve storeys or less.
- Buildings typically step back after the **street wall** height.
- Usually larger buildings with shared entries and elevators that are mostly located on larger sites.

High

- Buildings of twenty-six storeys or less.
- Typically tower and podium or point tower forms

Tall

- Buildings of twenty-seven storeys or more.
- Typically tower and podium or point tower forms.

Limited Scale

Buildings in the Limited scale modifier are three storeys or less in height with smaller building footprints than typical of other scale modifiers. This category includes a broad range of ground-oriented building forms, including single-detached, semi-detached, rowhouses, townhomes, stacked townhomes, mixed-use buildings, commercial and some industrial buildings. Housing-focused areas at this scale should have more amenity space at grade, such as yards or patios.

2.22 Limited Scale Policies

a. Buildings:

   i. should be a maximum of three storeys in height;

   ii. should have well-articulated façades that face the **public realm**;

   iii. should provide, direct, individual access to grade for all units; and,

   iv. are encouraged to have smaller individual building footprints than in other scales..

b. Limited scale housing-focused development should, relative to other scales:

   i. provide the most at-grade landscaped area; and,

   ii. have a reduced building mass above the second storey.

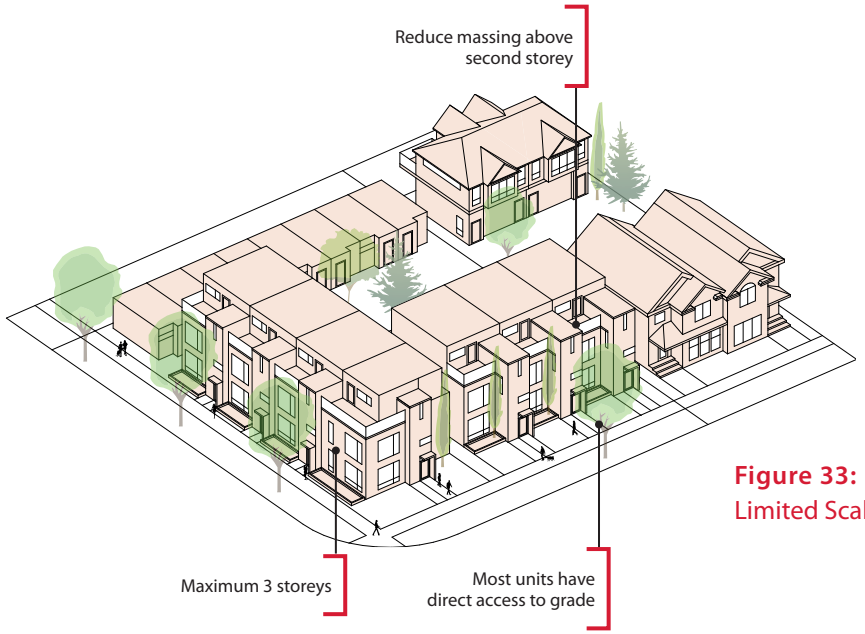


Figure 33: Illustration of Limited Scale Development

Low Scale

The Low scale modifier accommodates buildings of six storeys or less. Where the **local area plan** identifies a **street wall** height that is lower than the overall building height the façade of upper storeys should be differentiated from the façade of the base of the building. In some circumstances the building height may be the same as the **street wall** height.

Typical buildings in the Low scale modifier would include ground-oriented units at grade with stacked units above that are accessed either through shared entries or individual at-grade entries. Building footprints are typically larger than those of a Limited scale, and would include forms such as apartments, stacked townhouses, vertical mixed-use, office and larger industrial buildings.

2.23 Low Scale Policies

a. Buildings should:

   i. be six storeys or less in height;

   ii. provide ground floor units direct access to grade;

   iii. provide a **street wall** that proportionately frames the street and creates a people-focused **public realm**; and,

   iv. step back or differentiate the primary building façade for storeys above the street wall.

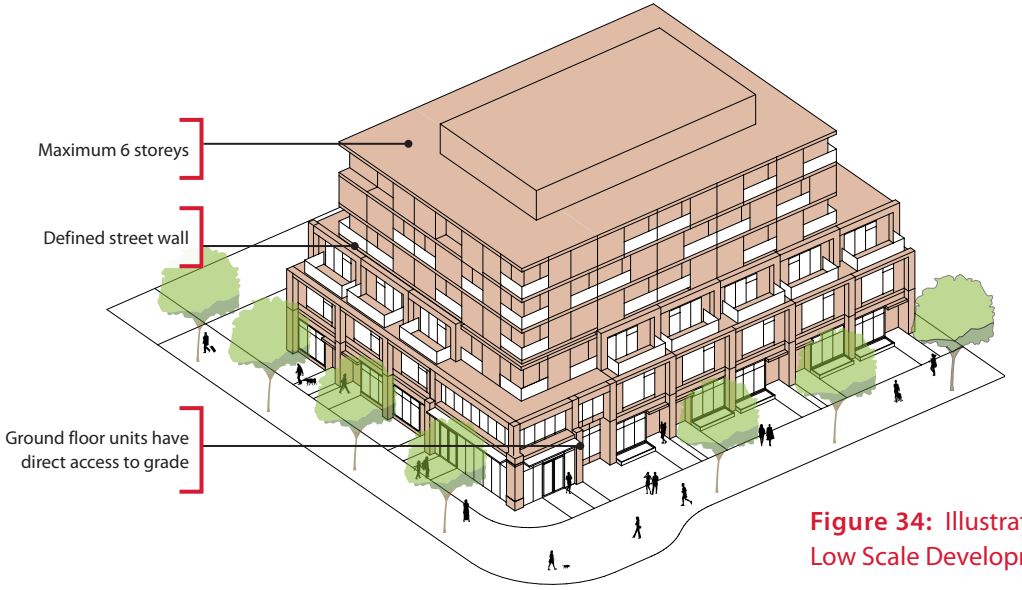


Figure 34: Illustration of Low Scale Development

Mid Scale

The Mid scale modifier accommodates buildings up to twelve storeys in height. Building volume above the sixth storey should be reduced to diminish the visible massing of the building and provide separation from neighbouring buildings, streets and lanes to allow for light and fresh air to penetrate between buildings.

Typical buildings in the Mid scale modifier would include apartment and mixed-use buildings.

2.24 Mid Scale Policies

a. Buildings should:

   i. be twelve storeys or less in height;

   ii. provide ground floor units direct access to grade;

   iii. avoid long, uninterrupted rooflines and façades;

   iv. provide a **street wall** that proportionately frames the street and creates a people-focused **public realm**; and,

   v. have a reduced building volume above the sixth storey.

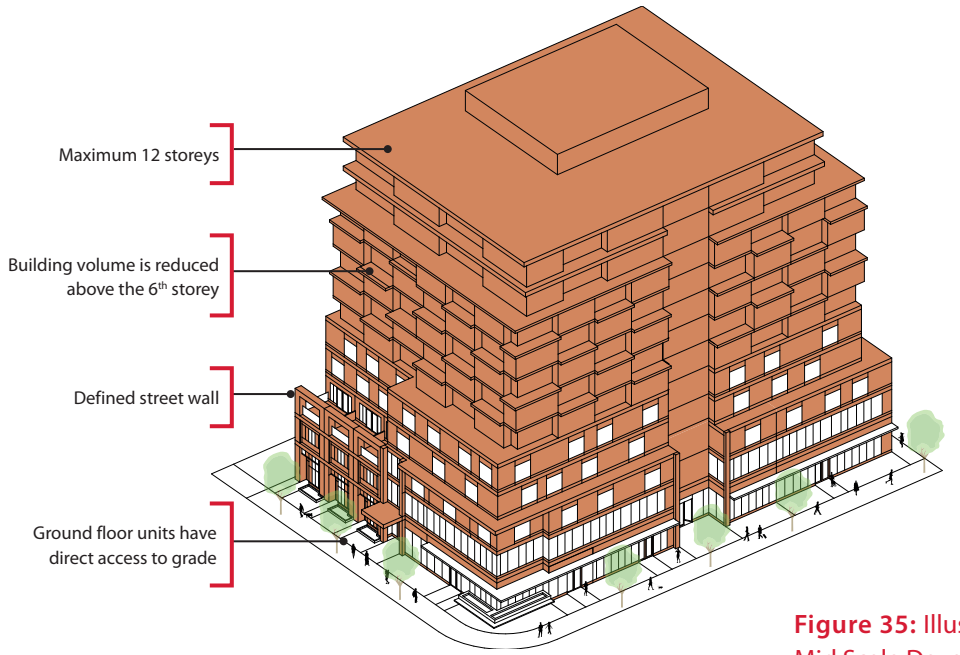


Figure 35: Illustration of Mid Scale Development

High Scale

The High scale modifier accommodates buildings up to 26 storeys. The façades of the building should be reduced above the sixth storey and portions of a building above twelve storeys must be expressed in a narrow tower form with limited façade widths and floor plate dimensions. This stepped tower and podium building form is intended to continue the **street wall**, reduce the visible mass of the building, reduce shadowing, and provide separation between neighbouring buildings and across streets and lanes to allow for light and fresh air penetration. Point towers may be acceptable.

Typical buildings in the High scale modifier would include tower and podium or point tower form office, apartment and mixed-use buildings.

2.25 High Scale Policies

a. Buildings should:
   i. be 26 storeys or less in height;
   ii. provide a **street wall** that proportionately frames the street and creates a people-focused public realm;
   iii. have a reduced building volume above the sixth storey;
   iv. have limited floor plate sizes for portions of the building over twelve storeys in height; and,
   v. have separation distances between towers.

b. Point towers may be acceptable where they provide high-quality, human-scaled experiences at the street level with publicly-accessible amenity spaces.

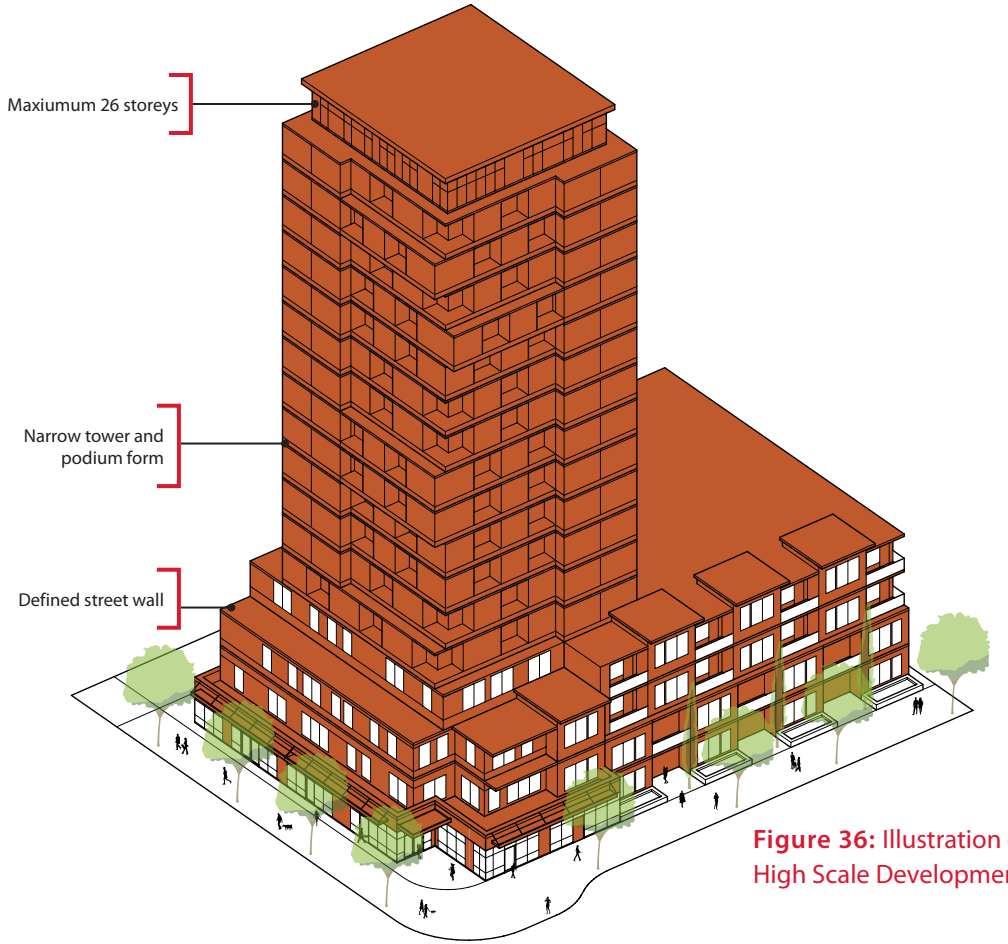


Figure 36: Illustration of High Scale Development

Tall Scale

The Tall scale modifier accommodates buildings 27 storeys and taller. The façade of the building should be reduced above the sixth storey and portions of a building above twelve storeys must be expressed in a narrow tower form with limited façade widths and floor plate dimensions. This stepped tower and podium building form is intended to continue the **street wall**, reduce the visible mass of the building, reduce shadowing and provide separation between neighbouring buildings, across streets and lanes to allow for light and fresh air to penetrate between buildings and to the street below. Point towers may be acceptable.

Typical buildings in the Tall scale modifier would include tower and podium or point tower form office, apartment and mixed-use buildings.

2.26 Tall Scale Policies

a. Buildings may be 27 storeys or more in height.

b. Buildings should:

   i. provide a **street wall** that proportionately frames the street and creates a people-focused public realm;

   ii. have a reduced building volume above the sixth storey; and

   iii. have limited floor plate sizes for portions of the building over twelve storeys in height; and,

   iv. have separation distances between towers.

c. Point towers may be acceptable where they provide high-quality, human-scaled experiences at the street level with publicly-accessible amenity spaces.

d. Buildings above 40 storeys:

   i. should only be located at landmark, gateway or other key sites identified in a **local area plan;**

   ii. must demonstrate a high standard of architectural creativity and excellence, and make a significant contribution to the aesthetic appeal and placemaking of Calgary's skyline.

