

Draft Chapter 2 - Contents

2.1. Introduction	3
2.1.1. Future Growth Concept	3
2.2. Urban Form Categories	7
2.2.1. Neighbourhood	7
2.2.1.1. Neighbourhood Commercial and Neighbourhood Flex	8
2.2.1.2. Neighbourhood Commercial	9
2.2.1.3. Neighbourhood Flex	10
2.2.1.4. Neighbourhood Connector and Neighbourhood Local	10
2.2.1.5. Neighbourhood Connector	11
2.2.1.6. Neighbourhood Local	12
2.2.2. Vehicle-Oriented Commercial	13
2.2.2.1. Commercial Centre	14
2.2.3. Parks, Civic and Recreation	15
2.2.3.1. Natural Areas	16
2.2.3.2. Parks and Open Space	17
2.2.3.3. City Civic and Recreation	18
2.2.3.4. Private Institutional and Recreation	19
2.2.4. Comprehensive Planning Sites	20
2.2.4.1. North Hill Mall	21
2.2.4.2. Riley Park Village	22
2.3. Scale Modifiers	24
2.3.1. Limited Scale	25
2.3.2. Low Scale - Modified	25
2.3.3. Low Scale	25
2.3.4. Mid Scale	26
2.3.5. High Scale	26
2.3.6. Highest Scale	26
2.3.7. Scale Transition	27
2.4. General Policies	28
2.4.1. Climate Mitigation and Adaptation	28
2.4.2. Built Form	28
2.4.2.1. Site Design	28
2.4.2.2. Building Design	31

2.4.2.3. Amenity Space	33
2.4.2.4. Landscape Design	33
2.4.3. Additional Design Considerations	34
2.4.3.1. Innovation and Creativity	34
2.4.3.2. Incremental Improvements	34
2.4.3.3. Interim Development	35
2.5. Area Specific Policies	35
2.5.1. Main Streets	35
2.5.2. Neighbourhood Main Streets	37
2.5.2.1. Urban Main Streets	39
2.5.3. Transit Station Areas	39
2.5.3.1. Lions Park LRT Station Area	42
2.5.3.2. Sunnyside LRT Transit Station Area	43
2.5.4. Activity Centres	44
2.5.4.1. Community Activity Centres	44
2.5.4.2. Neighbourhood Activity Centres	44
2.5.4.3. Community Corridor	45
2.6. Heritage	46
2.6.1. Heritage Resources	46
2.6.2. Heritage Guideline Areas	48
2.7. Density Bonusing Transition	51
2.8. Mobility	51
2.8.1. Pedestrian	51
2.8.2. Cycling	52
2.8.3. Transit	53
2.8.4. Parking	53
2.8.5. Street Network	55
Glossary	56

During your review, please note:

This document is a finalized draft of Chapter 2 and should be read in tandem with the draft urban form and building scale maps.

- *Blue text refers to common local area plan policies.*
- *Black text indicates Riley specific content for discussion and further refinement as the Plan is further developed.*

Chapter 2 – Enabling Growth

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 Riley 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**.

The unique characteristics of each of the Riley Communities are the core building blocks as the area continues to grow and evolve over the next 30 years. Easily walkable neighbourhoods with convenient access to amenities, recreational opportunities and employment centres will continue to be significant factors that make the Riley Communities a highly desirable place to live, work and play.

2.1.1. Future Growth Concept

The Future Growth Concept in this Plan envisions accommodating growth and change in key areas such as the Sunnyside and Lions Park **transit station areas**, **Main Streets** along 10 Street NW, 14 Street NW and Kensington Road NW, important corridors such as 19 Street NW, and commercial areas throughout the Riley Communities. This plan applies the **Municipal Development Plan** goals and policies at a local scale that responds to the unique attributes of each of the Riley Communities. The Plan is further informed by planning and technical analysis as well as engagement conducted during the drafting of this Plan.

The Plan envisions **Main Streets** and **transit station areas** as key locations supporting a range of commercial and residential development. These areas will continue attracting a significant amount of activity in terms of shopping and recreating in the Riley Communities. New development in these areas will contribute to high-quality **public spaces** and have larger scale buildings than the surrounding areas. Over time this type of development is envisioned to expand into parts of the area's **Main Streets** that currently have lower-scale development or activity. Development within the two **transit station areas** will consider opportunities to add increased activity, public and private amenities, as well as scales of development that complement the surrounding neighbourhood.

Other corridors and locations, such as 19 Street NW, 5/6 Avenue NW, 2 Avenue NW and portions of Memorial Drive NW and Parkdale Boulevard NW have been identified for growth. These locations are envisioned to have modest growth that is primarily residential and supported by local commercial development and amenities. The commercial components of developments in these areas are seen to primarily serve local populations and provide amenities near those living in the area.

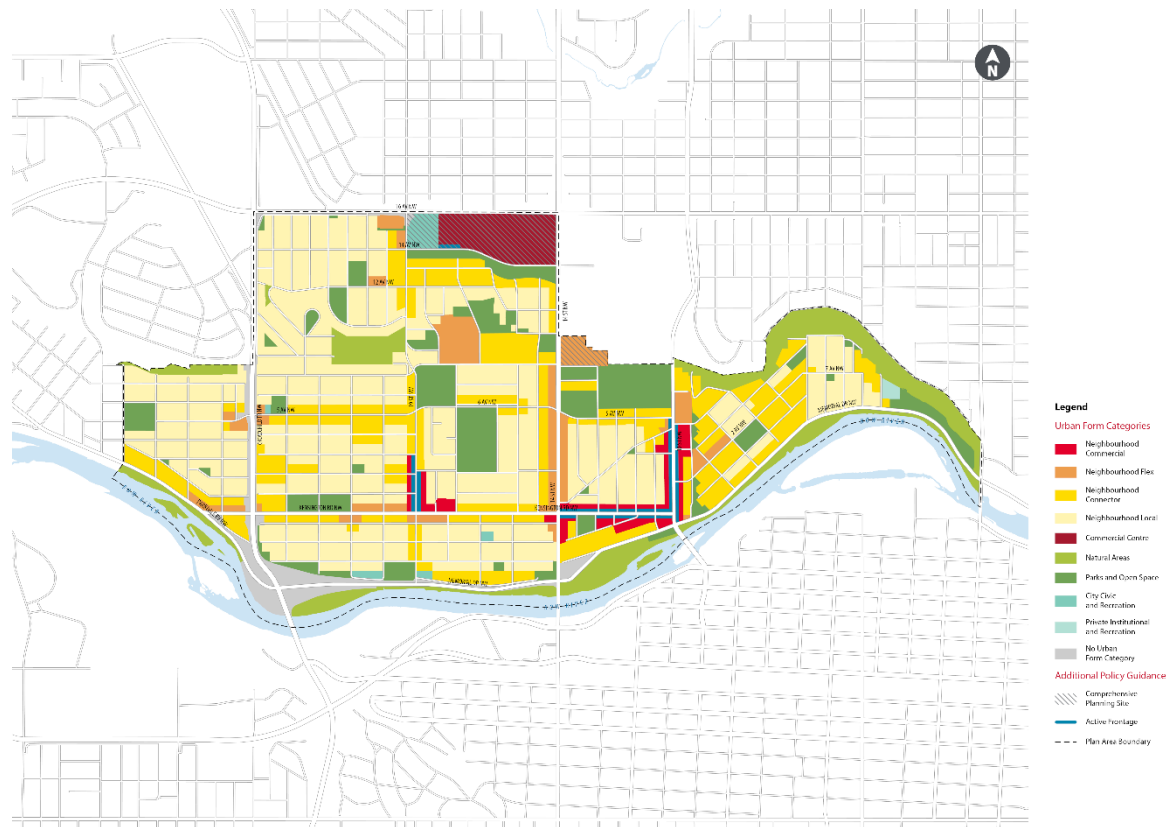
The Future Growth Concept is represented on **Map 3: Urban Form** and **Map 4: Building Scale**. Together, these two maps indicate where different types of growth and activity will be focused in the Plan Area and define the general functions in different parts of the Riley Communities. The specific urban form categories and scale modifiers are described in relation to the overall Vision of the policy sections that address the distinct areas of the Riley Communities. To understand the type and scale of development that is appropriate in the Plan Area both maps must be read together.

Map 3: Urban Form illustrates the general location of urban form categories and how they apply across the Plan Area. These categories describe the primary community functions and land uses (housing, commercial, industrial, parks, civic and recreation and natural areas) and policy considerations for the Plan Area. The urban form categories general policies are provided in Section 2.2 Urban Form Categories and must be read together with locally specific policies.

