

Location Criteria for Multi-Residential Infill

In order to assist in the evaluation of land use amendment applications to support multi-residential and associated local area plan amendments, the following criteria shall be applied and reported on in Administration reports to the Calgary Planning Commission. These criteria are not meant to be applied in an absolute sense to determine whether or not a site should be recommended for approval. In general, the more criteria an application can meet, the more appropriate the site may be considered for multi-residential infill development. In some cases, there may be applications that are appropriate but meet only a few criteria, or may meet multiple criteria but are determined not to be appropriate. These will need to be considered based on the scale and type of development proposed in relation to the local context.

The following criteria itemize preferred conditions to support land use amendments in low density residential areas. These criteria are meant to be used as a guideline and are to be used in the review and evaluation of land use amendment applications that support multi-residential developments.

Attachment 1

May 18, 2016

Attachment 1

Location Criteria 1 On a corner parcel

Purpose

Promoting multi-residential buildings on corner parcels can reduce the impact on neighbouring properties. Housing that faces both streets will add to the residential appearance of side streets and tends to slow traffic and enhance pedestrian safety and experience on adjacent sidewalks.

- » Because one side faces a street, infills on corner parcels share fewer property lines with neighbouring low density development.
- » Supporting development on corner parcels can help reduce speculation that the entire block is appropriate for redevelopment.
- » Corner parcels provide opportunities for grade oriented multi-residential infill to reflect neighbourhood design patterns by having units that face both front and side streets and that provide the appearance of distinct houses.

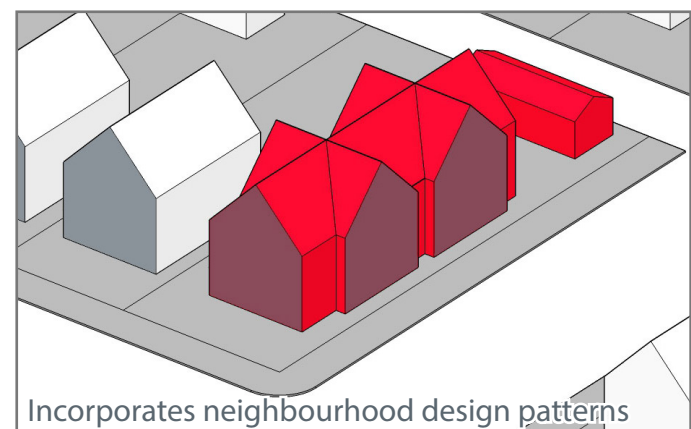
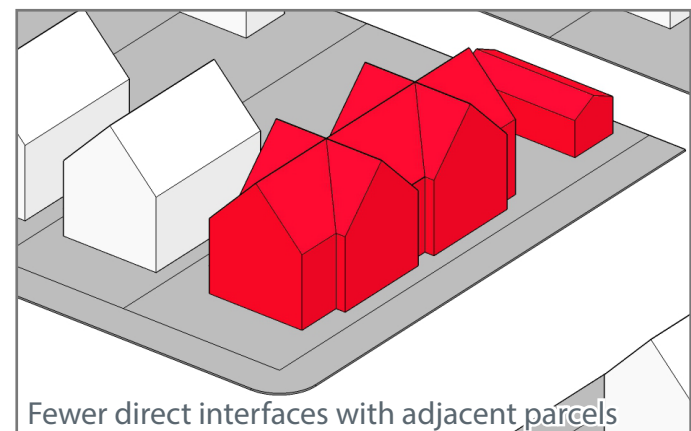
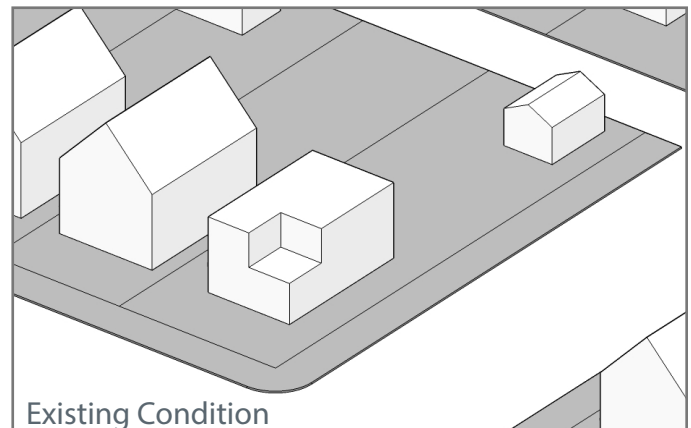
Guidelines to be explored

- » Where a site fronts more than one street, public entrances should be located on the street with the greatest pedestrian activity, on both street fronts, or, in the case of a corner site, an entrance may be placed on the corner.