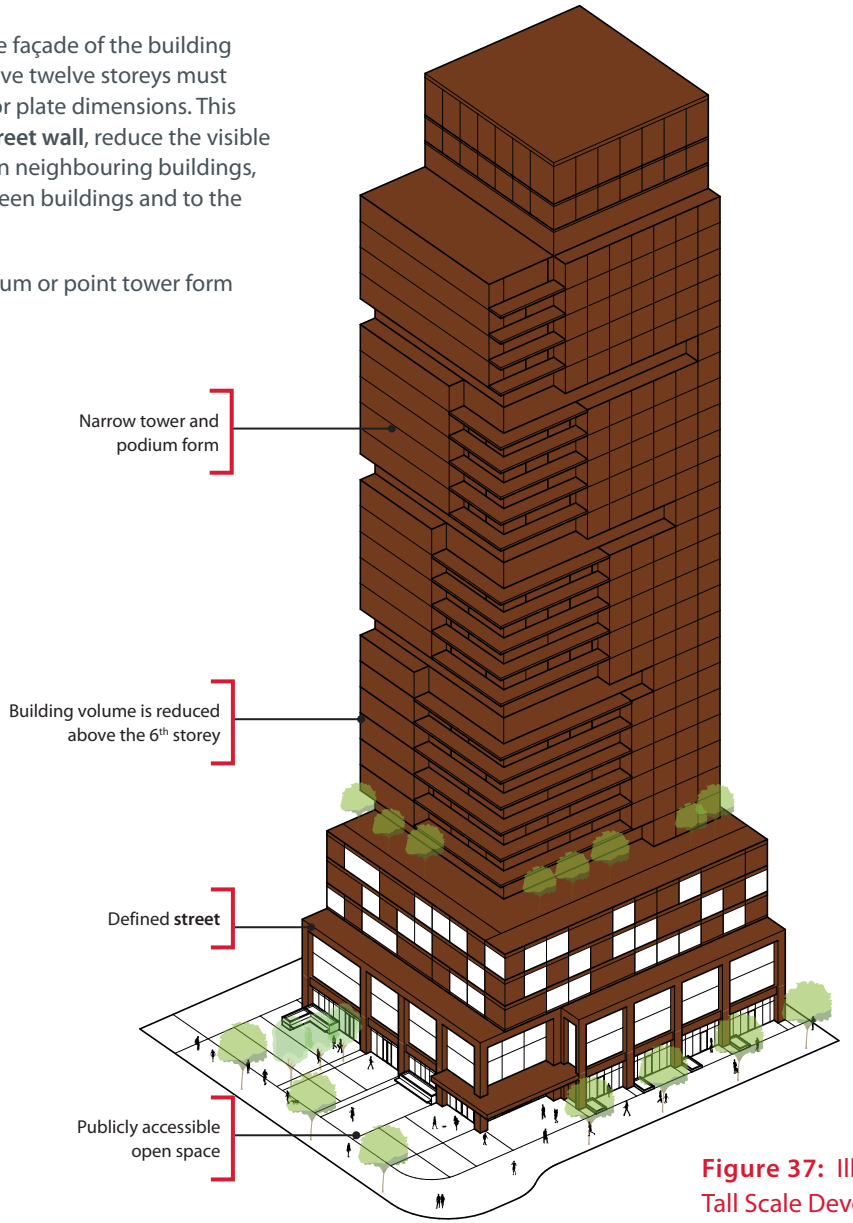


Figure 37: Illustration of Tall Scale Development

Varying Building Scale

The guiding objective of development should be to enable great communities for everyone that represent and achieve the principles and goals of the Guidebook. Built form contributes to these outcomes; however, sometimes achieving the outcome goals means development does not comply with specific scale policy but meets the scale policy intent overall. Developers may need additional volume or height due to site constraints, such as slope, or because an innovative design pushes the envelope. When this occurs, flexibility should be available to enable the best outcome, although these cases should be the exception not the rule.

2.27 Varying Building Scale Policies

a. The Development Authority may approve a building that exceeds the number of storeys that is specified in the building scale modifier where:
    i. there are demonstrated site constraints that render compliant design infeasible; or,
    ii. the proposed development helps achieve the principles and goals of the Guidebook;
    iii. the proposed development meets a high standard of design excellence;
    iv. the design of the building results in a building mass with off-site impacts that are generally equivalent to the specified building scale; and,
    v. the impacts of the additional massing on sunlight access are mitigated for abutting parcels and streets.

Street Wall

A **street wall** is the street-facing façade at the base of a building. When multiple buildings have **street wall** heights that are scaled to the width of the street and the anticipated activity level, it creates a sense of enclosure and continuity at the street level that contributes to **pedestrian** comfort and the character of the street. **Street wall** height requirements may vary depending on the desired **built form**, anticipated activity level and community context.

The building scale modifier policies and building design policies in Chapter 3 provide general direction for **street wall** height and building mass. In high-activity areas or in locations with concentrations of **heritage resources**, more specific direction regarding the height of a **street wall** may be needed. In these locations, a **local area plan** may define the minimum and/or maximum **street wall** height to achieve an appropriate rhythm and sense of enclosure based on the urban form and activity level of the area.

2.28 Street Wall Policies

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

Local Area Plans

Local area plans implement the **Municipal Development Plan** and the Guidebook by addressing specific areas in more detail and refining city-wide policies and strategies for the community scale.

How strategies and polices may be applied to a community is determined through the considerations outlined in this chapter. This section provides direction for what should be included in the four chapters of a **local area plan** and guidance for amendments. Additional details regarding the anticipated content and relationship between **local area plan** chapters and this Guidebook can be found in Appendix 2.

2.29 Local Area Plan Content Policies

Chapter 1: Visualizing Growth
This chapter in a **local area plan** will provide the vision and set the foundation for Chapters 2 and 3 by identifying existing conditions, amenities, opportunities and considerations.

a. **Local area plans** should be informed by the identification of community characteristics and attributes, including, but not limited to:
   i. community demographics and trends;
   ii. geographic location in the city;
   iii. ecological assets;
   iv. heritage and cultural assets, including indigenous and archaeological sites and places;
   v. topography and development constraints;
   vi. parks, open spaces and public trees;
   vii. recreation and community facilities;
   viii. special view corridors;
   ix. **transit station areas**; and,
   x. mobility **infrastructure**.

b. To enhance the livability and health of communities as they grow and evolve, within the constraints of the plan area, a **local area plan** should support:
   i. a mix of employment, residential, institutional, **retail** and services to support the people who live in the community;
   ii. an urban environment and streets that support active mobility and connectivity by enabling stores, services and public facilities within walking distance for most residents;
   iii. development that increases the supply of housing available in a range of types and affordability to meet the needs of current and future populations, both in the community and city wide;
   iv. protection and enhancement of natural areas and ecological function;
   v. recreation, civic, arts and cultural opportunities; and,
   vi. architectural, urban and natural features that contribute to a feeling of local identity and sense of place.

c. A **local area plan** shall contain a vision for the future of a community that aligns with the **Municipal Development Plan** and the principles and goals of the Guidebook.

Chapter 2: Enabling Growth

This chapter in a **local area plan** will include the future growth concept and community-specific policies to supplement the policies in the Guidebook.

d. A **local area plan** shall contain applicable urban form categories, scales and any policy modifiers identified through a map or series of maps.

e. A **local area plan** shall contain strategies for achieving the vision of the plan, including, but not limited to, community-specific policies for urban form categories, mobility, or amenities that supplement those contained within the Guidebook as necessary.

f. Existing or new **landmark sites** or **gateway sites** and key **view corridors** should be identified, if applicable, and community-specific policy should be included to guide future development in these areas.

g. A **local area plan** may include density bonusing policies for **landmark sites** or **core zones**.

h. Where necessitated by site constraints and local context, the maximum height permitted by scale modifiers may be reduced by specifying a number of storeys in a **local area plan** when the impact on the activity level of the assigned urban form category has been considered and the rationale is noted in the plan.

i. Identify **transit station areas** and support them with appropriate urban form categories and scale modifiers.

j. **Local area plans** should identify opportunities for:

   i. integrated civic facilities and sites;

   ii. renewable and low-carbon energy technologies in the plan area; and,

   iii. experimentation and innovation to better implement the principles and goals of the Guidebook and the vision and objectives of the **Municipal Development Plan**.

k. **Local area plans** are encouraged to conduct water and sanitary analyses to understand the impact of projected growth on the utility network.

Chapter 3: Supporting Growth

This chapter in a **local area plan** will include policies regarding current and future amenities and **infrastructure** and related investment strategies.

l. **Local area plans** should:

   i. identify potential investments to support the future growth concept and provide guidance to The City for future service plan and budget considerations and recommendations;

   ii. acknowledge that the timing of investment may be guided by external factors including service and activity levels, priorities identified in the plan, and the state of existing assets;

   iii. identify the roles for different city builders in supporting implementation (The City, developers, residents and businesses);

   iv. identify planning and funding tools that could support implementation, where appropriate; and,

   v. be reviewed at a regular frequency as investment and actions are made towards plan goals.

Chapter 4: Implementation and Interpretation

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

2.30 Local Area Plan Amendment Policies

a. Amendments to a **local area plan** based on the Guidebook should only be considered for the following reasons:

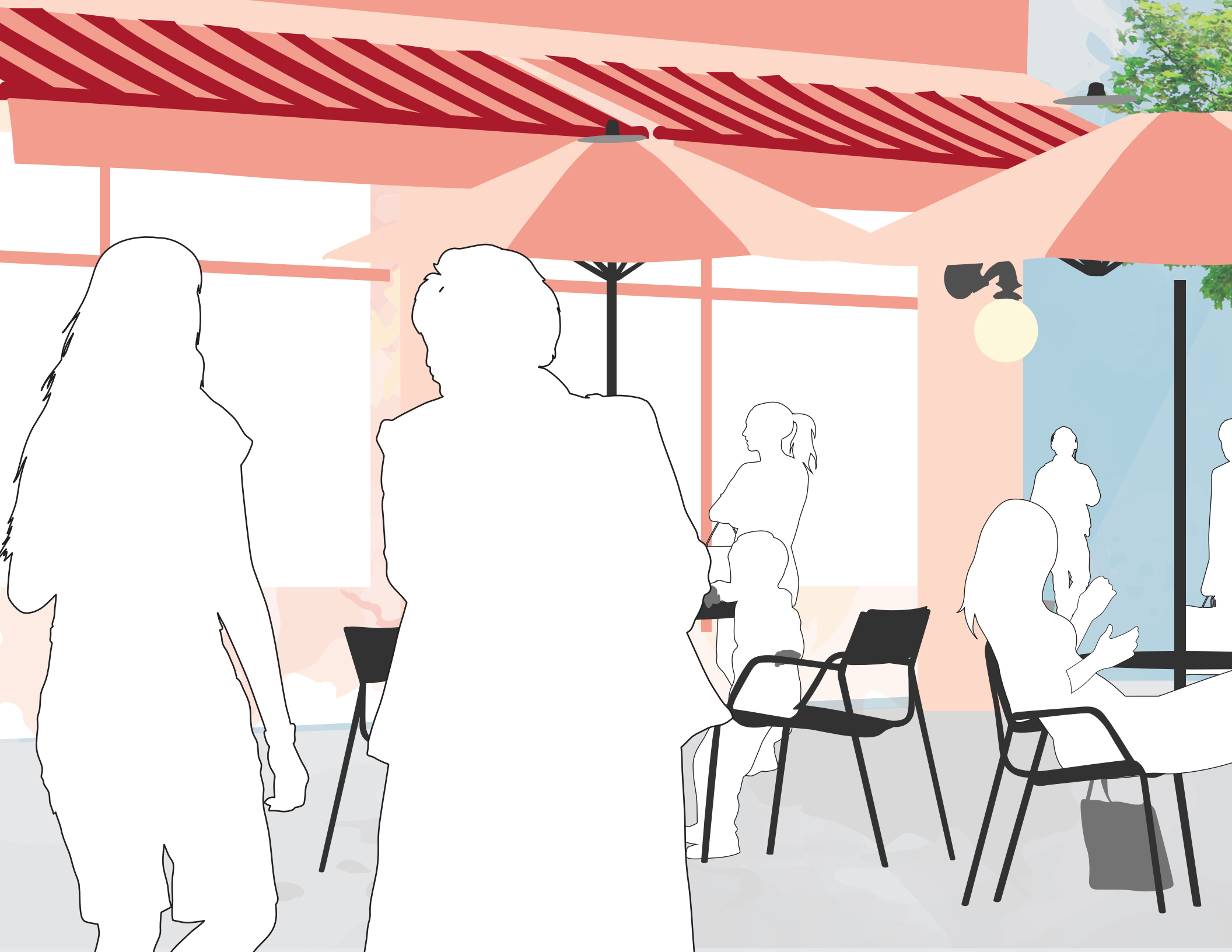
   i. regular updates to the plan to ensure current planning principles are applied and to affirm or amend the vision, principals and policy;

