

Chapter 2 – Enabling Growth

Draft Table of Content – Chapter 2

2.1 Introduction

2.1.1 Future Growth Concept

2.2 Urban Form Categories

2.2.1 Neighbourhood

2.2.1.1 Neighbourhood

2.2.1.2 Neighbourhood Connector and Neighbourhood Local

2.2.1.3 Neighbourhood Connector

2.2.1.4 Neighbourhood Local

2.2.2 Vehicle-Oriented Commercial

2.2.2.1 Commercial Centre

2.2.2.2 Commercial Corridor

2.2.3 Industrial

2.2.3.1 Industrial General

2.2.4 Parks, Civic and Recreation

2.2.4.1 Natural Areas

2.2.4.2 Parks and Open Space

2.2.4.3 City Civic and Recreation

2.2.4.4 Private Institutional and Recreation

2.2.5 Regional Campus

2.2.6 Comprehensive Planning Site

2.3 Scale Modifiers

2.3.1 Limited Scale

2.3.2 Low Scale – Modified

2.3.3 Low Scale

2.3.4 Mid Scale

2.3.5 High Scale

2.3.6 Highest Scale

2.4 General Policies

2.4.1 Built Form

2.4.1.1 Site Design

2.4.1.2 Building Design

2.4.1.3 Amenity Space

2.4.1.4 Landscape Design

2.4.2 Additional Design Considerations

2.4.2.1 Innovation and Creativity

2.4.2.2 Incremental Improvements

2.4.2.3 Interim Development

2.4.2.4 Sustainable Development

2.5 Mobility

2.5.1 Pedestrian

2.5.2 Cycling

- 2.5.3 Transit
- 2.5.4 Parking
- 2.5.5 Street Network
- 2.6 Area Specific Policies
 - 2.6.1 Heritage Communities Plan-Wide Policies
 - 2.6.2 Macleod Trail S Urban Main Street
 - 2.6.3 Heritage Drive S
 - 2.6.4 Transit Station Areas
 - 2.6.4.1 Heritage LRT Station Area
 - 2.6.4.2 Southland LRT Station Area
 - 2.6.4.3 Anderson LRT Station Area
 - 2.6.4 Activity Centres
 - 2.6.4.1 Major Activity Centre
 - 2.6.4.2 Community Activity Centre
 - 2.6.4.3 Neighbourhood Activity Centre
 - 2.6.5 community Corridors
 - 2.6.5.1 Elbow Drive SW
 - 2.6.5.2 Bonaventure Drive SE
 - 2.6.5.3 Fairmount Drive SE and Acadia Drive SE
 - 2.6.5.4 90 Avenue SE
 - 2.6.6 Special Policy Areas
 - 2.6.6.1 Industrial Special Policy Areas
 - 15 Street SE Special Policy Area
- 2.7 Heritage Communities Comprehensive Planning Sites
 - 2.7.1 East Anderson LRT Station Comprehensive Planning Site
 - 2.7.2 Calgary Transit Anderson Maintenance Facility Comprehensive Planning Site

During your review, please note:

Blue text refers to common local area plan policies.

Green text is informed by or adapted from Council approved existing policies in the plan area.

Black text indicates new content specific to Heritage Communities LAP

2.1 Introduction

The Plan sets out a future framework for growth and change that recognizes and celebrates the elements that represent and connect the Heritage Communities. Policies in this section provide the direction to realize the vision and core values of the Plan and are guided by the Municipal Development Plan (MDP) and Guide for Local Area Planning.

2.1.1 Future Growth Concept

The Future Growth Concept set out in this Plan envisions accommodating growth and change in key areas as identified in the MDP and through planning and technical analysis as well as stakeholder engagement conducted during the drafting of this Plan.

The Plan envisions the highest densities and activities along the **Urban Main Street** (Macleod Trail S), the **Major Activity Centre** (area around Anderson LRT Station) and in **Transit Station Areas**. Macleod Trail S will continue to function as a vehicle thoroughfare while also creating opportunities for a more active public realm with a range of uses, strategic placemaking initiatives, enhanced connections to adjacent communities and safety improvements. **Transit Station Areas**, including Heritage LRT Station, Southland LRT Station and Anderson LRT Station as well as the area in the **Major Activity Centre**, will support the greatest range of uses, highest densities and be integrated with adjacent residential communities.

The Future Growth Concept is represented on **Map X: Urban Form** and **Map X: Building Scale**. Together, these two maps indicate where different types of growth and activity would be focused in the plan area and define the general functions in different parts of the Heritage Communities. The draft maps will be created based on feedback from stakeholders, including the public, in phase 2 of engagement. The maps will use the urban form categories and scale modifiers set out in the Guide for Local Area Planning.

As set out in the Plan's vision, future growth in the plan area will be anchored by an enhanced Macleod Trail S and the area's three Red Line **Transit Station Areas**. Future growth will continue to support the dynamic residential and industrial neighbourhoods that drive the distinctiveness of the Heritage Communities.

Other areas of focus for growth and development are **Community Corridors**, including Elbow Drive SW, 90 Avenue SE, Acadia Drive SE and Fairmount Drive SE. **Community Corridors and Neighbourhood Activity Centres** will accommodate low to moderate growth and provide opportunities for local businesses and residential development. Area specific policies in the Plan provide long-term guidance for each **Community Corridors**. Heritage Drive S is recognized as a key connector that links the Glenmore Reservoir and the Bow River.

Two comprehensive planning sites near Anderson LRT Station, including lands to the east of Macleod Trail S that incorporate Southcentre Mall and lands to the west that encompass the Calgary Transit Anderson Maintenance Facility, may also accommodate future growth.

Finally, the Plan envisions that the Heritage Communities will be defined by distinct industrial neighbourhoods, particularly Fairview Industrial. While protecting the industrial uses and

character, some of these areas will welcome limited and complementary non-industrial uses supported by an improved public realm.

MAP X

Urban Form

MAP X

Building Scale

DRAFT

2.2 Urban Form Categories

This Plan identifies the location of urban form categories in **Map X: Urban Form**. These urban form categories, set by the Guide for Local Area Planning, identify and categorize the purpose and general function (land use) of different parts of a community. The relationships between the urban form categories demonstrate how the different areas of a community relate to and support each other.

This section identifies the characteristics of the urban form categories and where they apply, as well as land use and site, building and landscape design policies for each category.

Each urban form category has general policies associated with it. When an individual urban form category is applied to a specific area of the Plan, the general policies of that category apply in addition to any area specific policies outlined in the Plan. The following section provides general policies for each applicable urban form category as well as additional general built form policies to be applied.

<add Figure of summary table of urban form categories and additional policy guidance >

2.2.1 Neighbourhood

There are three Neighbourhood urban form categories – Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street. Neighbourhood Flex are most likely in areas with a grid-like street pattern.

Neighbourhood Flex areas support a mix of uses on the ground floor. Neighbourhood Connector and Neighbourhood Local areas are primarily residential, with a strong delineation between the private and public realm. At all development scales, the pedestrian experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable street wall heights and a public realm with features such as landscaping, sidewalks, public trees, cycling infrastructure and on-street parking.

Residential redevelopment will occur in all communities in a variety of housing forms, such as single-detached, semi-detached, rowhouse, multi-residential or mixed-use buildings. As scale increases, a larger range of unit types may be accommodated. At all scales, redevelopment should consider existing context, parcel layout, building massing and landscaping to sensitively integrate into the community. Residential areas may also accommodate a range of commercial activities, including childcare, small-scale manufacturing and home-based businesses.

2.2.1.1 Neighbourhood Flex

Neighbourhood Flex represent the more commercially-oriented areas of the Heritage Communities, where people go to shop and gather. While people also live in these areas, the public realm and built form are designed to support frequent pedestrian interaction with the buildings and a moderate to high volume of pedestrian movement along the street.

Policy

Land Use

- a. Development in Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.
- b. Vehicle-oriented uses are discouraged:
 - i. in areas of high pedestrian activity;
 - ii. within **Transit Station Areas**; or,
 - iii. where the use interferes with access to cycling infrastructure.
- c. Development in Neighbourhood Flex areas should support a range of uses on the ground floor facing the street.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply:

- d. Development in Neighbourhood Flex areas should:
 - i. be oriented towards the street;
 - ii. not locate parking between a building and a higher activity street;
 - iii. provide access to off-street parking and loading areas from the lane, where possible;
 - iv. provide frequent entrances and windows that maximize views to and from the street;
 - v. use building articulation to provide a well-defined, continuous street wall and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,
 - vi. accommodate small variations in the street wall to integrate amenity space.
- e. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street, where feasible;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and,
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.
- f. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- g. The public realm should provide continuous, unobstructed pedestrian routes supported by high-quality landscaping for pedestrian comfort.
- h. Landscaped areas should be located to enhance and complement the interface between the building and the public realm.
- i. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. accommodate a range of uses;
 - ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.
- j. The public realm in Neighbourhood Flex areas should be designed to support moderate to high volumes of pedestrians.

2.2.1.2 Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially-oriented areas of the Heritage Communities. While some commercial and work-from-home opportunities exist here, the public realm is designed to support low to moderate volumes of pedestrian movement along the street and the built form typically supports privacy and separation for residential uses.

Policy

Land Use

- a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:
 - i. be primarily residential uses; and,
 - ii. support a broad range and mix of housing types, unit structures and forms.
- b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of live-work units or home-based businesses.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Neighbourhood Connector and Neighbourhood Local areas:

- c. Development in Neighbourhood Connector and Neighbourhood Local areas should:
 - i. consider the local built form context;
 - ii. be oriented towards the street;
 - iii. consider shadowing impacts on neighbouring properties; and,
 - iv. provide access to off-street parking and loading areas from the lane, where possible.
- d. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- e. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. locate amenity spaces along the lane, where feasible;
 - ii. provide on-site pedestrian routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.

2.2.1.3 Neighbourhood Connector

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity streets. These areas may accommodate small-scale commercial uses to meet residents' daily needs and often provide connections to other communities. The public realm may include features such as wide sidewalks and cycling infrastructure.