Relationship to MDP

Section 2.3.2 | Respect and enhance neighbourhood character and vitality

- a. *Respect the existing character of low-density residential areas, while still allowing for innovative and creative designs that foster distinctiveness.*
- b. *Ensure an appropriate transition of development intensity, uses and built form between low-density residential areas and more intensive multi-residential or commercial areas.*
- c. *Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern.*



Attachment 1

Location Criteria 2

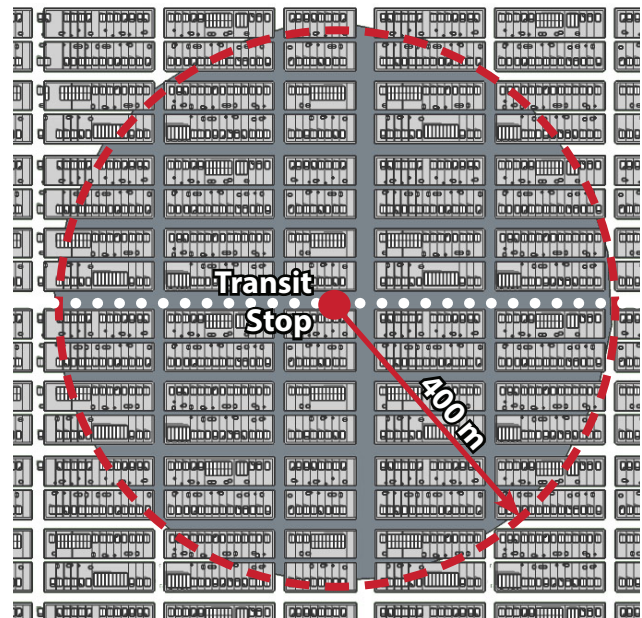
Within 400 metres of a transit stop

Purpose

- » Locating higher density housing within a convenient and walkable distance of transit stops supports the choice to use public transit for a greater number of people.
- » Encouraging increased population close to transit helps to maximize the use of public transit infrastructure.
- » Access to public transit provides transportation options to residents which can result in lower car ownership and fewer trips by car.

Guidelines to be explored

- » Provide safe and easily accessible pedestrian and cycling links to transit stops from new developments.



400 metres is approximately a 6-7 minute walk

Relationship to MDP

Section 2.2.5 | Strong residential neighbourhoods

- c. Encourage higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit, appropriate to the specific conditions and character of the neighbourhood.*

Attachment 1

Location Criteria 3

Within 600 metres of an existing or planned primary transit stop

Purpose

- » Locating higher density housing within a convenient and walkable distance of primary transit stops supports the choice to use public transit for a greater number of people.
- » Encouraging increased population close to transit helps to maximize the use of public transit infrastructure.
- » Access to primary public transit provides transportation options to residents which can result in lower car ownership and fewer trips by car.
- » Primary public transit provides frequent, high capacity service to support higher population densities.

