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During your review, please note:

This document is a working draft of Chapter 2. It primarily includes common local area policies and indicates other areas of focus that have been highlighted to date. The content of this chapter will be updated, refined and expanded upon as Phase 2 of the Plan progresses. The intent of releasing this chapter at the launch of Phase 2 is to seek feedback on common local area policies, input on other policy areas and to familiarize you with the structure of the document.

- *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**.

Policies in the Plan will guide development with focus around **transit station areas**, **Main Streets**, important corridors, major roadways and commercial areas. Future growth will be guided by the Plan's Vision and Core Values, ensuring that as growth and change happen in the area that it continues to build upon its strengths and furthers itself as one of the most vibrant parts of the city.

As the Plan is further developed, Chapter 3 will include desired amenities and **infrastructure** to support growth and change in the area as well as to support the Vision and Core Values of the Plan.

2.1.1. Potential Focus Areas for Growth

The Potential Focus Areas for Growth set out in this Plan envisions accommodating growth and change in key areas as identified through engagement completed to date, through planning and technical analysis as well as alignment with **Municipal Development Plan** goals and policies.

The Plan envisions **Main Streets** and **transit station areas** as key locations that will support a range of commercial and residential development. These areas will continue to attract the greatest amounts of people who are shopping and recreating in the Riley Communities. New

development in these areas will contribute to a high-quality **public realm** and have buildings of larger scale than the surrounding areas. Development will continue around these areas and over time is envisioned to expand into parts of the area's **Main Streets** that currently have development or activity of a lower scale than other parts of the **Main Street**. 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 have been identified for growth, such as 19th Street NW, 5/6th Avenue NW, and 2nd Avenue NW. These locations are envisioned to have modest growth that is primarily residential and supported by local commercial and amenities, which may be designated as Neighbourhood **Activity Centres**. The commercial components of developments in these areas are seen to primarily serve local populations and provide amenities in close proximity to those living in the area.

The Potential Focus Areas for Growth will be represented on **Map 3: Urban Form** and **Map 4: Building Scale**. Together, these two maps will 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 maps use the urban form categories and scale modifiers set out in the Guide for Local Area Planning. The specific urban form categories and scale modifiers for locations are described in relation to the overall vision in the policy sections that address the distinct areas of the Riley Communities.

In addition to the urban form and scale policies, the Plan includes general policies 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: Urban Form will illustrate the general location of urban form categories and how they apply across the unique geography of the plan area. These categories describe the primary community functions and land uses (housing, commercial, industrial, regional campus, 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 is provided in Section 2.3 Scale Modifiers. To understand the type and scale of development that is appropriate in the plan area both maps should be read together.

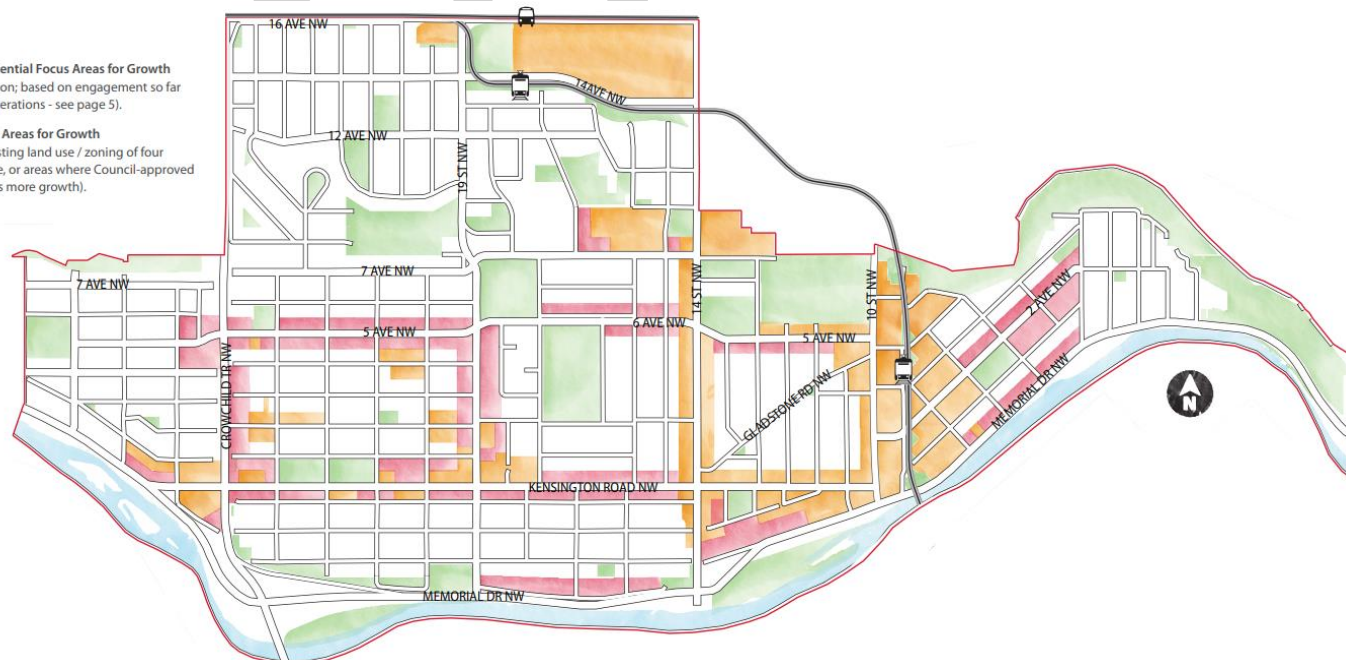
These maps are intended to be read together and will be developed in Phase 2 during plan development. This section will continue to be updated and refined throughout the local area planning process.