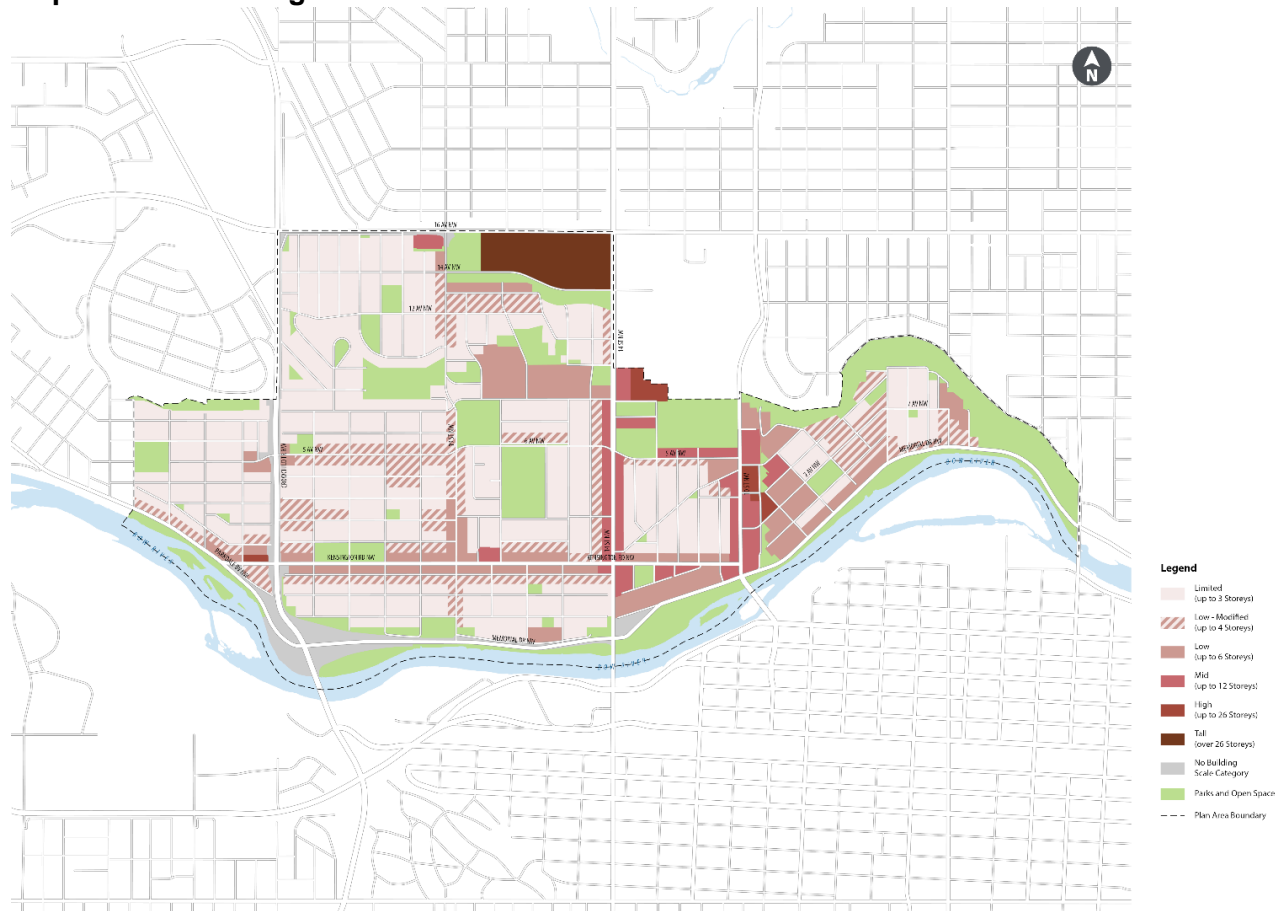
Map 4: Building Scale illustrates the general building height and massing within the Plan Area, which supports the primary function shown in **Map 3: Urban Form**. Policies for building scale are provided in Section 2.3 Scale Modifiers.

In addition to the urban form and scale policies, the Plan includes general policies in Section 2.4 and area-specific policies in Section 2.5. General policies will apply across the Plan Area, while the specific policies are designed for locations where more specific policy direction is required to achieve desired outcomes.

Map 3: Draft Urban Form



Map 4: Draft Building Scale

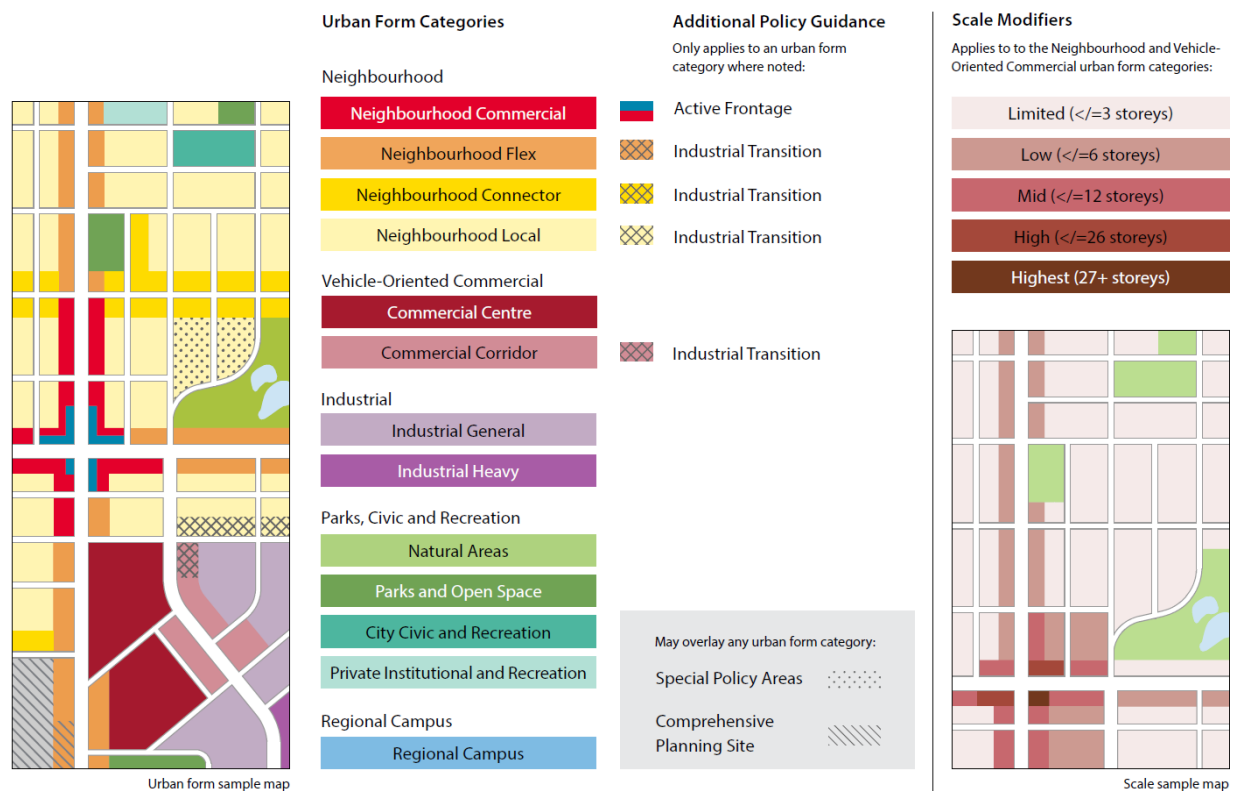


2.2. Urban Form Categories

This Plan identifies the location of urban form categories in **Map 3: Urban Form**. These urban form categories 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.

There are nine urban form categories that guide land use and **built form** in the Riley Communities. 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.



2.2.1. Neighbourhood

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

Neighbourhood Commercial areas support a range of commercial uses on the ground floor, with the most active areas requiring uses such as shops, services and restaurants. 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 spaces**. 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 **public spaces** 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 and 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 and home-based businesses.

2.2.1.1. Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially oriented areas of the Riley Communities, where people go to shop and gather. While people also live in these areas, **public spaces** 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 Commercial and 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**.

Site, Building and Landscape Design

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

- c. Development in Neighbourhood Commercial and 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 setback; and,
 - vi. accommodate small variations in the **street wall** to integrate amenity space.
- d. 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 and wayfinding signage 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.
- e. 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.
- f. **Public spaces** should provide continuous, unobstructed **pedestrian** routes supported by high-quality landscaping for **pedestrian** comfort.
- g. Landscaped areas should be located to enhance and complement the interface between the building and **public space**.
- h. 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.

2.2.1.2. Neighbourhood Commercial

Neighbourhood Commercial areas are characterized by the widest range of commercial uses compared to other urban form categories. Buildings are oriented to the street with units that support commercial uses on the ground floor facing the higher activity street with a range of uses integrated behind or located above. Commercial frontages have frequent entrances and windows along the street to encourage **pedestrian** activity.

Policy

Land Use

- a. Commercial uses on the ground floor should be located facing the higher activity street.
- b. Residential uses on the ground floor should be located facing lower activity streets or lanes.
- c. Vehicle-oriented uses should not be located in Active Frontage 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:

- d. Development in Neighbourhood Commercial areas should:
 - i. integrate larger commercial or residential uses behind or above smaller units facing the street; and,
 - ii. provide well-marked primary entrances for ground floor units facing the street.
- e. **Public spaces** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** through features such as wide sidewalks, street furniture and lighting.
- f. Active Frontage areas should not provide vehicle access to off-street parking or loading from the higher activity street.
- g. Development in Active Frontage areas should support **active uses**. 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; and,
 - iii. a floor-to-ceiling height that supports a range of **active uses**.

2.2.1.3. Neighbourhood Flex

Neighbourhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities and residential uses on the ground floor. Uses may be mixed horizontally or vertically within a building or a block.