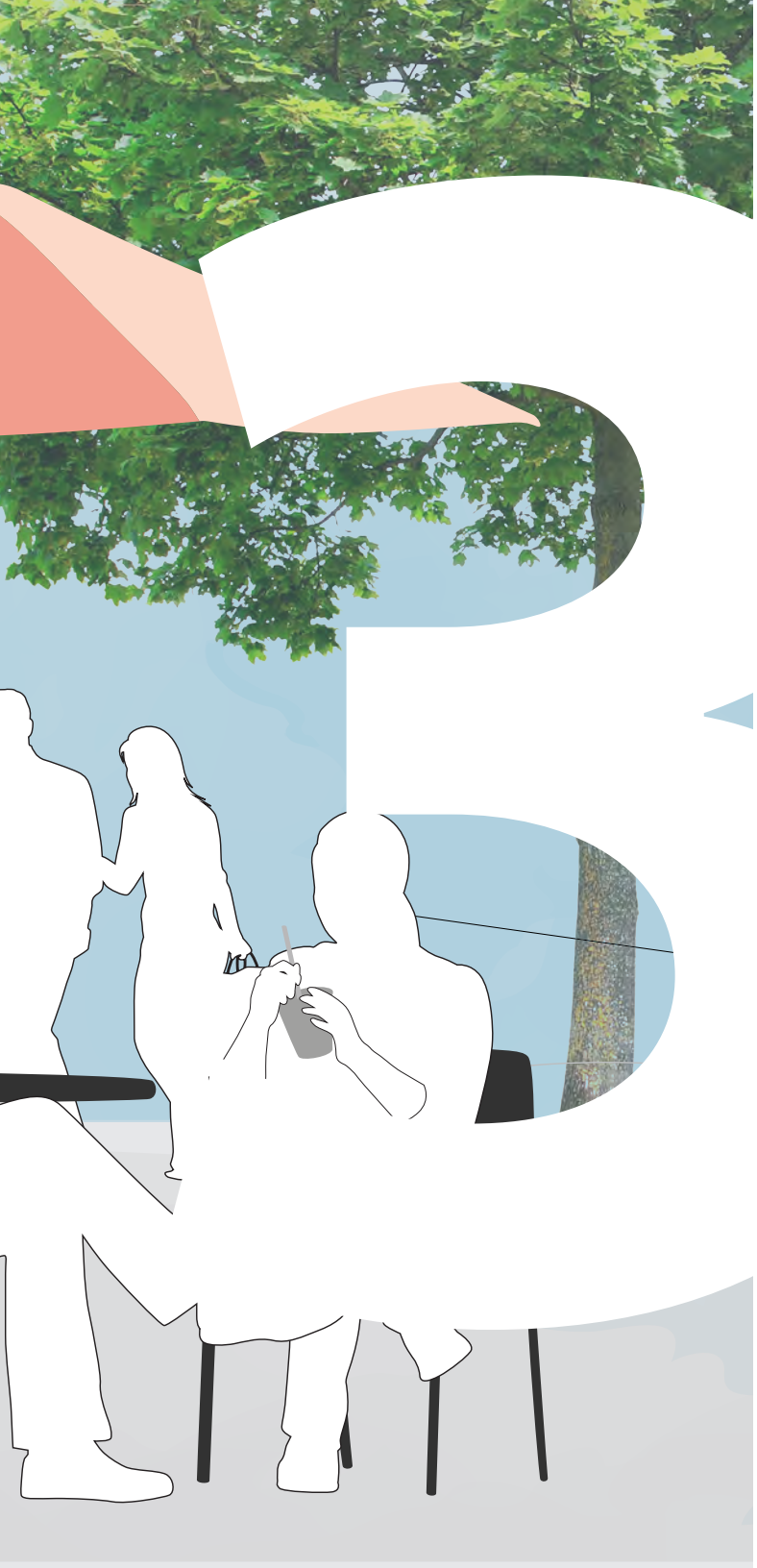
   ii. when higher-level policy is created or amended which introduces conflicting goals or policies that make the goals of the **local area plan** unachievable;

   iii. when significant **infrastructure** investments are made within a community that support a different **built form** and experience than previously considered or outlined in the current plan; or,

   iv. when a planning application that conflicts with the current plan is able to better fulfill the vision of the plan and the principles and goals of the Guidebook than what was previously considered or outlined.

b. For any planning applications that may result in amendments to a **local area plan,** applicants are strongly encouraged to conduct community outreach.





Building Great Communities for Everyone

What is this chapter about?

- Providing policies to help development realize the principles and goals for great communities.
- Providing policies to guide expected development outcomes and **built form**.
- Providing general policies for City **infrastructure** and community amenities

When do you use this chapter?

- When preparing a planning application in a community with a **local area plan** based on the Guidebook.
- During the circulation or review of planning applications.
- City departments when building **infrastructure**.
- When creating a **local area plan.**

Who uses this chapter?

- Applicants and developers submitting planning applications.
- People reviewing or commenting on a planning application in a community with a **local area plan** based on the Guidebook.
- City staff.
- **Local area plan** teams and communities going through a **local area plan** process.

How will you use this chapter?

- To assess if development will help achieve the principles and goals of the Guidebook and meet desired **built form** outcomes.
- To ensure City **infrastructure** and community amenities contribute to achieving the principles and goals of the Guidebook.

Building a Great Community

The built environment of a community should support the lives and lifestyles of the people who live there or may live there in the future. There should be diverse destinations close by: shops and services that meet peoples' daily needs; housing options suitable to peoples' needs and means; opportunities to gather and interact; natural areas; places to play; and options to make a living.

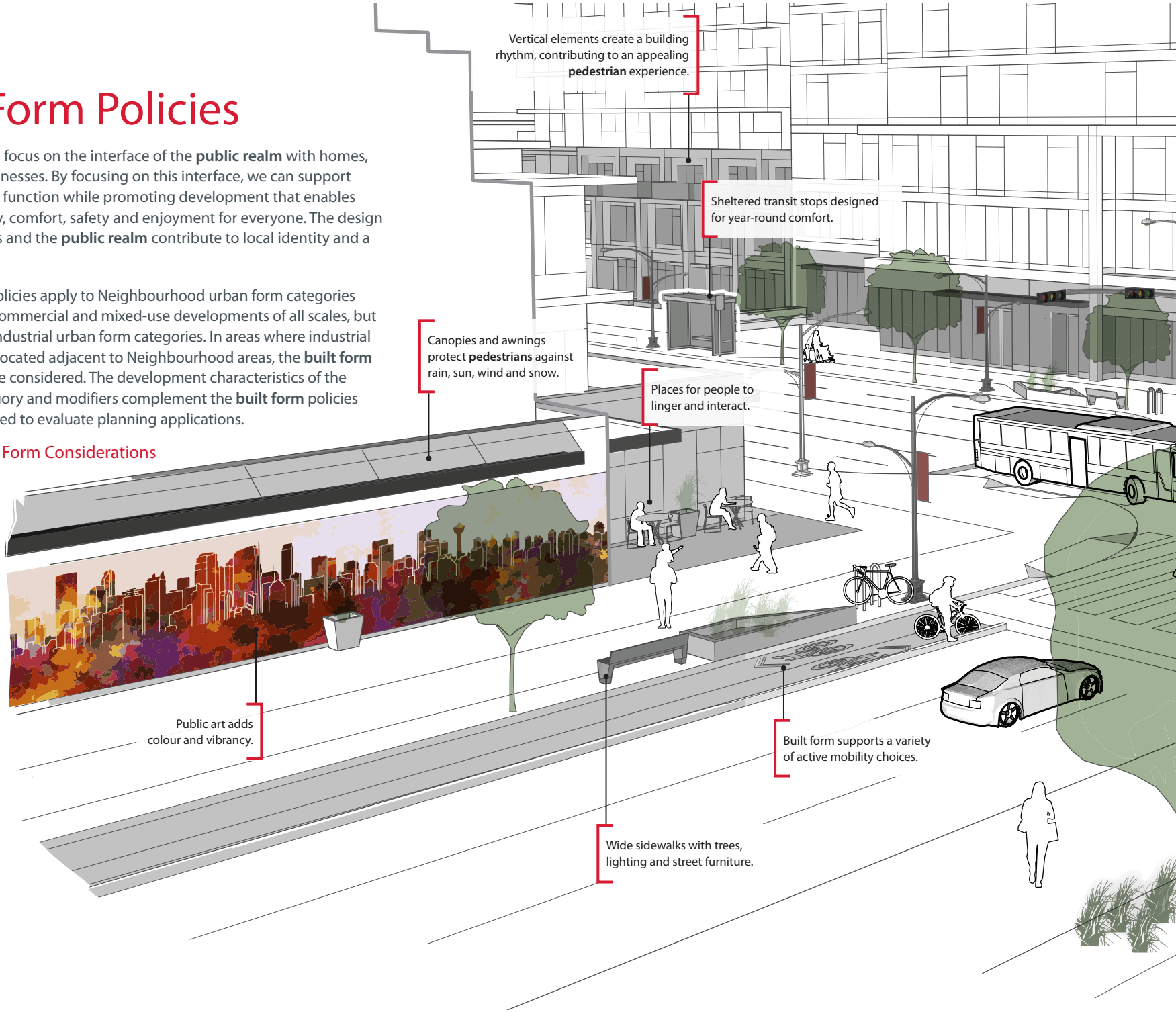
Recall how the built environment of Maria and David's community supports their weekend journey, allowing them to easily and conveniently move from their home, to their leisure activities, to the nearby shops and services. When the built environment is well-designed at a human-scale, it helps to attract people to, and keep people in, an area that increases social interaction and economic activity. Successful communities that welcome a variety of people and activity are more resilient, attract a diversity of development and offer choices to the people who live there now and in the future.

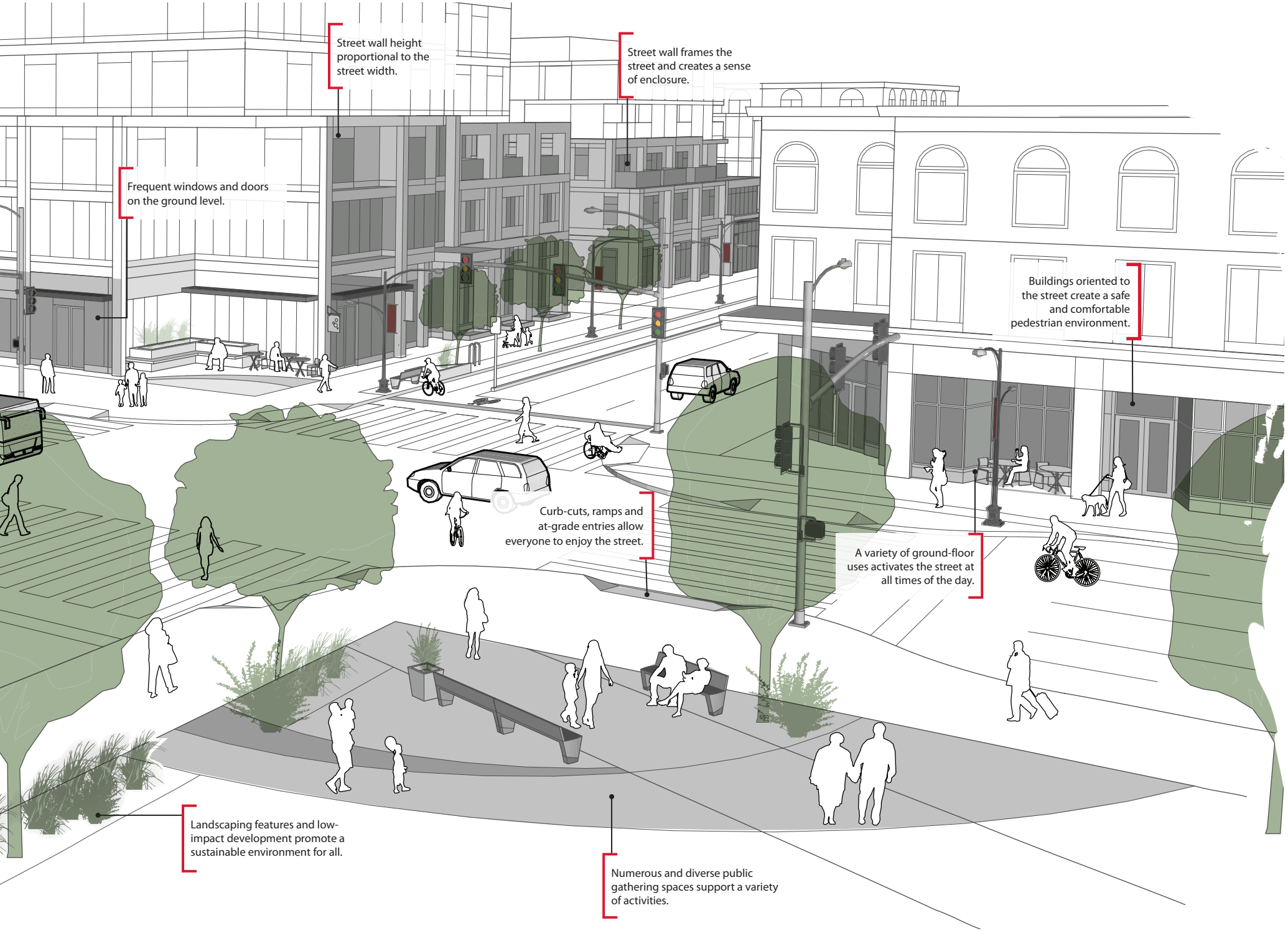
Built Form Policies

Policies 3.1 to 3.7 focus on the interface of the **public realm** with homes, services and businesses. By focusing on this interface, we can support an area's primary function while promoting development that enables increased activity, comfort, safety and enjoyment for everyone. The design of buildings, sites and the **public realm** contribute to local identity and a sense of place.

The **built form** policies apply to Neighbourhood urban form categories and residential, commercial and mixed-use developments of all scales, but do not apply in Industrial urban form categories. In areas where industrial development is located adjacent to Neighbourhood areas, the **built form** policies should be considered. The development characteristics of the urban form category and modifiers complement the **built form** policies and should be used to evaluate planning applications.

Figure 38: Built Form Considerations




Street wall height proportional to the street width.
Street wall frames the street and creates a sense of enclosure.
Frequent windows and doors on the ground level.
Buildings oriented to the street create a safe and comfortable pedestrian environment.
Curb-cuts, ramps and at-grade entries allow everyone to enjoy the street.
A variety of ground-floor uses activates the street at all times of the day.
Landscaping features and low-impact development promote a sustainable environment for all.
Numerous and diverse public gathering spaces support a variety of activities.

BUILDING DESIGN

Well-designed buildings help shape the built environment in a manner that contributes to a sense of place and a positive, human-scaled experience. Many elements that make up the design of a building affect how we experience it. The mass of a building, which refers to how the shapes that make up the building are put together, affects how we perceive the size, height and volume of a building. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to **pedestrian** comfort. The use of varied and durable materials, colour and architectural elements help to give a building character and visual interest. Finally, the location and frequency of windows and doors at the ground level helps distinguish spaces where public interaction is welcome from more private spaces, affecting how people interact with the building and the uses within.

2.1 Building Design Policies

a. Buildings should be designed to:

   i. strongly define and articulate the base of the building in a manner that strengthens **pedestrian** interest and comfort;

   ii. integrate mechanical equipment as part of the overall design of the building;

   iii. provide façades that result in a **street wall** of a height proportionate to the width of the street and appropriate for the activity level and scale of the area to create enclosure for the street;

   iv. differentiate the **street wall** from upper portions of a building where the **street wall** is lower than the overall height of the street-facing façade;

   v. provide a horizontal edge along the street with a rhythm of enclosure based on the function and anticipated activity level of the street experience.

   vi. consider sunlight access for adjacent properties, parks and open space and the **public realm**;

   vii. reduce overall perceived mass; and,

   viii. articulate facades that directly abut streets, parks and the **public realm**.

b. Various architectural styles are encouraged.

c. Exterior building materials are encouraged to be durable, sustainable and contribute positively to the **public realm**.

d. Buildings adjacent to parks and public plazas are encouraged to frame and enhance the **public realm** at ground level.

e. Larger and longer façades should be differentiated to contribute to a visually interesting human-scaled street experience by using multiple proportionate and distinct building volumes.

f. Alternative architectural approaches that create a positive human-scaled experience may be considered.