Map 3: Draft Urban Form*****Draft map will be developed during Phase 2.*****Map 4: Draft Building Scale*******Draft map will be developed during Phase 2.*****Figure 3: Draft Potential Areas for Growth Concept**

Note: The following figure is a draft potential focus areas for growth concept map. It is meant for discussion purposes for this phase and it is not part of future Chapter 2. Your input now will help confirm additional focus areas for growth in the Riley Communities. In the next phase of engagement, we will ask for your thoughts on the appropriate scales (heights / number of storeys) and uses (residential, commercial, mixed use, etc.) for growth within all areas of the plan. For higher resolution version of this figure visit: calgary.ca/Riley

Legend

- Additional Potential Focus Areas for Growth
(up for discussion; based on engagement so far and key considerations - see page 5).
- Existing Focus Areas for Growth
(areas with existing land use / zoning of four storeys or more, or areas where Council-approved policy supports more growth).

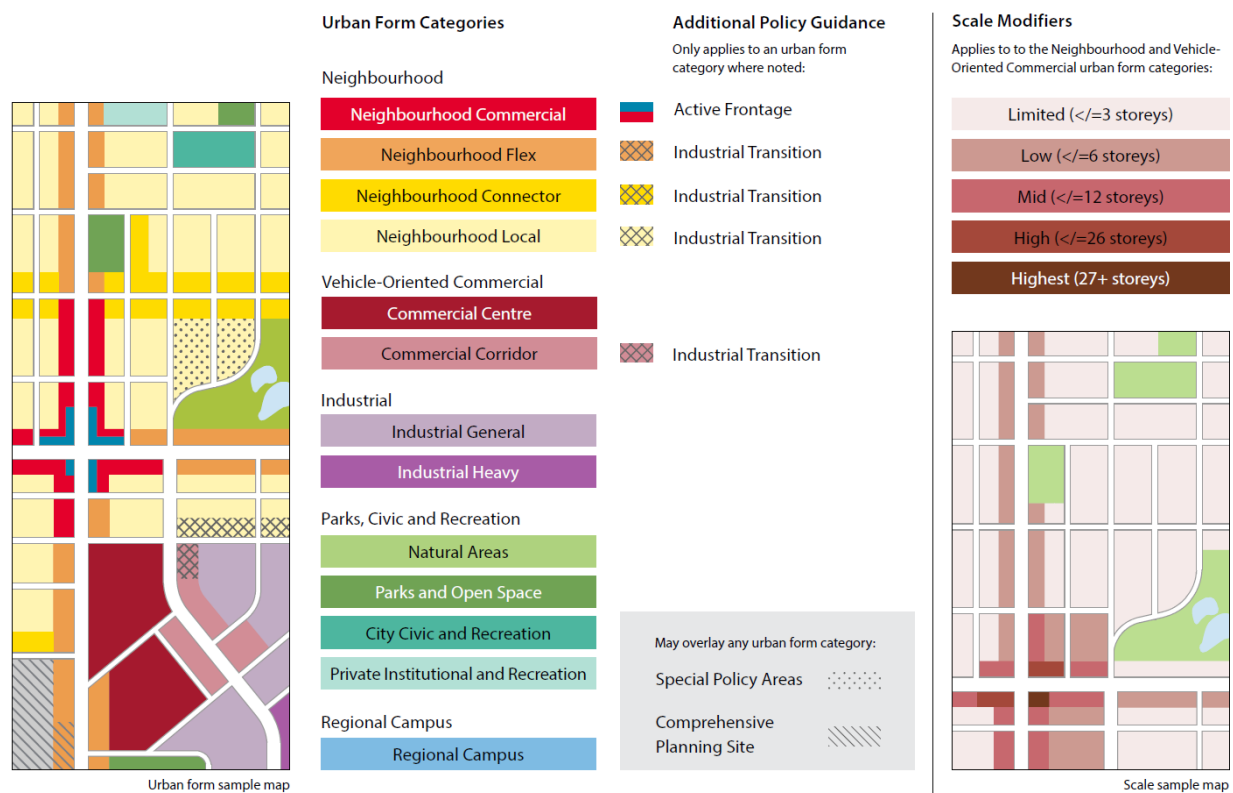


2.2. Urban Form Categories

This Plan identifies the location of urban form categories in **Map 3: Urban Form**. These urban form categories, set by the Guide for Local Area Planning identify and categorize the purpose and general function (land use) of different parts of a community. The relationships between the urban form categories demonstrate how the different areas of a community relate to and support each other.