Policy

Land Use

- a. 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:

- b. **Public space** in Neighbourhood Flex areas should be designed to support moderate to high volumes of **pedestrians**.

2.2.1.4. Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially oriented areas of the Riley Communities. While some commercial and work-from-home opportunities exist here, **public space** 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:

- 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 residential 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.

2.2.1.5. Neighbourhood Connector

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

Policy

Land Use

- a. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.

- b. Development in Neighbourhood Connector areas may include local commercial uses to serve nearby residents such as cafes, corner stores, **retail**, personal service uses, **work-live units** or home-based businesses.
- c. Commercial uses in Neighbourhood Connector areas should be small format and designed to mitigate impacts on adjacent residential uses.
- d. Commercial uses outside of **work-live units** and home-based businesses in Neighbourhood Connector areas should be limited to corner parcels and located along collector roadways, or those of a higher classification.

Site, Building and Landscape Design

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

- e. 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.

2.2.1.6. 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. **Public spaces** may include features such as landscaped boulevards and public street trees.

Limited Scale Policies

Future policies in this section will 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.

- a. Secondary suites are permitted where already allowed by the existing land use designation and are not considered a unit in the following policies within this section.
- b. Building forms that contains 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 where they have a similar building envelope as building forms that contain one or two residential units throughout the Plan Area.
- d. Building forms that contain three or more residential units should be supported in any of the following areas:
 - i. within **transit station areas**;
 - ii. within 200 metres of an identified **Main Street** or **Activity Centre**; or,

- iii. where the parcel has a lane.
- e. 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.

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 spaces 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 and direct **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 elements such as raised planters, bollards, light standards, changes in materials, and changes in elevation to improve safety and comfort along **pedestrian** routes.
- d. As redevelopment occurs, existing surface parking areas should be replaced by underground or structured parking.

2.2.3. 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:

- 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.

- 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. include 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.

2.2.3.1. 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 select amenities 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 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.
- d. Riparian areas should be preserved and restored to enhance resilience to river flooding using natural infrastructure, where feasible.

- e. Developments in proximity to natural areas should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations should be made for:
 - i. transparent windows and panels along the lower levels of the building (up to 16.0 metres);
 - ii. soft landscaping and glazing around the rooftop amenity areas; and,
 - iii. building lighting.

2.2.3.2. 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.
- b. The City shall explore the acquisition of school sites should they be declared surplus by the respective school boards, with the intent of maintaining the sites as open spaces that are accessible to the public. The applicant should explore the adaptive reuse of buildings on site, particularly where they are deemed to have historic significance, where feasible.
- c. School and open space sites not designated as such per the Land Use Bylaw should be redesignated to reflect and maintain their 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 Parks and Open Space areas:

- c. 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.
- d. 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. opportunities for publicly-accessible drinking fountains and washrooms.
- e. 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.
- f. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.
- g. 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.
- h. Buildings within Parks and Open Space areas may integrate a range of uses and programming.
- i. Parks and Open Space areas may identify and integrate cultural landscapes and historic resources in their design and layout.
- j. 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.

2.2.3.3. 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 be found 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 in integrated civic facilities where there is convenient access to community services and amenities.

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:

- c. 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. be designed in a manner that is safe and accessible for all modes of transportation;
 - iii. identify and integrate cultural landscapes in their design and layout;
 - iv. consider opportunities for publicly-accessible drinking fountains and washrooms; and,
 - v. 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.
- d. City facilities should be built in alignment with the Sustainable Buildings council policy.
- 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.
- g. Building Scale modifiers are not applied within the City Civic and Recreation areas for uses that comprise recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.

2.2.3.4. 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 connection to adjacent transit stops;
 - ii. provide on-site pedestrian routes to minimize conflicts with vehicles, particularly near access and service areas;
 - iii. the location of parking areas to support activities on 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.

2.2.4. Comprehensive Planning Sites

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. They 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 permeable **pedestrian** routes through the site that connect destinations on and to the site;
 - iii. identify and include mobility infrastructure and missing links to connect to adjacent areas;
 - iv. identify active transportation supportive amenities, such as secure bicycle parking, and shower facilities;
 - v. identify phasing for future development, including how parking areas and parking demand and supply may change over each phase;
 - vi. include opportunities to reduce greenhouse gas emissions in the construction and operation of the development and improve climate resiliency;
 - vii. identify climate risks and explore tools to mitigate and adapt to these risks;
 - viii. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
 - ix. identify the location of publicly-accessible open space;
 - x. identify opportunities to create a sense of place;
 - xi. integrate transit **infrastructure**; and,

- xii. identify utility connections.

2.2.4.1. North Hill Mall

Map 3: Urban Form identifies the lands to the south of 16 Avenue NW, east of 19 Street NW, north of 14 Avenue NW and west of 14 Street NW, as a Comprehensive Planning Site.

- a. Development should include a publicly accessible gathering space with well-defined **pedestrian** and cycling connections to the Lions Park LRT Station.
- b. Development should provide **pedestrian**-scaled block sizes that do not exceed 125 metres in length.
- c. The minimum building height of new development should be two storeys, except for commercial uses that generate a high degree of **pedestrian** activity such as food kiosks, restaurants and markets.
- d. The development site should provide a network of internal streets and lanes that:
 - i. establishes a hierarchy of activity among streets, including streets that can accommodate transit access to Lions Park Station and the MAX Orange station;
 - ii. locates higher-activity commercial uses at-grade on higher-activity streets;
 - iii. locates residential uses and lower-activity commercial uses on lower-activity streets;
 - iv. provides safe and convenient **pedestrian** circulation through the area;
 - v. enhance **pedestrian** and cycling infrastructure connections from the site to adjacent communities and the Southern Alberta Institute of Technology (SAIT) and Alberta University for the Arts (AUArts) campuses; and,
 - vi. utilize existing access/egress points to 16 Avenue NW.
- e. Development should prioritize **active uses** at-grade on primary **pedestrian** routes and along 14 Avenue NW.
- f. Development should consider opportunities to partner with SAIT and/or AUArts to provide uses and built forms that would support emerging campus planning needs.
- g. Development may locate residential units on the ground floor of buildings facing lower activity streets or public open spaces.
- h. In addition to the requirements of a master planning exercise outlined in section 2.2.4.a., at the time of submission of a formal application for the comprehensive redevelopment of the North Hill Mall site, the applicant should provide:
 - i. a detailed massing study outlining specific building heights for the entire site. Buildings less than the identified twenty-seven storeys or more in **Map 3: Building Scale** may be located on site and should be specified in the massing study; and,
 - ii. a shadow study that includes the location of the highest buildings to minimize shadows on **public spaces** of higher-activity streets.
- i. Appropriate building heights, densities and transitions should be determined through a master planning exercise of the site at the discretion of the Development Authority. A

comprehensive planning analysis and rationale should also be provided to support the future concept.

- j. All types of care facilities and affordable housing are appropriate and are encouraged to locate in this comprehensive planning site.
- k. Loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets.
- l. New surface parking areas should not be provided adjacent to the 16 Avenue NW **Main Street**, 19 Street NW or 14 Avenue NW.
- m. Redevelopment of lands on the North Hill Mall site should incorporate a library and other civic facilities that provide public benefit. To achieve this, land swaps with the City-owned lands where the Louise Riley Library is currently located should be explored.
- n. Redevelopment may occur on the City-owned lands to provide a new library and other civic facilities in advance of a master planning exercise for the entire Comprehensive Planning Site area. City-owned lands shall be planned to prioritize interfaces with adjacent development.

2.2.4.2. Riley Park Village

Map 3: Urban Form identifies the lands east of 14 Street NW, north of 8 Avenue NW, south of Jubilee Crescent NW and generally west of 12 Street as a Comprehensive Planning Site. This site is the home of the former Grace Hospital, also known as Riley Park Village. Development of the Riley Park Village site is subject to mobility improvements as approved by Council in both this section of the local area plan and the Direct Control District. Both documents should be read in conjunction when exploring implementation for the subject site.

Riley Park Village is envisioned as a vibrant sustainable urban village within an attractive, walkable inner-city community; a community allowing different age groups and lifestyles to live, work, play, heal and closely interact with each other in a setting that provides a range of community services. Various market and attainable housing options will provide community residents with housing alternatives that allow them to stay in the community throughout their lives. The redevelopment of the Village site will celebrate its close relationship with the community through high-quality neighbourhood-friendly streetscapes, built form and architecture, maintaining key vistas from the escarpment to the southwest and enhancing pedestrian connections through appropriate site and building design.