Policy

Land Use

- a. Development in Neighbourhood Connector areas should:
 - i. support a higher frequency of units and entrances facing the street;
 - ii. support higher density when located near commercial areas and **Transit Station Areas**; and,
 - iii. support the development of local commercial uses to serve nearby residents.

- b. Development in Neighbourhood Connector areas may include stand-alone or mixed-use buildings.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Neighbourhood Connector areas:

- c. Non-residential development in Neighbourhood Connector should:
 - i. provide a built form and scale that considers the surrounding residential context; and,
 - ii. mitigate impacts, such as noise and vehicle circulation, on adjacent residential uses.

2.2.1.4 Neighbourhood Local

Neighbourhood Local areas are characterized by a range of housing types and home-based businesses. Neighbourhood Local areas have developed in a variety of ways with characteristics that shape how these areas change and grow, including when the community was built, existing heritage assets, established development pattern and access to parks, open space and other amenities. The public realm may include features such as landscaped boulevards and public street trees.

Limited Scale Policies

The policies in this section only apply to Neighbourhood Local Areas that have the Limited Scale modifier. Limited Scale policies recognize that single-detached housing is and will continue to be, a desirable housing form and may be developed anywhere within Neighbourhood Local, Limited Scale areas. Secondary suites will continue to be allowed where they are currently permitted by the Land Use Bylaw and do not form part of the unit count when considering the following policies.

Policy

- a. Secondary suites are permitted where already allowed by the existing land use designation and are not considered a unit in the following policies.
- b. Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.
- c. Building forms that contain three or more residential units should be supported in the following areas:
 - i. within **Transit Station Areas**;
 - ii. near or adjacent to an identified **Main Street or Activity Centre**;
 - iii. on higher activity streets, such as where there are adjacent regional pathways or higher volumes of private vehicle or pedestrian activity in a community; and,
 - iv. where the parcel has a lane and parking can be accommodated on site.
- d. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:
 - i. access to sunlight and shade on adjacent parcels; and,
 - ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate.
- e. Sites greater than 0.4 hectares located in Neighbourhood Local areas with a Limited Scale may redevelop to a maximum height of XX storeys, without the need to amend the plan, where the following criteria are met:
 - i. the proposed development provides adequate transition to adjacent sites;

- ii. the proposed development provides enhanced landscaping; and,
- iii. the proposed development contributes to public realm improvements.

2.2.2 Vehicle-Oriented Commercial

Vehicle-Oriented Commercial areas are characterized by larger blocks and parcels typically arranged in a non-grid street pattern. Vehicle-Oriented Commercial areas may accommodate a range of commercial uses, offices, personal services, institutional uses, recreation facilities and light industrial uses that may be oriented to the public street or internal publicly-accessible private streets or parking areas.

Vehicle-Oriented Commercial areas are expected to evolve to support intensification and a comfortable pedestrian experience that improves connectivity to and within these sites. The incremental improvements policy in section 2.4.2.2 guides discretion, where limited redevelopment is proposed.

Policy

Land Use

- a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets or parking areas.
- b. Development in Vehicle-Oriented Commercial areas may:
 - i. include stand-alone or mixed-use buildings; and,
 - ii. accommodate low-impact industrial uses.
- c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have the following characteristics:
 - i. access to moderate to frequent transit service;
 - ii. access to higher quality pedestrian routes and cycling infrastructure; or,
 - iii. proximity to a residential area.
- d. Vehicle-oriented uses are discouraged:
 - i. in areas of high pedestrian activity;
 - ii. within **Transit Station Areas**; or,
 - iii. where the use interferes with access to cycling infrastructure.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to Vehicle-Oriented Commercial areas:

- e. Development in Vehicle-Oriented Commercial areas should:
 - i. identify a hierarchy of pedestrian routes that connect destinations on the site;
 - ii. locate commercial uses along higher activity public streets or internal publicly-accessible private streets;
 - iii. position buildings to face public streets or internal publicly-accessible private streets;
 - iv. not locate parking between a building and a higher activity street;
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
 - vi. locate access and service areas away from public streets and screen with landscaped areas where possible;

- vii. provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;
- viii. use building articulation to provide a well-defined, continuous street wall and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,
- ix. position landscaped areas to enhance and complement the interface between the building and pedestrian routes.
- f. Industrial activities should be fully enclosed within a building.
- g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses.
- h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:
 - i. windows with views to the street and access to natural light;
 - ii. amenity space that could be used for daily activity or seasonal programming; and,
 - iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.
- i. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street where feasible;
 - iii. incorporate landscaped areas;
 - iv. provide well-defined pedestrian routes to transit stops and stations or adjacent residential areas; and,
 - v. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas.

2.2.2.1 Commercial Centre

Commercial Centre areas are characterized by hubs and corridors that support regional commercial activity, typically arranged in larger blocks in a non-grid pattern. These locations are serviced by public transit and are defined by direct vehicular access and large parking areas. Pedestrian activity primarily occurs along internal, private pedestrian routes. As redevelopment occurs, these sites are intended to support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable pedestrian experience.

Policy

Land Use

- a. Development in Commercial Centre areas should:
 - i. support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;
 - ii. support residential uses on the ground floor or above commercial uses; and,
 - iii. accommodate stand-alone residential, office and institutional buildings on lower activity public streets or internal publicly-accessible private streets.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Commercial Centre areas:

- b. Development on higher activity public or internal publicly-accessible private streets should support a range of small- to medium-scale commercial uses on the ground floor. This may include, but is not limited to:

- i. frequent entrances and windows that maximize views to and from the street;
 - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas;
 - iii. larger commercial uses integrated behind, or located above, smaller commercial units facing a street; and,
 - iv. a floor-to-ceiling height that supports a range of uses.
- c. Sites should provide low-barrier transitions between vehicle aisles and pedestrian routes using raised planters, bollards and light standards to improve safety and comfort along pedestrian routes.

2.2.2.2 Commercial Corridor

Commercial Corridor areas are characterized by a range of commercial uses, typically concentrated at key nodes or along key corridors. Parcel size for Commercial Corridor areas are generally smaller and more fine-grained than Commercial Centre areas. Existing development may be vehicle-oriented, with parking areas between the building and the public street. As redevelopment occurs, the intent is that these sites will support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable pedestrian experience.

Policy

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Commercial Corridor areas:

- d. Development in Commercial Corridor areas should:
 - i. support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;
 - ii. establish a fine-grained block pattern through a hierarchy of internal vehicular and pedestrian routes;
 - iii. locate access and service areas off a lane, where possible; and,
 - iv. locate residential, office and institutional uses on the upper floors of buildings.

2.2.3 Industrial

Industrial areas primarily include a range of industrial uses with off-site impacts. Block patterns and site layouts will prioritize large vehicle and goods movement along public streets.

Industrial areas are critical to supporting economic diversity and decisions regarding encroachment of other uses into these areas must be carefully considered to minimize impacts on the operational requirements of industrial areas.

Policy

Land Use

- a. Development in Industrial areas should:
 - i. integrate a limited range of supporting office and commercial uses that support industrial activities, where appropriate; and,
 - ii. limit new, large-format commercial uses.
- b. Complementary uses are encouraged to co-locate where mutual benefits could be achieved, such as in an eco-industrial park.

- c. Development of large-scale food production and urban agriculture activities are encouraged in Industrial General areas.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Industrial General areas:

- d. Development should:
 - i. accommodate a range of built forms that support industrial uses;
 - ii. consider opportunities to limit off-site impacts;
 - iii. provide pedestrian connections to adjacent transit stops; and,
 - iv. provide landscaped areas and amenity spaces.
- e. Mobility infrastructure in Industrial areas should focus on large vehicle, equipment and goods movement.
- f. Development is encouraged to incorporate sustainable building features and technologies, such as on-site renewable energy generation and waste-heat recovery.
- g. When significant changes to a site are proposed, development should provide incremental improvements to support pedestrian safety, such as sidewalks and on-site pedestrian routes.
- h. Development should explore opportunities for renewable energy.
- i. Landscaped areas in Industrial General should:
 - i. use climate resilient plant material, including native and locally-adaptive species;
 - ii. avoid the use of invasive species;
 - iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
 - iv. encourage the use of water conservation strategies such as, but not limited to:
 - A. the use of drought-tolerant or low water-use plants;
 - B. grouping plants into mulched planting beds; and,
 - C. redirecting surface runoff to landscaped areas, where appropriate.
- j. Development is encouraged to provide connections to adjacent mobility infrastructure, such as sidewalks and cycling routes.

2.2.3.1 Industrial General

Industrial General areas are characterized by a range of light and medium industrial uses and represent the city's primary industrial land supply. These areas allow for a range of building sizes and industrial uses, some of which may include outdoor activities and storage. Industrial General areas are expected to support a safe pedestrian experience that improves connectivity to and within these sites and to public transit. These areas may have limited off-site impacts.

Policy

Land Use

- k. Complementary uses are encouraged to co-locate where mutual benefits could be achieved, such as in an eco-industrial park.
- l. Development of large-scale food production and urban agriculture activities are encouraged in Industrial General areas.

Site, Building and Landscape Design

In addition to the applicable policies in Section XX the following policies apply to the Industrial General areas:

- m. Development should explore opportunities for renewable energy.

- n. Landscaped areas in Industrial General should:
 - i. use climate resilient plant material, including native and locally-adaptive species;
 - ii. avoid the use of invasive species;
 - iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
 - iv. encourage the use of water conservation strategies such as, but not limited to:
 - A. the use of drought-tolerant or low water-use plants;
 - B. grouping plants into mulched planting beds; and,
 - C. redirecting surface runoff to landscaped areas, where appropriate.
- o. Development is encouraged to provide connections to adjacent mobility infrastructure, such as sidewalks and cycling routes.

2.2.4 Parks, Civic and Recreation

Parks, Civic and Recreation areas are centres of neighbourhood activity and provide a range of opportunities for people to play, relax, recreate and connect. These areas foster community cohesion and cultural vitality and support individual health and well-being. These areas also support efforts to address climate change and enhance resiliency.