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. These policies will identify 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.

The specific urban form categories in the plan area will be further determined in Phase 2 based on public engagement and plan development. Urban form categories that are not used in the Plan will be removed from the document in future refinement.



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 realm**. At all development scales the **pedestrian** experience in Neighbourhood areas should be supported and enhanced by a range of uses with comfortable **street wall** heights and a **public realm** with features such as landscaping, sidewalks, public trees, cycling **infrastructure** and on-street parking.

Residential redevelopment will occur in all communities in a variety of housing forms, such as single-detached, semi-detached, rowhouse, multi-residential or mixed-use buildings. As scale increases, a larger range of unit types may be accommodated. At all scales, redevelopment should consider existing context, parcel layout, building massing and landscaping to sensitively integrate into the community. Residential areas may also accommodate a range of commercial activities, including childcare 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, the **public realm** and **built form** are designed to support frequent **pedestrian** interaction with the buildings and a moderate to high volume of **pedestrian** movement along the street.

This section will continue to be updated and refined throughout the local area planning process.

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 setbacks; 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 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. The **public realm** 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 the **public realm**.
- 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.

Neighbourhood Commercial categories are envisioned to be applied to areas of the highest commercial activity in the Riley Communities. This is seen to include areas such as 10th Street NW, Kensington Road NW, 14th Street NW, 19th Street NW, **transit station areas** and Community **Activity Centres**.

Active Frontage areas on Map 3: Urban Form will indicate areas where the ground floor must contain **active uses**. In the Riley Communities, Active Frontage is envisioned along portions of 10th Street NW, Kensington Road NW, 14th Avenue NW, 19th Street NW and **transit station areas**.

This section will continue to be updated and refined throughout the local area planning process.

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. The **public realm** 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, residential uses and light industrial uses on the ground floor. Uses may be mixed horizontally or vertically within a building or a block.

The Neighbourhood Flex category is envisioned for corridors in the community that have commercial character, or in areas where commercial development would be appropriate, but is not required. This may include portions of Kensington Road NW, 14th Street NW, 19th Street NW, **transit station areas**, and Neighbourhood **Activity Centres**.

This section will continue to be updated and refined throughout the local area planning process.

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. The **public realm** 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, the **public realm** is designed to support low to moderate volumes of **pedestrian** movement along the street and the **built form** typically supports privacy and separation for residential uses.

The locations for these urban form categories will be determined through the Phase 2 work and will be shown in the future urban form map.

This section will continue to be updated and refined throughout the local area planning process.

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 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. The **public realm** may include features such as wide sidewalks and cycling **infrastructure**.

In the Riley Communities, the Neighbourhood Connector urban form category may apply to specific higher order residential streets. These streets have higher vehicle and **pedestrian** volumes and are typically collector street that are residential in nature.

The locations for this urban form category will be determined through the Phase 2 work and will be shown in the future urban form map.

This section will continue to be updated and refined throughout the local area planning process.

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.

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. 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. The **public realm** may include features such as landscaped boulevards and public street trees.

In the Riley Communities, the Neighbourhood Local urban form category is the most common category and will be applied to the primarily residential areas of the plan area.

The locations for this urban form category will be determined through the Phase 2 work and will be shown in the future urban form map.

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. **Secondary Suites** will continue to be allowed where they are currently permitted by the **Land Use Bylaw** and do not form part of the unit count when considering the following policies.

Limited scale policies, including but not limited to location criteria for buildings with three or more residential units, will be determined through the Phase 2 work.

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.

The locations for these urban form categories will be determined through the Phase 2 work and will be shown in the future urban form map.

This section will continue to be updated and refined throughout the local area planning process.

Policy

Land Use

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

Site, Building and Landscape Design

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

- e. Development in Vehicle-Oriented Commercial areas should:
 - i. identify a hierarchy of **pedestrian** routes that connect destinations on the site;
 - ii. locate commercial uses along higher activity public streets or internal publicly-accessible private streets;
 - iii. position buildings to face public streets or internal publicly-accessible private streets;
 - iv. not locate parking between a building and a higher activity street;
 - v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;
 - vi. locate access and service areas away from public streets and screen with landscaped areas where possible;
 - vii. provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;
 - viii. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials and setbacks; and,

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

2.2.2.1. Commercial Centre

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

The Commercial Centre urban form category may apply to larger format commercial sites, such as the North Hill Mall site.