- a. Development on this site should:
 - i. incorporate mixed-used development in a multi-storey format;
 - ii. ensure that commercial and retail development within this area should primarily be intended to serve the day-to-day needs of residents, support medical uses, and be compatible with adjacent uses;
 - iii. incorporate development along the 8 Avenue NW frontage that consist of commercial or residential uses contributing to the vitality of the street;

- iv. consider the provision of private open space throughout the Village site including accessible plazas, courtyards and/or pocket parks that provide active and passive recreation opportunities for all age groups; and,
 - v. ensure that all new development achieves a minimum height of 2 storeys.
- b. All three of the following off-site mobility improvements should be completed to allow for the development of any uses other than residential care, over and above the existing 9,500 square metres referenced within the Direct Control District bylaw for the site:
 - i. a full traffic signal at the intersection of 5 Avenue NW and 12 Street NW to allow for the controlled flow of vehicles northbound on 12 Street NW towards Riley Park Village;
 - ii. a left turn traffic signal southbound on 14 Street NW at 5 Avenue NW to allow for the controlled turning of vehicles onto eastbound 5 Avenue NW; and,
 - iii. wayfinding signage and temporary curb extensions for safe pedestrian crossing on 12 Street NW at 7 Avenue NW and 8 Avenue NW.
- c. **Public space** improvements should be provided along 12 Street NW, between 5 Avenue NW and 8 Avenue NW to create a more comfortable experience for those who choose to walk or wheel along this street. Such improvements could include:
 - i. creating a pedestrian sidewalk or multi-use pathway along the east side of the street;
 - ii. an on-street, protected bicycle facility;
 - iii. curb-bulb extensions and pedestrian crossings at 7 Avenue NW and 8 Avenue NW;
 - iv. street furniture such as benches and public bicycle parking facilities;
 - v. landscaping improvements and wayfinding signage to Riley Park and Riley Park Village; and,
 - vi. on-street parking, where feasible and only where walking and wheeling improvements are not negatively impacted.
- d. **Public space** improvements should be provided along and adjacent to 8 Avenue NW to create a more comfortable experience for those who choose to walk or wheel along this street. Such improvements could include:
 - i. pedestrian sidewalks from 12 Street NW to 14 Street NW;
 - ii. a bicycle facility (e.g., multi-use pathway, cycle track);
 - iii. on-street bicycle facility from 12 Street NW to 14 Street NW;
 - iv. wayfinding signage to Riley Park and Riley Park Village; and,
 - v. pedestrian crossing improvements on 8 Avenue NW between 12 Street NW and 14 Street NW should be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, rectangular rapid flashing beacons (RRFBs), and other traffic calming measures.
- e. Pedestrian crossing improvements on 7 Avenue NW between 12 Street NW and 14 Street NW should be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, RRFBs, and other traffic calming measures.
- f. In addition to the requirements outlined in section 2.2.4.a., the following details shall be submitted as part the master planning exercise prior to, or at the time of, a planning application:

- i. an implementation strategy that relates identified mobility improvements to development phasing, to the satisfaction of the Development Authority; and,
- ii. a concept to indicated how the overall site can be redeveloped over time to meet the intent of the Village Vision.

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 **Municipal Development Plan**.

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 **public spaces**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on **public spaces** 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.

The **Land Use Bylaw** will supplement building scale modifiers by regulating height, density and setbacks.

The building heights identified on **Map 4: Building Scale** are maximum allowable building heights. These heights may not be achievable or appropriate for all development applications. Factors such as, but not limited to, parcel consolidation, technical feasibility, utility conflicts, transportation considerations and geotechnical constraints may limit the maximum height that can be achieved. The allowable maximum building height for each respective development application is to be reviewed and confirmed through the land use amendment and development application process.

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 space** 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.
- c. In Neighbourhood Connector and Neighbourhood Local areas, each residential unit in Limited Scale areas should have an individual entrance at grade.

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 four 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 **public spaces**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance **public spaces**.

2.3.6. Highest Scale

Highest Scale accommodates developments up to twenty-seven storeys or higher.

Policy

- a. Development in Highest Scale areas may 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 **public spaces**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance **public spaces**.

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, a combination of the following strategies:
 - i. Using similar **street wall** heights and building massing along a street;
 - ii. building setbacks and angular planes to step down heights and decrease scales incrementally through a block;
 - iii. reducing the **street wall** height to transition the visible mass of a taller building to match the cornice line for a shorter building;
 - iv. setbacks and landscaping to buffer higher-intensity development from lower-intensity development; or
 - v. the use of smaller or narrower floorplates and increased distances between towers to reduce shadowing impact, provide more light for surrounding residential units, and allow flexibility for potential conversion of office buildings to residential.
- b. Higher density development that shares a property line or lane with low density residential development should setback the building where it interfaces with the lower density development. The setback should provide a clear and distinct transition in scale between the two development types.

2.4. General Policies

2.4.1. Climate Mitigation and Adaptation

The following policies help guide the Development Authority to explore alternative outcomes with regards to regulation, enabling better climate-friendly outcomes.

Policy

- a. The Development Authority should support relaxations to the Land Use Bylaw to enable or incentivize the:
 - i. use of climate resilient materials and designs;
 - ii. reduction of greenhouse gas emissions, or;
 - iii. inclusion of community resilience assets.
- b. New development, major renovation, and retrofits should participate in measuring and disclosing their energy performance through either the City of Calgary's Commercial and Institutional Building Energy Benchmarking Program or the Home Energy Label Program.

2.4.2. Built Form

The following policies focus on the interface of **public space** 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 **public space** contribute to local identity and a sense of place.

The **built form** policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales.

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.

2.4.2.1. 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 and direct **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;
 - xii. consider opportunities to maximize permeable surfaces, enhance greenspace and exceed required tree and soft landscaping requirements within the Land Use Bylaw to limit the impacts of extreme heat events and stormwater infiltration;
 - xiii. when adjacent to transit routes, integrate transit waiting amenities into development, such as transit plazas, benches, and patios; and,
 - xiv. provide noise mitigation strategies when adjacent to or near Crowchild Trail NW.
- 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.
- 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 area**, where appropriate and in a manner that minimizes impacts on transit movement or pedestrian access to transit **infrastructure**.
- f. Development should provide secure bicycle parking and other active transportation supportive amenities.
- g. Development is encouraged to provide shading and cooling amenities for people on private land, especially at:
- i. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;
 - ii. high traffic pedestrian and cycling corridors;
 - iii. areas with lower tree canopy coverage; and,
 - iv. locations that typically experience higher surface temperatures, as indicated by The City's Urban Heat Island map.
- h. 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.
- i. 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. 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.
- j. New development should be designed to minimize shadow impact on surrounding parks and open spaces, adjacent development and public sidewalks. A shadow study may be required at the planning application stage to ensure minimal daytime spring and fall shadow impacts.
- k. Applications for new development of buildings over 12 storeys in height should provide a pedestrian wind comfort and safety study at the application stage. The study should:
 - i. outline pedestrian level wind impact on **public space** including sidewalks and street frontages, building entrance areas, surrounding open spaces and rooftop amenity areas; and,
 - ii. identify mitigation strategies to decrease the effects of the wind such as building massing, podium articulation, canopies and landscaping.
- l. Development adjacent to Parks and Open Spaces, City Civic and Recreation and Natural Areas that are separated by a lane are encouraged to pursue lane reconfigurations or alternative lane treatments to facilitate development that fronts directly onto the lane and open space and/or provide improved **pedestrian** access and movement between the open space and adjacent development.
- m. Existing mature trees should be protected and maintained on City-owned lands, including boulevards, parks, and other parcels.
- n. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.
- o. Development on streets with road rights-of-way setbacks should use the setback area to provide improved **public spaces** 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. temporary uses;
 - v. street furniture; and,
 - vi. integration with transit stops.

- p. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.
- q. Development relaxations may be supported based on site context, location and proposed **transportation demand management** measures.
- r. Surface parking lots are encouraged be covered by a **solar canopy**.

2.4.2.2. 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 vibrant and active **public spaces**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with **public spaces**. 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 **public spaces**. Residential frontages should provide a transition from a home to the **public spaces**, 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. shift building massing away from adjacent low-density development;
 - vi. integrate transit stop amenities, where feasible;
 - vii. reduce the impacts of wind at the ground floor and to optimize sunlight access to **public spaces**, open spaces and amenity spaces;
 - viii. integrate mechanical equipment as part of the overall design of the building; and,
 - ix. use durable and climate resilient building materials.
- b. Rooftop amenity spaces and associated structures may exceed the maximum heights outlined in **Map 4: Building Scale** by one storey.

- c. Development should integrate on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls and/or geothermal heating and cooling.
- d. Development should incorporate climate mitigation building features, which can include:
 - i. reducing energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies;
 - ii. lowering emissions and waste production caused by new construction through supporting adaptive reuse of existing buildings;
 - iii. integrating energy efficient technologies like motion detector lights; and,
 - iv. integrating electric vehicle charging infrastructure.
- e. Development should have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features at time of construction or in the future.
- f. Development is encouraged to be **Net Zero** or **Net Zero Ready**.
- g. Development should connect to district energy systems, where available.
- h. 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 **Municipal Development Plan**.
- i. Development may require onsite stormwater retention within private land to improve community flooding resiliency.
- j. 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.
- k. 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.
- l. 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,
 - iii. setbacks that allow for a transition from **public space** to residential units that incorporate landscape and design elements or amenity spaces.

2.4.2.3. 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 **public spaces**.
- 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. provide access to drinking water;
 - v. provide access to universally-accessible restrooms; and,
 - vi. 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.