Photo: A building with a well-articulated façade that helps reduce its overall perceived mass.



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

BUILDING FRONTAGE

Building frontages that face the **public realm** should encourage activity and exchange by providing things of interest at a rhythm that is stimulating to someone moving at a walking pace.

The function of the building frontage facing the **public realm** is different for commercial or residential uses. Commercial uses that face the street should provide easy transition from the inside activity, through the shared experience area, to the **public realm**. The space outside commercial uses should provide an engaging and transitional space for people. Residential frontages should offer room to transition from the **public realm** to the private home, usually through a landscaped space.

Laneways provide for back-of-house type activities, such as loading and parking. They also provide opportunities to enliven the laneway with activities that may not fit on more active fronting streets, such as live-work or **work-live units** or light industrial activities.

2.2 Building Frontage Policies

General

a. All street-facing frontages should:
   i. be human-scaled;
   ii. emphasize primary building entrances with architectural and/or landscape features;
   iii. consider safe **pedestrian** movement; and,
   iv. consider **pedestrian** experience in winter with design elements such as vibrant colour, lighting and canopies.

b. Buildings on corner parcels should provide a transition between each façade, through strategies such as:
   i. continuing public or publicly-accessible amenity space around the corner;
   ii. continuing architectural features and materials; and,
   iii. locating the primary entrance on the primary street, at building corners or articulating both street-facing façades with entrances for commercial buildings or buildings with more than one dwelling unit.

Retail

c. **Retail** frontages located on the ground floor facing a street should:
   i. have frequent entrances and windows to enhance permeability and transparency;
   ii. have barrier-free entrances accessed by hard surfaced walkways; and,
   iii. limit the width of lobbies that abut the street.

d. **Retail** frontages located on the ground floor facing a street are encouraged to provide amenities including, but not limited to:
   i. patios to sit and eat outside;
   ii. awnings and other elements that provide weather protection; and,
   iii. interactive elements, such as displays or public seating.

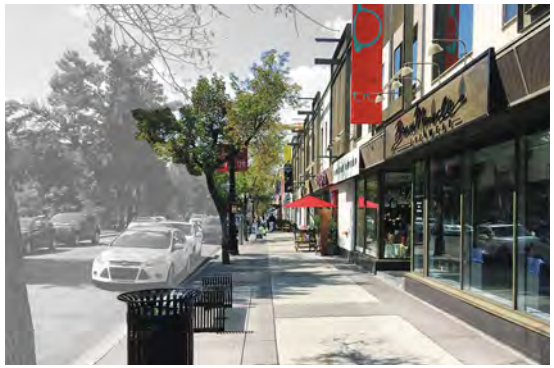


Photo: A commercial building frontage with frequent entrances and windows to enhance its permeability and transparency.



Photo: A residential building frontage that offers a transition from the public street to the private homes using landscaping and accessible patios.

3.2 Building Frontage Policies Continued

Residential

e. Residential frontages should provide:
   i. separate, individual entries for ground floor units that abut the street that are well marked with direct access to the sidewalk;
   ii. windows on the ground floor to provide views to the street. Lower proportions of glazing than commercial and privacy screening, such as blinds, is acceptable; and,
   iii. a transition from the **public realm** to a private house using transitional amenity or landscaped space.

f. The width of a lobby for buildings with shared entries should be limited where abutting the street.

g. On residential frontages, consider opportunities to provide at least one convenient barrier-free entrance for each unit.

Institutional and Stand-Alone Office Building

h. Institutional and stand-alone office building frontages located on the ground floor facing a street should have:
   i. windows to enhance permeability and transparency. Where necessary for security or privacy, screening is acceptable; and,
   ii. barrier-free entrances accessed by hard surfaced walkways.

i. Institutional and stand-alone office building frontages are encouraged to provide amenities for employees and clients including, but not limited to:
   i. places to sit and eat outside;
   ii. awnings and other elements that provide weather protection; and,
   iii. publicly-accessible plazas.

Industrial Transition

j. Industrial transition frontages should include elements that enliven the street including, but not limited to:
   i. roll-up doors;
   ii. transparent glazing;
   iii. patios to sit and eat outside;
   iv. interactive elements, such as displays or public seating; or,
   v. distinct primary entrances facing the street.

Laneway

k. On laneway frontages, consider opportunities for activities that are complementary to the primary activities on the fronting street, including production spaces, studios, live-work, **work-live units** and housing.

l. Where activating uses, such as those in policy 3.2.k, exist in the laneway, laneway frontages should enhance **pedestrian** safety and comfort.



Photo: An industrial transition frontage that includes roll-up doors, transparent glazing and a patio.



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

SCALE TRANSITION

When adjacent parcels have different scale modifiers, special transition considerations should apply to support and foster the creation of well-designed buildings that respect their neighbourhood context. There are many architectural tools that can be used to support a sensitive transition between different building scales. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics. Transition should consider the vision for the community, interface, scale, intensity, heritage and sense of place.

2.3 Scale Transition Policies

a. New development should transition building height, scale and mass between higher and lower scale development in accordance with the identified scales in the **local area plan.**

b. To transition building height, scale and mass, combinations of the following strategies may be used:

   i. building step-backs and stepping down heights within individual buildings;

   ii. angular planes to step building height between higher and lower building scales;

   iii. reducing the **street wall** height to transition the visible mass of a taller building to match the cornice line for a shorter building;

   iv. decrease scales incrementally through a block;

   v. setbacks and landscaping to buffer higher-intensity development from lower-intensity development; and,

   vi. design buildings to have complementary massing on both sides of the street.



Photo: A building that steps down in height to provide a transition between scales.



Photo: A building with increased setbacks and landscaping to buffer from adjacent lower intensity development.

FUNCTION AND ACTIVITY TRANSITION

When developments have frontages onto multiple streets that have different functions or activity levels, consider how the building responds to the experience of each street and contributes to the **public realm**. Transition should consider the interface, scale, intensity, **heritage resources** and the vision for the area.

2.4 Function and Activity Transition Policies

a. Where the corner represents a transition between function and/or activity level (e.g. commercial focus to housing focus, or minor to local), a transition should be provided through tools such as:

   i. reduced building heights along the less-active street;

   ii. lowered **street wall** along the less-active street;

   iii. increased setbacks or quasi-private spaces (e.g. entry courtyards) along the housing-focused street; and,

   iv. increased soft landscaping along the less-active street.

b. Development adjacent to parks and open space should activate the park and be designed to minimize daytime spring and fall shadow impacts on the parks or open space. A shadow study may be required at the planning application stage.



Photo: A building with a lowered street wall along the less-active street.



Photo: A building with increased setbacks and landscaping and lowered height along the less-active street.

SITE DESIGN

Sites should be thoughtfully designed to consider the principles and goals of this Guidebook.

2.5 Site Design Policies

a. Developments should:

   i. orient the primary façades of buildings to frame the edges of streets, parks and open spaces;

   ii. consider sun exposure to the **public realm** and amenity spaces;

   iii. consider how building orientation can optimize seasonal solar aspects;

   iv. consider opportunities to retain existing, healthy trees;

   v. consider snow storage and removal;

   vi. consider opportunities to provide permeable surfaces to improve retention and infiltration of stormwater;

   vii. minimize the area of a site that is dedicated to vehicular movement by using shared access, efficient building placement and site layout;

   viii. design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;

   ix. respect **view corridors** identified in **local area plans**;

   x. consider slope-adaptive design solutions on sloped sites;

   xi. provide safe, convenient and attractive **pedestrian** connectivity within the site;

   xii. provide direct and convenient **pedestrian** connections to the **public realm** and nearby transit stops; and,

   xiii. provide vehicular access from the lane. Where there is no rear lane, or the site is inaccessible from the rear lane, access and egress should be located on the least active street frontage and impacts on the **public realm** should be minimized.

b. New driveways should not be located on streets with existing access from a lane. New driveways may be considered when the proposed driveway minimizes impact to **pedestrian** or cycling routes, or where they improve mid-block accessibility to **pedestrian** routes.

c. **Pedestrian** access and internal circulation for all new developments with multiple buildings should be designed for universal accessibility. Where challenging topography or other site constraints prevent achieving accessibility standards, alternative design solutions may be considered.

d. Developments are encouraged to include secure bicycle parking and other bicycle-supportive facilities to promote cycling as a viable, safe and convenient mode of transportation.

e. Secure and convenient bicycle facilities should be provided in all new commercial, mixed-use and multi-residential developments.

f. Development in proximity to a **transit station area** should encourage and support transit ridership by:

   i. providing direct and convenient access to **pedestrian** and cycling routes that connect to transit stations; and,

   ii. supporting shared-mobility options, where appropriate.







Photo: Site design considers amenity space, access, mobility and pedestrian experience.

AMENITY SPACE

Amenity spaces provide opportunities for people to gather, interact, play and relax and can help to integrate new developments with the adjacent **public realm**, including sidewalks, pathways, parks, open spaces and comprehensive **retail** and recreation sites. There are three classes of amenity spaces: public and publicly-accessible spaces provide opportunities for the general public to enjoy the amenity (e.g. plaza, parklet); shared private amenity spaces provide a place for the people who live or work in a development to gather and interact (e.g. condominium games room, rooftop patio); and, private outdoor amenity spaces provide people with private places to recreate and relax (e.g. balcony, back yard).

2.6 Amenity Space Policies

a. Developments that occupy large areas of land should provide publicly-accessible landscaped areas to integrate the new development with the **public realm** or adjacent publicly-accessible areas and, where appropriate, provide through-block **pedestrian** connections.

b. Publicly-accessible amenity spaces should be located and designed to provide direct visual and physical connections to the **public realm**.

c. Shared private amenity spaces should be located and designed to be visible and accessible to occupants of the development.

d. Façades at the base of buildings next to publicly-accessible and shared private amenity spaces should be proportional to the size of the space and provide windows that offer views into and from the building.

e. Public, publicly-accessible and shared private amenity spaces should maximize safety, comfort and enjoyment by designing the spaces to:

   i. be adequately sized to accommodate the intensity of the development;

   ii. be flexible and adaptable to a variety of activities and programming;

   iii. provide human-scaled architecture, lighting and furniture;

   iv. consider sunlight and shade access;

   v. provide four-season enjoyment, with weather protection; and,

   vi. be universally accessible.

f. Publicly-accessible and shared private amenity spaces are encouraged to consider opportunities for communal gardens.

g. Private amenity spaces should maximize safety, comfort and enjoyment by designing the spaces to:

   i. be adequately sized to accommodate human-scaled furniture and be adaptable to a variety of activities;

   ii. consider both sunlight and shade access; and,

   iii. provide four-season enjoyment, with weather protection.



Photo: A visible publicly-accessible amenity space with seating and public art.



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

LANDSCAPE DESIGN

Landscaping has many community benefits, from improved stormwater management and quality to positive impact on mental and physical health. Landscaping should be used as more than a buffer between properties and should contribute to the **built form** outcomes directed by this Guidebook.

2.7 Landscape Design Policies

a. When selecting planting material for landscaped areas, consider strategies such as:
   i. integrating existing plants and trees in new landscape designs;
   ii. placing plants in locations that are suitable to their specific growing needs;
   iii. using plants that are adapted to local climate conditions;
   iv. avoiding planting invasive or aggressive-growing plants;
   v. incorporating a mix of different plants to provide habitat for different species and promote biodiversity;
   vi. using plants that provide food;
   vii. employing a mix of plant species to contribute to the tree canopy while also allowing for sunlight penetration;
   viii. selecting a planting palette that provides four-season visual interest; and,
   ix. designing low-maintenance landscapes.

b. Landscaped areas should ensure sufficient soil volumes, appropriate material and adequate spacing to support the selected plants.

c. Landscaped plantings should be arranged to:
   i. enhance and complement the interface between the building and the **public realm**;
   ii. provide shade in areas of high sun exposure; and,
   iii. demarcate site entrances and gateways with distinctive landscape design features.

d. The use of plants and multi-purpose landscape features to delineate boundaries between public and private spaces is encouraged in lieu of fencing.

e. The use of onsite water conservation strategies are encouraged including, but not limited to:
   i. employing xeriscape design;
   ii. designing with drought tolerant and low water use plants;
   iii. grouping plants into mulched planting beds;
   iv. incorporating features that collect, retain or infiltrate rainwater;
   v. using high-efficiency irrigation systems; and,
   vi. limiting the use of impervious surfaces.



Photo: Neighbourhood Housing landscaping that incorporates features that collect, retain and infiltrate rain water.



Photo: High-quality Industrial Transition Office landscaping that groups plants together and needs lower maintenance.

Development Policies

Policies 3.8 to 3.13 provide direction for all types of development.

INNOVATION AND CREATIVITY

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

2.8 Innovation and Creativity Policies:

a. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be encouraged where the proposed solution better implements outcomes consistent with the goals of the Guidebook and the vision and objectives of the **Municipal Development Plan**.

b. Regulatory changes that reduce or eliminate barriers to innovative and alternative uses of space should be encouraged.



Photo: Partial retrofit of a strip-mall style development to allow for incremental improvement that resulted in a new patio along a Main Street and improved pedestrian safety.

INCREMENTAL IMPROVEMENTS

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

2.9 Incremental Improvements Policies

a. Where limited or incremental redevelopment is proposed, changes to existing developments should improve conditions to better contribute to outcomes that achieve the principles and goals of the Guidebook.

b. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements per policy 3.9(a.).

LIMITED-TERM DEVELOPMENT

Limited-term development may be an appropriate form of development in areas anticipated to have higher-activity levels in the future, such as **transit station areas** or **Main Streets**, but where there is not short-term market demand to support the ultimate development outcomes. Applications for a **limited-term development** must demonstrate compliance with the **limited-term development** policies.

2.10 Limited-term Development Policies

a. **Limited-term development** should:

   i. contribute to the overall vision for the area and anticipated activity levels, without compromising the future viability of the site or broader area for ultimate development;

   ii. provide a high-quality interface that enhances the **public realm**; and,

   iii. be designed to support redevelopment or adaptation in the future.