Policy

Land Use

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

Site, Building and Landscape Design

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

- b. Development on higher activity public or internal publicly-accessible private streets should support a range of small- to medium-scale commercial uses on the ground floor. This may include, but is not limited to:
 - i. frequent entrances and windows that maximize views to and from the street;
 - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas;
 - iii. larger commercial uses integrated behind, or located above, smaller commercial units facing a street; and,
 - iv. a floor-to-ceiling height that supports a range of uses.
- c. Sites should provide low-barrier transitions between vehicle aisles and **pedestrian** routes using raised planters, bollards, light standards, changes in materials and changes in elevations to improve safety and comfort along **pedestrian** routes.

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.

In the Riley Communities, the Natural Areas, Parks and Open Space and City Civic and Recreation urban form categories will be shown on **Map 3: Urban Form**.

This section may continue to be updated and refined throughout the local area planning process.

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. identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.
- c. Parks, Civic and Recreation areas should consider incremental site improvements to be assessed at the time of application, including but not limited to:
 - i. providing additional services, programming or facilities;
 - ii. protecting or rehabilitating natural areas;
 - iii. improving accessibility;
 - iv. adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible; and,
 - v. providing public art or cultural spaces.

2.2.3.1. 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 a range of amenities related to ecological features, such as pathways, river access points, washrooms, gathering spaces and interpretative features.

In the Riley Communities, Natural Areas urban form category will apply to areas such as McHugh Bluff, Grasshopper Hill, Hounsfield Heights Park and natural areas along the Bow River. These are environmentally significant areas where development should be sensitive to the ecological function of these features.

This section may continue to be updated and refined throughout the local area planning process.

Policy

Site, Building and Landscape Design

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

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

2.2.3.2. 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.

In the Riley Communities, the Parks and Open Space urban form category applies to areas, such as parks, schools and open spaces across the plan area.

This section may continue to be updated and refined throughout the local area planning process.

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 in order to maintain an adequate distribution of open space in the community.
- c. School and open space sites that are not designated as such 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.

In the Riley Communities, the City Civic and Recreation urban form category could apply to sites such as the Louise Riley Library.

This section will continue to be updated and refined throughout the local area planning process.

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. identify and integrate cultural landscapes in their design and layout;
 - iii. consider opportunities for publicly-accessible drinking fountains and washrooms; and,
 - iv. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.
- d. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.
- e. The provision of space for local food production, processing, sales and programming is encouraged on-site or within community facilities.
- f. 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**.

2.2.4. 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. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community, where feasible.

Comprehensive planning sites can also provide opportunities that help realize the key objectives of the plan including accommodating growth, housing choice, sustainable design, increasing mobility options and deepening the sense of place.

This section will continue to be updated and refined throughout the local area planning process.

Policy

Site, Building and Landscape Design

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

Comprehensive Sites

Comprehensive Planning Sites will be further defined as the Plan is developed. They are envisioned to include sites such as the North Hill Mall, Riley Park Village (former Grace Hospital Site) and Bethany Calgary.

North Hill Mall Site

The North Hill Mall site includes lands that are generally north of 14th Avenue NW, South of 16th Avenue NW, west of 14th Street NW and east of 19th Street NW. This section will include a high-level vision and framework for redevelopment for the North Hill Mall site. Should redevelopment of the site be pursued, key direction on how future development should proceed will be outlined here.

Policy in this section may include direction on **public realm** design, site access, parking, internal road network, amenity spaces, incorporation of park space, shadowing, transit **infrastructure**, **pedestrian** and cycling **infrastructure**, commercial uses and the provision of community services such as libraries. Site specific policies may also focus on integrating a range of mixed-use development, improving Lions Park LRT Station, enhancing pedestrian experience along 14th Avenue NW, introducing new pedestrian crossing to surrounding areas and better integrating development with the adjacent Community Park. Given the North Hill Mall Sites proximity to the Southern Alberta Institute of Technology (SAIT) and the Alberta University of the Arts (AUArts) campuses, policies may also speak to better integration between future development and these key regional destinations.

Riley Park Village (Former Grace Hospital Site)

The Riley Park Village site includes lands that are generally to the north of 8th Avenue NW, South of Jubilee Crescent NW and east of 14th Street NW. This section will bring forward direction for the future development of the site from the Hillhurst/Sunnyside Area Redevelopment Plan.

Policy in this section may include direction on the integration of different uses for the site, transit **infrastructure** and development along 8th Avenue NW, **public realm**, open space provision, internal road network, recognizing the history of the site, building scale and stepbacks, parking, **pedestrian** and bicycle **infrastructure** and loading and servicing considerations.

Bethany Calgary

The Bethany Calgary Site includes lands that are generally to the north of 8th Avenue NW, south of 11th Avenue NW, east of 17A Street NW and west of 18A Street NW. This section will include a high-level vision for the Bethany Calgary site. Should redevelopment of the site be pursued, key direction on how future development should proceed will be outlined here.

Policy in this section may include direction on **public realm** design, site access, parking, amenity spaces, shadowing, loading and servicing requirements, building interfaces with public roads and public spaces, internal streets, transition to the surround neighbourhood and **pedestrian** and cycling **infrastructure**.