2.4.2.4. 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 **public spaces**;
 - ii. enhance and complement the interface between the building and **public spaces**;
 - 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. Plant material selected for 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;
 - iv. locate plants in areas suitable to their specific growing needs;
 - v. incorporate a range of plant species to promote biodiversity;
 - vi. use plants that provide food for people or wildlife;
 - vii. use a range of tree species to contribute to the urban tree canopy;
 - viii. provide year-round visual interest; and,
 - ix. be low maintenance, where possible.
- c. 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.

2.4.3. Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications. The policies in the following sections apply to all urban form categories.

2.4.3.1. 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 Values of the Plan above what is standard or required.

Policy

- a. The Development Authority should support relaxations to the **Land Use Bylaw** to enable or incentivize:
 - i. the development of affordable housing units; or
 - ii. outcomes consistent with the Vision and Core Values of this local area plan or the **Municipal Development Plan**.
- b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

2.4.3.2. 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.

2.4.3.3. 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**, **Main Streets** or Comprehensive Planning Sites, 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 **public spaces**; and,
 - iii. be designed to support flexible redevelopment or adaptation in the future.

2.5. Area Specific Policies

The following policies provide specific direction in areas where there are opportunities for various types of growth and change in the Riley Communities, including, but not limited to: the **Urban Main Street**, community corridors, **transit station areas** and **Activity Centres**.

2.5.1. Main Streets

This section will include policies that apply to all development that has frontage on the area's **Main Streets** including 10 Street NW, Kensington Road NW east of Crowchild Trail NW, 14 Street NW south of 10 Avenue NW and 16 Avenue NW east of 21A Street NW and west of 14 Street NW. These policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public space** while supporting medium to high levels of **pedestrian** activity.

Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, glass and/or concrete should be used on the **street wall**. Cinder block and vinyl siding are discouraged.
- b. To encourage a continuous street frontage and mitigate vehicle and pedestrian conflicts on **Main Streets**, relocation and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.
- c. Development on **Main Streets** should improve **public spaces** and create a safe, welcoming pedestrian environment. Design considerations should include, but are not limited to:

- i. sidewalk widths that accommodate safe and comfortable pedestrian movement for the volume of anticipated users, while considering elements such as adjacent outdoor patios or transit station **infrastructure**;
 - ii. increased landscaping including green stormwater **infrastructure**;
 - iii. add street trees using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
 - iv. publicly accessible amenity space, street furniture and/or street lighting, especially adjacent to **transit station areas**;
 - v. closure or merging of existing driveways;
 - vi. curb extensions at intersections and pedestrian crossings;
 - vii. alignment with any City Streetscape Master Plans or other City initiated **public space** plans; and,
 - viii. opportunities to provide for interim streetscape enhancements within road rights-of-way setbacks.
- d. Development should create a well-defined **street wall** to support a human-scaled street environment on **Main Streets**. Design strategies may include, but are not limited to:
 - i. building setbacks at or below the sixth storey;
 - ii. overall reduction of building mass at or above the sixth storey; and
 - iii. building articulation using building materials, massing and projections.
- e. New low-intensity uses such as single-detached, semi-detached and duplex housing are strongly discouraged.
- f. Consolidating parcels along **Main Streets** is encouraged for greater development potential, to provide for comprehensively planned development and avoid “orphaning” parcels that would restrict the feasibility of redevelopment on adjacent properties.
- g. Parking relaxations should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and alternative mobility storage should be provided.
- h. New automotive-focused uses such as automotive sales, retail with large surface parking areas and drive-through restaurants or services should not be permitted along **Main Streets**.
- i. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:
 - i. Providing paved pedestrian connections;
 - ii. Incorporating transit stops into the overall site design;
 - iii. Avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops; and,
 - iv. Using siting of building structures, facades, and trees to maximize sun exposure and mitigate wind at transit stops.

2.5.2. Neighbourhood Main Streets

Portions of 10 Street NW, 14 Street NW and Kensington Road NW are identified as Neighbourhood **Main Streets** in the **Municipal Development Plan**, which includes general policies and development intensity targets for Neighbourhood **Main Streets**.

Kensington Road NW Neighbourhood Main Street

Kensington Road NW serves as an important east-west connection between Parkdale Boulevard NW and 10 Street NW, serving as a **pedestrian**, transit, and vehicular route. It also serves as an important commercial destination between 14 Street NW and 10 Street NW.

Policy

- a. Uses interior to the site should have direct pedestrian access to Kensington Road NW.
- b. Multi-unit development between Kensington Road NW and Westmount Road NW should:
 - i. locate the front of the building onto Kensington Road NW;
 - ii. contribute to enhanced **public spaces** along both roads; and,
 - iii. provide direct sidewalk connection to Kensington Road NW.
- c. New development should provide sightlines to Kensington Road NW and avoid privacy fences.
- d. Development between Crowchild Trail NW and 14 Street NW should exceed tree requirements outlined the Land Use Bylaw and locate trees along Kensington Road NW to support an expanded tree canopy along the Neighbourhood **Main Street**.
- e. Development between Kensington Road NW and Westmount Road NW should have vehicular access off Westmount Road NW and applicable adjacent streets.
- f. Development should minimize new driveway access and consolidate existing vehicular accesses.
- g. Development on southside of Kensington Road west of 14 Street NW should provide **public space** and pedestrian sidewalk enhancements.
- h. If the former Louise Dean School site is to redevelop, new development should:
 - i. provide active uses that front onto Kensington Road NW;
 - ii. provide a high-quality transit shelter that is integrated into the development;
 - iii. enhance **public spaces**, including but not limited to wider sidewalks, along Kensington Road NW;
 - iv. integrate an adequately sized publicly-accessibly and programmable open space; and,
 - v. ensure no vehicular accesses are provided off Kensington Road NW.

10 Street NW Neighbourhood Main Street

The 10 Street NW **Main Street** is an important commercial destination that also provides connection between the downtown core, communities to the north and the SAIT and the AUArts campuses. It includes transit, pedestrian and vehicular routes. Red Line LRT and bicycle routes are located along 9A Street NW, which is one block to the east of the **Main Street**. There is a

range of mixed-use development along 10 Street NW. Commercial uses included **retail**, restaurants and grocers.

- i. Buildings on the west side of 10 Street NW between 3 Avenue NW and the east-west lane to the north of Kensington Road NW should be 10 storeys or less and account for transition into adjacent low density residential areas.
- j. Buildings should minimize shadow impacts onto the sidewalk and **public spaces** on the opposite side of the street, measured during the spring and fall equinoxes.
- k. New development along the west side of 10 Street NW should respond to the surrounding development context through design strategies that include:
 - i. setting back the building from the lane a minimum of 5.0 metres;
 - ii. stepbacks at the rear of the building at or below the fourth storey;
 - iii. reduction of building floorplate above the fifth storey;
 - iv. improvements in the lane that include lay-bys and pedestrian facilities; and,
 - v. breaking up and articulating of the massing of large buildings.
- l. Development at the corners of Kensington Road NW and 10 Street NW should provide high-quality architecture that visually defines the corners and emphasizes the meeting of the two **Main Streets**.
- m. Where retail parking is provided along the lane, direct pedestrian access to 10 Street NW should be provided.
- n. Street trees should be provided along 10 Street NW to improve **public spaces** and expand the tree canopy.
- o. Development between 10 Street NW and 9A Street NW, north of 4th Avenue NW should activate the lane through measures such as:
 - i. providing ground-level units that front onto the lane;
 - ii. locating waste and recycling inside of buildings, or where not feasible providing enclosures that are of similar materials to that of the building;
 - iii. providing landscaping between the lane and buildings;
 - iv. limiting at-grade vehicular parking and screening parking areas from the lane; and,
 - v. providing lighting that is oriented toward the lane.

14 Street NW Neighbourhood Main Street

The 14 Street NW **Main Street** provides a north-south connection between areas to the south of the Riley Communities, the SAIT and the AUArts campuses and areas to the north of the Plan Area. It is currently a vehicle-oriented corridor with transit routes, a range of commercial, residential and light industrial developments of various scales along it.

- p. Buildings between Kensington Road NW and 6 Avenue NW should be 10 storeys or less and account for transition into adjacent low density residential areas.
- q. Buildings should minimize shadow impacts onto the sidewalk and **public spaces** on the opposite side of the street, measured during the spring and fall equinoxes.

- r. New development along 14 Street NW should respond to the surrounding development context through design strategies that include:
 - i. setting back the building from the lane;
 - ii. setbacks at the rear of the building at or below the fourth storey;
 - iii. reduction of building floorplate above the fifth storey; and,
 - iv. breaking up and articulating of the massing of large buildings.
- s. Development at the corners of Kensington Road NW and 14 Street NW is encouraged to provide high-quality architecture that emphasizes the corner and the meeting of the two **Main Streets**.
- t. Where retail parking is provided along the lane, direct pedestrian access to 14 Street NW should be provided.
- u. Street trees should be provided along 14 Street NW to improve **public spaces** and expand the tree canopy.
- v. Development north of 6 Avenue NW should incorporate slope adaptive design.
- w. The redevelopment of surface parking lots to support the creation of affordable housing is encouraged.
- x. Underground parking within required public realm setbacks and/or front setback area may be allowed subject to confirmation of technical feasibility (e.g., location of utilities or presence of street trees).

