

***During your review, please note:***

*This document is a refined draft of Chapter 2. The content of this chapter may be further refined as the Plan progresses.*

*Blue text refers to common local area plan policies.*

*Black text indicates Greater Forest Lawn specific content for discussion.*

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## Table of Contents - Draft Chapter 2 – Enabling Growth

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<b>2.1 Introduction</b>	<b>4</b>
<b>2.1.1 Future Growth Concept</b>	<b>4</b>
<b>2.2 Urban Form Categories</b>	<b>6</b>
<b>2.2.1 Neighbourhood</b>	<b>7</b>
<b>2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex</b>	<b>8</b>
<b>2.2.1.2 Neighbourhood Commercial</b>	<b>9</b>
<b>2.2.1.3 Neighbourhood Flex</b>	<b>10</b>
<b>2.2.1.4 Neighbourhood Connector and Neighbourhood Local</b>	<b>10</b>
<b>2.2.1.5 Neighbourhood Connector</b>	<b>11</b>
<b>2.2.1.6 Neighbourhood Local</b>	<b>12</b>
<b>2.2.2 Vehicle-Oriented Commercial</b>	<b>12</b>
<b>2.2.2.1 Commercial Corridor</b>	<b>14</b>
<b>2.2.3 Industrial</b>	<b>15</b>
<b>2.2.3.1 Industrial General</b>	<b>15</b>
<b>2.2.4 Parks, Civic and Recreation</b>	<b>17</b>
<b>2.2.4.1 Natural Areas</b>	<b>17</b>
<b>2.2.4.2 Parks and Open Space</b>	<b>18</b>
<b>2.2.4.3 City Civic and Recreation</b>	<b>20</b>
<b>2.2.5 Comprehensive Planning Site</b>	<b>21</b>
<b>2.3 Scale Modifiers</b>	<b>25</b>
<b>2.3.1 Limited Scale</b>	<b>26</b>
<b>2.3.2 Low Scale – Modified</b>	<b>26</b>
<b>2.3.3 Low Scale</b>	<b>26</b>
<b>2.3.4 Mid Scale</b>	<b>27</b>
<b>2.3.5 High Scale</b>	<b>27</b>
<b>2.3.7 Scale Transition</b>	<b>28</b>
<b>2.4 General Policies</b>	<b>28</b>
<b>2.4.1 Climate Mitigation and Adaptation</b>	<b>28</b>
<b>2.4.2 Built Form</b>	<b>28</b>
<b>2.4.2.1 Site Design</b>	<b>29</b>
<b>2.4.2.2 Building Design</b>	<b>31</b>

2.4.2.3 Amenity Space.....	33
2.4.2.4 Landscape Design .....	34
2.4.3 Additional Design Considerations.....	34
2.4.3.1 Innovation and Creativity.....	34
2.4.3.2 Incremental Improvements.....	35
2.4.3.3 Interim Development .....	35
2.4.3.4 Heritage Resources .....	35
2.5 Area Specific Policies .....	36
2.5.1 International Avenue Urban Main Street.....	36
2.5.2 Transit Station Areas.....	39
2.5.2.1 Barlow/Max Bell Transit Station Area.....	41
2.5.2.2 Franklin Transit Station Area.....	42
2.5.2.3 26 Street SE Transit Station Area & 33 Street SE Transit Station Area .....	43
2.5.2.4 36 Street SE Transit Station Area & 44 Street SE Transit Station Area .....	43
2.5.2.5 52 Street SE Transit Station Area .....	44
2.5.3 Community Corridors.....	44
2.5.4 Neighbourhood Activity Centres.....	44
2.6 Mobility.....	45
2.6.1 Pedestrian.....	45
2.6.2 Cycling .....	46
2.6.3 Transit .....	47
2.6.4 Parking .....	47
2.6.5 Street Network .....	49
Glossary .....	49

## Draft Chapter 2 – Enabling Growth

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### 2.1 Introduction

The Future Growth Concept set out in this Plan envisions accommodating growth and change in key strategic areas identified in the **Municipal Development Plan** through planning and technical analysis and public engagement conducted in drafting this Plan. The Plan builds upon the characteristics and attributes of the Greater Forest Lawn Communities and the policies in this section provide the direction to realize the vision and core values.

The Plan vision focuses growth around International Avenue Urban **Main Street**, Franklin LRT and Max Purple BRT **transit station areas**, Neighbourhood Activity Centres, neighbourhood commercial areas, major roadways and community corridors, and areas around community amenities. The Plan also supports continued evolution and change within the Greater Forest Lawn Communities that focuses on moderate residential growth throughout the Plan area.

#### 2.1.1 Future Growth Concept

This Plan envisions International Avenue Urban **Main Street**, Franklin LRT and Max Purple BRT **transit station areas, and Neighbourhood Activity Centres** as key locations to support the highest density and activity levels with a broad range of commercial and residential uses. These areas will attract residents and visitors to recreate and enjoy shops and restaurants. New development in these areas will be well-designed buildings with a mixture of low-modified to high building scales that promote high-quality **public spaces** and street experiences.

Major roadways and community corridors such as Memorial Drive E, 36 Street SE, 44 Street SE, a portion of 68 Street SE, 8 Avenue SE, a portion of 26 Avenue SE, and 34 Avenue SE are envisioned to accommodate moderate residential growth and provide opportunities to support local businesses and amenities. Development may range from three to six storeys with higher building scales located closer to Neighbourhood Activity Centres.

The Plan envisions the industrial areas of the Greater Forest Lawn Communities continuing to support various forms of light and medium industrial uses that contribute to the economic diversity in the area.

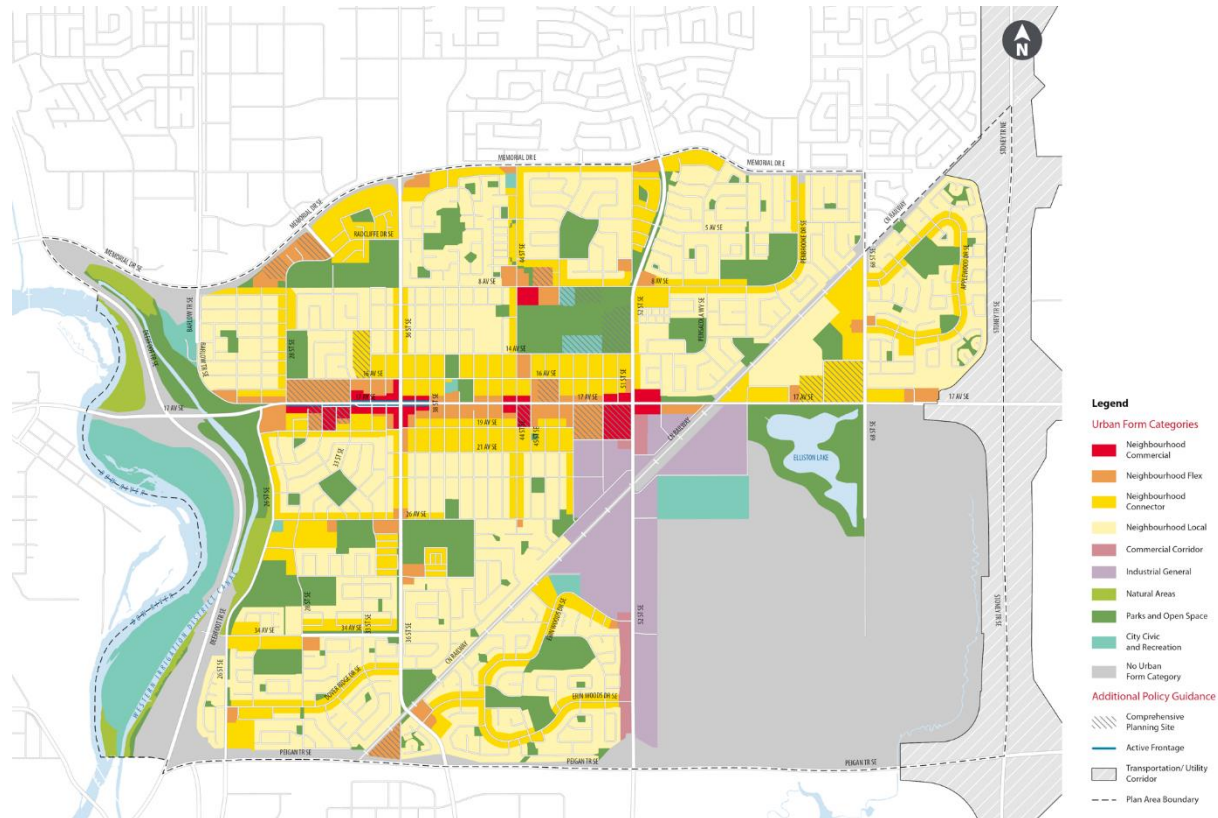
The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. The two maps are intended to be read together as they form the basis of where growth and activity will be realized in the Plan area and define the general function for different parts of the Greater Forest Lawn Communities. The specific urban form categories and building scales are described in relation to the overall vision in the policy sections that address each of the distinct geographic parts of the Greater Forest Lawn Communities Plan area.