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 the **public realm**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on the **public realm** while ensuring a well-defined **street wall**. At higher scales, this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest.

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

The number and location of scale modifiers in the Plan area will be determined in Phase 2 based on public engagement and plan development. Scale modifiers that are not used in the Plan will be removed in future refinement.

Limited

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

Low – Modified

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

Low

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

Mid

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

High

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

Highest

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

2.3.1. Limited Scale

Limited Scale accommodates developments that are three storeys or less. This modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, rowhouses, townhomes, stacked townhomes, mixed-use buildings, commercial and some industrial buildings.

Policy

- a. Development in Limited Scale areas should be three storeys in height or less.
- b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.
- 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 the **public realm**; and,
 - ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public realm**.

2.3.6. Highest Scale

Highest Scale accommodates developments twenty-seven storeys and higher.

Policy

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

2.3.7. Scale Transition

When adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing and landscaping in the design of the development, while still achieving the future vision for where growth is accommodated in the community. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics, such as heritage.

Policy

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

2.4. General Policies

2.4.1. Built Form

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

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.

2.4.1.1. Site Design

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

This section will continue to be updated and refined throughout the local area planning process.

Policy

- a. Development should:
 - i. locate buildings to frame public streets;
 - ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
 - iii. locate access and service areas off a lane, where possible;
 - iv. provide well-defined **pedestrian** routes to nearby transit stops and stations;
 - v. identify a hierarchy of **pedestrian** routes that connect destinations within and to the site;
 - vi. provide on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;
 - vii. position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes;
 - viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
 - ix. retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;
 - x. design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;
 - xi. consider design and site layouts that accommodate snow storage and removal;
 - xii. consider opportunities to provide permeable surfaces to improve the retention and infiltration of stormwater; and,
 - xiii. When adjacent to transit routes, integrate transit waiting amenities into development, such as transit plazas, benches, and patios.
- b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site **pedestrian** routes to minimize conflicts with vehicles.
- c. **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility, where possible.
- d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.

- e. Development should support shared-mobility options in proximity to a **transit station area**, where appropriate and in a manner that minimizes impacts on transit movement or pedestrian access to transit **infrastructure**.
- f. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
- g. Alternative solutions or innovative designs may be considered for:
 - i. **pedestrian** access and internal circulation, where challenging topography or other site constraints exist; and,
 - ii. accessing and servicing a development, where standard requirements cannot be met.
- h. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
 - i. activate the park and open space through site and building design;
 - ii. provide amenity space facing the park or open space;
 - iii. provide views into the park and open space;
 - iv. minimize shadow impacts;
 - v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
 - vi. consider integrating **pedestrian** routes to the park or open space;
 - vii. consider opportunities for residential units facing the park and open space; and,
 - viii. use landscaped areas to delineate open space and property boundaries, where possible.
- i. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.
- j. Development adjacent to Parks and Open Spaces, City Civic and Recreation and Natural Areas and 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.
- k. Existing mature trees should be protected and maintained on City-owned lands, including boulevards, parks, and other parcels.
- l. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.
- m. Development on streets with road rights-of-way setbacks should use the setback area to provide an improved **public realm** and create a comfortable and safe **pedestrian** experience. Design considerations are subject to technical feasibility and may include, but are not limited to:
 - i. improved sidewalks (width, surface treatment, accessibility);
 - ii. enhanced landscaping;

- iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume and other best practices to support the growth and survival of new trees;
 - iv. street furniture; and,
 - v. integration with transit stops.
- n. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.

2.4.1.2. Building Design

Well-designed buildings contribute to a sense of place and a positive **pedestrian** experience. Building massing influences how people perceive the height and volume of a building. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to **pedestrian** comfort. The use of materials, colour and building features help to give a building character and visual interest. Buildings should be designed to create high-quality living and working environments and foster a vibrant and active **public realm**.

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

This section may continue to be updated and refined throughout the local area planning process.

Policy

- a. Development should be designed to:
- i. provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
 - ii. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, change in building materials, façade articulation and setbacks;
 - iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
 - iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
 - v. reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public realm**, open spaces and amenity spaces;
 - vi. integrate mechanical equipment as part of the overall design of the building; and,
 - vii. use durable and climate resilient building materials.
- b. Development located outside of the Floodway or Flood Fringe but within the 1:100 Flood Inundation Area should be designed in accordance with Flood Fringe policies of the **Municipal Development Plan**.

- c. Building frontages should:
 - i. provide well-marked primary entrances that are barrier-free, where possible;
 - ii. provide entrances and windows that maximize views to and from the street; and,
 - iii. include building features that shelter **pedestrians**, provide weather protection and visual interest, and support year-round activity.
- d. Building frontages on corner parcels should:
 - i. provide well-marked primary entrances along the higher activity street or at the corner;
 - ii. provide entrances to uses on both street frontages;
 - iii. wrap building features and materials around a building corner; and,
 - iv. continue public or publicly-accessible amenity space around a building corner, where provided.
- e. Residential frontages on the ground floor should provide:
 - i. well-marked, individual entrances for units which face a public street or internal **pedestrian** route;
 - ii. windows with views to the street and access to natural light; and,
 - iii. setbacks that allow for a transition from the **public realm** to residential units that incorporate landscape and design elements or amenity spaces.