2.5.2.1. Urban Main Streets

16 Avenue NW Urban Main Street

Portions of 16 Avenue NW, in the northernmost part of the Plan Area, form an Urban **Main Street**. Parts of the street front onto commercial areas such as the North Hill Mall and commercial areas in Hounsfield Heights-Briar Hill. There is also a portion of the **Main Street** that has a sound barrier between it and residential portions of Hounsfield Heights-Briar Hill. This plan envisions accommodating improved **public spaces** and **pedestrian** facilities along the commercially-oriented portions of the **Main Street**. Policy pertaining to the 16 Avenue NW Urban Main Street can be found in 2.2.4 Comprehensive Planning Sites.

2.5.3. Transit Station Areas

The Riley Communities include two **transit station areas** along the Red Line LRT. These **transit station areas** are located at 9A Street NW and 4 Avenue NW (Sunnyside LRT Station) and at 14 Avenue NW and 17A Street NW (Lions Park LRT Station). Additionally, there are two MAX Orange BRT transit stations along 16 Avenue NW: going westbound at 17 Street NW and going eastbound at 19 Street NW. The MAX Orange stations provide connections to the Lions Park Station.

The plan envisions Red Line LRT **transit station areas** as focal points and gateways to the Riley Communities. These **transit station areas** are intended to provide a concentration of private and public amenities that are supported by higher density development, higher levels of

pedestrian activity and connections to different mobility options. Buildings, streetscapes and **public spaces** in these areas should be designed to accommodate this high level of activity through a wide variety of uses, activities and mobility options.

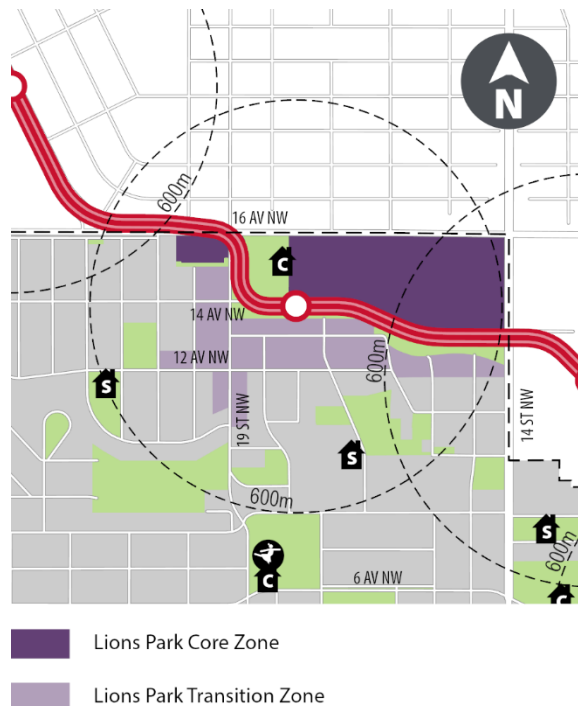
The plan identifies two zones of development intensity around transit stations. **Core Zones** are where building scale and pedestrian activity are envisioned to be the highest. To achieve this, the Neighbourhood Commercial urban form category, Active Frontage policy and increased building scale will be applied in the **Core Zone**. Building scale and pedestrian activity will decrease in **Transition Zones**.

Policy

- a. Development adjacent to an LRT or BRT station should provide for high-quality **public spaces** that encourages social gathering, cultural and recreation activities through elements such as:
 - i. publicly accessible private open space or transit plazas;
 - ii. street furniture and seating areas;
 - iii. public art;
 - iv. access to shade and cooling;
 - v. drinking fountains, public washrooms and electrical servicing; and,
 - vi. enhanced landscaping, including public trees.
- b. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by:
 - i. locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops; and,
 - ii. including architectural features that provide weather protection for current and future climate conditions and create human-scaled environments.
- c. Long blank walls are discouraged facing a street or public sidewalk. The visual impact should be mitigated through design measures such as murals, landscaping, artistic screening, and/or façade articulation where they are provided.
- d. To encourage the development of affordable housing units and mixed-market housing, incentives may be explored and implemented through direct control bylaws, including but not limited to Floor Area Ratio (FAR) exemptions and parking reductions.
- e. Vehicle parking in **Core Zones** should be located underground or in a parking structure.
- f. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street, where feasible.
- g. Parking relaxations should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and mobility alternative storage should be provided.

- h. Development should consider activation of lanes to encourage additional activity through strategies such as:
 - i. providing uses that front the lane;
 - ii. enhanced landscaping and mobility features;
 - iii. incorporating street art; and,
 - iv. enhanced design features that improve safety and accessibility.
- i. Development should mitigate the off-site impacts of any additional height, massing and shadowing within the surrounding area through:
 - i. limited floor plate sizes on upper storeys;
 - ii. increased stepbacks and/or reduced massing on upper storeys; and
 - iii. building orientation.
- j. New automobile service centers, drive-through businesses and service stations shall not be located in **Core Zones** and **Transition Zones**.
- k. Development in **Core Zones** should:
 - i. provide publicly-accessible amenity spaces; and,
 - ii. provide connections to support a comfortable and safe pedestrian and cycling experience and complete missing links to the transit station and to transit stops.
- l. Development in **Transition Zones** should provide connections to adjacent mobility **infrastructure** to support a comfortable and safe **pedestrian** and cycling experience and convenient transfers between different transit lines.
- o. New large format **retail** uses:
 - i. may locate in **Core Zones** where parking for the use is provided underground and the retail use is located on the second floor or above; and,
 - ii. may be located on the ground floor where blank facades are reduced using smaller **retail** units or at-grade residential units to wrap the larger format **retail** use.
- p. Development within **Core Zones** should consider recommended **5A mobility network** enhancements and improve active modes mobility connections to Lions Park Station, MAX Orange station and the SAIT/AUArts as well as along 14 Avenue NW, 14 Street NW, 16 Avenue NW and 19 Street NW.

2.5.3.1. Lions Park LRT Station Area



The Lions Park LRT Transit Station area is envisioned to have two distinct areas: that north of the station on the North Hill Mall site and that south and west of the station. Guidance for the future redevelopment of the North Hill Mall site is provided under section 2.2.4 Comprehensive Planning Sites. Any development in the south station area is envisioned to be of modest intensification with a focus on areas adjacent to parks spaces, ensuring they enhance safety and provide appropriate height transitions. Future redevelopment of the Lions Park LRT **Transit Station Area** should incorporate convenient access to the nearby Lions Park LRT Station and MAX Orange BRT stop.

- a. Policies concerning development on the North Hill Mall site, located to the south of 16 Avenue NW, east of 19 Street NW, north of 14 Avenue NW and west of 14 Street NW, can be found in the Comprehensive Planning Sites section.
- b. Development should implement recommended **5A mobility network** enhancements and improve active modes mobility connections to Lions Park Station as well as along 14 Avenue NW, 17A Street NW and 19 Street NW.
- c. Development within the 13 Avenue NW **Core Zone** should prioritize **pedestrian** connectivity between 13 Avenue and Lions Park.
- d. Development on the north side of 13 Avenue NW should provide units that front onto the lane towards Lions Park.
- e. Multi-unit development along 13 Avenue NW should activate the rear lane through design strategies that may include:

- i. removing or consolidating direct vehicle access onto the lane;
- ii. upgrading of the lane; and,
- iii. relocating accesses to side streets or 13 Avenue NW.

2.5.3.2. Sunnyside LRT Transit Station Area



Located near the communities of Sunnyside and Hillhurst, Sunnyside Station is located along on the east side of 9A Street NW, between 3 Avenue NW and 4 Avenue NW. To the west of the station is the 10 Street NW **Main Street**, which has mixed-use development along it. To the east is Sunnyside, which has a range of development types and scales. The area is envisioned to continue developing as a mixed-use neighbourhood with densities that support the transit **infrastructure** and promote a highly-walkable, well connected neighbourhood.

- a. Buildings on the site north of 2 Avenue NW, west of 9 Street NW and east of 9A Street NW should be limited to 15 storeys or less to account for transition to lower density areas to the east and south.
- b. Buildings on the site south of 3 Avenue NW, west of 9A Street NW and east of the lane in between 10 Street NW and 9A Street NW should be limited to 15 storeys or less to account for transition to lower density areas to the east and south.
- c. Buildings on the site south of 4 Avenue NW, west of 9A Street NW, north of 3 Avenue NW, and east of 10 Street NW should be limited to 15 storeys or less to account for transition to lower density areas to the east.
- d. Development on the site north of 2 Avenue NW, west of 9 Street NW and east of 9A Street NW should:

- i. enhance the existing pedestrian pathway along the western boundary, incorporating seating and enhanced landscaping that forms an integrated transition between the public and private realms; and,
 - ii. integrate a publicly-accessible community arts and cultural space.
- e. Development should consider recommended **5A mobility network** enhancements and improve active modes mobility connections along 9A Street NW, 10 Street NW, 5 Avenue NW, 4 Avenue NW and 2 Avenue NW, and to Sunnyside Station.

2.5.4. Activity Centres

In addition to the urban form, building scale, and general policies of this Plan, the following policies apply to development in 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.