HERITAGE RESOURCES

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

2.11 Heritage Resources Policies

a. Encourage the adaptive re-use of **heritage resources** in order to retain and conserve them, and, where appropriate, support development applications and **Land Use Bylaw** relaxations that enable their retention, including, but not limited to, relaxations of parcel coverage and setbacks.

b. Encourage property owners to designate **Inventory** properties as **Municipal Historic Resources** by enabling additional development potential on sites containing a designated **Municipal Historic Resource**.

c. If a property on the **Inventory** is to be demolished or redeveloped, photo documentation of the historic property shall be obtained and provided to The City by the applicant, and interpretative or commemorative features should be incorporated into new development.

d. When densities are increased on sites with **heritage resources** or land use changes reduce the viability of retaining a **heritage resource**, explore opportunities to mitigate or offset negative outcomes for heritage conservation, such as:

   i. retention and incorporation of the **heritage resource** into the new development; or,

   ii. protection of another **heritage resource** within the surrounding area.

e. Encourage the design of new development to be compatible with abutting sites on the **Inventory** through architectural design, the use of setbacks, massing, **street wall** height and landscaping.

f. Encourage contemporary interpretations of traditional design, detail and materials in new development adjacent to **heritage resources.**

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

h. Encourage the conservation of **heritage resources**, including their incorporation into new developments, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).



Photo: A group of heritage resources that retain a distinctive scale and setback.



Photo: The historic National Hotel following rehabilitation.

PARKING

Parking policy that incentivizes development designed to serve human-scaled outcomes supports building communities that provide a range of mobility, housing and **retail** choices. Managing parking at a district scale, rather than site-by-site, results in more efficient use of land through shared use of both public and private parking spaces. Desired **built form** outcomes should guide parking requirements, rather than being guided by them. Parking policies and regulations need to be responsive to today's needs while enabling communities to be more resilient and adapt to future trends.

2.12 Parking Policies

a. Parking requirements should be related to geographic location throughout the city, rather than individual use types. Requirements should be reduced or relaxed where development is in:
   i. **Activity Centres**, **Main Streets** or other areas of high activity; and,
   ii. **transit-oriented development** areas, and **transit station areas**.

b. Requirements may be reduced or relaxed where development is in shared mobility operating areas.

c. Parking regulations and user pricing should support **pedestrian**, cyclist, transit and other modes of movement as viable and attractive mobility options.

d. Provision of parking **infrastructure** should not inhibit desired **built form** outcomes or the principles and goals of the Guidebook.

e. Where needed to support development that aligns with the Guidebook, relaxations to parking requirements in the **Land Use Bylaw** are encouraged.

f. To support the achievement of desired **built form** outcomes, **Travel Demand Management** measures including, but not limited to, combinations of the following may be provided:
   i. bike stalls beyond required minimums;
   ii. bike maintenance facilities;
   iii. specific parking for shared-mobility vehicles;
   iv. showers or similar facilities for employees;
   v. facilitation of transit passes, carpooling, or car-share memberships for building residents or employees.

g. Parking requirements may be reduced or relaxed in a development outside of the areas identified in policy 3.12(a.) where **Travel Demand Management** measures are incorporated or utilized.

h. Regardless of location, for the following types of development, parking requirements should be relaxed or removed:
   i. development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
   ii. development of affordable housing as defined and accepted by the City;
   iii. development of care facilities; and,
   iv. development that incorporates significant sustainable building measures in accordance with policy 3.13.

i. Shared parking facilities between developments is encouraged to maximize the use of existing parking facilities in the **built-out areas**.

j. Surface parking is discouraged, but where unavoidable, it should be located behind or at the side of a development.

k. Surface parking should be landscaped and designed to minimize the visual and environmental impact and reduce stormwater runoff.

l. Above-grade parking structures should:
   i. be integrated into developments by using similar quality of architectural treatments as the rest of the building façade, through design elements that hide the parking structure;
   ii. identify opportunities to incorporate at-grade **pedestrian**-oriented activity, such as **retail**, office or housing; and,
   iii. consider designs to support future adaptive re-use, through strategies such as high ceilings and flat decks.



Photo: Parking infrastructure that is incorporated into the built form to minimize impacts on the public realm.

SUSTAINABLE DEVELOPMENT

Minimizing the environmental impacts of development is a critical part of sustainability. Actions at both the building and community scale will assist in meeting Calgary's greenhouse gas reduction objectives, contribute to economic development and reduce energy and water usage.

2.13 Sustainable Development Policies

a. All developments are encouraged to incorporate building features and technologies that:
   i. capture solar energy;
   ii. reduce energy consumption; and
   iii. reduce greenhouse gas emissions.

b. Developments are encouraged to include solar energy equipment on new buildings or major additions.

c. Developments are encouraged to reduce water consumption and exceed existing stormwater management standards by incorporating:
   i. green stormwater **infrastructure**; and,
   ii. water collection, filtering and reuse technologies.

d. Adaptive re-use of existing buildings and **infrastructure** is encouraged.

e. Developments are encouraged to consider opportunities to integrate fire protection measures to reduce fire flow needs.

f. A renewable and low carbon energy feasibility screening assessment may be required to support planning applications for proposed developments on sites greater than 1.0 hectare or with building(s) with a cumulative floor area greater than 30,000 square metre.

g. Where a renewable and low carbon energy feasibility screening assessment submitted as part of a planning application demonstrates feasibility, the applicable technologies should be incorporated into the development.



Photo: Solar panels to capture solar energy.



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

General Policies

Policies 3.14 to 3.19 guide The City or community partners when completing projects or building **infrastructure**. These policies also guide the review of planning applications for developments that contribute publicly-accessible amenities, **infrastructure** or facilities. The general policies help create a great built environment that connects destinations and supports daily journeys to achieve great communities for everyone.

People of all ages, genders, incomes and abilities must be able to safely and conveniently move around the city. A well-connected network that includes walking, cycling and transit options provides people with mobility choices to meet a variety of needs and preferences. This network is critical to achieving healthy and resilient communities. Policies 3.16 to 3.19 provide direction for the network of sidewalks, paths, streets and transit routes that connects people to places within their community and beyond.

NATURAL AREAS, PARKS AND RECREATION

Our urban forest, public plazas, school yards, public parks, natural areas, pathways and trail system promote community health and are a key component of great communities. Considering how new development connects to and interacts with parks and open space is important for ensuring these valued amenities continue to serve communities into the future. Considering how development impacts our natural areas and their many functions is equally important to ensuring the health of our city and environment into the future.

2.14 Natural Areas, Parks and Recreation Policies

a. Parks and Recreation areas should be designed to be accessible, safe and to reinforce the character of the community. Factors that should be considered in the design of parks and open space and include:
   i. access to both sunlight and shade;
   ii. visibility within and around the site, including lighting;
   iii. accessible, barrier-free connections within the site and to the surrounding area;
   iv. connections to other parks, open space, recreation or civic facilities;
   v. integration with adjacent development;
   vi. a variety of programming and activity options for all people;
   vii. opportunities to participate in arts and culture;
   viii. restoration and protection of natural areas and cultural landscapes;
   ix. the use of plants that are adapted to local climate conditions and support biodiversity;
   x. support for all-season use; and,
   xi. winter-specific design and programming.

b. Landscaping should delineate park and open space boundaries, where appropriate, in favour of fencing and other non-permeable barriers.

c. Pathways adjacent to natural areas should be designed to minimize disturbance and to create a buffer between the natural areas and adjacent development.

d. The regional pathway network is a component of the open space network and should serve both a recreational function as well as a mobility function for **pedestrians** and cyclists.

e. Recreation facilities should be designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community.

f. Explore opportunities to restore natural ecosystem structures, networks, functions and dynamics

g. Explore opportunities to expand the network of parks, open space and natural areas to improve climate resilience, water quality and management, biodiversity and well-being.

h. At the time of redevelopment, Natural Areas, Parks and Recreation areas should:
   i. identify opportunities to provide additional services, programming or facilities;
   ii. protect or rehabilitate natural areas;
   iii. improve accessibility;
   iv. add additional servicing, such as water or sanitary sewer, to allow for future facilities and capacity to support festival activities; and,
   v. provide public art or cultural spaces.



Photo: An urban park that offers opportunities for play and interaction.

COMMUNITY FACILITIES, SPACES AND SERVICES

Community facilities and spaces provide a wide range of services for Calgarians that include care, culture, education, health and protection for the community. The private sector, public sector, non-profit agencies, charities and partnerships can all play a role in the ownership, operation and development of community facilities and services. Community facilities, spaces and services should be located in areas close to transit, open spaces and **pedestrian** and cycling routes.

2.15 Community Facilities, Spaces and Services Policies

a. Community facilities and sites should be multi-purpose and integrate or co-locate complementary functions, such as care, culture, faith, arts, education, wellness and, where appropriate, housing opportunities.

b. Encourage incorporation of space for local food production, processing, sales and programming on-site or within community facilities.

c. Consider opportunities for community associations to incorporate revenue-generating activities that are complementary to the community purpose of the site.

d. All types of care facilities and affordable housing are encouraged to locate where there is convenient access to community services, amenities, transit, recreation, parks and **pedestrian** or cycling routes that complement the needs of people who access the care facilities or reside in affordable housing.

e. Consider opportunities for publicly-accessible drinking fountains, washrooms and sanitary facilities.



Photo: A muli-purpose community space that supports local food production and community gathering.



Photo: A community facility that supports civic functions, while providing community gathering spaces and recreation services and opportunities.

PEDESTRIAN

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

2.16 Pedestrian Policies

a. **Pedestrian** routes should be universally accessible.

b. All **pedestrian** routes should:

   i. be wide enough for the anticipated volume of **pedestrians** based on the street function and context, at minimum allowing **pedestrians** to pass one another;

   ii. maintain a path for movement that is clear of horizontal and vertical obstructions providing a continuous path of travel;

   iii. be well lit; and,

   iv. be designed to accommodate year-round use and maintenance.

c. **Pedestrian** routes in Neighbourhood, Parks Civic and Recreation, Natural Areas and Industrial Transition areas should:

   i. provide light sources at a human-scaled height; and,

   ii. provide places to linger along the street providing street furniture like benches and plazas.

d. **Pedestrian** routes are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:

   i. boulevard landscaping;

   ii. bicycle lanes; and,

   iii. on-street parking.

e. Explore opportunities to provide **pedestrian** routes that are adequately sized, including, but not limited to:

   i. requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,

   ii. increasing the width of the **pedestrian** realm within the road right-of-way.

f. New **pedestrian** crossings should be designed in a manner that is convenient and safe for **pedestrians**.

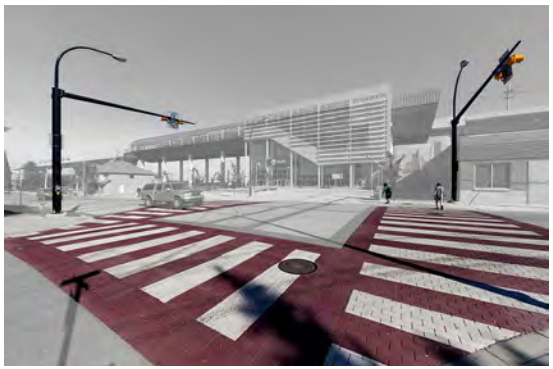


Photo: Wide, barrier-free and distinct pedestrian crossings that are convenient and safe.



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

CYCLING

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

2.17 Cycling Policies

a. Cycling routes should:
   i. include bidirectional movement;
   ii. be wide enough for the anticipated volume of cyclists based on the street function and context;
   iii. maintain a path for movement that is clear of horizontal and vertical obstructions providing a continuous path of travel;
   iv. be well lit with light sources at a human-scaled height;
   v. be designed to accommodate year-round use; and,
   vi. provide occasional places to repair, maintain and securely store bicycles.

b. Explore opportunities to improve the safety and convenience of cycling routes, such as:
   i. separated, raised or protected bike lanes;
   ii. bicycle boxes at intersections;
   iii. protected intersections; and,
   iv. bicycle-specific traffic signals.

c. Secure bicycle storage is encouraged in **transit station areas**.

d. Public bicycle parking facilities should be:
   i. incorporated into development and public **infrastructure** and covered to support year-round and all-weather cycling; and,
   ii. conveniently-located, well-lit and prominent.

e. Extensions to the regional pathway network should connect to the broader cycling network, where possible.



Photo: A safe, convenient and accessible cycling route.

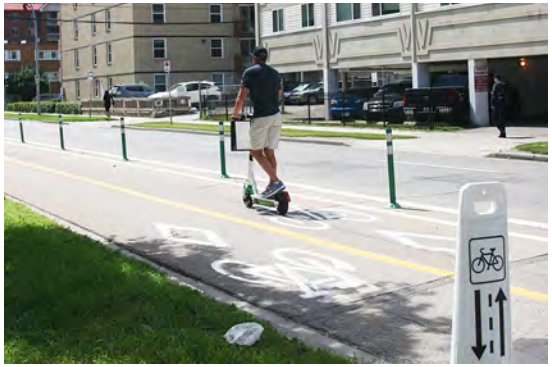


Photo: A separated cycling route that supports bidirectional movement.

TRANSIT

Transit routes are a critical element of a well-connected mobility network. Transit service complements great neighbourhoods; it provides an important mobility option and connects people to places within their community and the city. Transit service is also complemented by great communities, where the proximity and mix of destinations help make transit a convenient and attractive alternative to automobiles. New developments within a community can support higher use of transit while also improving connections to transit for the surrounding community.

2.18 Transit Policies

a. Direct and convenient transit connections should be provided to complement existing and planned activity levels and associated urban form categories.

b. Transit stops and **infrastructure** should be integrated with **pedestrian** and cyclist routes in a safe and convenient manner.

c. High-quality transit **infrastructure** should be provided at transit stops to improve comfort, safety and efficiency.

d. New transit stations should consider opportunities to incorporate integrated civic facilities and plazas.



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



Photo: Transit service complements great neighbourhoods; it provides an important mobility option and connects people to places within their community and the city.

STREET NETWORK

The street network provides connections throughout the city and must be functional, safe and efficient however people choose to move. It is also an important part of the **public realm** and supports interaction and culture within communities. All streets should be designed to ensure they are safe, comfortable and convenient for the variety of users they support.

2.19 Street Network Policies

a. Streets in Neighbourhood areas should be designed, enhanced and operated to enable safe access and use for the people and modes that use them by incorporating:

b. **pedestrian** routes; and,

   i. cycling routes or **infrastructure** and traffic-calming measures, where identified by a **local area plan** or other relevant City policy or strategy.

c. Streets within industrial areas should be designed to facilitate efficient goods movement and connections to the skeletal and regional goods movement corridors.

d. In areas of higher **pedestrian** activity, street furniture and places to gather should be incorporated into the design and redesign of streets.