2.4.1.3. Amenity Space

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

This section may continue to be updated and refined throughout the local area planning process.

Policy

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

- v. provide weather protection to support year-round use.
- e. Private amenity spaces should:
 - i. be adequately sized to accommodate furniture;
 - ii. consider both sunlight and shade access; and,
 - iii. provide weather protection to support year-round use.
- f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.

2.4.1.4. Landscape Design

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

This section may continue to be updated and refined throughout the local area planning process.

Policy

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

- iv. the use of high-efficiency irrigation systems; and,
- v. redirecting surface runoff to landscaped areas, where appropriate.

2.4.2. Additional Design Considerations

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

This section may continue to be updated and refined throughout the local area planning process.

2.4.2.1. Innovation and Creativity

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

Policy

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

2.4.2.2. Incremental Improvements

The **built-out areas** present challenges where existing developments no longer conform to current standards, objectives or desired design outcomes. To implement the Vision and Core Values of the Plan, the following policies encourage incremental improvements within the constraints of an existing development.

Policy

- a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.
- b. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.2.3. Interim Development

Interim development may be temporary or part of a phased development. This type of development may be appropriate in areas anticipated to have significant development in the future, such as **transit station areas**, **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 the **public realm**; and,
- iii. be designed to support flexible redevelopment or adaptation in the future.

2.4.2.4. Sustainable Development

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

Policy

- a. Development may be required to incorporate sustainable building features, technologies, and operational approaches. This includes, but is not limited to:
 - i. integrating on-site renewable energy generation;
 - ii. reducing waste production and energy consumption beyond energy code minimum requirements;
 - iii. reducing greenhouse gas emissions;
 - iv. integrating electric vehicle charging **infrastructure**;
 - v. performance-based, energy efficient building design strategies such as passive heating, cooling and ventilation systems; and,
 - vi. be designed in accordance with net zero energy or net zero-energy ready standards.
- b. Net zero energy ready development should demonstrate how energy demand will be managed and offset over time through appropriate development permit conditions.
- c. Development is encouraged to include renewable energy generation technologies on new buildings or major additions.
- d. Development should reduce water consumption and improve stormwater management by incorporating green **infrastructure**.
- e. Development should consider opportunities to integrate fire protection measures to reduce fire flow needs.
- f. A renewable and low carbon energy feasibility screening assessment may be required to support planning applications for proposed developments on sites greater than 1.0 hectare or with building(s) with a cumulative floor area greater than 30,000 square metres.
- g. A renewable and low carbon energy feasibility screening assessment may be considered for building(s) with a cumulative floor area smaller than 30,000 square metres.
- h. Where a renewable and low carbon energy feasibility screening assessment has been submitted as part of a planning application, feasible sustainable building features and technologies should be incorporated into development.

This section will be updated and refined throughout the local area planning process. Specific policies tied to climate adaption and mitigation may include focus areas such as net zero development, renewable energy, natural infrastructure, built infrastructure and water conservation to enhance climate resilience across the plan area.

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 10th Street NW, Kensington Road NW east of Crowchild Trail, 14th Street NW south of 10th Avenue NW and 16th Avenue NW east of 21A Street NW and west of 14th Street NW. These policies are intended to encourage the creation of high quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public realm** while supporting medium to high levels of **pedestrian** activity.

This section will continue to be updated and refined throughout the local area planning process.

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 the public realm 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**, where feasible;
 - iii. Add street trees, where feasible, 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 realm 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 and relaxations to other standards should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible.
- 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 10th Street NW, 14th 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 10th Street NW, serving as a **pedestrian**, transit, and vehicular route. It also serves as an important commercial destination between 14th Street NW and 10th Street NW. In addition to the above general **Main Streets** policy, this section is envisioned to include direction on building setbacks, parking, public realm and building design.

Policy

- a. The properties between Kensington Road and Westmount Road should have vehicular access off Westmount Road only.

10th Street NW Neighbourhood Main Street

The 10th 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 10th Street NW. Commercial uses included **retail**, restaurants and a large format grocer. In addition to the above general **Main Streets** policy, this section is envisioned to include direction on building stepbacks, parking, public realm and building design.

14th Street NW Neighbourhood Main Street

The 14th 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. In addition to the above general **Main Streets** policy, this section is envisioned to include direction on building stepbacks, parking, public realm and building design.

2.5.2.1. Urban Main Streets

16th Avenue NW Urban Main Street

Portions of 16th Avenue NW, which is 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 realm** and **pedestrian** facilities along the commercially-oriented portions of the **Main Street**.