Map 3: Urban Form illustrates the general location of urban form categories and the block pattern in the Plan area. These categories describe the primary community functions, type of land uses (housing, commercial, industrial, parks, civic and recreation, and natural areas) and policy direction for the Greater Forest Lawn Communities. Urban form categories can respond to the local context through additional policy.

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

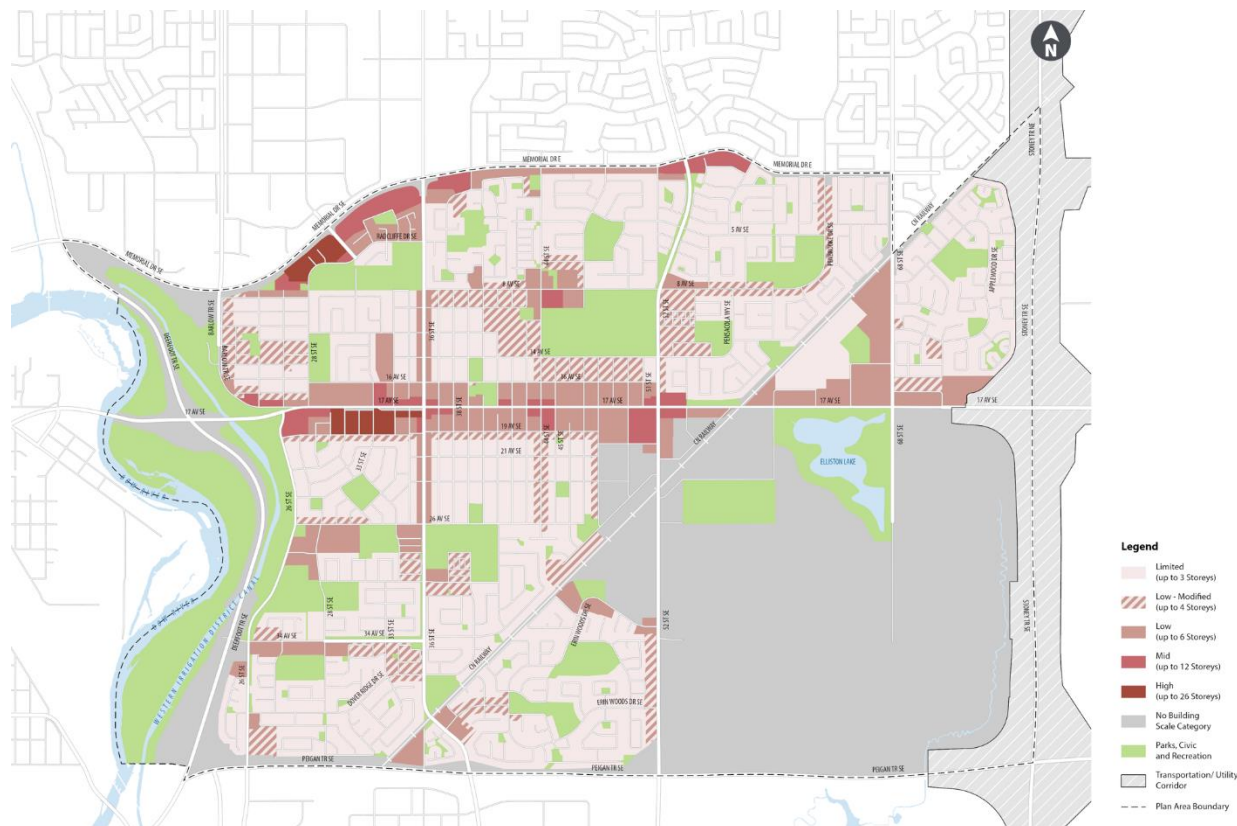
# Map 3

## Draft Urban Form



## Map 4

## Draft Building Scale



## 2.2 Urban Form Categories

This Plan identifies the location of urban form categories in Map 3: Urban Form. These urban form categories identify and categorize the purpose and general function (land use) of different parts of a community. The relationship between the urban form categories demonstrates how the different areas of a community relate to and support each other.

There are ten urban form categories that direct land use and **built form** in the Greater Forest Lawn Communities. This section identifies the characteristics of the urban form categories and where they apply, as well as the type of land use and site, building, and landscape design policies for each category.

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

**Urban Form Categories****Neighbourhood****Neighbourhood Commercial**

Neighbourhood Flex

Neighbourhood Connector

Neighbourhood Local

**Vehicle-Oriented Commercial**

Commercial Corridor

**Industrial**

Industrial General

**Parks, Civic and Recreation**

Natural Area

Parks and Open Space

City Civic and Recreation

**Additional Policy Guidance**

Only applies to an urban form category where noted:



Active Frontage

May overlay any urban form category:

Comprehensive  
Planning Site**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 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 space**. 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 space** with features such as landscaping, sidewalks, public trees, cycling **infrastructure** and on-street parking.



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

### 2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

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

## Policy

### Land Use

- a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.
- b. Vehicle-oriented uses should not be located in any one or more of the following:
  - i. along Main Street and 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 the Neighbourhood Commercial and Neighbourhood Flex areas:

- 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 texture, 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 sidewalks;
  - 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. **Public spaces** should provide continuous, unobstructed **pedestrian** routes that can support a variety of active and passive activities and provide high-quality landscaping for pedestrian comfort in all seasons.
- g. Landscaped areas should be located to enhance and complement the interface between the building and the **public space**.
- h. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
- i. accommodate a range of uses;
  - ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
  - iii. provide windows with views to the street or lane.

### 2.2.1.2 Neighbourhood Commercial

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

## Policy

### Land Use

- a. Commercial uses on the ground floor should be located facing the higher activity street.
- b. Residential uses on the ground floor should be located facing lower activity streets or lanes.