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

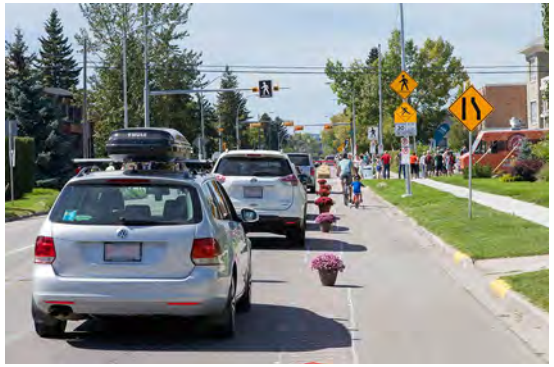
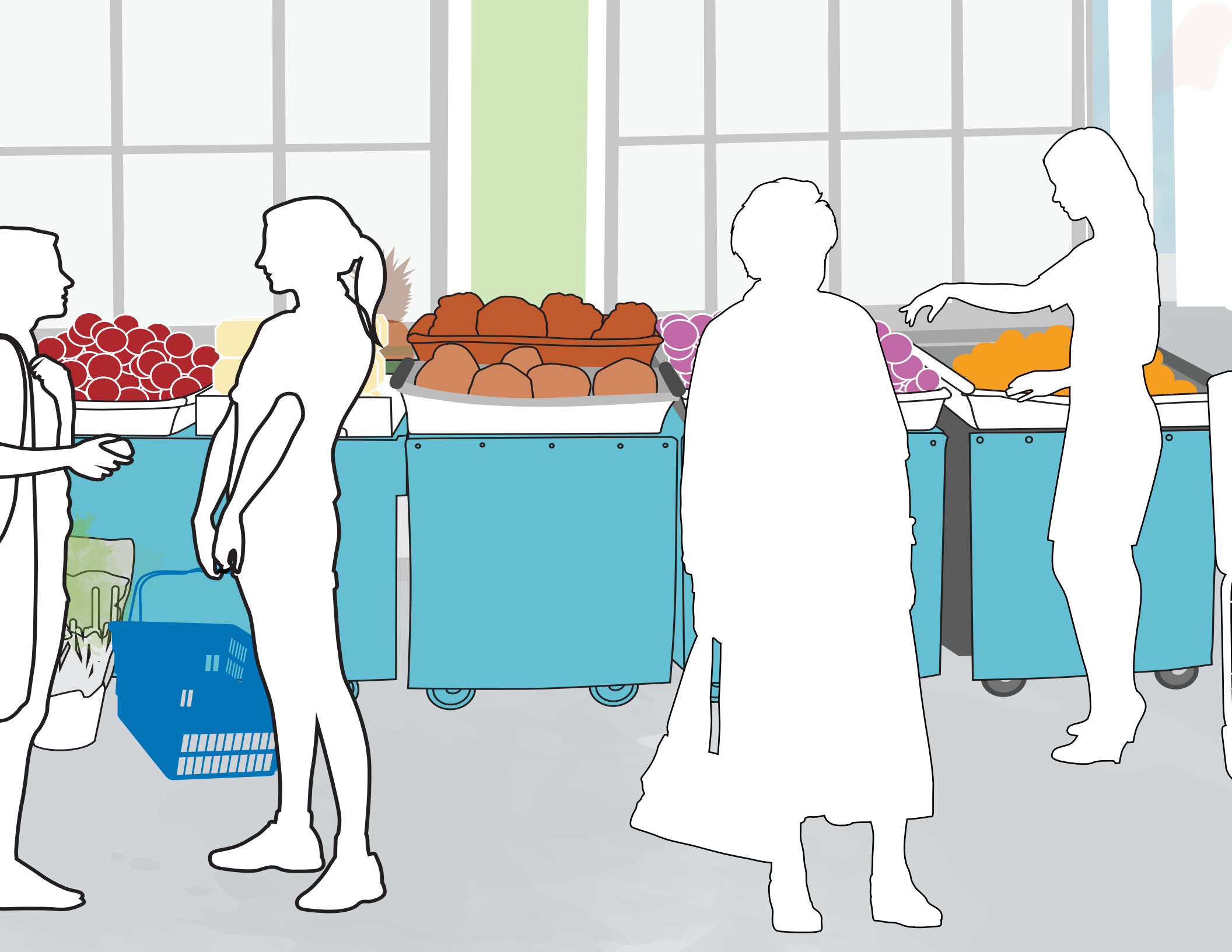
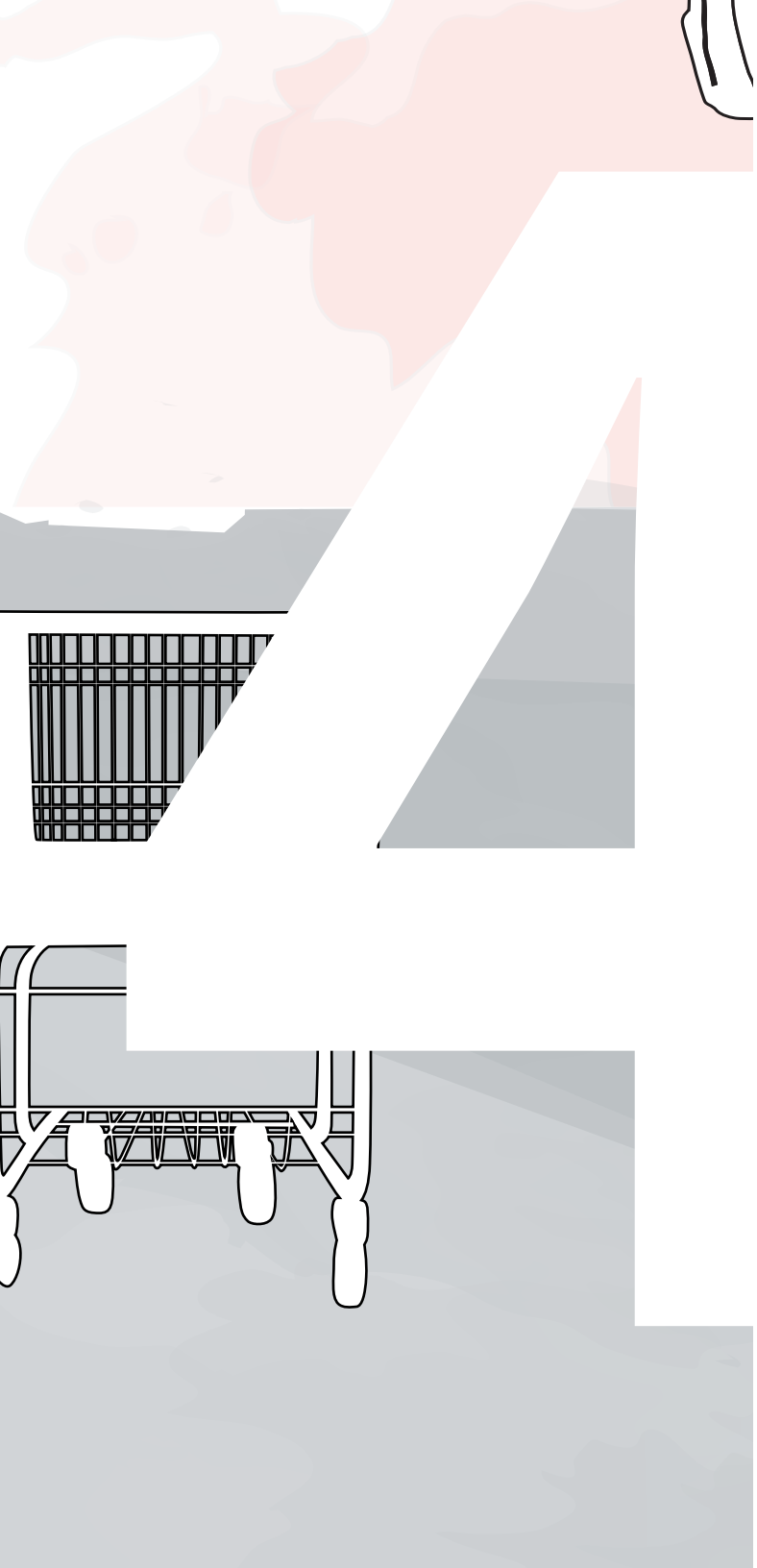


Photo: A street that provides safe connections for all users.





Tools for Great Communities for Everyone

What is this chapter about?

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

When do you use this chapter?

- During the creation of a **local area plan.**
- When considering optional policy tools in **local area plans**.
- During the planning application process.

Who uses this chapter?

- **Local area plan** teams.
- Communities going through a **local area plan** process.
- Applicants and developers when preparing a planning application that utilizes one of the implementation tools.

How will you use this chapter?

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

Funding Tools and Investment Strategies for Communities

There are many potential tools and mechanisms for funding community amenities and **infrastructure**, such as heritage density transfer bonus, development levies and community funds.

One potential funding tool is a density bonus. Not every **local area plan** should, or can, use tools such as density bonusing because they require moderate to high development pressure and viable market conditions to function effectively. Bonusing tools are most appropriate in **Main Street**, **transit-oriented development**, or Mid to Tall scale development areas as a means to leverage community amenity and benefit in exchange for development over-and-above the appropriate base density. Density bonusing is an optional tool and should be mutually beneficial to the community and the developer.

The City is reviewing funding tools and investment strategies that will support evolution and change in our communities with the objective of creating a long-term, sustainable funding policy, which may result in amendments to this section. At such time, those funding tools and investment strategies applicable to **local area plans** will be incorporated into this Guidebook.

CONSIDERATIONS FOR COMMUNITY FUNDING TOOLS AND INVESTMENT STRATEGIES

- Before additional funding tools and investment strategies can be implemented or considered, a **local area plan** needs to permit a **built form** intensity that is viable for development and aligns with the principles and goals of the **Municipal Development Plan** and The Guidebook.
- A **local area plan** should identify potential investments to support the future growth concept such as:
  - mobility **infrastructure**;
  - utility **infrastructure**;
  - streetscape improvements (e.g. lighting, benches, re-paving);
  - public trees;
  - new or enhanced public open space;
  - affordable housing;
  - community gathering spaces;
  - community gardens and urban agriculture;
  - care facilities;
  - recreation facilities;
  - cultural facilities;
  - public art; and,
  - **heritage resources**.
- The needs of each community are different, and may span social, environmental, economic or recreational elements. Through a **local area plan,** priorities should be set to determine the investments that will make the most difference to the most members of the community. Priorities for growth-related funding should match the needed and envisioned population, intensity and **built form** that is created and applied through the urban form categories.
- A **local area plan** is but one of several inputs that guide future City service plan and budget considerations and recommendations.

Heritage Area Tools for Communities

A **heritage area** tool is a planning tool used to provide place-based policy to conserve and enhance historic neighbourhoods, while allowing for contextually appropriate growth and change. Heritage areas contribute to a sense of identity and place for communities, provide a living record of historic development in the city, and help to achieve resilience and sustainability goals.

The City is reviewing policy and regulation tools for **heritage areas**, with the objective of creating a systematic, city-wide strategy for the conservation of concentrations of related **heritage assets**. The resulting tools may result in changes to this section; at such time, **heritage area** tools will be incorporated into this Guidebook, applicable **local area plans**, and other policy or regulation documents as appropriate.

Transit Station Areas and Transit-Oriented Development

Transit-oriented developments are compact, mixed-use areas of a community within walking distance of a transit station, that combine residential, retail, office, open space and public uses in a way that makes it convenient to travel on foot or by public transportation. Most **transit station areas** should be planned in a manner that supports **transit-oriented development** and considers the different design and development goals for the **core zone** and the **transition zone**.

CORE ZONE

The **core zone** is the area within a 200 – 300-metre **walk shed** of a transit station that is the focus of a **transit-oriented development** area.

4.1 Core Zone Policies

a. The **core zone** should:

   i. feature a mix of neighbourhood urban form categories that support the most activity and highest relative building scale around the transit station;

   ii. incorporate mobility enhancements, like mid-block crossings and scramble crosswalks, wherever block lengths exceed 120 meters;

   iii. provide public spaces that enhance opportunities for social interaction; and,

   iv. provide safe and convenient walking and cycling connections to the transit station.

b. The extent of the **core zone** depends on the **Municipal Development Plan** typology, the physical conditions surrounding the transit station and the envisioned scale and activity level. Where the typology supports higher intensity (e.g. Major **Activity Centre** rather than Neighbourhood **Activity Centre**), has a higher scale and activity level and there are limited physical barriers to mobility, a larger **walk shed** (closer to 300 meters) should be considered; where typology intensity is lower or more physical barriers exist then a reduced **walk shed** may be appropriate.

TRANSITION ZONE

The **transition zone** extends from the outer edge of the **core zone** up to an additional 300-meter **walk shed** and that provides a transition of form and activities between the **core zone** and the surrounding community.

4.2 Transition Zone Policies

a. The **transition zone** should:

   i. feature a mix of neighbourhood urban form categories that transition from the higher activity level and building scale planned for the **core zone** to those in the surrounding community; and

   ii. incorporate mobility enhancements, like mid-block crossings and scramble crosswalks, wherever block lengths exceed 170 meters.

TRANSIT STATION AREAS

4.3 Transit Station Area Policies

a. **Affordable housing** is strongly supported in **transit station areas**.

b. Industrial areas within 600 meters of a transit station should:

   i. incorporate **pedestrian** and cycling **infrastructure** to connect the station to employment areas;

   ii. incorporate enhanced landscape features;

   iii. consider opportunities for Neighbourhood Industrial Transition areas close to the station; and,

   iv. consider opportunities to locate regional recreation or event facilities or appropriate institutional facilities close to the station.

c. The vehicle-oriented policy modifier should not be used within a 600-meter **walk shed** of a transit station.

d. In areas identified as Neighbourhood Commercial, block-faces directly fronting or flanking the transit station should be identified as Active Frontage.

e. Should sites require supplementary design guidance outside of the **local area plan** process, a Comprehensive Planning Site policy modifier may be applied.

Authority, Application and Interpretation

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

4.4 Authority, Application and Interpretation Policies

a. A **local area plan** may identify specific implementation actions that need to be undertaken to achieve the policies provided within this Guidebook

Application of the Guidebook

b. The Guidebook applies, as amended from time to time, to areas that have **local area plans** completed using the Guidebook.