2.5.4.1. Community Activity Centres

Community **Activity Centres** are identified on Map 1: Urban Structure Map of the **Municipal Development Plan**. These are areas of moderate job and population growth with connections to primary transit such as LRT. There are two Community **Activity Centres** in the Riley Communities. One is located at North Hill Mall while the other is located at Riley Park Village, also known as the Grace Hospital site.

Policy

- a. Policies for the Community **Activity Centre** located at North Hill Mall are contained in the Comprehensive Planning Sites section.
- b. Policies for the Community **Activity Centre** at the Riley Park Village (Grace Hospital) site are contained in the Comprehensive Planning Sites section.

2.5.4.2. 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 three Neighbourhood Activity Centres in the Riley Communities, which are conceptually identified on **Map 2: Community Characteristics**.

Policy

- a. Development in Neighbourhood **Activity Centres** should include improvements to **public spaces** to create a safe and welcoming **pedestrian** environment. Design considerations include, but are not limited to:
 - i. Wider sidewalks that exceed minimum standards and the provision of street trees and green stormwater **infrastructure**, where feasible;

- ii. Publicly-accessible amenity areas, public open space, street furniture, street lighting and/or supporting **infrastructure**;
- iii. Closure or consolidation of existing driveways on streets; and,
- iv. Curb extensions and other traffic calming measures, where appropriate.

2.5.4.3. Community Corridor

Community corridors are **pedestrian**-focused streets that connect the Riley Communities and are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. Community corridors are focused on higher order residential streets such as collectors or are connections between other growth areas such as **Main Streets, Activity Centres** and **transit station areas**. In the Riley Communities, 19 Street NW has been defined as a community corridor.

19 Street NW

19 Street NW provides a key north-south corridor through the Plan Area. It also provides important connections to key streets and destinations, including Memorial Drive NW, Kensington Road NW, Lions Park LRT Station and the Max Orange BRT along 16 Avenue NW.

The street has long been a commercial hub for the community of West Hillhurst, with Dairy Lane Café originally opening in the 1950s. Recently, 19 Street NW has seen new development, specifically between Kensington Road NW and 2 Avenue NW.

Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, glass and/or concrete should be used on the street wall. Cinder block and vinyl siding are discouraged.
- b. Development that cannot be serviced by a lane or adjacent avenue should work to consolidate and minimize vehicular access points.
- c. Developments are encouraged to share mutual vehicle accesses, where feasible.
- d. Development that shares a property line or lane with parcels developed with single detached, semi-detached or duplex residential development should stepback the building above the third storey along the shared property line with the lower density development.
- e. Development fronting onto 19 Street NW should provide a well-defined street wall, a widened sidewalk, street trees and contribute to an enhanced, pedestrian-oriented **public spaces**.
- f. Development on the commercial site located along 16 Avenue NW between 19 Street and 20A Street NW should provide for height transitions across the site towards adjacent low-density residential areas.
- g. Any future redevelopment or significant upgrades to the West Hillhurst Community Association building and/or adjoining open space should provide frontage and activity onto 19 Street NW that increases interaction and connection between the site and the street.

- h. Large development should include offsite provisions for improved pedestrian crossings and active modes connections across 19 Street NW and/or at adjacent crosswalks.
- i. Buildings located along 19 Street NW at the key intersections of Memorial Drive NW, Kensington Road NW and 16 Avenue NW should be designed to recognize these locations as **gateway sites** by developing the sites with prominent buildings as well as high-quality landscaping and lighting.
- j. New single-detached, semi-detached and duplex housing forms with front garages are strongly discouraged between Kensington Road NW and 5 Avenue NW.
- k. If the City-owned site north of Westmount Boulevard NW, east of 19 Street NW and bound by lanes to the north and east is to redevelop, a map amendment will be required. New development should:
 - i. integrate affordable housing units; and,
 - ii. enhance adjacent **public spaces**.
- l. Consolidation of parcels is encouraged for greater development potential, to provide for comprehensively planned development and avoid “orphaning” parcels that would restrict the feasibility of redevelopment on adjacent properties.

2.6. Heritage

Heritage Resources and heritage assets are valued parts of our communities and Calgary as a whole. Both individually and collectively they contribute to community character and help create a sense of identity and place. Heritage tells the story of past generations for present and future generations. Heritage conservation is part of good city building and provides both economic and environmental benefits. Reuse of existing structures can reduce greenhouse gas emissions that would have been produced through construction-related activities including materials and transportation. Historic structures and districts can stimulate commercial activity and increase tourism activity and spending. Energy retrofits can improve the performance of older buildings, reducing greenhouse gas emissions, while preserving heritage character.

Heritage takes various forms in the Riley Communities. These include historic buildings that may be formally recognized on the **Inventory of Evaluated Historic Resources**, historic landscaped boulevards, as well as individual buildings and clusters of character homes (heritage assets) within Heritage Guideline Areas. This section provides policy for heritage in the Riley Communities.

2.6.1. Heritage Resources

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

Policy

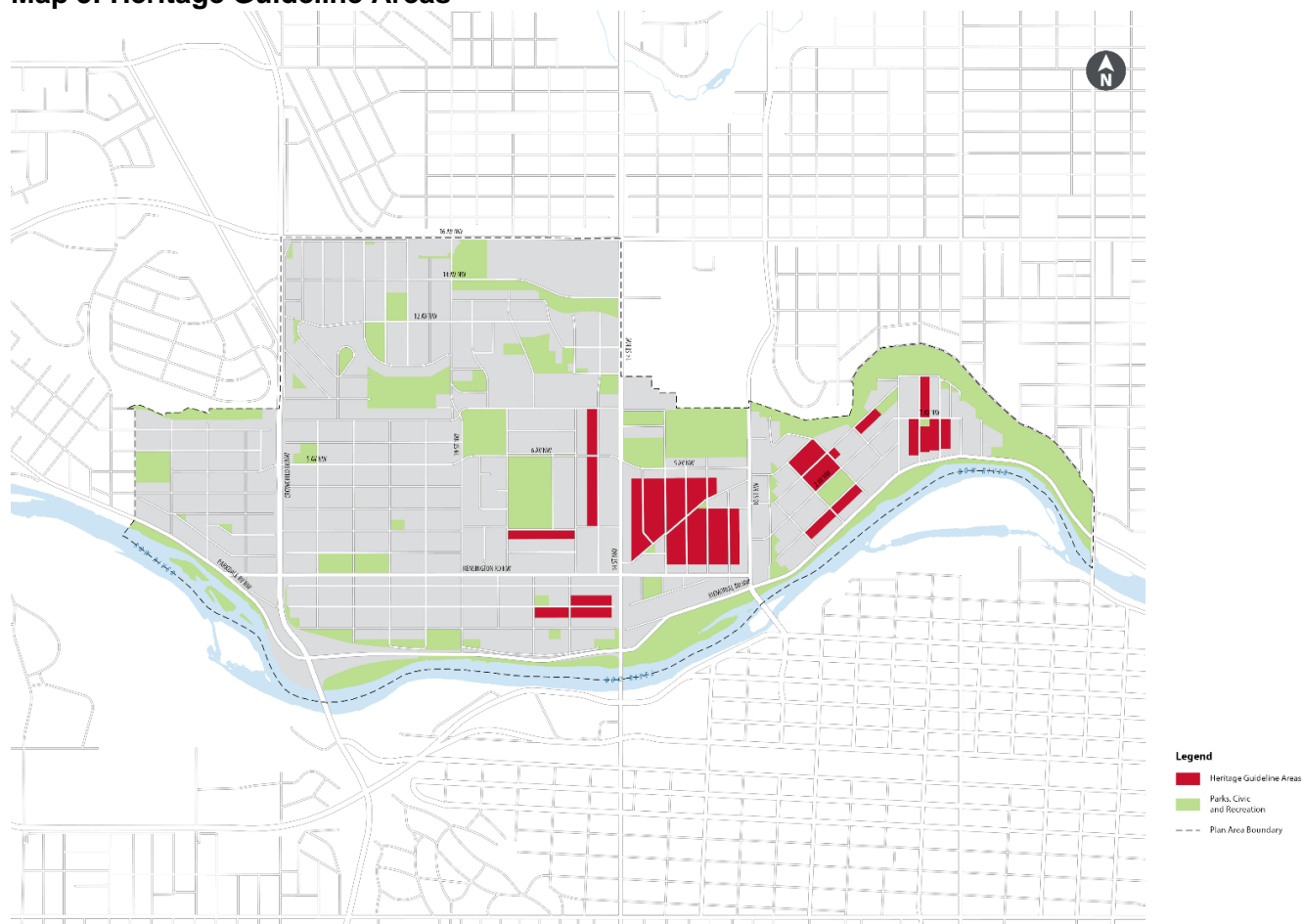
- a. Property owners are encouraged to retain and conserve **heritage resources** through **adaptive reuse**. This may include, but is not limited to, additional commercial uses and the development of backyard suites.
- b. The Development Authority should support **Land Use Bylaw** relaxations to enable the retention of **heritage resources**.
- c. Property owners are encouraged to designate **Inventory** properties as **Municipal Historic Resources**.
- d. Incentives to encourage the conservation of **heritage resources** may be explored and implemented through the planning applications process, including but not limited to density bonusing through mechanisms such as heritage density transfers.
- e. Prioritize the development of undeveloped and underutilized land over the redevelopment of lands that include **heritage resources**.
- f. An applicant shall provide photo documentation of **inventory** properties to The City prior to demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.
- g. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:
 - i. retention and incorporation of the **heritage resource** into the new development; or,
 - ii. protection of another **heritage resource** within the surrounding area.
- h. Where there are groupings of **heritage resources**, methods to conserve and maintain the groupings should be explored with the intent of maintaining contiguous groupings of **heritage resources**.
- i. When there is new development adjacent to or nearby **heritage resources**, the development should draw design reference from the **heritage resources** and should not overwhelm the form and massing of adjacent **heritage resources**.
- j. New development should be compatible with the context of abutting sites on the **inventory** using setbacks, massing, **street wall** height and landscaping.
- k. Design solutions such as building articulation and material variation are encouraged to provide a sensitive interface between new development and **heritage assets**.
- l. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.
- m. New development is encouraged to conserve and integrate **heritage resources**, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

- n. Additions and alterations to historic resources shall be evaluated in terms of the specific styles and details dictated by the character of the historic resource and in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).
- o. Any proposed development on sites that include buildings identified on the **Inventory of Evaluated Historic Resources** should prioritize conserving the primary facades and other unique character defining elements of the **Heritage Resource(s)**.