### Site, Building and Landscape Design

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

- c. 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.

- d. **Public space** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** in all seasons through features such as wide sidewalks, street furniture, and lighting.
- e. Active Frontage areas should not provide access to off-street parking or loading from the higher activity street.
- f. Development in Active Frontage areas should support **active uses**. This may include, but is not limited to:
  - i. frequent entrances and windows that maximize views to and from the street;
  - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,
  - iii. a floor-to-ceiling height that supports a range of **active uses**.

### 2.2.1.3 Neighbourhood Flex

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

#### Policy

##### Land Use

- a. Development in Neighbourhood Flex areas should support a range of uses on the ground floor facing the street.

##### Site, Building and Landscape Design

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

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

### 2.2.1.4 Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially oriented areas of the Greater Forest Lawn Communities. While some commercial and home-based business opportunities exist here, the **public space** is designed to support low to moderate volumes of **pedestrian** movement along the street and the **built form** typically supports privacy and separation for residential uses.

#### Policy

##### Land Use

- a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:
  - i. be primarily residential uses; and,
  - ii. support a broad range of mix of housing types, unit structures, and forms.

- b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of live-work units or home-based businesses.

## Site, Building and Landscape Design

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

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

### 2.2.1.5 Neighbourhood Connector

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

## Policy

### Land Use

- a. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.
- b. Development in Neighbourhood Connector areas may include local commercial uses to serve nearby residents such as cafes, corner stores, **retail**, personal service uses, **work-live units** or home-based businesses.
- c. Commercial uses in Neighbourhood Connector areas should be small format and designed to mitigate impacts on adjacent residential uses.

- d. Development in Neighbourhood Connectors areas may include stand-alone or mixed-use buildings.
- e. Commercial uses outside of **work-live units** and home-based businesses in Neighbourhood Connector areas should be limited to corner parcels and located along collector roadways, or those of a higher classification.

## Site, Building and Landscape Design

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

- f. Non-residential development in Neighbourhood Connector should:
  - i. provide **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 space** may include features such as landscaped boulevards and public street trees.

## Limited Scale Policies

The policies in this section only apply to Neighbourhood Local areas with the Limited Scale modifier. Limited Scale policies recognize that single-detached housing may be developed anywhere within Neighbourhood Local, Limited Scale areas.

### Policy

- a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.
- b. Building forms that contain one or more residential units are supported in the Neighbourhood Local, Limited Scale area.
- c. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:
  - i. access to sunlight and shade on adjacent parcels; and,
  - ii. protecting of existing, healthy trees or landscaping on the parcel where appropriate

### 2.2.2 Vehicle-Oriented Commercial

Vehicle-Oriented Commercial areas are characterized by larger blocks and parcels typically arranged in a non-grid street pattern or on parcels along higher volume roads that have limited

opportunities for street-facing commercial development. 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 development growth and provide a comfortable **pedestrian** experience that improves connectivity to and within these sites. The incremental improvements policy in Section 2.4.2.2 guides discretion, where limited redevelopment is proposed.

## Policy

### Land Use

- a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets or parking areas.
- b. Development in Vehicle-Oriented Commercial areas may:
  - i. include stand-alone or mixed-use buildings; and,
  - ii. accommodate low-impact industrial uses.
- c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have any one or more of 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 in any one or more of the following:
  - 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 the 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 texture, 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, **noise**, 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 activities or seasonal programming; and,
  - iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.
- i. Where vehicle-oriented uses are provided, development should be designed to:
  - i. minimize the number of locations where vehicles cross the sidewalk;
  - ii. minimize driveway width or locate driveways on a lower activity street where feasible;
  - iii. incorporate landscaped areas;
  - iv. provide well-defined and direct **pedestrian** routes to transit stops and stations or adjacent residential areas; and,
  - v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.

### 2.2.2.1 Commercial Corridor

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

### Policy

#### Site, Building and Landscape Design

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

- a. Development in Commercial Corridor areas should:

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

### 2.2.3 Industrial

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

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

#### Policy

##### Land Use

- a. Development in Industrial areas should:
  - i. integrate a limited range of supporting office and commercial uses that support industrial activities, where appropriate; and,
  - ii. limit new, large-format commercial uses.

##### Site, Building and Landscape Design

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

- b. Development in Industrial areas should:
  - i. accommodate a range of built forms that support industrial uses;
  - ii. consider opportunities to limit off-site impacts;
  - iii. provide **pedestrian** connections to nearby transit stops; and,
  - iv. provide landscaped areas and amenity spaces.
- c. Mobility infrastructure in Industrial areas should focus on large vehicle, equipment, and goods movement.
- d. Development is encouraged to incorporate sustainable building features and technologies, such as on-site renewable energy generation and waste-heat recovery.
- e. When significant changes to a site are proposed, development should provide incremental improvements to support **pedestrian** safety, such as sidewalks and on-site **pedestrian** routes.

#### 2.2.3.1 Industrial General

Industrial General areas are characterized by a range of light and medium industrial uses and represent the city's primary industrial land supply. These areas allow for a range of building sizes and industrial uses, some of which may include outdoor activities and storage. Industrial



General areas are expected to support a safe **pedestrian** experience that improves connectivity to and within these sites and to public transit. These areas may have limited off-site impacts.

## Policy

### Land Use

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

### Site, Building and Landscape Design

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

- c. Development should explore opportunities for renewable energy.
- d. Landscaped areas in Industrial General should:
  - i. use climate resilient, native, and low or no maintenance plants;
  - ii. avoid the use of invasive species;
  - iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
  - iv. encourage the use of water conservation strategies such as, but not limited to:
    - A. the use of drought-tolerant or low water-use plants;
    - B. grouping plants into mulched planting beds; and,
    - C. redirecting surface runoff to landscaped areas, where appropriate.
- e. Development is encouraged to provide connections to adjacent mobility infrastructure, such as sidewalks and cycling routes.
- f. The development of a site for a single use should be undertaken in a manner that permits or facilitates future conversion or redevelopment for a multi-use development.
- g. Amenity spaces for employees should be located in sunlit location with easy access from the building.
- h. Parking should be located to the rear of buildings, underground or away from the street with screening.
- i. Where surface parking is provided, development is encouraged to include carports or canopies that integrate photovoltaic (PV) technology.
- j. When development is located adjacent to residential developments, the building and site design should incorporate measures to reduce potential negative effects such as noise, vibration and visual impacts resulting from business operations.

## 2.2.4 Parks, Civic and Recreation

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

### Policy

#### Site, Building and Landscape Design

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

- a. Developments within Parks, Civic and Recreation areas should:
  - i. connect to the community, including other parks and open spaces by active transportation and transit networks;
  - ii. use climate resilient plant material that include native and locally-adaptive species that requires low or no maintenance;
  - iii. consider the use of winter-specific design; and,
  - iv. consider operations and maintenance requirements, such as snow clearing and storage, to prevent inhibiting the primary functions of the site.
- 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, generating renewable energy, 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 for all season use;
  - 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;
  - v. providing public art or cultural spaces; and,
  - vi. identifying opportunities for cultural expression.