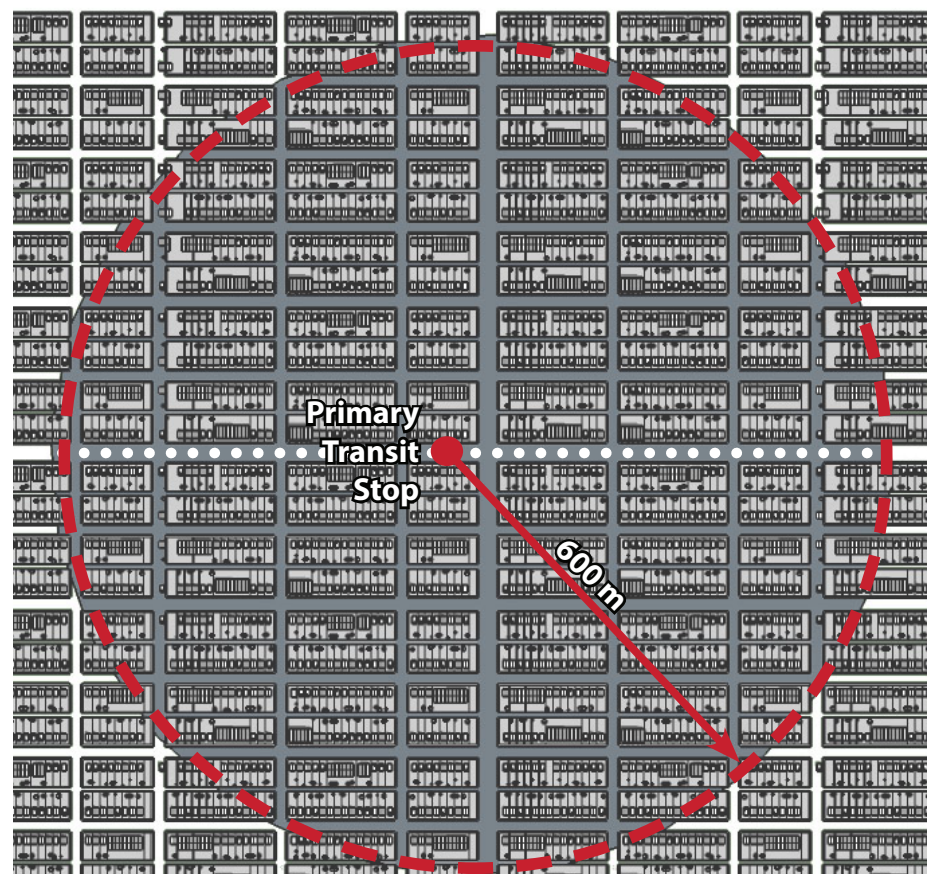
Guidelines to be explored

- » Grade oriented and multi-residential infill to be encouraged within a 600m radius from bus, BRT and LRT stops on transit routes operating at frequencies of 10 minutes or less for extended time periods.

Relationship to MDP

Section 2.2.5 | Strong residential neighbourhoods

- c. Encourage higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit, appropriate to the specific conditions and character of the neighbourhood.*



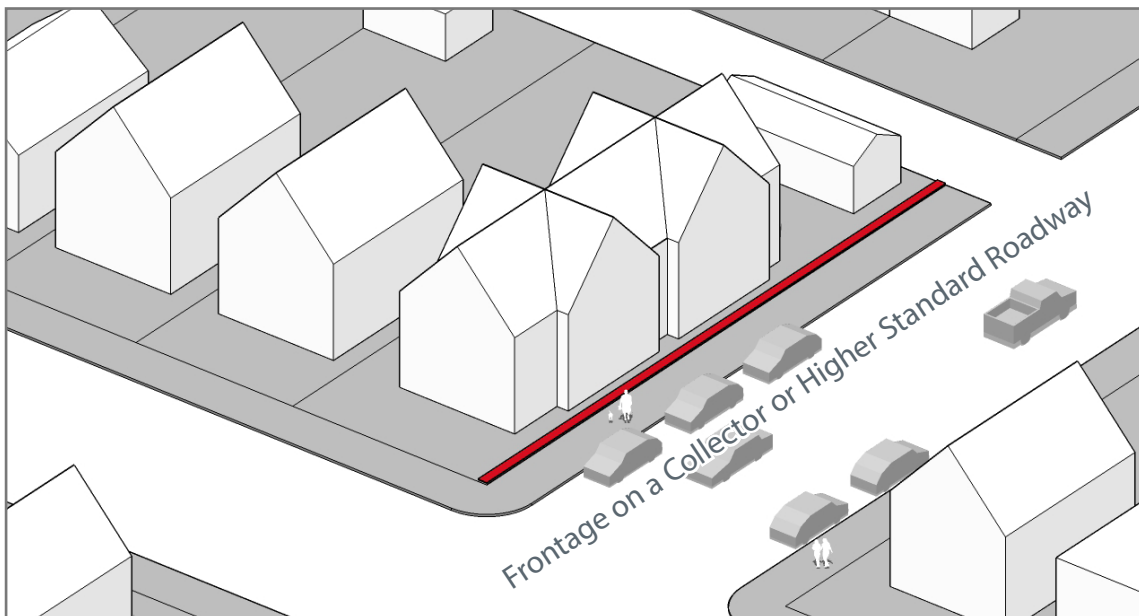
600 metres is approximately a 10 minute walk

Location Criteria 4

On a collector or higher standard roadway on at least one frontage

Purpose

- » Locating higher density housing on collector or higher standard roadways provides convenient access to roads that are designed to handle higher traffic levels. This reduces the potential for increased traffic on local residential streets.
- » The impact of a larger building is reduced where the mass of the building is focused on a wider street.
- » Increasing the number of houses that face onto a street will add to the residential appearance of the street, which tends to slow traffic and enhance pedestrian safety and experience on adjacent sidewalks.



Guidelines to be explored

- » The mass of larger buildings should be focused on wider streets and transition to adjacent low density development.
- » Residential buildings should be street oriented.