Policy

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Parks, Civic and Recreation areas:

- a. Developments within Parks, Civic and Recreation areas should:
 - i. connect to the community, including other parks and open spaces by active transportation and transit networks;
 - ii. use climate resilient plant material that include native and locally-adaptive species; and,
 - iii. consider operations and maintenance requirements, such as snow clearing and storage; and,
 - iv. consider opportunities for wayfinding.
- b. Buildings and facilities within Parks, Civic and Recreation areas should:
 - i. be located to maximize accessibility;
 - ii. be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;
 - iii. be made of materials that complement surrounding parks or open space;
 - iv. provide shelter to allow for year-round use, where appropriate;
 - v. consider design that allows indoor spaces to open to the outdoors; and,
 - vi. identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.
- c. Parks, Civic and Recreation areas should consider incremental site improvements to be assessed at the time of application, including, but not limited to:
 - i. providing additional services, programming or facilities;
 - ii. protecting or rehabilitating natural areas;
 - iii. improving accessibility;
 - iv. adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible; and,
 - v. providing public art or cultural spaces.

2.2.4.1 Natural Areas

Natural Areas in the city are characterized as areas that provide a range of ecological functions and benefits, from improving air and water quality to supporting biodiversity. These areas may include a range of amenities related to ecological features, such as pathways, river access points, washrooms, gathering spaces and interpretative features.

Policy

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Natural Areas:

- a. Natural Areas should:
 - i. support the protection, preservation and rehabilitation of ecological processes and functions;
 - ii. support the presence of wildlife and pollinators by connecting parks and open spaces with natural areas to support the ecological network and provide habitat and movement corridors; and,
 - iii. be accessible by pedestrian and cycling infrastructure in a manner that does not inhibit the overall ecological function of the space.
- b. Pathways adjacent to Natural Areas should be designed and constructed to minimize disturbance to the Natural Area and create a buffer between the Natural Area and adjacent development.
- c. Natural Areas may identify and integrate cultural landscapes in their design and layout.

2.2.4.2 Parks and Open Space

Parks and Open Space areas are characterized by publicly-accessible outdoor space and provide some ecosystem services. These areas may include amenities such as gathering places, urban plazas, sport fields, playgrounds and off-leash areas. Parks and Open Space areas may contain civic uses, such as schools and community associations and also include significant publicly-accessible open space. Parks and Open Space areas may include significant historical, cultural, archaeological or Indigenous sites.

Policy

Land Use

- a. Parks and Open Space areas may accommodate:
 - i. a range of uses that support the primary function of the site, such as schools and community associations;
 - ii. educational, athletic, cultural, creative and social programming;
 - iii. commercial services or pop-up and temporary uses that complement the primary function of the site, where possible; and,
 - iv. public education programming and interpretive information about local natural history and ecosystems.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Parks and Open Space areas:

- b. Parks and Open Space areas should be designed to:
 - i. provide access to both sunlight and shade;

- ii. protect existing trees and ensure adequate soil volume to support tree health and growth;
- iii. explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;
- iv. use landscaped areas to delineate open space and property boundaries, where possible;
- v. account for visibility within and around the site, including lighting where appropriate; and,
- vi. provide accessible connections within the site.
- c. Parks and Open Space areas should support:
 - i. opportunities for activities for people in all seasons;
 - ii. adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city;
 - iii. winter-specific design and programming; and,
 - iv. consider opportunities for publicly-accessible drinking fountains and washrooms.
- d. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements and provide year-round programming.
- e. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.
- f. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the function of the site.
- g. Buildings within Parks and Open Space areas may integrate a range of uses and programming.
- h. Parks and Open Space areas may identify and integrate cultural landscapes in their design and layout.
- i. Parks and Open Space areas may encourage the provision and incorporation of space for local food production, processing, sales and programming on-site or within community facilities.

2.2.4.3 City Civic and Recreation

City Civic and Recreation areas are characterized by indoor and outdoor facilities located on public land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, or museums. Some schools and community association buildings may occur in these areas where there are no significant on-site park or open spaces. Schools or community association buildings that are co-located or integrated with other civic uses, such as libraries and protective and emergency services are appropriate in this category.

City Civic and Recreation areas may include amenities where membership or user fees are a requirement of access, such as golf courses. The private sector, public sector, non-profit agencies, charities and partnerships may play a role in the ownership, operation and development of these community assets.

Policy

Land Use

- a. City Civic and Recreation areas should support:
 - i. a range of recreation, civic, arts and cultural opportunities to meet the needs of an increasingly diverse city in all seasons; and,
 - ii. commercial services that complement the primary function of the site.

- b. All types of care facilities and affordable housing are appropriate in this category and are encouraged to locate where there is convenient access to community services and amenities
- c. City Civic and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites will likely generate higher volumes of traffic and off-site impacts and should consider the following:
 - i. pedestrian connections to adjacent transit stops;
 - ii. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
 - iii. location of parking areas to support activities on the site; and,
 - iv. screening from adjacent uses.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the City Civic and Recreation areas:

- d. City Civic and Recreation areas should:
 - i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
 - ii. identify and integrate cultural landscapes in their design and layout;
 - iii. consider opportunities for publicly-accessible drinking fountains and washrooms; and,
 - iv. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.
- e. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.
- f. The provision of space for local food production, processing, sales and programming is encouraged on-site or within community facilities.

2.2.4.4 Private Institutional and Recreation

Private Institutional and Recreation areas are characterized by indoor and outdoor facilities on private land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, recreation centres, private schools or colleges, or places of worship. These amenities may require membership or user fees for access. These privately-owned sites can be dynamic and may be subject to redevelopment.

Policy

Land Use

- a. Development in Private Institutional and Recreation areas should allow for a range of uses, such as recreation, commercial, education, worship, culture and arts opportunities.
- b. Private Institutional and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites likely generate higher volumes of traffic and off-site impacts and should consider the following:
 - i. pedestrian connections to adjacent transit stops;
 - ii. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
 - iii. location of parking areas to support activities on the site; and,

- iv. screening from adjacent uses.

Site, Building and Landscape Design

- c. In addition to the general site, building and landscape design policies in Section 2.4, Private Institutional and Recreation areas should support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.

2.2.5 Regional Campus

The Regional Campus areas are characterized by large sites that are used for regional institutional or transportation functions regulated by the provincial or federal government. Regional Campus areas contain a concentration of uses that serve regional civic, institutional or transportation purposes, including airports, railyards, hospitals and post-secondary institutions. The sites are typically serviced by internal street networks and comprised of multiple buildings.

2.2.6 Comprehensive Planning Site

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private infrastructure, such as internal publicly-accessible private streets, that service the site. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community, where feasible.

Policy

Site, Building and Landscape Design

- a. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:
 - i. identify an appropriate transition of use and scale to adjacent areas;
 - ii. identify a hierarchy of streets and pedestrian routes that connect destinations on and to the site;
 - iii. identify phasing for future development, including how parking areas change over each phase;
 - iv. identify opportunities for comprehensive energy planning to address climate change and improve climate resiliency;
 - v. identify climate risks and explore tools to mitigate and adapt to these risks;
 - vi. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
 - vii. identify the location of publicly-accessible open space;
 - viii. identify opportunities to create a sense of place;
 - ix. integrate transit infrastructure; and,
 - x. identify utility connections.

2.3 Scale Modifiers

Scale refers to the combination of height and building mass that influences the experience on the ground floor. Scale modifiers apply to the Neighbourhood and Vehicle-Oriented Commercial areas and are grouped by compatible built forms with similar design expectations to manage the experience of height and massing.

All buildings, regardless of scale, are expected to meet the standards of design excellence as articulated by the Urban Design Elements in the MDP. At every scale, it is important to establish an appropriate street wall to reduce building bulk, reduce wind impact, provide access to sunlight and create a sense of enclosure for the public realm. Stepbacks above the street wall should be at an appropriate height to respond to the existing street context and reduce shading on the public realm while ensuring a well-defined street wall. At higher scales, this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest.

Limited

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single-detached, semi-detached, duplex and rowhouse residential development and small stand-alone commercial or mixed-use buildings.

Low – Modified

- Buildings of four storeys or less.
- Typically characterized by range of low and limited building forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses and stand-alone or small mixed-use buildings.

Low

- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use and light industrial buildings.

Mid

- Buildings of twelve storeys or less.
- Focus on appropriate street wall height and public realm interface.
- Typically characterized by apartments, offices and mixed-use buildings.

High

- Buildings of twenty-six storeys or less.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Highest

- Buildings of twenty-seven storeys or more.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

2.3.1 Limited Scale

Limited Scale accommodates developments that are three storeys or less. This modifier 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.

Policy

- a. Development in Limited Scale areas should be three storeys in height or less.
- b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.

2.3.2 Low Scale - Modified

Low Scale – Modified accommodates developments that are four storeys or less. This modifier includes forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, stand-alone or small mixed-use buildings.

Policy

- a. Development in Low Scale – Modified areas should be X storeys or less in height.

2.3.3 Low Scale

Low Scale accommodates developments that are six storeys or less. This modifier includes forms such as apartments, stacked townhouses, mixed-use, office and industrial buildings.

Policy

- a. Development in Low Scale areas should be six storeys or less in height.
- b. Development in Low Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Low Scale areas may limit building mass above the street wall to provide separation between adjacent developments and maximize exposure to natural light.

2.3.4 Mid Scale

Mid Scale accommodates developments up to twelve storeys in height. This modifier includes forms such as apartments, offices and mixed-use buildings in a variety of configurations.

Policy

- a. Development in Mid Scale areas should be twelve storeys or less in height.
- b. Development in Mid Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Mid Scale areas may limit building mass above the street wall to provide separation between adjacent developments and maximize exposure to natural light.

2.3.5 High Scale

High Scale accommodates developments up to twenty-six storeys.

Policy

- a. Development in High Scale areas should be twenty-six storeys or less in height.
- b. Development in High Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in High Scale areas may limit building mass above the street wall to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on the public realm; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the public realm.