#### 2.2.4.1 Natural Areas

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

## Policy

### Site, Building and Landscape Design

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

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

#### 2.2.4.2 Parks and Open Space

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

## Policy

### Land Use

- a. Parks and Open Space areas may accommodate:
  - i. a range of uses that support the primary function of the site, such as schools and community associations;
  - ii. educational, athletic, cultural, creative and social programming;
  - iii. commercial services or pop-up and temporary uses that complement the primary function of the site, where possible; and,
  - iv. public education programming and interpretive information about local natural history and ecosystems.
- b. In the event that a school site is declared surplus by the respective school board, The City should explore the acquisition of the school site and give consideration for adaptive reuse of buildings on a surplus school site should be given, where feasible.

### 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 dynamic;
  - 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;
  - vi. provide accessible connections within the site; and,
  - vii. recognize the diversity, culture, art, and history of the community.
- d. Parks and Open Space areas should support:
  - i. opportunities for recreation, civic, arts and cultural 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, such as the use of colour, lighting, and winter-ready amenities; 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 should 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.

### 2.2.4.3 City Civic and Recreation

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

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

## Policy

### Land Use

- a. City Civic and Recreation areas should support:
  - i. a range of recreation, civic, arts and cultural opportunities to meet the needs of an increasingly diverse city in all seasons;
  - ii. commercial services that complement the primary function of the site; and,
  - iii. emergency services and municipal-operated buildings.
- b. All types of care facilities and **affordable housing** are appropriate in this category and are encouraged to locate where there is convenient access to community services and amenities.
- c. City Civic and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites will likely generate higher volumes of traffic and off-site impacts and should consider the following:
  - i. **pedestrian** connections to adjacent transit stops;
  - ii. on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;
  - iii. the location of parking areas to support activities on the site; and,
  - iv. screening from adjacent uses.

### Site, Building and Landscape Design

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

- d. City Civic and Recreation areas should:
  - i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to the 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 site and function of the area.
- e. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.
- f. The provision of space for local food production, processing, sales, and programming is encouraged on-site or within community facilities.

### 2.2.5 Comprehensive Planning Site

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private **infrastructure**, such as internal publicly-accessible private streets that service the site. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community. Additions to existing development or smaller scale redevelopment may be considered by the Development Authority in advance of a comprehensive development plan for these sites.

### 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. 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 and include mobility **infrastructure** and missing links to connect to adjacent areas;
  - v. identify opportunities for comprehensive energy planning to address climate change and improve climate resiliency;
  - vi. identify opportunities to reduce greenhouse gas emissions in the construction and operation of the development and improve climate resiliency;
  - vii. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
  - viii. identify the location of publicly-accessible open space;
  - ix. identify opportunities to create a sense of place that offers flexibility for cultural activities;
  - x. integrate transit **infrastructure**; and,
  - xi. identify utility connections.

## Comprehensive Planning Sites

Map 3: Urban Form identifies Comprehensive Planning Sites along International Avenue. Development on these sites should follow the relevant policies for International Avenue Urban **Main Street** and **transit station areas** contained in Section 2.5.1 and Section 2.5.2 in addition to the following:

- i. where developments are in phases, ensure the buildings along the Urban **Main Street** are developed in the first phase or phases;
- ii. developments fronting the Urban **Main Street** should be designed to accommodate locally oriented uses;
- iii. creative concepts for site layout, such as courtyards or pedestrian malls are encouraged;
- iv. development should provide sufficient landscaping, at-grade level amenity areas and adequate pedestrian connectivity to sidewalks or other **public spaces**;
- v. incorporate cultural spaces or spaces for cultural activities into site design is encouraged;
- vi. appropriate building heights and transitions should be determined through a master planning exercise of the site. A comprehensive planning analysis and rationale should also be provided to support the future concept; and,
- vii. buildings fronting the Urban **Main Street** should provide continuous street frontage.

Map 3: Urban Form identifies the land (Franklin Station south parking), west of Radcliffe Drive SE, southeast of Memorial Drive SE, north of 9 Avenue SE and adjacent to Franklin LRT Station as Comprehensive Planning Site. Development on this site should follow the relevant policies for **transit station areas** in general and Franklin LRT Station in particular, contained in Section 2.5.2 in addition to the following:

- i. explore affordable housing opportunities;
- ii. explore mixed-use building opportunities;
- iii. prioritize pedestrian and cycling infrastructure connections within the site and to adjacent communities and Franklin Station;
- iv. surface parking is strongly discouraged;
- v. identify opportunities to incorporate cultural spaces, community gathering spaces, or spaces for cultural activities and programming; and,
- vi. identify opportunities for a transit plaza that fronts the station and integrates with the street.

Map 3: Urban Form identifies the land west of 28 Street SE, north of Radcliffe Drive SE, and south of Memorial Drive SE as Comprehensive Planning Site. Development on this site should:

- i. provide iconic architectural design that emphasizes the site as a gateway to the community;
- ii. explore a variety of built forms and building scales that step down to lower building scales towards adjacent residential development;
- iii. provide a detailed massing study outlining specific building heights for the entire site;



- iv. provide a shadow study that includes the location of the highest buildings to minimize shadow on the public space;
- v. explore affordable housing opportunities; and,
- vi. consider incorporate privately-owned-publicly accessible open space that provides active and passive recreation opportunities for all ages and abilities;

Map 3: Urban Form identifies the land north of 8 Avenue SE, east of 44 Street SE, west of 47 Avenue SE and south of 7 Avenue SE as Comprehensive Planning Site. Development on this site should:

- i. explore a variety of built forms and building scales that step down to lower building scales towards adjacent residential development and park spaces;
- ii. explore mixed-use building opportunities;
- iii. explore affordable housing opportunities;
- iv. consider opportunity for small-format commercial uses such as personal services, restaurants, and retail along 8 Avenue S.E.;
- v. incorporate safe and accessible pedestrian connections within the site and to nearby amenities and transit stops;
- vi. minimize the quantity and impact of surface parking lots; and,
- vii. consider the incorporation of renewable and district energy features.

Map 3: Urban Form identifies portions of land south of 8 Avenue SE, north of 14 Avenue SE, east of 44 Street SE, and west of 52 Street SE as Comprehensive Planning Site. The site is comprised of several separate parcels. Development within the Comprehensive Planning Site should:

- i. provide passive and active recreation opportunities with year-round adaptable community gathering spaces for all ages and abilities with diverse cultural background;
- ii. explore integrating public arts and cultural spaces within the development design;
- iii. provide various community service uses such as emergency service, arts and culture spaces, library and outdoor learning centre, aquatic and fitness facilities, greenspace amenities, municipal service counters and community support spaces;
- iv. explore affordable housing opportunities;
- v. prioritize active uses at-grade on primary pedestrian routes;
- vi. integrate wayfinding at key locations within the site and explore implementing multi-languages signage that reflects the cultural diversity of the area;
- vii. explore opportunities to seamlessly integrate accessible designs, such as braille language system (tactile writing system) and visual announcements, into the site and building designs;
- viii. incorporate well-defined and direct pedestrian and cycling infrastructure between buildings and to nearby amenities and transit stops;
- ix. allow for a variety of built forms and heights; and,
- x. consider the incorporation of renewable and district energy features.

Map 3: Urban Form identifies the land (David D. Oughton site) south of 12 Avenue SE, west of 34 Street SE, north of 16 Avenue SE, and east of the lane as Comprehensive Planning Site. Development on this site should:

- i. include residential uses in various built form and building scale;
- ii. provide appropriate building scale transition to adjacent residential development;
- iii. explore public street fronting ground floor residential units;
- iv. enhance interface and **public space** improvements along 34 Street SE, 12 Avenue SE, and 16 Avenue SE;
- v. explore affordable housing opportunities;
- vi. minimize the number of vehicle access points;
- vii. minimize the quantity and impacts of surface parking lot;
- viii. include additional boulevard trees as part of redevelopment;
- ix. provide safe pedestrian and cycling connections within the site and to nearby amenities and transit stops; and,
- x. consider the incorporation of renewable and district energy features.