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 and 4th Avenue NW (Sunnyside Station) and at 14th Avenue and 17A Street NW (Lions Parks Station). Additionally, there are two MAX Orange BRT transit stations along 16th Avenue NW: going westbound at 17th Street NW and going eastbound at 19th Street NW. The MAX Orange stations provide connection to the Lions Parks 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 high density, high 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 will identify two zones of development intensity around transit stations. **Core zones** are where building scale and pedestrian activity are envisioned to be the highest. In order 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 slightly in **Transition zones**. Both the **Core and Transition zones** will be outlined as work in Phase 2 of the local area planning process proceeds.

This section will continue to be updated and refined throughout the local area planning process.

Policy

The following policies apply to areas with a low-modified scale or higher:

- a. Development adjacent to an LRT or BRT station should provide for a high-quality public realm 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. Water fountains, public washrooms and electrical servicing; and,
 - v. Enhanced landscaping.
- b. To encourage the development of **affordable housing** units and mixed-market housing, incentives may be explored and implemented through direct control bylaws.
- c. 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 and create human-scaled environments.
- d. Vehicle parking in **Core zones** should be located underground or in a parking structure.
- e. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street, where feasible.
- f. 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.
- g. The 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 setbacks and/or reduced massing on upper storeys; and

- iii. building orientation.
- h. Development within **Core zones** should have a minimum building height of 2 storeys.
- i. New automobile service centers, drive-through businesses and service stations should not be located in the **Core zones** and **Transition zones**.
- j. Parking relaxations and relaxations to other standards should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible.
- 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.
- l. Development in **transition zones** should provide connections to adjacent mobility **infrastructure** to support a comfortable and safe pedestrian and cycling experience.

Sunnyside Transit Station Area

The area around the Sunnyside Station includes the communities of Hillhurst and Sunnyside. To the west of the station is the 10th Street NW **Main Street**, which has a concentration of 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.

Lions Park Transit Station Area

The Lions Park Transit Station is envisioned to have two distinct areas: that north of the station on the North Hill Mall site and that south of the station in the residential area of Hounsfield Heights-Briar Hill. The North Hill Mall site has significant development potential in the future and will be outlined in detail in section 2.2.4, Comprehensive Planning Sites. Any development to the south of the station is envisioned to be of modest intensification with a focus on redevelopment that activates adjacent park spaces while enhancing safety and ensuring appropriate transitions. The Lions Park **Transit Station Area** also is near two MAX Orange BRT Station along 16th Avenue NW and future redevelopment should account for connections to and from these stations.

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

This section will continue to be updated and refined throughout the local area planning process.

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.

As the Plan is developed, Neighbourhood **Activity Centres** can be identified that meet the above criteria.

Policy

- a. Development in Neighbourhood **Activity Centres** should include improvements to the **public realm** 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 of existing driveways on streets; and,
 - iv. Curb extensions, where appropriate.

2.5.4.3. Community Corridors

Community corridors are pedestrian-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. In the Riley area, community corridors are focused on higher order residential streets such as collectors or connections between other growth areas such as **Main Streets**, **Activity Centres** and **transit station areas**. Areas in the Riley Communities defined as community corridors may include corridors such as 19th Street NW, 5th /6^h Avenue NW, 14th Avenue NW and 2nd Avenue NW. Policies in this section are envisioned to include specific policy direction that responds to the unique conditions of each of the corridors, which may include topics such as **public realm** design, building design and stepbacks, parking, site access, **pedestrian** and cycling **infrastructure**.

This section will continue to be updated and refined throughout the local area planning process.

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, for example, can provide significant energy savings while historic structures and districts can stimulate commercial activity and increase tourism activity and spending.

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.

2.7. 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.

This section will continue to be updated and refined throughout the local area planning process.

Policy

- a. Property owners are encouraged to retain and conserve **Heritage Resources** through adaptive reuse.
- 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. The City may incentivize the designation of **Municipal Historic Resources** on a case by case basis through strategies such as allowing for additional development potential.
- e. An applicant shall provide photo documentation of **Inventory** properties to The City prior demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.

- f. 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.
- g. New development should be compatible with the context of abutting sites on the **Inventory** using setbacks, massing, **street wall** height and landscaping.
- h. 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.
- i. 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).
- j. 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).

2.7.1. 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 will be 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 is envisioned to include 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.

2.8. Density Bonusing

The Hillhurst/Sunnyside Area Redevelopment Plan includes policy that enables increased density in select locations in exchange for the provision of one or more bonus items to the area. The bonus items may include a financial contribution to the Hillhurst/Sunnyside Amenity Fund, urban design improvements, or the designation of a **Municipal Historic Resource**.

Bonus density is an incentive method to obtain additional density in a new development in exchange for providing public amenities that support the greater activity and larger population that increased density brings. Building density up instead of across an entire piece of land can create additional space at street level for amenities such as plazas, parks and other public spaces. Bonus density in the Riley Communities can be implemented through land use and

development permits for the applicable parcel. The plan area may be categorized into areas of different density based on the ability of each area to accommodate more density.