Relationship to MDP

Section 2.2.5 | Strong residential neighbourhoods

- c. Encourage higher residential densities in areas of the community that are more extensively served by existing infrastructure, public facilities and transit, appropriate to the specific conditions and character of the neighbourhood. Front onto a public street or a private internal drive aisle that looks and functions like a public street.*

Section 2.4.2 | Built form

- b. The ground and lower levels of developments should demonstrate a strong relationship to the human scale and contribute positively to the public realm and street.*

Attachment 1

Location Criteria 5

Adjacent to existing or planned non-residential development or multi-unit development

Purpose

- » Encourage new multi-residential infill on parcels between lower density uses and larger buildings to promote an appropriate height and massing transition.



Guidelines to be explored

Multi-residential redevelopment should be encouraged when it:

- accommodates height and massing transition between higher intensity and lower intensity types of development;
- is located adjacent to existing or planned non-residential development or multi-residential development; and
- incorporates design elements providing transition to adjacent lower scale development. Design considerations could include height stepbacks and contextual elements, such as setback, rooflines and facade patterns.

Relationship to MDP

Section 2.3.2 | Respecting and enhancing neighbourhood character

- b. Ensure an appropriate transition of development intensity, uses and built form between low-density residential areas and more intensive multi-residential or commercial areas.*
- c. Ensure infill development complements the established character of the area and does not create dramatic contrasts in the physical development pattern.*

3.5.1 General | Developed Residential Area Policies

- b. Redevelopment within predominantly multi-family areas should be compatible with the established pattern of development and will consider the following elements:*
 - (i) Appropriate transitions between adjacent areas; and,*
 - (ii) A variety of multi-family housing types to meet the diverse needs of present and future populations.*

Attachment 1

Location Criteria 6

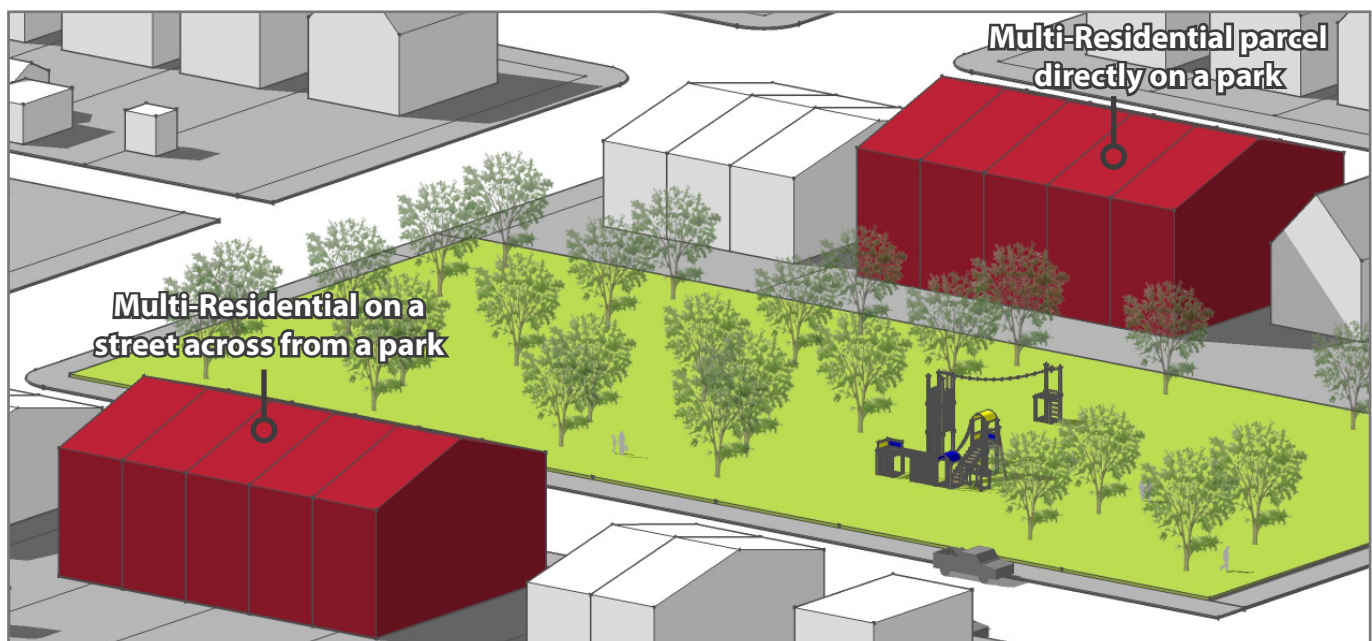
Adjacent to or across from an existing or planned open space, park or community amenity

Purpose

New multi-residential infill adjacent to or across from an existing or planned open space, park or community amenity creates opportunities:

- for diverse outdoor recreation activities that help attract new residents and help support investment in new and existing infrastructure;
- for social interaction; and,
- adds safety by providing additional overlooking of the park or open space.