2.6.2. Heritage Guideline Areas

Portions of the Riley Communities have concentrations of heritage assets that warrant additional study and planning. These **heritage assets** are privately owned structures, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern and architectural details or materials. Individual heritage assets may not warrant inclusion on the **Inventory** of Evaluated Historic Resources.

To recognize and celebrate the unique history and resulting built form that is seen in parts of the Riley Communities, Heritage Guideline Areas have been identified in heritage-rich parts of the Plan Area. In the Heritage Guideline Areas, new development will be required to be contextually sensitive to surrounding heritage assets. Policy for this section includes direction for new development in these areas that provides direction items such as: roof pitch or style, front-yard setbacks; window and door patterns, front façade projections and general building massing.

Map 5: Heritage Guideline Areas**General**

- Land use redesignations that would allow for development with permitted use dwelling units should not be supported in the **Heritage Guideline Areas**.
- Development should draw design references from nearby **heritage assets** within the applicable **Heritage Guideline Area**.

Site and Landscape Design

- Notwithstanding the minimum *Land Use Bylaw* setback, front yard setbacks should be informed by the existing **heritage assets** on the block.
- Development should provide well-defined and direct pathway connections from front doors to the sidewalk and **public spaces**.
- Where a public boulevard with canopy trees is not present, landscaping should include at least one deciduous tree in the front setback area or within the boulevard, where feasible, that will contribute to a mature tree canopy.

Roofs and Massing

- Roof styles should be informed by and complement the **heritage assets** in the area.

- g. Flat roofs are strongly discouraged where visible from the street.
- h. The primary roofline visible from the street should have a minimum pitch of 6:12.
- i. Where new development is larger than nearby **heritage assets**, the visual impact of upper storeys of buildings should be reduced by employing design measures such as:
 - i. The use of compound roofs (e.g., cross-gabled) to hide the upper storey;
 - ii. Shifting massing away from smaller-scale buildings; or,
 - iii. Reduced building massing on upper storeys.
- j. Developments with more than one unit should have distinct rooflines that accentuate individual units.
- k. Buildings with a front façade width exceeding 12 metres or height exceeding two storeys should mitigate their visual impact through variations in:
 - i. massing;
 - ii. rooflines; or,
 - iii. materials .

Front Facades

- l. Development should provide a front projection on the main floor that may be covered or enclosed and that comprises at least a third of the width of the front main floor façade for each unit visible from the street. This front projection could include elements such as:
 - i. porches;
 - ii. patios;
 - iii. verandas; or,
 - iv. sunrooms.

Windows, Materials and Details

- m. Large uninterrupted floor-to-ceiling windows are discouraged.
- n. Horizontal window openings are encouraged to be divided into groupings of smaller vertically-oriented windows.
- o. Windows are encouraged to include wide casings or frames.
- p. The use of natural materials, natural-looking building materials, or masonry is encouraged.
- q. Where multiple building materials are used, heavier-looking materials (e.g., masonry or masonry veneer) should be used on the base of the building.

2.7. Density Bonusing Transition

This plan recognizes that there are land uses approved prior to the approval of this Plan with density and bonus provisions that are no longer envisioned for the Plan Area.

- a. Existing direct control districts that allow for a density bonus to be earned by the provision of an urban design or off-site improvement should refer to the following off-site improvements:
 - i. 10 Street NW boulevards and sidewalks;
 - ii. 14 Street NW boulevards and sidewalks;
 - iii. 3 Avenue NW from 9A Street NW to 10A Street NW;
 - iv. 2 Avenue NW sidewalk from 10 Street NW to 9A Street NW; and,
 - v. pedestrian waiting area on the northwest of 10 Street NW and Kensington Road NW.
- b. Existing direct control districts that allow for a density bonus to be earned by contributions to the Hillhurst/Sunnyside Community Amenity Fund shall continue to provide contributions as outlined in each respective direct control district.
- c. Other contributions as deemed necessary by the Approving Authority may also be appropriate for off-site improvements.

2.8. 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. These policies guide the review of planning applications for developments that contribute publicly-accessible amenities, **infrastructure** or facilities.

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.

2.8.1. 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 and provided on both sides of any street;
 - 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 that minimize conflicts with vehicular accesses;
 - 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 **public spaces** 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.

2.8.2. 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 that minimize conflicts with vehicular accesses;
 - iii. incorporate streetscape elements, including wayfinding signage;
 - iv. be well lit;
 - v. be designed to accommodate year-round use for all ranges of cyclists;
 - vi. provide facilities to repair, maintain and securely store bicycles, where feasible; and,
 - vii. be designed to mitigate conflicts with **pedestrians** and vehicles around transit **infrastructure**.

- 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.

2.8.3. 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.

2.8.4. 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 may 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 low carbon or climate resilient 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. be accessed by a lane or lower order street;
 - iii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,
 - iv. 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. be accessed by a lane or lower order street;
 - iii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
 - iv. 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.

2.8.5. Street Network

The street network is an important part of **public space** 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**;
 - iii. **infrastructure** that considers the efficiency of **transit** service along Primary Transit Network (PTN) corridors; and,
 - iv. 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, functional public art, and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.
- d. Development adjacent to Crowchild Trail NW shall be reviewed for compatibility with planned Crowchild Trail NW long term upgrades.

Glossary

5A mobility network – The Always Available for All Ages & Abilities (5A) Network is a city-wide mobility network that consists of off-street pathways and on-street bikeways. It aims to provide safe, accessible, affordable, year-round options for transportation and recreation mobility network.

Affordable Housing – Housing that meets the needs of household earning 65 per cent or less of the median household income in Calgary and spending 30 per cent or more of that income on housing costs.

Active Uses – commercial uses, such as **retail** and restaurants, on the main or ground floor of buildings adjacent to the sidewalk or street that generate frequent activity in and out of a building or business entrance.

Activity Centre – an urban typology as described in the **Municipal Development Plan** and conceptual identified in the Plan.

Building Envelope – the exterior dimensions and shape of a building.

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

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

Core Zone – the area typically within 200 to 300 metres of transit station that is the focus of a **transit station area** is identified in the Plan.

Ecosystem services – the benefits people obtain from ecosystems, including provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation and disease; supporting services such as soil formation and nutrient cycling, and cultural services such as recreational, spiritual, religious and other nonmaterial benefits.

Flood Fringe – lands abutting the **floodway**, the boundaries of which are indicated on the

Flood Inundation Area – parcels that are located within the 1:100 flood risk area, as identified by the City and Government of Alberta. Development should be flood resilient to the 1:100 flood elevation.

Floodway – The river channel and adjoining lands indicated on the **Floodway/Flood Fringe** Maps that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

Floodway/Flood Fringe - Maps that would be inundated by floodwaters of a magnitude likely to occur once in one hundred years.

Flood Inundation Area – parcels that are located within the 1:100 flood risk area, as identified by the City and Government of Alberta. Development should be flood resilient to the 1:100 flood elevation.

Floodway – The river channel and adjoining lands indicated on the **Floodway/Flood Fringe** Maps that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

Gateway Site – sites strategically located a key entrance to a community, such as major intersections and transit stations.

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

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

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

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

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

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

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

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

Net Zero (or Net Zero Ready) - developments that produce as much clean energy as they consume by way of a highly efficient building envelope, energy efficient appliances, lighting, and mechanical systems and a renewable energy system. Net Zero Ready development is built to Net Zero standards except that the renewable energy system (e.g., solar panels) has not yet been installed.

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

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

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

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

Solar Canopy - a freestanding or overhanging structure with solar photovoltaic panels attached on top that provide shelter for the uses underneath.

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

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

Transit-Oriented Development – a compact, mixed-use area of a community within walking distance of a transit station, that mixes residential, **retail**, office, open space, and public uses in a way that makes it convenient to travel on foot or by public transportation instead of by car.

Transition Zone – the area that extends from the outer edge of the **Core Zone** up to an additional 300 metres and provides a transition of form and activities between the **Core Zone** and the surrounding community as identified in the Plan.

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

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