2.3.6 Highest Scale

Highest Scale accommodates developments twenty-seven storeys and higher.

Policy

- a. Development in Highest Scale areas should be twenty-seven storeys or more in height.
- b. Development in Highest Scale areas should:
 - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
 - ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.
- c. Development in Highest Scale areas may limit building mass above the street wall to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
 - i. be designed to mitigate the impact of wind on the public realm; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the public realm.

2.3.7 Scale Transition

When adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing and landscaping in the design of the development,

while still achieving the future vision for where growth is accommodated in the community. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics, such as heritage.

Policy

- a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other in **Map 4: Building Scale**. This may include, but is not limited to, the following strategies:
 - i. using similar street wall heights and building massing along a street; and,
 - ii. decreasing height incrementally through a block.

2.4 General Policies

2.4.1 Built Form

The following policies focus on the interface of the public realm with buildings. By focusing on this interface, The Plan supports an area's primary uses while promoting development that supports increased activity, comfort and safety. The design of buildings, sites and the public realm contribute to local identity and a sense of place.

Unless otherwise stated, these policies must be read in conjunction with the policies for each specific policy in the subsequent sections. These policies are to be applied primarily through the planning applications process and are intended to guide future development.

2.4.1.1 Site Design

The following policies help guide the development of sites by considering the location of buildings, pedestrian routes, amenity spaces and vehicular movement.

Policy

- a. Development should:
 - i. locate buildings to frame public streets;
 - ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
 - iii. locate access and service areas off a lane, where possible;
 - iv. provide well-defined pedestrian routes to nearby transit stops and stations;
 - v. identify a hierarchy of pedestrian routes that connect destinations within and to the site;
 - vi. provide on-site pedestrian routes that minimize conflicts with vehicles, particularly near access and service areas;
 - vii. position landscaped areas that enhance and complement the interface between the building and pedestrian routes;
 - viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
 - ix. retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;
 - x. design and locate infrastructure in a manner that minimizes disturbances to existing public trees;

- xi. consider design and site layouts that accommodate snow storage and removal; and,
- xii. consider opportunities to provide permeable surfaces to improve the retention and infiltration of stormwater.
- b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site pedestrian routes to minimize conflicts with vehicles.
- c. Pedestrian access and internal circulation for all new development with multiple buildings should be designed for universal accessibility, where possible.
- d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.
- e. Development should support shared-mobility options in proximity to a **Transit Station Areas**, where appropriate.
- f. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
- g. Alternative solutions or innovative designs may be considered for:
 - i. pedestrian access and internal circulation, where challenging topography or other site constraints exist; and,
 - ii. accessing and servicing a development, where standard requirements cannot be met.
- h. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
 - i. activate the park and open space through site and building design;
 - ii. provide amenity space facing the park or open space;
 - iii. provide views into the park and open space;
 - iv. minimize shadow impacts;
 - v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
 - vi. consider integrating pedestrian routes to the park or open space;
 - vii. consider opportunities for residential units facing the park and open space; and,
 - viii. use landscaped areas to delineate open space and property boundaries, where possible.
- i. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.
- j. Existing mature trees should be protected and maintained on City-owned lands, including boulevards, parks and other parcels.
- k. Utility upgrades should be coordinated, when feasible and appropriate, with other infrastructure improvements, particularly along **Main Streets** and in **Transit Station Areas**.
- l. Development on streets with road rights-of-way setbacks should use the setback area to provide an improved public realm and create a comfortable and safe pedestrian experience. Design considerations are subject to technical feasibility and may include, but are not limited to:
 - i. improved sidewalks (width, surface treatment, accessibility);
 - ii. enhanced landscaping;
 - iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume and other best practices to support the growth and survival of new trees;
 - iv. street furniture; and,
 - v. integration with transit stops.

2.4.1.2 Building Design

Well-designed buildings contribute to a sense of place and a positive pedestrian experience. Building massing influences how people perceive the 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 materials, colour and building features help to give a building character and visual interest. Buildings should be designed to create high-quality living and working environments and foster a vibrant and active public realm.

Activity on the street is influenced by the design of the ground floor of a building and the interface with the public realm. Building frontage design will vary based on the uses in the building. Commercial uses on the ground floor should be accessible to the street with frequent entrances and windows to maximize views to and from the street and allow for opportunities to extend those uses into the public realm. Residential frontages should provide a transition from a home to the public realm, usually with landscaped areas. Lanes typically provide for servicing and access, but they also provide a unique opportunity in some circumstances to animate the lane through uses such as work-live units or light industrial activities.

Policy

- a. Development should be designed to:
 - i. provide a well-defined, continuous street wall of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
 - ii. use building articulation to define the street wall and improve the pedestrian experience using varied textures, change in building materials, façade articulation and setbacks;
 - iii. differentiate the street wall from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
 - iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
 - v. reduce the impacts of wind at the ground floor and to optimize sunlight access to the public realm, open spaces and amenity spaces;
 - vi. integrate mechanical equipment as part of the overall design of the building; and,
 - vii. use durable and climate resilient building materials.
- b. Development located outside of the Floodway or Flood Fringe but within the 1:100 Flood Inundation Area should be designed in accordance with Flood Fringe policies of the MDP.
- c. Building frontages should:
 - i. provide well-marked primary entrances that are barrier-free, where possible;
 - ii. provide entrances and windows that maximize views to and from the street; and,
 - iii. include building features that shelter pedestrians, provide weather protection and visual interest and support year-round activity.
- d. Building frontages on corner parcels should:
 - i. provide well-marked primary entrances along the higher activity street or at the corner;
 - ii. provide entrances to uses on both street frontages;
 - iii. wrap building features and materials around a building corner; and,
 - iv. continue public or publicly-accessible amenity space around a building corner, where provided.
- e. Residential frontages on the ground floor should provide:

- i. well-marked, individual entrances for units which face a public street or internal pedestrian route;
 - ii. windows with views to the street and access to natural light; and, setbacks that allow for a transition from the public realm to residential units that incorporate landscape and design elements or amenity spaces
- f. The interface between development and the Freight Rail Corridor and LRT right-of-way areas should
 - i. provide pedestrian and cyclist routes to enhance connectivity to and within adjacent communities or commercial areas;
 - ii. include new trees to reduce noise and off-site impacts in the residential areas; and,
 - iii. include passive recreation and seating opportunities, where feasible.

2.4.1.3 Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity space: publicly-accessible, shared private and private. Shared private and private amenity spaces provide a place for people who live or work in a development to interact, recreate and relax, while public-accessible amenity spaces can be enjoyed by all.

Policy

- a. Publicly-accessible amenity spaces should be located and designed to enhance the public realm.
- b. Where provided, shared private amenity spaces should be for the use of all occupants of a development and universally-accessible, where possible.
- c. Building façades adjacent to publicly-accessible or shared private amenity spaces should:
 - i. complement the space using high-quality materials;
 - ii. be of an appropriate scale to support user comfort; and,
 - iii. provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.
- d. Publicly-accessible and shared private amenity spaces should:
 - i. be adequately sized to accommodate the anticipated number of users;
 - ii. be flexible and adaptable to a variety of activities and programming;
 - iii. include lighting and furniture;
 - iv. consider sunlight and shade access; and,
 - v. provide weather protection to support year-round use.
- e. Private amenity spaces should:
 - i. be adequately sized to accommodate furniture;
 - ii. consider both sunlight and shade access; and,
 - iii. provide weather protection to support year-round use.
- f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.

2.4.1.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, supporting urban wildlife and offering a place for people to connect to nature. Landscaped areas can be incorporated into amenity spaces and provide green infrastructure, such as green roofs.

Policy

- a. Landscaped areas should:
 - i. provide a transition from the public realm;
 - ii. enhance and complement the interface between the building and the public realm;
 - iii. incorporate existing, healthy trees and landscaping, where possible;
 - iv. delineate open space and property boundaries, where possible;
 - v. provide shade in areas of high sun exposure; and,
 - vi. identify site entrances and gateway sites with distinctive landscape design features.
- b. Landscaped areas should:
 - i. use climate resilient plant material, including native and locally adaptive species;
 - ii. avoid the use of invasive species;
 - iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
 - iv. locate plants in areas suitable to their specific growing needs.
- c. Plant material selected for landscaped areas should:
 - i. incorporate a range of plant species to promote biodiversity;
 - ii. use plants that provide food for people or wildlife;
 - iii. use a range of tree species to contribute to the urban tree canopy;
 - iv. provide year-round visual interest; and,
 - v. be low maintenance, where possible.
- d. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:
 - i. the use of drought tolerant or low water use plants;
 - ii. grouping plants with similar maintenance needs together;
 - iii. incorporating design features that collect and retain or infiltrate rainwater;
 - iv. the use of high-efficiency irrigation systems; and,
 - v. redirecting surface runoff to landscaped areas, where appropriate.

2.4.2 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications, including the protection and identification of heritage resources and sustainable development. The policies in the following sections apply to all urban form categories.

2.4.2.1 Innovation and Creativity

Calgary is an innovative city that supports creativity by residents, communities, businesses and developers. Innovative approaches to development are encouraged where they achieve the vision and core ideas of the Plan above what is standard or required.

Policy

- a. Discretion to allow relaxations to Land Use Bylaw regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the goals of this Guide and the vision and objectives of the MDP.
- b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

2.4.2.2 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 Vision and Core Values of the Plan, the following policies encourage incremental improvements within the constraints of an existing development.

Policy

- a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.
- 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.

2.4.2.3 Interim Development

Interim development may be temporary or part of a phased development. This type of development may be appropriate in areas anticipated to have significant development in the future, such as **Transit Station Areas** or **Main Streets**, but where there is no short-term market demand to support the ultimate development outcomes.

Policy

- a. Interim 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 full build out of the development;
 - ii. provide a high-quality interface that enhances the public realm; and,
 - iii. be designed to support flexible redevelopment or adaptation in the future.

2.4.2.4 Sustainable Development

Minimizing the environmental impacts of development is a critical part of sustainability. Efforts at both the building and community scale can assist in meeting Calgary's greenhouse gas reduction objectives, reducing energy and water consumption and contributing to economic development.