Map 3: Urban Form identifies the lands west of 68 Street SE, north of 17 Avenue SE, east of the 61 Street SE and south of 14 Avenue SE as Comprehensive Planning Site. Development within the Comprehensive Planning Site should:

- i. explore affordable housing opportunities;
- ii. include residential uses in various built forms and building scales;
- iii. transition building scale down towards adjacent park space to minimize shadowing impacts;
- iv. provide ground floor residential units that front onto parks and open spaces;
- v. incorporate safe pedestrian and cycling connections within the site and to nearby amenities and transit stops;
- vi. minimize the quantity and impacts of surface parking lots; and,
- vii. consider the incorporation of renewable and district energy features.

Map 3: Urban Form identifies the land west of 35 Street SE, north of Peigan Trail SE, and southeast of the railway track as Comprehensive Planning Site. Development on this site should:

- i. explore mixed-use development opportunities;
- ii. provide a variety of built forms and building scales that step down to lower building scales towards 35 Street SE
- iii. incorporate design measures to mitigate noise, vibration and visual impacts from the Freight Rail Corridor;
- iv. explore opportunities to provide multi-modal connections to 36 Street SE and to nearby amenities;
- v. incorporate well-defined and direct pedestrian and cycling infrastructure within the site; and,
- vi. consider the incorporation of renewable and district energy features.

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

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

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

### No Scale Modifier

- No scale modifier has been applied to these areas.
- Development within these areas shall require an amendment to Map 4: Building Scale.

### Parks, Civic and Recreation

- Scale modifiers are not applied within these areas for uses that comprise recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.

### 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, and rowhouse residential development, and small stand-alone commercial or mixed-use buildings

### Low – Modified

- Buildings of four storeys or less.
- Typically characterized by a range of low and limited building forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse, 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 industrial buildings.

**Mid**

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

**High**

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

**2.3.1 Limited Scale**

Limited Scale accommodates development that is 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 development that is four storeys or less. This modifier includes forms such as single-detached, semi-detached, duplex, rowhouse, apartments, stacked townhouses, stand-alone or 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 development that is six storeys or less. This modifier includes form 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 development 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 impact 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 space**; and,
- ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public space**.

### 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 resources or buildings with historic significance.

#### Policy

- a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other. 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 Climate Mitigation and Adaptation

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

#### Policy

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

### 2.4.2 Built Form

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

The policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial, and Parks, Civic and Recreation urban form categories at all scales, including Industrial Transition areas within these categories. The **built form** policies do not apply to the Industrial category.

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

#### 2.4.2.1 Site Design

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

##### Policy

- a. Development Should:
  - i. locate buildings to frame public streets;
  - ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
  - iii. locate access and service areas off a lane, where possible;
  - iv. provide well-defined and direct **pedestrian** routes to nearby transit stops and stations;
  - v. identify a hierarchy of **pedestrian** routes that connect destinations within and to the site;
  - vi. provide on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;
  - vii. position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes;
  - viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
  - ix. retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;
  - x. design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;
  - xi. consider design and site layouts that accommodate snow storage and removal; and,
  - xii. consider opportunities to maximize permeable surfaces, enhance greenspace and exceed required tree and soft landscaping requirements within the Land Use Bylaw to limit the impacts of extreme heat events and stormwater infiltration.
- b. Development is encouraged to reduce water consumption and improve stormwater management by incorporating green infrastructure that collects and retains, or infiltrates rainwater.
- c. Development should explore opportunities to reduce impervious surfaces to improve water quality and reduce runoff volume by applying stormwater management practices such as **Low Impact Development**.
- d. 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.
- e. **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility, where possible.



- f. Development should utilize slope-adaptive design solutions on sites with significant grade changes.
- g. Development should support shared-mobility options in proximity to a **transit station area**, where appropriate.
- h. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
- i. Development is encouraged to provide shading and cooling amenities for people on private land, especially at:
  - i. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;
  - ii. high traffic pedestrian and cycling corridors; and,
  - iii. areas with lower tree canopy coverage
- j. 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.
- k. 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.
- l. Development should be designed to minimize shadow impacts on surrounding parks and open spaces, and public sidewalks. 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.
- m. Development adjacent to Parks and Open Spaces, City Civic and Recreation, and Natural Areas that are separated by a lane are encouraged to pursue lane reconfigurations or alternative lane treatments to facilitate development that fronts directly onto the lane and open space and/or provide improved **pedestrian** access and movement between the open space and adjacent development.

- n. Existing mature trees should be protected and maintained on City-owned land, including boulevards, parks and other parcels.
- o. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.
- p. Development on streets with roads rights-of-way setbacks should use the setbacks area to provide an improved **public space** and create a comfortable and safe **pedestrian** experience. Design considerations are subject to technical feasibility and may include, but are not limited to:
  - i. improved sidewalks (width, surface treatment, accessibility);
  - ii. enhanced landscaping;
  - iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume and other best practices to support the growth and survival of new trees;
  - iv. street furniture; and,
  - v. integration with transit stops.

#### 2.4.2.2 Building Design

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

Activity on the street is influenced by the design of the ground floor of a building and the interface with the **public space**. 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 space**. Residential frontages should provide a transition from a home to the **public space**, 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 **live-work units** or light industrial activities.

#### Policy

- a. Development should be designed to:
  - i. provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
  - ii. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied texture, change in building materials, façade articulation and setbacks;

- iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
  - iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
  - v. shift building massing away from adjacent low-density development;
  - vi. integrate transit stop amenities, such as seating and shelter, where feasible;
  - vii. reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public space**, open spaces and amenity spaces;
  - viii. integrate mechanical equipment as part of the overall design of the building; and,
  - ix. use durable and climate resilient building materials.
- b. Development should integrate on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls and/or geothermal heating and cooling.
- c. Development should incorporate climate mitigation building features, which can include:
- i. reducing energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies;
  - ii. lowering emissions and waste production caused by new construction through supporting adaptive reuse of existing buildings, or;
  - iii. integrating electric vehicle charging infrastructure.
- d. Development should have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features at time of construction or in the future.
- e. Development is encouraged to be **Net Zero** or **Net Zero Ready**. Development should connect to district energy systems, where available.
- f. 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**.
- g. 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.
- h. 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.

- i. 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 space** to residential units that incorporate landscape and design elements or amenity spaces.

#### 2.4.2.3 Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity spaces: 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 publicly-accessible amenity spaces can be enjoyed by all.

#### Policy

- a. Publicly-accessible amenity spaces should be located and designed to enhance the **public space**.
- 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 facades 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;
  - v. provide access to drinking water;
  - vi. provide access to universally accessible restrooms; and,
  - vii. provide weather protection to support year-round use.
- e. Private amenity spaces should:
  - i. be adequately sized to accommodate furniture;
  - ii. consider both sunlight and shade access; and,
  - iii. provide weather protection to support year-round use.
- f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.