Non-Statutory Components of the Guidebook

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

Illustration and Photo Interpretation

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

Monitoring, Review and Amendments

e. New concepts and ideas may arise that are constrained by or contradictory to certain policies within the Guidebook. Where such new concepts and ideas respond to and meet the intent of the principles and goals of the Guidebook, or offer a creative solution to a particular problem, amendments may be supported.

f. The policies within this Guidebook shall be monitored over time in relation to development to ensure they remain current and relevant.

g. Where determined necessary by Administration, these policies shall be updated through the Guidebook amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act.

h. Where an amendment to the Guidebook is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the Municipal Government Act and other relevant policy documents.

Policy Interpretation

i. This Guidebook uses language that is both general and specific.

j. Where text is bolded in black, the word is defined in the glossary or refers to a statutory policy document.

k. Where general direction is given, flexibility should be used in the interpretation of the policy. Where specific language is used, it is meant to give clear and unambiguous direction to both The City and the applicant.

l. Where paragraph statements or objectives precede a policy, it is provided as information to illustrate the intent and enhance the understanding of the policy. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

m. Policies that use the word "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of The City with regards to design and performance standards and should support the policy intent.

n. 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.

Guidebook Limitations

o. Policies and guidelines in this Guidebook are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. The Guidebook is intended to guide the development of **local area plans**, which will provide more specific guidance for local sites. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of a planning application.

Glossary

Active Uses – types of commercial uses on the main or ground floor of buildings adjacent to the sidewalk or street, which generate frequent activity in and out of a building or business entrance.

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

Affordable Housing – housing that includes some form of assistance to cover housing costs for people who need it because of financial or other circumstances. **Affordable housing** may take a number of forms on the housing spectrum, from non-market rental units to attainable homeownership.

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

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

Core Zone – the area within a 200 – 300-metre **walk shed** of a transit station that is the focus of a **transit-oriented development** area.

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

Heritage Area – A concentrated grouping of related **heritage assets**.

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

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

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

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

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

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

Limited-Term Development – a form of development that is temporary in nature and is approved through a development permit that specifies an end date for both the structure and uses within the structure, that may be renewed.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Walk Shed – a prescribed distance that can be travelled by a **pedestrian** using constructed routes.

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

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Appendices

Appendix 1:
Applying the Urban Form Categories

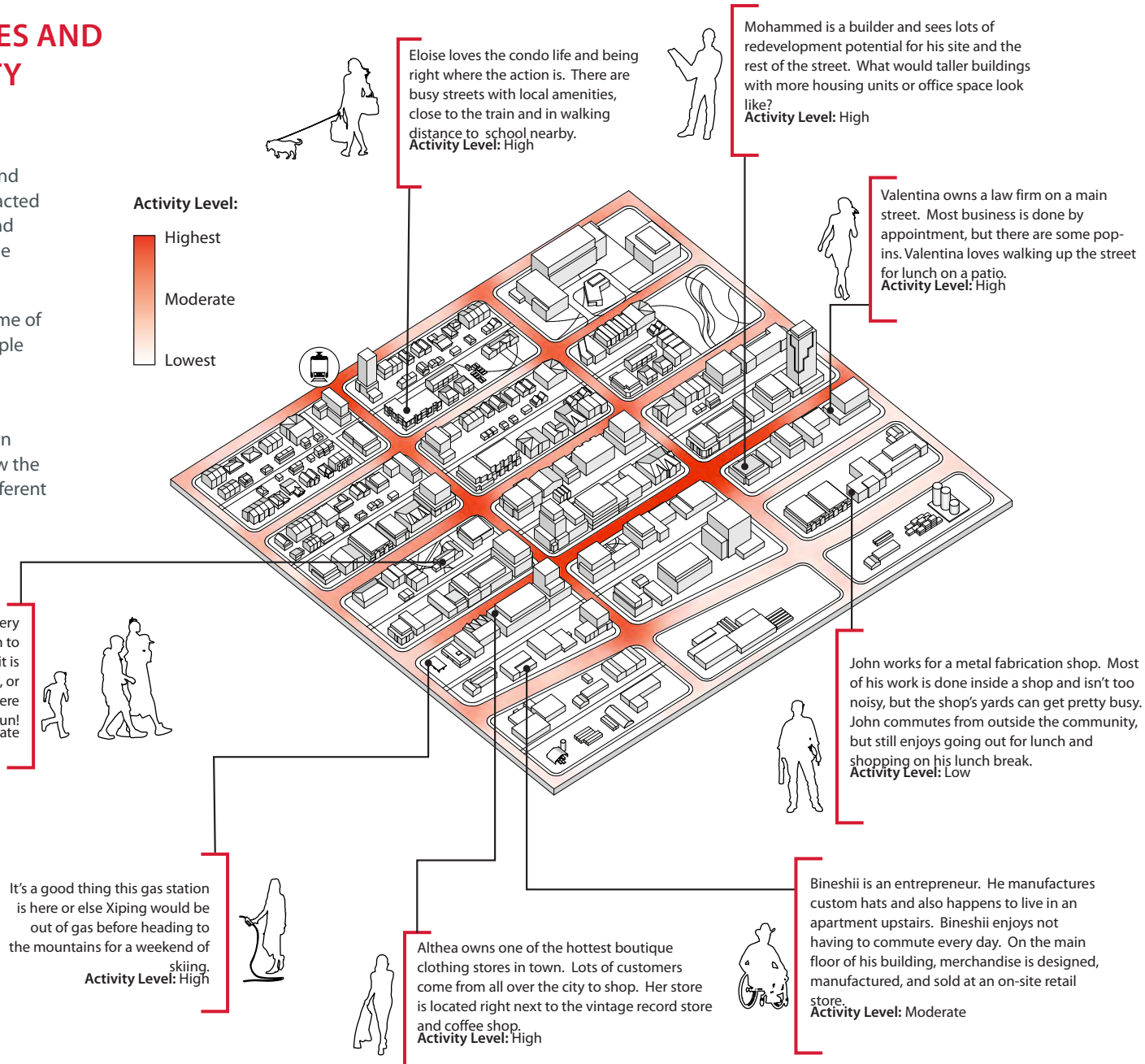
Appendix 1 is a supplement to Chapter 2 of the Guidebook. It provides a theoretical example of how to apply the urban form categories through a **local area plan.** This appendix illustrates how urban form categories can be mapped through insights from the community conversations identified in the Guidebook and **local area plan** Template (Appendix 2). It also includes a few photos of built-out examples for each urban form category in a variety of community contexts.

PEOPLES' EXPERIENCES AND COMMUNITY ACTIVITY

Great communities all have one thing in common, they support people. The experiences of those who live, work, and recreate in the community are all impacted by the buildings, streets and spaces and the activities that occur throughout the community.

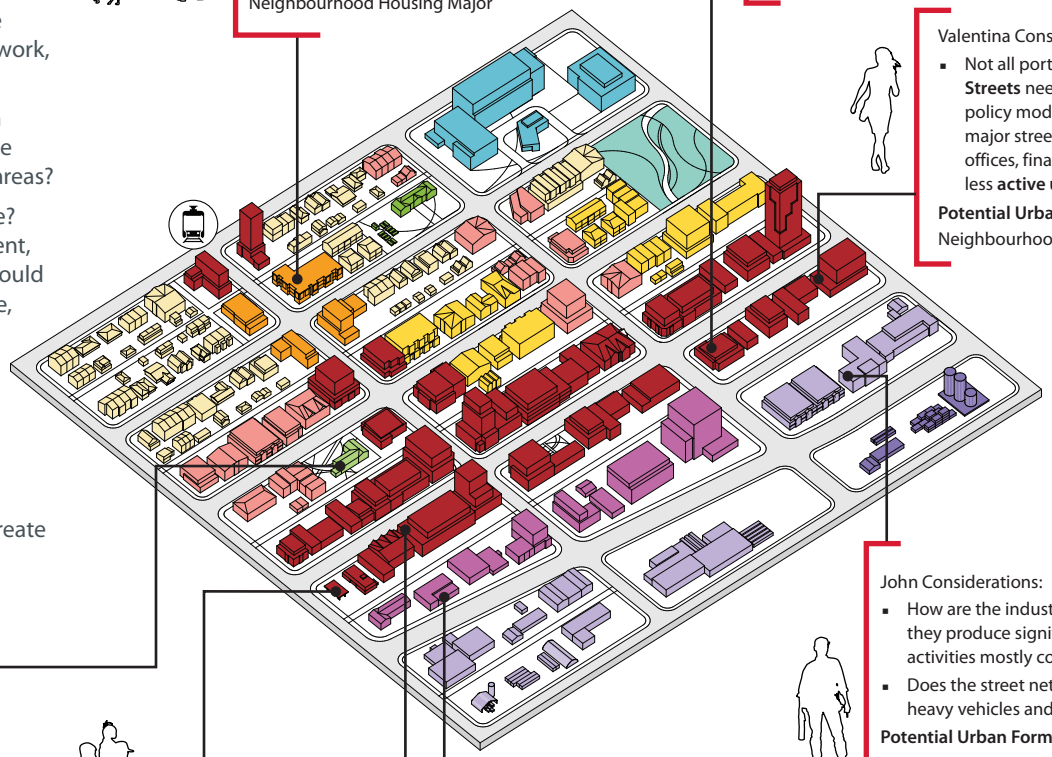
The illustration on this page shows some of the different types of experiences people may have within a community.

The illustration on the following page demonstrates the relationship between different peoples' experiences and how the urban form categories can support different lifestyle options in a community.



QUESTIONS TO HELP DETERMINE WHAT URBAN FORM CATEGORIES CAN APPLY:

- How do people use the community? What are the primary functions? Where do people mostly live, work, shop, or recreate?
- What are the different **pedestrian** activity levels in the community? How do people move through the community and what are the busiest destination areas?
- Does the community offer opportunity and choice? Does everyone have access to housing, employment, amenities, and recreation? What is missing that would make the community better, safer, more accessible, and enjoyable?
- There are lots of options on how a community can grow and change. Do the urban form categories and building scales support the community's future vision?
- Does the application of the urban form categories respect and encourage community identity and create a "sense of place"?



Eloise Considerations:

- What is the primary function at the street level? Is it mostly commercial or residential?
- What local amenities support people living at this location?

Potential Urban Form:
Neighbourhood Housing Major

Mohammed Considerations:

- Is this a good location for higher buildings? Is it consistent with the development vision for the street?
- Could a new development contribute to new or enhanced community amenities?
- What building scale is appropriate?

Potential Urban Form:
Neighbourhood Commercial Major

Valentina Considerations:

- Not all portions of major streets or **Main Streets** need to have an Active Frontage policy modifier. There are areas on major streets where activities such as offices, financial institutions, and other less **active uses** are appropriate.

Potential Urban Form:
Neighbourhood Commercial Major

John Considerations:

- How are the industrial activities characterized? Do they produce significant off-site nuisances? Or are activities mostly contained on-site and indoors?
- Does the street network provide easy access for heavy vehicles and goods movement?

Potential Urban Form: Industrial Core General

Tony and Maurice Considerations:

- Is the park used for recreational, community, or civic uses? Or is the park a natural area with ecological importance?
- How busy is the park? Is it used primarily by local residents or by people from outside the community?
- How can adjacent private development complement and activate the park?

Potential Urban Form: Parks Civic and Recreation Minor

Xiping Considerations:

- Is this an appropriate location for a vehicle-oriented development in the future?
- Is it an area with lower **pedestrian** traffic and higher vehicular volumes?

Potential Urban Form:
Neighbourhood Commercial Major

Policy Modifer: Vehicle-Oriented

Althea Considerations:

- Is there enough **pedestrian** traffic to support an Active Frontage policy modifier?
- Active Frontages are not limited to just **Main Streets**, they can be applied to other primary commercial destinations within the community.

Potential Urban Form:
Neighbourhood Commercial Major

Policy Modifer: Active Frontage

Bineshii Considerations:

- Do the activities in this area have offsite impacts?
- Is the site located on the transitional edge of a core industrial area?

Potential Urban Form:
Neighbourhood Industrial Transition

CONSIDERATIONS WHEN CREATING AN URBAN FORM MAP:

- Community activities and functions do not happen in isolation, but relate to each other and are dependent on each other to be successful. For example, local residents need places to shop and local shops need patrons.
- Communities should provide a healthy mix of different urban form categories and building scales.
- The Urban Form Map should consider how different urban form categories and building scales transition between each other.
- The Urban Form Map represents a community vision and should build upon existing community strengths as well as future desired outcomes.
- Policy modifiers customize an urban form category for locations that require additional planning outcomes.



Legend

- Neighbourhood Commercial Major
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Local
- Neighbourhood Housing Major
- Neighbourhood Housing Minor
- Neighbourhood Housing Local
- Neighbourhood Industrial Transition
- Parks Civic and Recreation Major
- Parks Civic and Recreation Minor
- Parks Civic and Recreation Local
- Parks Natural Areas
- Industrial General
- Industrial Heavy
- Regional Campus
- Commercial Flex
- Active Frontage
- Parks and Open Space Frontage

COMMUNITY BUILDOUT SCENARIOS: URBAN FORM CATEGORIES AND BUILDING SCALE

When it comes to choosing which urban form category to apply to each part of the community, there is no single right answer. Each community has unique characteristics and different contexts to consider. How a community chooses to respond to that context is based on present day community needs as well as aspirations for how the community can grow and evolve.

When applying an urban form category, consider the role of the community in the City, the location of the community in the City, and the different community contexts.

There are lots of different factors that contribute to community context. Some examples are:

- Popular destinations such as recreation centres, dog parks, performing arts and cultural centres, libraries, exhibition grounds, and sports facilities.
- Topography and natural areas.
- City growth and development policies. Including, the **Municipal Development Plan** Urban Structure Typologies, (**Activity Centres**, **Main Streets**, and Employment Areas), and Transit Oriented Development policies.
- Transportation and road network.
- Types of transit service and location of transit routes in a community.
- Areas that contribute to the economic success of the City. Such as, business parks, shopping destinations, industrial areas, major shipping and distribution centres.