Policy

- a. Development may be required to incorporate sustainable building features, technologies and operational approaches. This includes, but is not limited to:
 - i. integrating on-site renewable energy generation;
 - ii. reducing waste production and energy consumption beyond energy code minimum requirements;
 - iii. reducing greenhouse gas emissions;
 - iv. integrating electric vehicle charging infrastructure;
 - v. performance-based, energy efficient building design strategies such as passive heating, cooling and ventilation systems; and,

- vi. be designed in accordance with net zero energy or net zero-energy ready standards.
- b. Net zero energy ready development should demonstrate how energy demand will be managed and offset over time through appropriate development permit conditions.
- c. Development is encouraged to include renewable energy generation technologies on new buildings or major additions.
- d. Development should reduce water consumption and improve stormwater management by incorporating green infrastructure.
- e. Development is encouraged to adaptively reuse existing buildings and infrastructure.
- f. Development should consider opportunities to integrate fire protection measures to reduce fire flow needs.
- g. 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 metres.
- h. A renewable and low carbon energy feasibility screening assessment may be considered for building(s) with a cumulative floor area smaller than 30,000 square metres.
- i. Where a renewable and low carbon energy feasibility screening assessment has been submitted as part of a planning application, feasible sustainable building features and technologies should be incorporated into development.
- j. Pedestrian-scale lighting that integrates renewable energy sources should be incorporated into pedestrian and cycling networks, public open spaces and in all new development.

2.5 Mobility

People of all ages, genders, incomes and abilities should be able to safely and conveniently move around the city. A well-connected mobility network that includes options for walking, cycling, taking transit and using personal vehicles provides people with mobility choices to meet a variety of needs and preferences year-round. Winter travel preferences and needs are unique and should be accounted for to ensure a safe and accessible mobility network. The policies in this section provide direction for the development of mobility infrastructure that connect people to destinations.

The policies in this section provide direction for the development of mobility infrastructure that connect people to destinations and complement the Always Available for All Ages & Abilities (5A) network identified in Appendix C: Mobility. These policies guide the review of planning applications for development that contributes to publicly-accessible amenities, infrastructure or facilities.

2.5.1 Pedestrian

Pedestrian routes are a critical element of a well-connected mobility network. 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 use of the area.

Policy

- a. Pedestrian routes should:
 - i. be universally accessible;
 - ii. be wide enough for the anticipated volume of pedestrians based on the street function and context and at minimum allow pedestrians to pass one another both on foot and using accessibility aids;
 - iii. provide continuous, unobstructed paths of travel;
 - iv. incorporate streetscape elements, including wayfinding signage;
 - v. be well-lit; and,
 - vi. be designed to accommodate year-round use and maintenance.
- b. Pedestrian routes should be appropriately sized for the anticipated number of pedestrians. This includes, but is 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 public realm within the road right-of-way.
- c. New pedestrian crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.
- 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. providing street furniture;
 - ii. landscaped boulevards;
 - iii. cycling infrastructure; and,
 - iv. on-street parking.

2.5.2 Cycling

Cycling routes are a critical element of a well-connected mobility network. Cycling infrastructure 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 use of the area.

Policy

- a. Cycling infrastructure should:
 - i. be wide enough for the anticipated volume of cyclists based on the street function and context;
 - ii. provide continuous, unobstructed paths of travel;
 - iii. incorporate streetscape elements, including wayfinding signage;
 - iv. be well lit;
 - v. be designed to accommodate year-round use; and,
 - vi. provide facilities to repair, maintain and securely store bicycles, where feasible.
- b. Opportunities to improve the safety and convenience of cycling infrastructure should be explored, such as:
 - i. separated, raised or protected bike lanes and intersections; and,
 - ii. 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 to serve a recreation and mobility function, where possible.

2.5.3 Transit

Transit service is a critical element of a well-connected mobility network, connecting people to destinations across the city. A range of destinations helps make transit a convenient and attractive alternative to personal vehicles.

Policy

- a. Transit connections should be direct and convenient.
- b. Transit stops and infrastructure should be integrated with pedestrian and cycling infrastructure in a safe and convenient manner.
- c. Transit stops should provide high-quality transit infrastructure, including weather protection where feasible, that enhances comfort, safety and predictability for transit users.
- d. New transit station design should consider opportunities to incorporate integrated civic facilities and plazas.
- e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

2.5.4 Parking

The following parking policies support flexibility in how and where parking is provided to incentivize development in locations that support a range of mobility, housing and commercial options. Managing parking at a district scale, rather than site-by-site, may result in more efficient land use. Parking policies and regulations need to be adaptive to current needs while enabling communities to be more responsive to future trends.

Policy

- a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.
- b. Parking requirements should be reduced or relaxed where development is located within one or more of the following:
 - i. **Activity Centres, Main Streets** or other areas of higher activity;
 - ii. transit-oriented development areas and **Transit Station Areas**; or,
 - iii. shared mobility operating areas.
- c. Parking requirements should be reduced or relaxed for the following types of development:
 - 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.
- d. Parking requirements may be reduced or relaxed where development uses one or both of the following:

- i. integrates transportation demand management measures; or,
 - ii. aligns with the principles and goals of this Plan.
- e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- f. Provision of vehicle parking infrastructure should not inhibit desired built form outcomes or the principles and goals of this Plan.
- g. Development should provide transportation demand management measures to support the achievement of a desired built form outcome, including, but not limited to:
 - i. bicycle parking stalls beyond required minimums;
 - ii. bicycle lockers or higher quality designed bicycle storage facilities;
 - iii. bicycle repair facilities;
 - iv. dedicated vehicle parking stalls for car-sharing services; and,
 - v. active transportation supportive amenities, such as showers and change facilities.
- h. Surface parking should be discouraged. Where surface parking is provided, it should:
 - i. be located behind or at the side of a building;
 - ii. include pedestrian routes and landscaped areas to minimize visual and environmental impacts; and,
 - iii. support adaptive reuse or temporary use of space, such as parking for food trucks.
- i. Above-grade parking structures should:
 - i. be integrated into developments to minimize their visual impacts on the street;
 - ii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
 - iii. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.
- j. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.
- k. Solar collector canopies should be included for new and existing at-grade parking areas.

2.5.5 Street Network

The street network is an important part of the public realm and should provide functional, safe and efficient connections throughout the city to support a range of mobility options.

Policy

- a. Streets in residential or commercial areas should be designed to be safe, accessible and inclusive of all mobility users by incorporating:
 - i. pedestrian routes;
 - ii. cycling infrastructure; and,
 - iii. other improvements and upgrades, where identified elsewhere in the Plan or other applicable City policy or strategy.
- b. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.
- c. Street furniture and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.
- d. Streets in industrial areas should be designed to facilitate efficient large vehicle, equipment and goods movement and connections to regional corridors.

2.6 Area Specific Policies

The following policies provide specific direction in areas where there are opportunities for various types of growth and change in the Heritage Communities, including, but not limited to: the **Urban Main Street**, **Community Corridors**, **Transit Station Areas** and **Activity Centres**.

2.6.1 Heritage Communities Plan-Wide Policies

The following policies apply to all areas of the Heritage Communities, unless otherwise indicated.

- a. Underutilized or vacant parcels, particularly along the **Urban Main Street**, in **Activity Centres** and **Community Corridors** may:
 - i. encourage temporary use of the space to support community initiatives and arts and culture;
 - ii. create publicly-accessible areas that can be used for temporary passive or active recreation; and,
 - iii. allow for seasonal and flexible programming of the space.
- b. The tree canopy in the **Urban Main Street**, **Activity Centres**, and **Community Corridors** should be protected, enhanced and expanded on public and private lands with redevelopment beyond minimum requirements of the Land Use Bylaw by:
 - i. supporting suitable relaxations when additional new trees are planted;
 - ii. including intensive green roofs on new buildings; and,
 - iii. identifying a tree maintenance program for both private and public trees.
- c. Public realm improvements and streetscape elements should reflect the shared histories and assets of the Heritage Communities and visually integrate the plan area.
- d. Prioritize public realm improvements where Public Realm Setbacks occur.
- e. A range of moderate to higher intensity housing types and units should be considered to support an increasingly diverse population by:
 - i. supporting various housing types and forms in strategic areas, particularly in Transit Station Areas, Main Streets, Community Corridors, Activity Centres and other key areas;
 - ii. enabling and supporting the inclusion of affordable housing and universally-accessible units in new developments across the plan area, particularly in those areas near transit stations; and,
 - iii. promoting the retention and intensification of existing affordable housing development, particularly developments in the community of Kingsland, to ensure no net loss of affordable housing units.
- f. Low-scale development opportunities could be supported in residential areas by focusing on:
 - i. providing a range of low-scale housing types that are compatible with the local context;
 - ii. supporting and integrating a range of low-scale housing forms especially in areas around schools and parks and open spaces; and,
 - iii. supporting and integrating a range of low-scale housing types along streets that lead to key connections and infrastructure, such as pedestrian bridges or major pedestrian crossings.

2.6.2 Macleod Trail S Urban Main Street

In the Municipal Development Plan (MDP), Macleod Trail S is identified as an **Urban Main Street**. In the Heritage Communities this **Urban Main Street** extends from Glenmore Trail S to Southland Drive S. Generally, **Urban Main Streets** provide for residential and employment intensification along a multi-modal street with a strong focus on walking, cycling and transit, while accommodating moderately high traffic volume. Due to its present configuration and function as a major north-south thoroughfare with vehicle oriented developments and large surface parking lots, Macleod Trail S has limited opportunities for achieving the conditions of an **Urban Main Street**.

The policies below apply to Macleod Trail S from Glenmore Trail S to 109 Avenue SW and Willow Park Drive SE. The policies support its evolution into a distinct area with a pedestrian-friendly and active public realm, where feasible. In addition, specific policies apply to portions of Macleod Trail S that have a unique parcel configuration or no direct access from Macleod Trail S.