#### 2.4.2.4 Landscape Design

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

#### Policy

- a. Landscaped areas should:
  - i. provide a transition from the **public space**;
  - ii. enhance and complement the interface between the building and the **public space**;
  - 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.
  - vii. use climate resilient plant material, including native and locally adaptive species;
  - viii. avoid the use of invasive species;
  - ix. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
  - x. locate plants in areas suitable to their specific growing needs.
- b. 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.
- c. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:
  - i. the use of drought tolerant or low water use plants;
  - ii. grouping plants with similar maintenance needs together;
  - iii. incorporating design features that collect and retain or infiltrate rainwater;
  - iv. the use of high-efficiency irrigation systems; and,
  - v. redirecting surface runoff to landscaped areas, where appropriate.

#### 2.4.3 Additional Design Considerations

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

##### 2.4.3.1 Innovation and Creativity

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

## Policy

- a. 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 Plan 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.

### 2.4.3.2 Incremental Improvements

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

## Policy

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

### 2.4.3.3 Interim Development

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

### 2.4.3.4 Heritage Resources

**Heritage Resources** contribute to the characteristics of communities and tell the story of past generations. **Heritage Resources** should be retained or protected while balancing the ability to redevelop. New development within the context of **Heritage Resources** should consider opportunities to balance new and historic development forms. The City of Calgary recognizes that there are **Heritage Resources** other than buildings that include archaeological and culturally significant areas. This section provides policy for heritage resource in the Plan area.

## 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 to 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. The conservation of **Heritage Resources** is encouraged by supporting high-density development and/or additional uses on sites where a **Heritage Resource** or cluster of **Heritage Resources** is retained.

## 2.5 Area Specific Policies

The following policies provide direction in specific areas of the Greater Forest Lawn Communities including Urban **Main Street**, **transit station areas**, community corridors and Neighbourhood **Activity Centres**.

### 2.5.1 International Avenue Urban Main Street

The **Municipal Development Plan** identifies International Avenue (17 Avenue SE) as an Urban **Main Street** between 28 Street SE, and 60 Street SE. International Avenue is a well-established multicultural commercial area offering a mix of shops, restaurants, services, public arts and cultural events for the Plan area and beyond. In addition, International Avenue is a multi-modal corridor that serves as a gateway for visitors and residents to and from the city.

This Plan envisions International Avenue continuing to evolve and function as a vibrant, transit-oriented and culturally diverse shopping boulevard that is safe, green, and walkable. The International Avenue is intended to accommodate the highest concentration of density and pedestrian activity within the Plan area, supported by a mixture of commercial and residential developments.

#### Policy



- a. Auto-oriented uses such as automotive sales, retailers with large surface parking areas, drive-through restaurants or services and those that do not generate pedestrian traffic should not be located along International Avenue.
- b. Promote a range of multi-residential and mixed-use housing types to suit all income levels, ages, and lifestyle needs.
- c. New low-intensity uses such as single-detached, semi-detached and duplex housing are strongly discouraged along the Urban **Main Street**.
- d. Historic industrial uses in commercial areas should continue to exist, but not to expand development area.
- e. The required separation distance in the **Land Use Bylaw and other development regulations** for uses such as liquor store, cannabis store, pawn shops, and pay day loans, shall not be relaxed and additional uses or similar uses of this kind are discouraged. Any two of the uses or similar uses shall not be within the same development.
- f. Integration of wayfinding with public art and other forms of interactive medium is supported.
- g. Explore providing wayfinding and street signs in various languages that reflect the history and cultural diversity of International Avenue.
- h. Provide public gathering places that are centered on cultural activities, public art and building community.
- i. Development on the Urban **Main Street** should improve the **public space** and create a safe, welcoming **pedestrian** environment. Design considerations should include, but are not limited to:
  - i. sidewalk widths that accommodate safe and comfortable pedestrian movement for the volume of anticipated users, while considering elements such as adjacent outdoor patios or transit station **infrastructure**;
  - ii. increased landscaping including green stormwater **infrastructure**;
  - iii. add street trees using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
  - iv. publicly accessible amenity space, street furniture and/or street lighting, especially adjacent to **transit station areas**;
  - v. closure or merging of existing driveways;
  - vi. curb extensions at intersections and pedestrian crossings;
  - vii. alignment with any City Streetscape Master Plans or other City initiated public realm plans; and
  - viii. opportunities to provide for interim streetscape enhancements within road rights-of-way setbacks.

- j. 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 high-quality building materials, massing and projections.
- k. New development, and major exterior renovations should incorporate high-quality and durable exterior finishing materials such as masonry, metal, glass and/or concrete on the street wall. Cinder block and vinyl siding are discouraged.
- l. Development should maximize the use of transparent windows, doors, and display windows at street level to provide eyes on the street.
- m. The use of film or any visually blocking material on doors and display windows at street level should not be supported.
- n. Incorporate high-quality architectural designs and public art that demonstrate the community values and identity of International Avenue.
- o. Development on the north side of International Avenue should not shadow abutting residential uses at 12:00 PM Mountain Standard Time on the fall equinox.
- p. Standalone surface parking should not be supported.
- q. Surface parking in front of buildings and vehicular access directly from the Urban **Main Street** should not be supported, except where traditional service roads with angle or parallel parking are introduced as part of comprehensive redevelopment of a block.
- r. New developments should be designed to form a consistent edge to streets and public places, define the spatial and visual quality and support the gathering functions at street corners.
- s. Ground floor units should be flexibly designed to accommodate both commercial and residential uses.
- t. Commercial expansion into residential areas should be designed in a manner which is responsive to the local context. Commercial development or expansion of commercial development should consider the following policies:
  - i. relaxations to the required side and rear yard setbacks are discouraged;
  - ii. where commercial uses are adjacent to residential uses without an intervening lane, a landscaped buffer is required; and,
  - iii. ensure that the rear façade design of commercial and mixed-use developments use materials and design features similar to or better than the front façade of the building.

- u. Consolidation of small parcels along the Urban **Main Street** is encouraged to realize greater development potential and provide for comprehensively planned development.
- v. Signage along the Urban **Main Street** should be of an appropriate height, size, location, orientation, illumination and be scaled for legibility by pedestrians. Design considerations should include:
  - i. maintain visual interest within the context of a small-town feel;
  - ii. canopy or projecting signs scaled and oriented to pedestrians are appropriate and encouraged;
  - iii. integration into building designs; and,
  - iv. commercial signage facing residential uses are discouraged.
- j. Property owners of sites containing identified character signage or signs on the **Inventory of Evaluated Historic Resource** are encouraged to designate these sites as a **Municipal Historic Resource**, protecting them under the Alberta Historical Resource Act and making them eligible for conservation incentives.
- k. The retention of character signage or signs on the **Inventory of Evaluated Historic Resources** in existing locations as redevelopment occurs is encouraged. Where retention is not possible, incorporating the integration of such signage into new developments is highly encouraged in accordance with conservation best practice.
- l. Third-party advertising signs and billboards shall not be located along the Urban **Main Street**;
- w. Parking relaxations should be supported for development on constrained sites, such as individual lots that cannot feasibly consolidate, to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and alternative mobility storage should be provided.
- x. 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; and,
  - iii. Avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops.

### 2.5.2 Transit Station Areas

Greater Forest Lawn Communities include seven **transit station areas**. There are two **transit station areas** along the Blue Line Light Rail Transit (LRT), located at Memorial Drive E by Barlow Trail SE (Barlow/Max Bell Station) and Memorial Drive E. by Radcliffe Drive SE (Franklin Station), and five MAX Purple Bus Rapid Transit (BRT) **transit station areas** along 17 Avenue SE: 26 Street SE Station, 33 Street SE Station, 36 Street SE Station, 44 Street SE Station, and 52 Street SE Station.