Where a park is located across a street or lane from the new building the additional space can reduce the visual impact of a larger building.



Guidelines to be explored

- » To promote safety and activity, new housing should have at grade entrances and windows that face the park or open space.
- » Landscaping on private property that enhances the park or open space environment should be encouraged.
- » Site and building design should limit the impacts of shadowing on adjacent parks, open spaces and community amenities.

Relationship to MDP

Section 2.3.4 | Parks, open spaces and outdoor recreation

- j. Plan land uses adjacent to public parks that are supportive and enhance the vitality of both existing and new open spaces.*

Attachment 1

Location Criteria 7

Along or in close proximity to an existing or planned corridor or activity centre

Purpose

Encouraging multi-residential infill along or in close proximity to an existing or planned corridor or activity centre helps promote:

- an appropriate transition and/or buffer between low density residential and higher density residential buildings; and,
- improved access to transit and local amenities.



Guidelines to be explored

- » Encourage multi-residential redevelopment when it accommodates height and massing transition between lower density uses and more intensive uses on a corridor or in an activity centre.

Relationship to MDP

Section 2.2.1 | Vibrant, transit-supportive, mixed-use Activity Centres and Corridors

- b. Plan the development of Activity Centres and Corridors appropriate to the local context by:*
 - (ii) Creating transitions in development intensity between low density residential areas and more intensive multi-unit residential or commercial areas;*
- c. Co-ordinate planning and public investment decisions to support the development of a greater variety of medium and higher density housing forms in Activity Centres and Corridors.*

Attachment 1

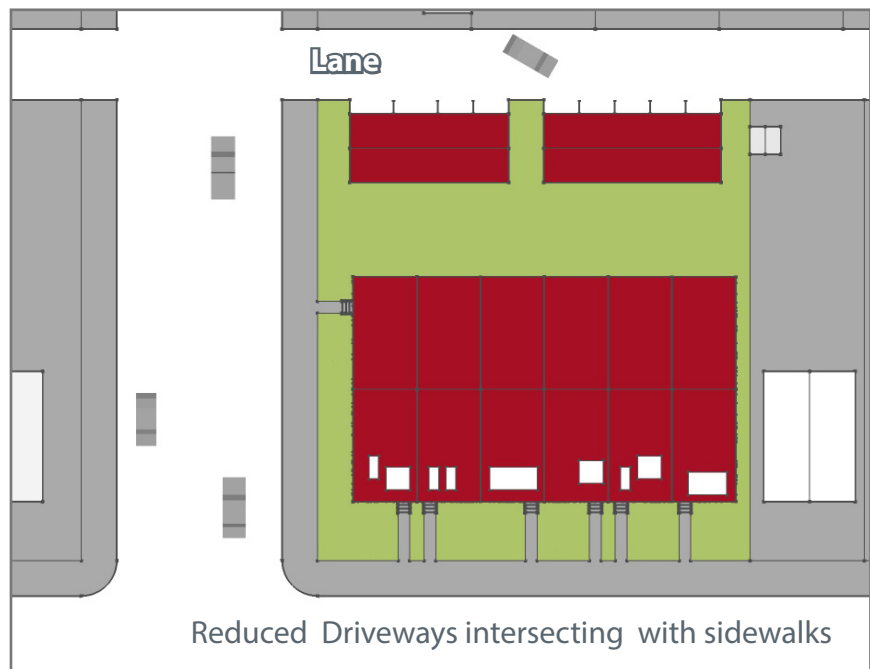
Location Criteria 8

Direct lane access

Purpose

Encouraging direct lane access for multi-residential infill buildings accommodates:

- a site layout that minimizes the impact of vehicles on adjacent streets and sidewalks;
- increased parking options with limited impact on the existing neighbourhood;
- more pedestrian oriented streetscapes; and,
- safer pedestrian environments due to fewer driveways crossing sidewalks.



Guidelines to be explored

- » Encourage multi-residential redevelopment to have direct lanes access and be designed to accommodate off street parking whenever possible.

Relationship to MDP

3.5.1 | Developed Residential Areas Policies

- d. For multi-family housing, encourage parking that is well integrated into the residential environment (e.g., consider landscape buffering, smaller lots).*