General Policies

- a. A streetscape master plan for Macleod Trail S should be completed to:
 - i. create a continuous, safe and accessible pedestrian experience, where feasible;
 - ii. include side streets and Bonaventure Drive SE to allow for complementary public realm;
 - iii. enhance connectivity between transit station areas, Macleod Trail S and adjacent communities;
 - iv. improve at-grade pedestrian crossings or consider mid-block above-grade crossings;
 - v. identify suitable types and location of streetscape elements;
 - vi. include signage that reflects the community uniqueness;
 - vii. allow for wider sidewalks; and,
 - viii. include enhanced landscaping with seating areas and other streetscape elements.
- b. Vehicular access to new development along Macleod Trail S should:
 - i. minimize the number of locations where vehicles cross the sidewalk; and
 - ii. minimize the driveway width or locate driveways off adjacent side streets, private lanes or existing service roads.
- c. New large surface parking areas should not be located between Macleod Trail S and a building.
- d. New parking structures fronting onto Macleod Trail S or side street should include artistic screening.
- e. Existing parking areas should be screened with landscaping when fronting on Macleod Trail S or side streets.
- f. New drive-throughs or service roads shall not be located between Macleod Trail S or side streets and a building.
- g. Long blank walls should be avoided along Macleod Trail S. Where they are required for security reasons, visual impact should be mitigated by including murals, artistic screening or facade articulation.

- h. Setback areas from the power line that runs north-south along the western boundary of Macleod Trail S should integrate public realm improvements, including but not limited to wide sidewalks, low height landscaping and seating areas.
- i. New development should:
 - i. consider public realm improvements consistent with the streetscape master plan noted in policy (a);
 - ii. include direct and accessible pedestrian connections between entrances along Macleod Trail S and the public sidewalk;
 - iii. include amenity spaces or publicly-accessible gathering spaces with seating areas that address Macleod Trail S;
 - iv. use building articulation to provide a well-defined, continuous street wall and improve the pedestrian experience using varied textures, high-quality building materials and setbacks; and,
 - v. place loading and servicing areas internal to or at the back of the site and away from MacLeod Trail S or side streets; and,
 - vi. not have individual dwelling units, with access at-grade, fronting onto Macleod Trail S.
- j. In addition to policy b to i, new development for corner parcels that have access to residential areas should:
 - i. locate publicly-accessible amenity spaces at the corner; and,
 - ii. consider corner building cuts that integrate art and way finding elements where entrances occur.
- k. In addition to policy b to i, buildings located at the intersection of Macleod Trail S and Glenmore Trail S should be designed to recognize the site as a gateway placing prominent buildings and high-quality landscaping, lighting and/or signage along Macleod Trial S.

***. * Dual Frontage Parcels Between Macleod Trail S and Bonaventure Drive SE**

In addition to the general policies above, the following policies apply to larger parcels on the east side of Macleod Trail between Heritage Drive S and Willow Park Drive SE as shown in **Figure X**. As the subject parcels have dual frontages onto Macleod Trail S and Bonaventure Drive SE, this area is intended to evolve to include a mix of uses with opportunities for unique designs and site layouts that respond to both streets. This area is to be included in the Macleod Trail Streetscape Master Plan. Parcels located south of Southland Drive SE are part of the **Major Activity Centre**.

Policy

- l. A comprehensive site plan for new development or significant additions to existing development for dual frontage parcels should:
 - i. enable development that addresses both streets and includes active uses along Macleod Trail S and less active uses facing Bonaventure Drive SE;
 - ii. include internal flexible publicly-accessible spaces and plazas that are connected by continuous pedestrian routes and are framed by the development; and,
 - iii. provide public realm improvements that are consistent with the streetscape master plan for the area.

- m. New development on the west side of Bonaventure Drive SE should have a maximum street wall height of XXstoreys.
- n. New drive-throughs or automobile servicing uses should not be located off MacLeod Trail S or Bonaventure Drive SE.
- o. New loading and servicing areas should be located internally and away from Macleod Trail S and Bonaventure Drive SE.

**** Parcels with no Direct Access from Macleod Trail S.**

Parcels with no direct access from Macleod Trail S are not subject to the general policies for Macleod Trail S. These parcels are separated by grading changes or service roads as shown in **Figure X**. Due to these constraints these areas are encouraged to visually integrate with Macleod Trail S.

Policy

- p. New development on parcels located between 75 Avenue SW/73 Avenue SE and Heritage Drive S, as well as parcels between Heritage Drive S and 84 Avenue SE should:
 - i. be comprised of stand-alone or mixed-use buildings with active uses at-grade that address Flint Road SE; and,
 - ii. improve interfaces with Macleod Trail S through elements such as enhanced landscaping and/or public art consistent with the Macleod Trail S Streetscape Master Plan.
- q. New development that is part of the **Major Activity Centre** between the Freight Rail Corridor and LRT right-of-way and Southport Road SW should:
 - vii. be comprised of stand-alone or mixed-use buildings that include active uses at-grade which address Southport Road SW;
 - viii. long blank walls should be avoided along Macleod Trail S. Where they are required for security reasons, visual impact should be mitigated by including murals, artistic screening or facade articulation;
 - ix. include publicly-accessible pedestrian connections along the open space areas adjacent to the Freight Rail Corridor and LRT right-of-way; and,
 - x. locate new parking areas away from Southport Road SW.

2.6.3 Heritage Drive S

Heritage Drive S is a distinct east-west street that connects important destinations between the Glenmore Reservoir and the Bow River. It includes a separated regional pathway on the south side and is currently served by various transit routes including the MAX Teal Bus Rapid Transit. This street is intended to continue providing opportunities for various travel modes supported by enhanced pedestrian and cycling infrastructure, consistent streetscape elements and an expanded tree canopy.

Policy

- a. A streetscape master plan should be completed for Heritage Drive S to:

- i. identify type and location of streetscape elements including benches, bicycle parking infrastructure, banners, planters, weather protection elements and wayfinding signage;
- ii. allow for consistent, safe and accessible pedestrian and cycling infrastructure;
- iii. expand the tree canopy to support the pedestrian experience;
- iv. encourage new development to integrate with and improve MAX Teal Bus Rapid Transit stops;
- v. enhance the separation between vehicles and active modes of travel, especially along the multi-use pathway on the south side of Heritage Drive S
- b. New development should front onto Heritage Drive S, where feasible.
- c. New development at the northeast corner of Heritage Drive S and 14 Street SW should be designed to recognize the site as a gateway placing prominent buildings and high-quality landscaping, lighting and/or signage fronting Heritage Drive S.
- d. In addition to policies a and b, new development located along Heritage Drive S should improve north-south mobility connections across Heritage Drive S to transit stops and into adjacent communities.

2.6.4 Transit Station Areas

Transit-oriented developments are compact, mixed-use walkable areas of a community that combine residential, commercial, office, open space and civic uses near a transit station. In the Heritage Communities, **Transit Station Areas** are: Heritage LRT Station, Southland LRT Station and the Anderson LRT Station. These LRT Stations are intended to evolve into vibrant areas to allow residents to be less car-dependent and safely and conveniently access employment opportunities, amenities and services across the city by transit, or locally by active mobility options.

Where additional height is supported as outlined in policies f and g below, parcels should be redesignated to a Direct Control District, which must account for the policy criteria. No amendment to this plan and its associated maps will be required when the additional height is supported.

Policy

- a. New development in **Transit Station Areas** should:
 - i. comprise of stand-alone or mixed-use buildings with active uses fronting onto the pedestrian connections or streets leading to the station;
 - ii. include affordable housing units;
 - iii. improve connectivity to major community, civic, recreation and institutional destinations, to minimize conflicts between users;
 - iv. provide clear and direct connections to the transit station, including associated above-ground pedestrian crossings;
 - v. include enhancements to cycling and pedestrian infrastructure; and
 - vi. enhance the tree canopy.
- b. Pedestrian walkways within **Transit Station Areas** should:
 - i. be universally-accessible;
 - ii. have a minimum width to support the anticipated pedestrian volumes of transit stations areas;

- iii. provide continuous, unobstructed paths of travel;
 - iv. be well lit with pedestrian-scale lighting; and,
 - v. incorporate year-round weather protection elements and seating areas.
- c. Pop-up and temporary uses that activate large surface parking lots should be explored.
- d. **New automobile-oriented uses, such as drive-throughs and service stations shall not be located in Transit Station Areas.**
- e. New development should locate parking areas underground or in a parking structure. Where surface parking is provided, it should not be located between a building and a street and should be screened from public sidewalks.
- f. New development in the **Core Zone** may exceed the building scale identified on Map X by xx storeys where the development includes three or more of the following criteria:
 - i. a substantially enhanced, high-quality public realm that creates a sense of place through public art or other unique design elements;
 - ii. iconic architectural design that emphasizes the station as a gateway;
 - iii. active uses facing the station or pedestrian links leading to the station;
 - iv. sustainable building and site design elements; and,
 - v. affordable and/or accessible housing units.
- g. New development in the **Transition Zone** may exceed the low-scale, where the development includes three or more of the following criteria:
 - i. a street-wall of a maximum of xx storeys for parcels adjacent to existing low-scale built forms;
 - ii. unique and high-quality architectural design;
 - iii. publicly-accessible amenities such as plazas or open spaces;
 - iv. public realm improvements; and,
 - v. sustainable building and site design elements.

2.6.4.1 Heritage LRT Station Area

The Heritage LRT Station Area is located west of Macleod Trail S and south of Heritage Drive S. The Freight Rail Corridor runs adjacent to the LRT right-of-way, between the station area and Macleod Trail S. The area is characterized by large vacant parcels and is identified in **Figure X**.

Policy

- a. New Development in the **Core Zone** should have a street wall with a maximum height of XX storeys fronting on Haddon Road SW and the lane to the south to allow for adequate transitions with adjacent low-scale residential areas.
- b. When policy 2.6.4 (g) is met, new Development fronting on Haddon Road SW and Heritage Drive SW in the **Transition Zone** may exceed the low-scale, up to XX storeys tall. New development in the remainder of the **Transition Zone** may be up to XX storeys tall.
- c. New development should consider public realm improvements to include a 5A connection along Haddon Road SW.