The Plan identifies two zones of development intensity around transit stations. **Core Zones** are where **pedestrian** activity and building scale are envisioned to be the highest. To achieve this in the Plan, Neighbourhood Commercial or Neighbourhood Flex urban form categories and Active Frontage policy guidance are applied in strategic locations where **active uses** are required. Building scales generally decrease away from the transit station in **Transition Zones** which is achieved through lower building scales than the **Core Zones**.

## Policy

- a. Development adjacent to an LRT or BRT station should provide for a high-quality **public space** that encourages social gathering, connectivity, cultural and recreation activities through elements such as:
  - i. programable and adaptable publicly-accessible private open space or transit plaza;
  - ii. street furniture and seating areas;
  - iii. secure micro-mobility storage facilities and sharing service;
  - iv. public art;
  - v. access to shade and cooling;
  - vi. drinking fountains, public washrooms and electrical servicing, where feasible;
  - vii. enhanced landscaping; and,
  - viii. multi-use pathway connections.
- b. Incentives to encourage the development of **affordable housing** and mixed-market housing 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;
  - ii. including architectural features that provide weather protection and create human-scaled environments such as awnings, eye-level signage, public seating, and pedestrian lighting; and,
  - iii. ensuring accessible and universal design principles are seamlessly incorporated into the overall design.
- d. Vehicle parking in **Core Zone** should be located underground or in a parking structure. Where surface parking is provided, it should be short-stay parking and be well landscaped and should not be located between a building and a street.
- e. Stand-alone surface parking lots should not be located within a **transit station area**, **except for City operated Park and Rides**.
- f. Development should consider activation of lanes to encourage additional activity through strategies such as:
  - i. providing uses that front the lane;
  - ii. enhancing landscaping and mobility features;
  - iii. incorporating street art; and,

- iv. enhance design features that improve safety and accessibility.
- g. Development should mitigate the off-site impacts of any additional height, massing, and shadowing within the surrounding area through:
  - i. two to four storeys street wall;
  - ii. limited floor plate sizes on upper storeys;
  - iii. increased stepbacks and/or reduced massing on upper storeys; and,
  - iv. building orientation.
- h. New automobile service centres, drive-through businesses and service stations, and other vehicle-oriented uses shall not be located in the **Core Zones** and **Transition Zones**.
- i. Parking relaxations and relaxations to standards should be supported for development on constrained sites, such as individual lots that cannot consolidate, to make development feasible.
- j. Development in **Core Zones** should:
  - i. provide publicly-accessible amenity spaces in prominent locations; and,
  - ii. provide connections to support a comfortable and safe pedestrian and cycling experience and complete missing links to the transit stations and to transit stops.
- k. Development in **Core** and **Transition Zones** should provide connections to adjacent mobility **infrastructure**, including between different transit services, to support a comfortable and safe **pedestrian** and cycling experience.
- l. Where telecommunication infrastructure is provided, the design of such infrastructure should be integrated within the building design or be camouflaged with the natural surroundings.
- m. Further to the building scale policies in Section 2.3, development in **Core Zones** may exceed the building scale identified on Map 4: Building Scale while still meeting the overall intent of the building scale. A proposed development should only be allowed to exceed the building scale where, the development meets a high standard of design excellence including, but not limited to;
  - i. providing for a substantially enhanced, high-quality **public realm**;
  - ii. iconic architectural design that emphasizes the station as a gateway site;
  - iii. creating a sense of place through public art or other unique design elements;
  - iv. incorporating sustainable building and site design elements; or,
  - v. providing **affordable housing**.

### 2.5.2.1 Barlow/Max Bell Transit Station Area

The Barlow/Max Bell LRT station is located on Memorial Drive E., west of Barlow Trail SE and north of Max Bell Centre. This station provides service beyond the Plan area and is envisioned to continue to serve as an access point to the Max Bell Centre, which functions as a community

hub for hockey and various sporting events, along with serving as a venue for festivals and cultural events.

### Policy

- a. Explore opportunities to support multi-residential or mixed-use development.
- b. Commercial uses in the **Core Zone** that complement the primary function of Max Bell Centre are supported.
- c. Development in the **Core Zone** should explore opportunities for viewpoints looking toward city centre.
- d. Where carports and weather protection canopies are provided, explore integrating photovoltaic (PV) technology.
- e. Improve the mobility network connections between Barlow/Max Bell Transit Station, Max Bell Centre and to nearby amenities.
- f. An integrated linear park along the eastern edge of the site by Barlow Trail that provides pedestrian connections between Max Bell Centre to the adjacent communities should be explored prior to Barlow Trail reconfiguration through the Deerfoot Improvement project.

#### 2.5.2.2 Franklin Transit Station Area

The Franklin LRT station is located on Memorial Drive E., northwest of Radcliffe Drive SE, east of Barlow Trail SE and north of the Franklin Station south parking. This **transit station area** is envisioned as walkable, with a range of mobility options connecting communities to nearby local amenities. Development around the station will be a mix of residential and commercial uses that support intensification and pedestrian activity.

### Policy

- a. Development in the **transit station area** should explore and consider affordable housing opportunities where appropriate with internal and external city building partners.
- b. Development in the **transit station area** should realize the Always Available for All Ages and Abilities (5A) network mobility enhancements and improve mobility connections to and from Franklin Station, as well as along Radcliffe Drive SE through design measures such as wider sidewalks, cycling infrastructure, improved pedestrian crossings, and soft and hard landscaping.
- c. Development in the **Core Zone** adjacent to the LRT station should provide for a centrally located transit plaza that is well integrated and high-quality **public space** that includes hard and soft landscaping elements, as well as seating areas, and open space to provide opportunities for outdoor activity, recreation, connectivity and social interaction.
- d. Development in the **transit station area** should provide a range of unit sizes and floor plans such as three-bedrooms units and universally accessible units to accommodate residents in different stages of life.
- e. Building design should adapt to the natural topography of the surrounding area.
- f. When redevelopment occurs on parcels containing places of worship, incorporating mixed-use development with places of worship is encouraged.
- g. Development higher than 6 storeys should incorporate bird friendly building designs.

### 2.5.2.3 26 Street SE Transit Station Area & 33 Street SE Transit Station Area

The 26 Street SE and 33 Street SE **transit station areas** are located along the western portion of International Avenue and serve as gateways to the Urban **Main Street**. The **transit station areas** feature pedestrian-friendly streetscapes, distinct building designs, active frontages with specialty shops and restaurants, a mixture of moderate to high-building scales, and amenity spaces that function as community squares for events and activities.

#### Policy

- a. Development in the **Core Zone** should maintain a continuous one to two storeys storefront podium.
- b. Development should be designed to optimize a sunlit, pedestrian-friendly streetscape environment.
- c. Development higher than 6 storeys should incorporate bird friendly building design.
- d. Store frontages for individual use in the **Core Zone** fronting Urban **Main Street** should be limited to 2 bays or 12 metres maximum width. If a larger area is needed, the remainder of the commercial area should be located on the second floor or in the basement, or be located to the interior of the building.
- e. Development in the **Core Zone** fronting Urban **Main Street** and between 26 Street and 33 Street should:
  - i. create a strong gateway with landmark buildings;
  - ii. activate the commercial frontages to create a vibrant and safe pedestrian environment throughout the day and evening;
  - iii. provide direct and safe pedestrian connections within and through large parcel; and,
  - iv. preserve existing street parking, parallel parking and service road.