As the plan is further developed, the bonus density framework is being reviewed and explored, and will be discussed in further detail in subsequent versions of the plan.

This section will continue to be updated and refined throughout the local area planning process.

Policy

- a. Bonus Density should be evaluated according to the following principles:
 - i. Density bonuses should be established only for items or features that provide a perpetual or enduring benefit to the neighbourhood in which the density will be accommodated;
 - ii. Unless otherwise specified through a development approval, a bonus earning item as listed in the Bonus Schedule for which additional gross floor area ratio has been achieved must be maintained on the parcel for so long as the development exists;
 - iii. Density bonuses should not be granted for elements of building or site design that can be achieved through other means;
 - iv. The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item; and
 - v. Contributions and amenities achieved through bonuses are only a portion of what will be required to meet the needs of the neighbourhood as it grows.
- b. Where necessary, legal agreements may be required to secure the long-term maintenance and operation of the features used to acquire bonus density.

2.9. 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.

2.9.1. 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.

This section may continue to be updated and refined throughout the local area planning process.

Policy

- a. **Pedestrian** routes should:
 - i. be universally accessible;
 - ii. be wide enough for the anticipated volume of **pedestrians** based on the street function and context and at minimum allow **pedestrians** to pass one another both on foot and using accessibility aids;
 - iii. provide continuous, unobstructed paths of travel;
 - iv. incorporate streetscape elements, including wayfinding signage;
 - v. be well-lit; and,
 - vi. be designed to accommodate year-round use and maintenance.
- b. **Pedestrian** routes should be appropriately sized for the anticipated number of **pedestrians**. This includes, but is not limited to:
 - i. requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,
 - ii. increasing the width of the **public realm** within the road right-of-way.
- c. New **pedestrian** crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.
- d. **Pedestrian routes** are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:
 - i. providing street furniture;
 - ii. landscaped boulevards;
 - iii. cycling **infrastructure**; and,
 - iv. on-street parking.

2.9.2. 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.

This section may continue to be updated and refined throughout the local area planning process.

Policy

- a. Cycling **infrastructure** should:

- i. be wide enough for the anticipated volume of cyclists based on the street function and context;
 - ii. provide continuous, unobstructed paths of travel;
 - iii. incorporate streetscape elements, including wayfinding signage;
 - iv. be well lit;
 - v. be designed to accommodate year-round use;
 - 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.

2.9.3. 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.

This section may continue to be updated and refined throughout the local area planning process.

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.

2.9.4. 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.

This section may continue to be updated and refined throughout the local area planning process.

Policy

- a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.
- b. Parking requirements should be reduced or relaxed where development is located within one or more of the following:
 - i. **Activity Centres, Main Streets** or other areas of higher activity;
 - ii. transit-oriented development areas and **transit station areas**; or,
 - iii. shared mobility operating areas.
- c. Parking requirements should be reduced or relaxed for the following types of development:
 - i. development that retains historic buildings on the **Inventory** of Evaluated Historic Resources;
 - ii. development of **affordable housing** as defined and accepted by The City;
 - iii. development of care facilities; and,
 - iv. development that incorporates significant sustainable building measures.
- d. Parking requirements may be reduced or relaxed where development uses one or both of the following:
 - i. integrates transportation demand management measures; or,
 - ii. aligns with the principles and goals of this Plan.
- e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- f. Provision of vehicle parking **infrastructure** should not inhibit desired **built form** outcomes or the principles and goals of this Plan.
- g. Development should provide transportation demand management measures to support the achievement of a desired **built form** outcome, including, but not limited to:
 - i. bicycle parking stalls beyond required minimums;
 - ii. bicycle lockers or higher quality designed bicycle storage facilities;
 - iii. bicycle repair facilities;
 - iv. dedicated vehicle parking stalls for car-sharing services; and,
 - v. active transportation supportive amenities, such as showers and change facilities.
- h. Surface parking should be discouraged. Where surface parking is provided, it should:
 - i. be located behind or at the side of a building;

- ii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,
 - iii. support adaptive reuse or temporary use of space, such as parking for food trucks.
- i. Above-grade parking structures should:
- i. be integrated into developments to minimize their visual impacts on the street;
 - ii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
 - iii. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.
- j. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.
- k. Solar collector canopies should be included for new and existing at-grade parking areas.

2.9.5. Street Network

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

This section may continue to be updated and refined throughout the local area planning process.

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 improves 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 and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.

Glossary

Affordable Housing – Housing that meets the needs of household earning 65 per cent or less of the median household income in Calgary that are spending 30 per cent or more of their gross annual household income on shelter.

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.

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

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 – 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.

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

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

Retail – commercial uses that 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.

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

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

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 realm** (e.g., sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible

and adaptable in design and allow for a variety of professional and commercial uses such as markets, artists' studios, instructional facilities, consulting firms, or artisanal production spaces.

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