2.6.4.2 Southland LRT Station Area

The Southland LRT Station Area is located to the west of Macleod Trail S. This **Transit Station Area** is split by the Freight Rail Corridor and LRT right-of-way and is characterized by large

commercial development and surface parking areas. The Southland LRT Station Area is located within a **Major Activity Centre** as identified in **Figure X**.

Policy

- a. New development along Sacramento Drive SW in the **Core Zone** should have a street wall with a maximum height of XX storeys.
- b. When policy 2.6.4 (g) is met, new Development in the **Transition Zone** may exceed the low-scale, up to XX storeys tall.
- c. Pedestrian and cycling connections from Southland LRT Station to commercial areas to the northeast and to Macleod Trail S should be enhanced.

2.6.4.3 Anderson LRT Station Area

The Anderson LRT Station area is located west of Macleod Trail S at Anderson Road SW. The transit station area is divided by the Freight Rail Corridor and LRT right-of-way and includes low-density residential areas in Southwood to the west and surface parking and commercial development areas to the east. The Anderson LRT Station Area is located within a **Major Activity Centre** as identified in **Figure X**.

Policy

- a. New development in the **Core Zone** should include mixed-use development with active uses at-grade.
- b. When policy 2.6.4 (g) is met, new Development in the **Transition Zone** may be up to XX storeys tall.
- c. A master plan for the core zone should:
 - i. include a centrally located park/plaza with hard and soft landscaping and seating areas to provide opportunities for outdoor activity, recreation and social interaction; and,
 - ii. provide a safe, improved and direct pedestrian and cycling connection between the LRT station and the existing Macleod Trail S pedestrian bridges.
- d. In the core zone, building façades adjacent to Macleod Trail S should incorporate design elements to:
 - i. reduce the negative impacts of large building masses;
 - ii. include architectural detailing and landscaping elements that establish a vertical rhythm; and
 - iii. locate loading and servicing areas within buildings and coordinate their entrances with parkade entrances, where feasible.

2.6.3.4 Potential Future Infill LRT Station

This section will include high-level policy direction should Council provides clear direction to move forward with a future infill LRT station in Fairview Industrial area prior to the adoption of this plan. The policy direction will consider public feedback, evaluate opportunity and constraints and could include specific considerations related to growth and change in this area.

2.6.4 Activity Centres

In addition to sections 2.6.1, the following policies apply to development in **Major Activity Centres**, **Community Activity Centres** and **Neighbourhood Activity Centres**. The policies are intended to support compact, mixed-use developments in locations where high-quality transit and a diversity of commercial, residential and service uses currently exist, or where they could be encouraged.

2.6.4.1 Major Activity Centre

The **Major Activity Centre** in the Heritage Communities, set by the Municipal Development Plan, includes Anderson LRT Station, Southland LRT Station and Southcentre Mall area. This **Major Activity Centre** is bisected by Macleod Trail and the Freight Rail Corridor and LRT right-of-way. Given the unique features and challenges of this **Major Activity Centre**, applicable policies are included in:

- section 2.6.2: Transit Station Areas;
- section 2.6.2.1 Dual Frontage Parcels Between Macleod Trail S and Bonaventure Drive SE;
- section 2.6.2.2 Parcels Adjacent to and Without Direct Access to Macleod Trail S; and,
- section 2.7.1: East Anderson Comprehensive Planning Site.

2.6.4.2 Community Activity Centre

In the Heritage Communities, the **Community Activity Centre** is located in Deerfoot Meadows. The area is largely developed as regional shopping destination that is easily accessed by private vehicles and transit, including the MAX Yellow Bus Rapid Transit route. The area is intended to transition towards a better connected and more pedestrian-friendly destination that serves regional and local needs.

Policy

- a. A wide range of uses and built forms, including mixed-use and stand-alone buildings, should be considered.
- b. New development should position buildings to frame 11 Street SE and Heritage Meadows Way SE.
- c. Large format retail and commercial buildings should be designed with detail and articulation to create a distinct street wall.
- d. New development should identify a hierarchy of pedestrian routes that connect destinations on and adjacent to the site, including MAX Yellow Bus Rapid Transit stops as shown in **Appendix C: Mobility Map**.
- e. New development should provide publicly-accessible amenity spaces.
- f. New development should support an enhanced public realm, including but not limited to:
 - i. pedestrian crossings internal and external to a site;
 - ii. pedestrian-scaled lighting;
 - iii. streetscape elements including, but not limited to, public art, wayfinding signage and street furniture;
 - iv. weather protection elements;
 - v. enhanced landscaping and trees;
 - vi. sidewalks wide enough for the anticipated volume of pedestrians;
 - vii. green stormwater infrastructure, where feasible;

- viii. incorporating renewable energy features, such as solar collector canopies; and,
 - ix. enhanced cycling infrastructure, including secure and covered bicycle parking, where feasible.
- g. New loading and servicing areas should not front onto 11 Street SE or Heritage Meadows Way SE.
- h. New drive-throughs should not be permitted where they impede pedestrian circulation along 11 Street SE and Heritage Meadows Way SE.
- i. Landscaping and street trees beyond the minimum requirements of the Land Use Bylaw should enhance the public realm, provide defined edges along 11 Street SE and Heritage Meadows Way SE and be used to screen existing loading and servicing areas from adjacent streets.

2.6.4.3 Neighbourhood Activity Centres

Neighbourhood Activity Centres are small mixed-use areas located within communities that provide opportunities for local job and population growth as well as varied community activities. These activity centres have a small residential catchment area, are walkable destinations for local communities, and are intended to accommodate moderate intensification.

There are seven **Neighbourhood Activity Centres** in the Heritage Communities. As shown in **Figure X**, they are located at the intersections of:

- Elbow Drive SW and 75 Avenue SW;
- Elbow Drive SW and Heritage Drive S;
- Elbow Drive SW and Southland Drive S;
- Fairmount Drive SE and Farrell Road SE;
- Fairmount Drive SE and Heritage Drive S;
- Fairmount Drive SE and Southland Drive S; and,
- Acadia Drive SE between Willowview Road SE and Willow Park Drive SE.

Policy

- a. New development in **Neighbourhood Activity Centres** should contain a mix of uses in both stand-alone and mixed-use buildings.
- b. Public realm improvements as part of new development in **Neighbourhood Activity Centres** should:
 - i. include sidewalks that exceed minimum width standards;
 - ii. provide public and private street trees to support an expanded canopy;
 - iii. use enhanced landscaping to delineate public spaces;
 - iv. consider green stormwater infrastructure, where feasible;
 - v. include publicly-accessible amenity spaces;
 - vi. consider innovative weather protection elements along internal high volume pedestrian routes;
 - vii. include high-quality street furniture and pedestrian-scaled lighting; and,
 - viii. consolidate driveways, where feasible.
- c. New development in Neighbourhood Activity Centres should have a maximum transition height of XX storeys in areas directly adjacent to low-scale residential.

2.6.5 Community Corridor

Community Corridors in the Plan area are pedestrian-focused streets that are intended to support low to moderate intensification with a range of residential and commercial uses and built forms and an improved public realm to serve adjacent communities. An expanded tree canopy will further define the **Community Corridors** coupled with a pedestrian-friendly building scale of largely XX storeys and a higher quality public realm. **Community Corridors** in Heritage Communities are: Elbow Drive SW, Fairmount Drive SE, Acadia Drive SE and 90 Avenue SE.

2.6.5.1 Elbow Drive SW

Elbow Drive SW is intended to maintain primarily residential uses along the corridor, with commercial and mixed-use development being focused at **Neighbourhood Activity Centres**. Elbow Drive SW is part of the Primary Transit Network and includes a bus route that runs along the street between Mission Road SW and Heritage Station.

Policy

- a. New development along Elbow Drive SW should be primarily residential uses with a broad range of unit types and forms.
- b. New stand-alone commercial development should be limited to corner parcels.
- c. To minimize conflicts between active modes and vehicular modes, new development along Elbow Drive SW should be designed to:
 - i. close existing driveways onto Elbow Drive SW where access can be provided from a lane or side streets;
 - ii. consolidate, limit and minimize driveway widths when required off Elbow Drive SW; and,
 - iii. locate off-street parking from the lane, at the rear of a building or along a side street and away from Elbow Drive SW.

2.6.5.2 Bonaventure Drive SE

Bonaventure Drive SE is intended to evolve into a dynamic **Community Corridor** with the east side being generally residential uses while the west side will support a mix of commercial and residential uses. Bonaventure Drive SE will evolve to provide a comfortable pedestrian experience with improved connectivity to services and amenities.

Additional policies in Section 2.6.2: Macleod Trail S – Urban Main Street apply to parcels that front both Bonaventure Drive SE and Macleod Trail S. Bonaventure Drive SE streetscape design should be part of the Macleod Trail S Streetscape Master Plan.

Policy

- a. New development on the east side of Bonaventure Drive SE should be primarily residential uses and support a broad range of unit types and forms.
- b. Ground level retail uses should be located corner parcels and be part of a mixed-use development.
- c. New development on the east side of Bonaventure Drive SE should provide adequate height transitions to low-scale residential development where parcels abut or share a laneway.

- d. New development on the west side of Bonaventure Drive SE should include stand-alone and mixed-use buildings.
- e. New development along Bonaventure Drive SE should front onto the street.
- f. To minimize conflicts between active modes and vehicular modes, new development along Bonaventure Drive SE should be designed to:
 - i. consolidate, limit and minimize driveway widths; and,
 - ii. locate loading and servicing areas away from Bonaventure Drive SE.

2.6.5.3 Fairmount Drive SE and Acadia Drive SE

Fairmount Drive SE and Acadia Drive SE are intended to be a residential-focused **Community Corridors** that support a broad range of unit types and forms. An expanded tree canopy will further define the area.

Policy

- a. New development along these **Community Corridors** should be primarily residential uses and support a broad range of unit types and forms.
- b. New stand-alone commercial development should be limited to corner parcels.