### 2.5.2.4 36 Street SE Transit Station Area & 44 Street SE Transit Station Area

The 36 Street SE and 44 Street SE **transit station areas** are in the central portion of International Avenue Urban **Main Street** and are intended to be a vibrant pedestrian-retail hub that features a continuous street wall with various small-format retail, and restaurant uses. The **transit station areas** are envisioned to support mixed-use development with private and public gathering spaces that can promote social interaction.

#### Policy

- a. Development in the **Core Zone** should:
  - i. maintain a four to six storey continuous street wall;
  - ii. provide continuous weather protection; and,
  - iii. explore outdoor amenities that can promote social and cultural activities for people of all ages and abilities.
- b. Where publicly accessible private open space is provided, retail displays and outdoor patio spaces are encouraged to mix the interaction between private and publicly accessible private spaces.
- c. Adaptive-reuse, conversion of existing development or integrate existing building into new development is supported.



### 2.5.2.5 52 Street SE Transit Station Area

The 52 Street SE **transit station area** is in the eastern portion of International Avenue Urban **Main Street** and represents a mixture of commercial, residential, and light industrial uses. The **transit station area** is intended to provide efficient multi-modal connections to regional and local amenities and services along 52 Street SE and International Avenue. This area is envisioned to accommodate moderate mixed-use building scale development along Urban **Main Street** and support a variety of industrial uses adjacent to the freight rail.

#### Policy

- a. Development in the **Core Zone** should activate all corners of the 52 Street and International Avenue Urban **Main Street** intersection.
- b. Parking shall be located to the rear of the buildings, underground or away from the street with screening.
- c. Development in the **Transition Zone**, south of 17 Avenue S.E. should:
  - a. explore opportunities for urban agriculture;
  - b. articulate façades and varying setbacks to create outdoor amenity space for employees; and,
  - c. incorporate building forms and features that will allow for flexibility and adaptability to the changing market.

### 2.5.3 Community Corridors

Community Corridors are intended to support low to moderate growth in various residential building forms with opportunities for small-scale, local catchment commercial at strategic locations. These corridors are concentrated on arterial streets and collector roads, connecting communities to other growth areas such as International Avenue Urban **Main Street**, Neighbourhood **Activity Centres**, and **transit station areas**. The Community Corridors are identified on Map 2: Community Characteristics and Attributes. It includes: 36 Street SE, 44 Street SE, 52 Street SE, 8 Avenue SE / Penbrooke Meadow, 26 Avenue SE and 34 Avenue S.E.,.

#### Policy

- a. Development should:
  - i. front buildings onto the street;
  - ii. contribute to and improve mobility connections across the streets, to transit stops, and into adjacent communities;
  - iii. provide a two to four storey street wall;
  - iv. provide a comfortable pedestrian experience;
  - v. close existing driveways onto the street where access can be provided from a lane or side streets; and,
  - vi. consolidate, limit and minimize driveway widths when required off Community Corridors.

### 2.5.4 Neighbourhood Activity Centres

Neighbourhood **Activity Centres** are small village-like mixed-use areas with local catchment businesses that offer a broad range of community activities, amenities and services within

neighbourhoods. These activity centres are walkable destinations for local communities and serve as gathering spaces for social interaction while providing opportunities for local jobs and supporting moderate intensification.

There are four Neighbourhood **Activity Centres** in Plan area which includes areas around the intersections of 26 Avenue SE and 36 Street SE, Memorial Drive E and 36 Street SE, Memorial Drive E and 52 Street SE, and 8 Avenue SE and 44 Street SE. These Neighbourhood **Activity Centres** are identified on Map 2: Community Characteristics and Attributes.

## Policy

- a. Development in Neighbourhood **Activity Centres** should include improvements to the **public space** to create a safe and welcoming **pedestrian** environment. Design considerations include:
  - i. universally accessible 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 support **infrastructure**;
  - iii. provide public and private street trees to support an expanded canopy;
  - iv. innovative weather protection along high volume pedestrian routes;
  - v. provide two to four storey street wall;
  - vi. consolidate driveways, where feasible; and,
  - vii. curb extensions and other traffic calming measures, where appropriate.
- b. Development of single use building should be undertaken to allow or facilitate future conversion or redevelopment for a multi-use development.

## 2.6 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 development 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.

### 2.6.1 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 development, communities and to the city-wide network. The design of

**pedestrian** routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

## Policy

- a. **Pedestrian** routes should:
  - i. be universally accessible and provided on both sides of any street;
  - ii. be wide enough for the anticipated volume of **pedestrians** based on the street function and context, and at minimum allow **pedestrians** to pass one another both on foot and using accessibility aids;
  - iii. provide continuous, unobstructed paths of travel;
  - iv. be well-lit; and,
  - v. 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 space** within the road right-of-way.
- c. New **pedestrian** crossing should be well-defined, well-lit, and designed in a manner that is convenient and safe to minimize conflict 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.

## 2.6.2 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 development, communities and to the city-wide network. The design of cycling routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

## Policy

- a. Cycling **infrastructure** should:
  - i. be wide enough for the anticipated volume of cyclists based on the street function and context;
  - ii. provide continuous, unobstructed paths of travel;
  - iii. be well lit;
  - iv. be designed to accommodate year-round use; and,
  - v. provide facilities to repair maintain and securely store bicycles, where feasible.

- b. Opportunities to improve the safety and convenience of cycling **infrastructure** should be explored, such as:
  - i. separated, raised or protected bike lanes and intersections; and,
  - ii. bicycle-specific traffic signals.
- c. Secure bicycle storage is encouraged in **transit station areas**. Where such facility is located within transit stations, The City shall determine the appropriate location and storage space required.
- 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.

### 2.6.3 Transit

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

#### Policy

- a. Transit connections should be direct and convenient.
- b. Transit stops and **infrastructure** should be integrated with **pedestrian** and cycling **infrastructure** in a safe and convenient manner.
- c. Transit stops should provide high-quality transit **infrastructure** that enhances comfort, safety, and predictability for transit users.
- d. New transit station designs 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.

### 2.6.4 Parking

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

#### Policy

- a. Applications for new multi-family 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**, Urban **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 a historic building or a resource that is on the **Inventory of Evaluated Historic Resources**;
  - ii. **affordable housing** as defined and accepted by The City;
  - iii. care facilities; and,
  - iv. development that incorporates significant sustainable building measures.
- d. Parking requirements may be reduced or relaxed where development:
  - 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. The 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 high-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 impact; 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 the development 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 development 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.

### 2.6.5 Street Network

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

#### Policy

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

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

**Community Climate Resilience Assets** – A feature that is intended to reduce the negative impacts of climate change on infrastructure, natural assets, and people. Examples can include but are not limited to shade structures (e.g., pergolas, sun sails, covered outdoor spaces), water fountains, and green stormwater infrastructure (e.g., bioswales, rain gardens).

**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 sites** – sites strategically located at key entrances 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.

**Low Impact Development** – an approach to land development that works with nature to manage stormwater runoff. It includes a variety of landscaping and design practices that slow water down and improve the quality of stormwater entering the City's waterways.



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

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

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

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

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

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

**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 walls** – 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.