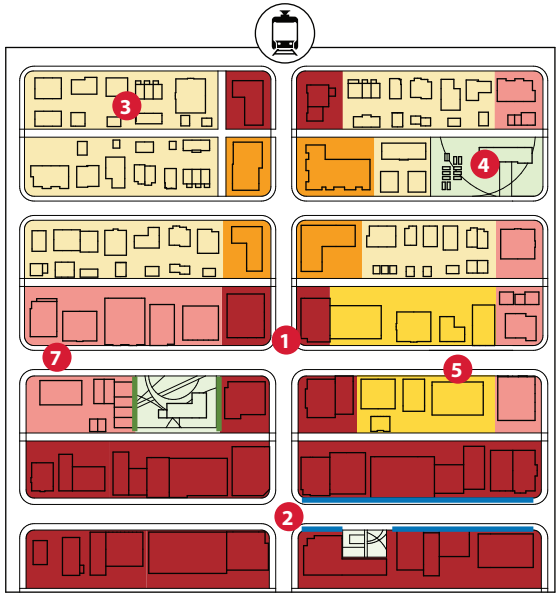
The next two pages are examples demonstrating different ways that the urban form categories and building scales can change based on a community's context and future vision.

When comparing Community Context A to Community Context B, consider how the activity levels, general functions, and thus urban form categories change. Notice how the building scale changes to respond to the different community context.

Community Context A:

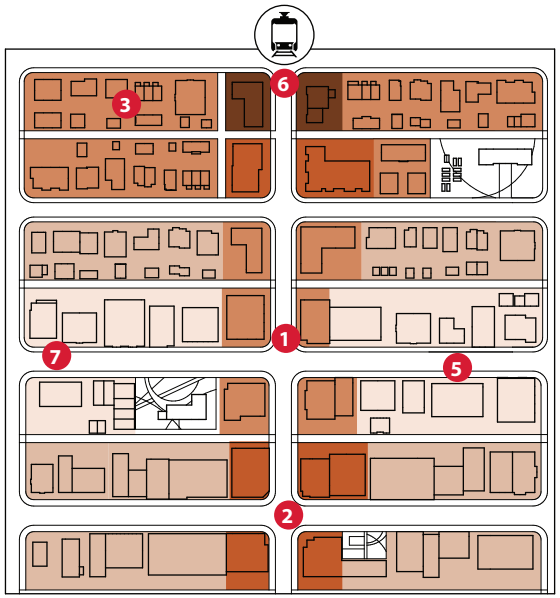
This community experiences high activity levels generated by a busy transit station, a popular **Main Street**, and higher building scales..

1. High activity levels are experienced from people moving between the **Main Street** to the train station. By applying higher building scales, this supports more neighbourhood commercial opportunities.
2. Buildings along this street typically have commercial businesses at-grade, with dwelling units or offices above, this supports at-grade commercial functions. The high building scale is applied to one of the busiest intersections in the community.
3. Areas where the Neighbourhood Housing Local urban form category are applied, can still have higher building scales.
4. High activity levels are experienced at this park. The recreation centre is popular for those living in the community, as well as with people from outside the community, who can walk from the train station.
5. Because the **Main Street** has a higher building scale, a lower building scale at this location is enough to support activity levels on the **Main Street**.
6. The tallest buildings in the community are located right next to the train station. This creates a visual point of interest in the community.
7. Higher overall activity levels support minor activity levels at more locations throughout the community.



Legend:

- Neighbourhood Commercial Major
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Local
- Neighbourhood Housing Major
- Neighbourhood Housing Minor
- Neighbourhood Housing Local
- Parks Civic and Recreation Major
- Parks Civic and Recreation Minor
- Parks Civic and Recreation Local
- Active Frontage
- Parks and Open Space Frontage



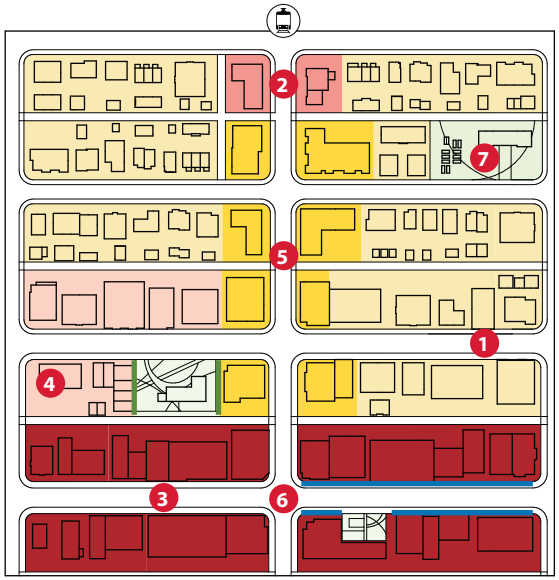
Legend:

- Tall
- High
- Mid
- Low
- Limited

Community Context B:

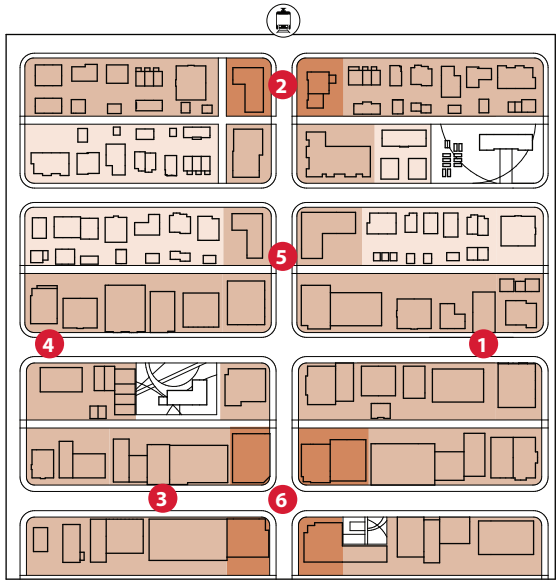
This community experiences lower activity levels as it has a less busy transit stop and **Main Street**. Lower building scales are applied more consistently throughout the community.

1. The mid to low building scales are evenly applied, distributing intensity throughout the community.
2. The mid building scale increases activity levels around the train station and supports commercial functions.
3. The **Main Street** experiences lots of activity relative to other areas in the community, but has lower building scales.
4. Minor activity levels have been lowered to local activity levels due to less overall community intensity.
5. Lower building scales and activity levels means less activity and commercial opportunities exist between the **Main Street** and train station.
6. The mid building scale, still supports higher activity levels which support businesses on the **Main Street**.
7. With lower community building scales and intensities, this park has moderate activity levels. The transit station still provides good access for those coming from outside the community.



Legend:

- Neighbourhood Commercial Major
- Neighbourhood Commercial Minor
- Neighbourhood Commercial Local
- Neighbourhood Housing Major
- Neighbourhood Housing Minor
- Neighbourhood Housing Local
- Parks Civic and Recreation Major
- Parks Civic and Recreation Minor
- Parks Civic and Recreation Local
- Active Frontage
- Parks and Open Space Frontage



Legend:

- Tall
- High
- Mid
- Low
- Limited

Examples of Neighbourhood Commercial Urban Forms

Neighbourhood Commercial Major







Neighbourhood Commercial Minor







Neighbourhood Commercial Local







Examples of Neighbourhood Housing Urban Forms

Neighbourhood Housing Major







Neighbourhood Housing Minor







Neighbourhood Housing Local







Examples of Neighbourhood Industrial Transition Urban Form

Examples of Industrial Urban Forms

Neighbourhood Industrial Transition







Industrial General







Industrial Heavy







Examples of Parks Civc and Recreation Urban Forms

Parks Civic and Recreation Major







Parks Civic and Recreation Minor







Parks Civic and Recreation Local





Examples of Parks Natural Areas Urban Form

Parks Natural Areas







Examples of Regional Campus Urban Form

Regional Campus







Appendix 2: Local Area Plans and The Guidebook for Great Communities

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

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

All **local area plans** should use the following chapters:

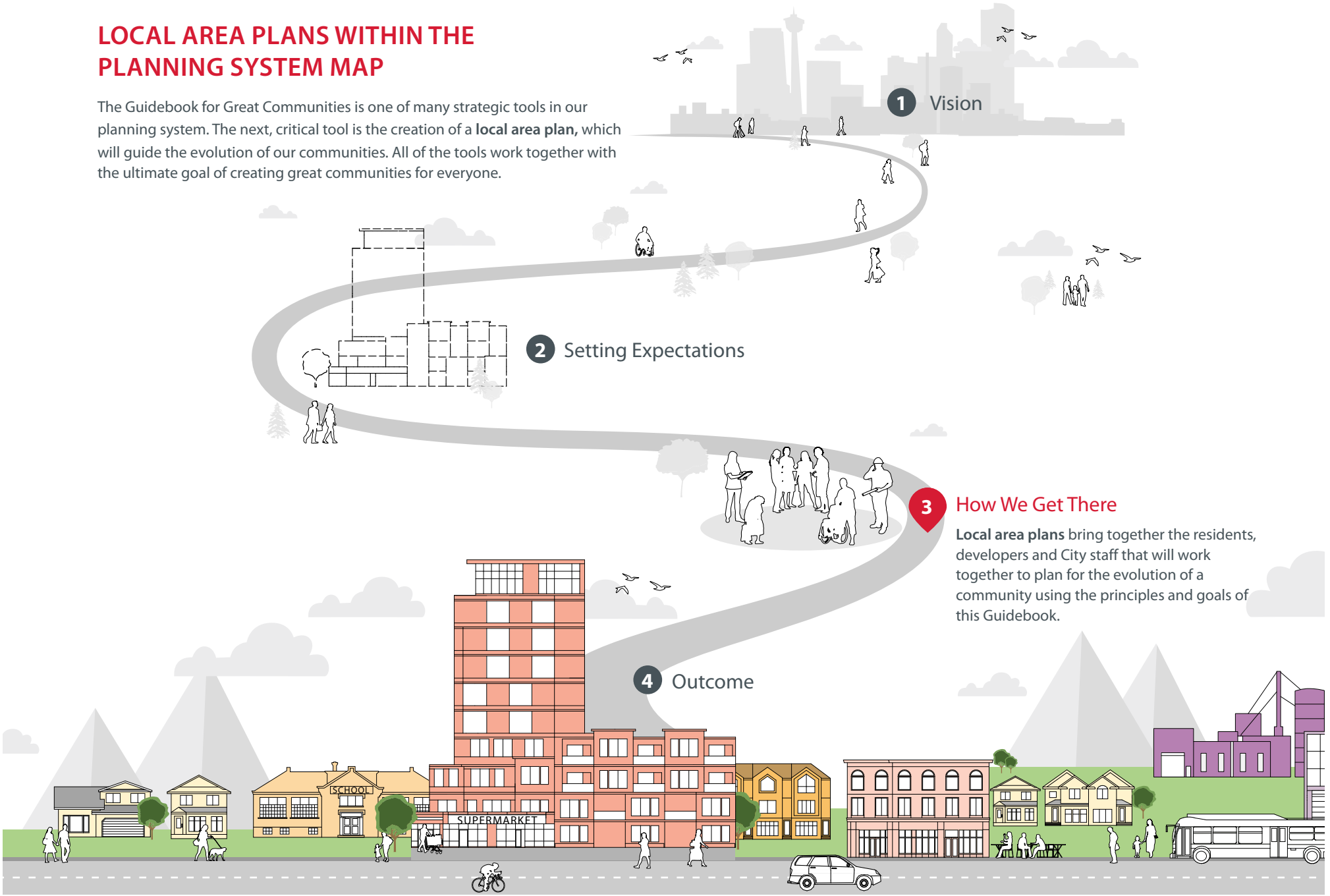
1. Visualizing Growth
2. Enabling Growth
3. Supporting Growth
4. Implementation and Interpretation

The following information may be in a **local area plan** or a supplement (such as an appendix or online community dashboard):

- historic and projected demographics;
- community profiles and information about lifecycles of communities (such as the growth, stability or decline of a community, urban structure and land use patterns);
- other maps as reference material; and,
- the history of communities, particularly when that history helps to identify landmark or **gateway sites**.

LOCAL AREA PLANS WITHIN THE PLANNING SYSTEM MAP

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



Local area plans bring together the residents, developers and City staff that will work together to plan for the evolution of a community using the principles and goals of this Guidebook.

LOCAL AREA PLAN CHAPTER 1: VISUALIZING GROWTH

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

Principles for Great Communities

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

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

Social Interaction
There are a variety of places to gather, celebrate and interact with all kinds of people.

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

Economic Vitality
Everyone has access to diverse employment options and an environment conducive to starting, operating and sustaining a business.

Identity and Place
Well-designed neighbourhoods create a sense of place that fosters identity and creates pride in the community.

Goals for Great Communities

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

LOCAL AREA PLAN CHAPTER 2: ENABLING GROWTH

This chapter should include development policies to enable the vision described in Chapter 1 of the **local area plan.** These policies may supplement the policies of Chapter 3 of the Guidebook where necessary, but should not duplicate them or be used to create exclusionary policy. This section should be specific to local context and need, and reflect the unique aspects of the community.

This chapter in the local area plan should:

- Provide the future growth concept for the community.
- Provide community-specific policy.

Mapping

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

- Urban Form – created by using the Urban Form Classification System (including policy modifiers).
- Scale – created by applying the scale modifiers to the various categories of the Urban Form Map.

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

- To foster and celebrate local identity and enhance a sense of place.
- To provide specific direction for key sites or geographic areas within a community.
- Scale categories may be adjusted to specify a number of storeys in a **local area plan** due to site constraints, local context and where the impact on the activity level of the assigned urban form category has been considered and the rationale is noted in the plan.
- For additional policy direction for landmark or **gateway sites** or other geographic nuances.
- The future growth potential based on **infrastructure** capacity and investment in the community.

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

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

LOCAL AREA PLAN CHAPTER 3: SUPPORTING GROWTH

This chapter in a **local area plan** will include policies regarding current and future amenities and **infrastructure**. These policies should guide implementation to realize the vision outlined in Chapter 1: Visualizing Growth. Policies and direction from the Guidebook, particularly in Chapters 2 and 4, will direct the policies for Chapter 3 of the **local area plan.**

The Established Area Growth and Change Strategy is helping define an approach to supporting **built-out area** communities through growth and change. The results of this and related work may result in revisions to this chapter of a **local area plan,** and Chapter 4 of the Guidebook.

Local area plans should:

- Identify potential investments to support the future growth concept and provide guidance to The City for future service plan and budget considerations and recommendations.
- Acknowledge that the timing of investment may be guided by external factors, including service and activity levels, priorities identified in the plan, and the state of existing assets.
- Identify the roles for different city builders in supporting implementation (The City, developers, residents and businesses).
- Identify planning and financial tools that could support implementation, where appropriate.

The **local area plan** should identify potential investment opportunities for funding through various tools, such as:

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

LOCAL AREA PLAN CHAPTER 4: IMPLEMENTATION AND INTERPRETATION

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