2.6.5.4 90 Avenue SE

90 Avenue SE is intended to be a **Community Corridor** defined by recreational and institutional uses with a range of open spaces. Stand-alone commercial uses are supported west of Bonaventure Drive SE.

Policy

- a. New development along 90 Avenue SE should contain a range of residential, commercial, recreational and institutional uses and support a broad range of built forms.
- b. New development along 90 Avenue SE should:
 - I. front and activate 90 Avenue SE;
 - II. locate loading, servicing and parking areas away from 90 Avenue SE; and,
 - III. incorporate enhanced landscaping along 90 Avenue SE to screen and minimize visual impacts of existing surface parking areas.
- c. Blank walls should be avoided along 90 Avenue SE between Bonaventure Drive SE and Fairmount Drive SE. Where they are required for security reasons, visual impact should be mitigated by including murals, artistic screening or facade articulation.

2.6.6 Special Policy Areas

A Special Policy Area identifies places for specific policy guidance where an area does not fit within an existing urban form category. This section provides additional policy guidance for the Heritage following areas:

- Fairview Industrial – Flint Road SE / Fairmont Drive SE Special Policy Area;
- Fairview Industrial – Farrell Road SE Special Policy Area;
- Haysboro Industrial Special Policy Area; and,
- 15 Street SE Special Policy Area.

2.6.6.1 Industrial Special Policy Areas

The intent of these special policy areas is to preserve and support industrial areas and provide specific direction for the integration of limited complementary non-industrial uses.

General Policies

- a. Where new development includes limited non-industrial uses it should:
 - i. be co-located and complementary with light industrial uses;
 - ii. not conflict with operational requirements of surrounding industrial uses;
 - iii. limit the area dedicated to non-industrial uses; and,
 - iv. include publicly-accessible spaces integrated with the non-industrial uses.
- b. New development should explore opportunities to include compatible industrial working spaces with work-live units, retail or commercial spaces.

Fairview Industrial - Flint Road SE/Fairmont Drive SE Special Policy Area

The Fairview Industrial – Flint Road SE /Fairmont Drive SE Special Policy Area is intended to evolve into a well-connected light industrial area with limited range of non-industrial uses that can serve the Fairview community. There are significant grade changes between this special policy area and Flint Road SE.

Policy

- c. New development in this area may contain a limited range of non-industrial uses, including office, commercial, retail, institutional and recreational.
- d. Pedestrian and cyclist routes should be improved and enhanced along Flint Road SE.
- e. Development should utilize slope-adaptive design solutions on sites with significant grade changes, especially along Flint Road SE to allow for at-grade pedestrian access.
- f. Public realm improvements along Flint Road SE and Fairmont Drive SE should:
 - i. integrate safe and convenient north-south pedestrian access and routes between sites on the west side of Flint Road SE;
 - ii. add safe and convenient east-west pedestrian crossings, access and routes across Flint Road SE;
 - iii. improve pedestrian and cycling infrastructure along Flint Road SE and Fairmont Drive SE; and,
 - iv. integrate enhancements to the linear open space along Flint Road SE.

Fairview Industrial – Farrell Road SE Special Policy Area

The Fairview Industrial – Farrell Road SE Special Policy Area is located north of the community of Fairview. It is intended to be a distinct light industrial area that also accommodates limited complementary non-industrial uses.

Policy

- g. New development in this area may contain limited non-industrial uses, including office, commercial, retail, institutional, recreational and residential uses.
- h. Residential development should be limited to work-live units.
- i. New development along the south side of Farrell Road SE shall:

- i. fully enclose industrial activities in a building;
 - ii. limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses;
 - iii. locate vehicle access off Farrell Road SE;
 - iv. limit outdoor storage areas, including vehicle storage, to the side of a building; and,
 - v. restrict loading and service areas to the side of a building.
- j. Public realm improvements in the area should:
 - i. improve the lane interface between Fairview Industrial and residential areas to the south through landscaping, fencing or design solutions that provide screening;
 - ii. protect and enhance landscaping and the tree canopy along Farrell Road SE; and,
 - iii. provide for higher quality cycling and pedestrian infrastructure along Farrell Road SE.

Haysboro Industrial Special Policy Area

Haysboro Industrial Special Policy Area is located east of the community of Haysboro across from the Freight Rail Corridor and LRT right-of-way. The area is intended to retain its existing light industrial character and supporting commercial uses and accommodate limited complementary non-industrial development to take advantage of the proximity to both Macleod Trail S and Southland LRT Station.

Policy

- k. New development in this area may contain limited non-industrial uses, including office, retail, institutional and limited residential uses.
- l. Residential development on the west side of Horton Road SW should be limited to work-live units.
- m. New development should complete missing sidewalk links along Horton Road SW and consider wider sidewalks to enhance the pedestrian experience.
- n. New development on the parcel located at the corner of Southland Drive S and Horton Road SW should explore opportunities for a mixed-use development that incorporates light industrial uses where all industrial activities are fully enclosed within a building and have no off-site impacts.
- o. Public realm improvements along Horton Road SW should:
 - i. improve pedestrian connections to Southland LRT Station;
 - ii. improve the pedestrian crossing across Horton Road SW and Southland Drive S;
 - iii. enhance mobility networks along Horton Road SW for pedestrians and cyclists; and,
 - iv. complete pedestrian connections to Macleod Trail S through east-west streets.

2.6.6.2 15 Street SE Special Policy Area

The 15 Street SE Special Policy Area is intended to account for a gradual transition to non-industrial uses. The area will better integrate into the surrounding mobility networks, including Deerfoot Trail SE, and connect to adjacent parks and open spaces along the Bow River. The

area's unique context includes several physical, environmental and mobility constraints to be addressed with future redevelopment.

Policy

- a. New development should incorporate a range of non-industrial uses, including but not limited to, commercial, retail, office and residential uses.
- b. The 15 Street SE Special Policy Area should be comprehensively designed through an Outline Plan and/or a master plan.
- c. New development should:
 - i. include mixed-use buildings;
 - ii. minimize impacts to the Bow River and surrounding natural areas; and,
 - iii. improve connectivity and the interface with Sue Higgins Park and surrounding natural areas.
- d. Public realm improvements should:
 - i. enhance pedestrian and cycling infrastructure connections from the site to adjacent communities, pathway networks and across the Bow River; and,
 - ii. include enhancements and connections to Sue Higgins Park.

2.7 Heritage Communities Comprehensive Planning Sites

There are two Comprehensive Planning Sites in the Heritage Communities in close proximity to the Anderson LRT Station. Due to their proximity to the Transit Station Area, the sites may have the potential to redevelop into vibrant and compact mixed-use areas.

2.7.1 East Anderson LRT Station Comprehensive Planning Site

The East Anderson LRT Station Comprehensive Planning Site is bordered by Macleod Trail S, Willow Park Drive SE, Bonaventure Drive SE and Anderson Road S. With its large parcels, this area is ideal for comprehensive planning and investment strategies. In addition to regional and local shopping developments, including the Southcentre Mall and Willow Park Village, the area includes community amenities, such as Fish Creek Public Library. East-west mobility connections to adjacent communities are limited due to Macleod Trail S and the Freight Rail Corridor and LRT right-of-way.

This area is part of a **Major Activity Centre** as identified in the Municipal Development Plan. It is intended to evolve into a vibrant and walkable mixed-use area with a variety of activities, services and amenities within a convenient walking distance from Anderson LRT Station and the Willow Park community. The area will also support a range of housing types and forms and a diversity of employment opportunities.

Policy

- a. An Outline Plan and/or a master plan for redevelopment of the area is required prior to redevelopment and it shall:
 - i. establish the internal street network;
 - ii. include a publicly-accessible gathering space near Anderson LRT Station;
 - iii. include continuous, safe and accessible pedestrian and cycling infrastructure that connects to existing networks;

- iv. establish a development pattern where block sizes do not exceed 125 metres; and,
- v. include a comprehensive parking management assessment to identify appropriate parking relaxations and parking strategies given various modes of travel.
- b. New automobile-oriented uses, such as drive-throughs and service stations, shall not locate within the East Anderson LRT Station Comprehensive Planning Site.
- c. New development fronting onto Bonaventure Drive SE, between Fairmount Drive SE and Willow Park Drive SE, should not exceed XX storeys in height to a depth of XX metres from the shared property line with the Bonaventure Drive SE right-of-way.
- d. Additions to existing development or smaller scale redevelopment may be considered by the Development Authority in advance of an approved master plan.
- e. Redevelopment of the Southcentre Mall should:
 - i. consider mixed-use buildings that include active uses at-grade, fronting onto the street or parking areas;
 - ii. include renewable energy options;
 - iii. accommodate new parking in structures or below grade; and,
 - iv. retain existing healthy trees and expand the tree canopy of the area, specifically along Bonaventure Drive SE.

2.7.2 Calgary Transit Anderson Maintenance Facility Comprehensive Planning Site

The Calgary Transit Anderson Maintenance Facility Comprehensive Planning Site is located on a 7.5 hectare (18.5 acres) parcel in the southeast corner of Southwood, immediately north of Anderson Road S and west of the Freight Rail Corridor and LRT right-of-way. The Facility accommodates bus and LRT vehicle repair, maintenance and storage operations for Calgary Transit.

Due to its proximity to Anderson LRT Station and should the site be identified as surplus, this area may be suited for redevelopment. Municipal policies and strategies applicable to the Freight Rail Corridor and LRT right-of-way should also be considered.

Policy

- a. An Outline Plan and/or a master plan will be required for redevelopment and should:
 - i. transition heights down towards adjacent residential development and park space located to the north and east;
 - ii. minimize shadow impacts onto adjacent residential areas and park space;
 - iii. incorporate residential units with or without at-grade active uses that front onto the adjacent park and open space;
 - iv. incorporate design solutions to mitigate noise, vibration and visual impact from the Freight Rail Corridor and LRT right-of-way;
 - v. explore parking reductions;
 - vi. include affordable housing units;
 - vii. expand the tree canopy; and,
- consider sustainable building design.