

# South Shaganappi Communities Local Area Plan – Initial Draft Chapter 2

This Draft local area plan (LAP) Chapter 2 has been created for discussion purposes.

Draft – November 2023  
[calgary.ca/Shaganappi](http://calgary.ca/Shaganappi)

*During your review, please note:*

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

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

DRAFT

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## Chapter 2 – Enabling Growth

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### 2.1. Introduction

The Plan sets out a future framework for growth and change that recognizes and builds on the characteristics of the South Shaganappi Communities. Policies in this section provide the direction to realize the vision and core values of the Plan.

Policies in the Plan will guide future growth around the Bowness Road NW and 16 Avenue NW Neighbourhood **Main Street**, 16 Avenue NW Urban **Main Street, transit station areas**, Major and Community **Activity Centres** and community corridors in the Plan area. Future growth will be guided by the Plan’s vision and core values, ensuring that growth and change within the South Shaganappi Communities will be supported to capture the unique communities in the area.

#### 2.1.1. Future Growth Concept

The Future Growth Concept in this Plan envisions accommodating growth and change in key areas identified in the **Municipal Development Plan**. The Plan is further informed by planning and technical analysis and public engagement conducted during the drafting of this Plan.

The Plan envisions the highest densities and activity levels to be located around **transit station areas** and the Major **Activity Centres**, including the University of Calgary, McMahon Stadium, Foothills Athletic Park, the University Research Park, University District, Alberta Children’s Hospital and Foothills Medical Centre. These areas will support employment opportunities and attract residents as well as visitors to socialize, recreate and enjoy shops and restaurants. New development in these areas will contribute to a high-quality **public space** and street experiences with a mixture of low-modified to high building scales that promote quality **public spaces**. The places with the highest activity levels will continue to be a hub of major institutions that accommodate opportunities for diverse housing options, placemaking initiatives and enhanced connections to adjacent communities.

Other focus areas for growth and development include the Bowness Road NW Neighborhood **Main Street**, Parkdale Boulevard NW, and Shaganappi Trail NW. These locations will accommodate moderate growth and provide opportunities for local businesses as well as mixed-use and residential development. The Plan further envisions the South Shaganappi Communities continuing to provide residents with opportunities to recreate and live while the institutions 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 South Shaganappi 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 South Shaganappi Communities Plan area.

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

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

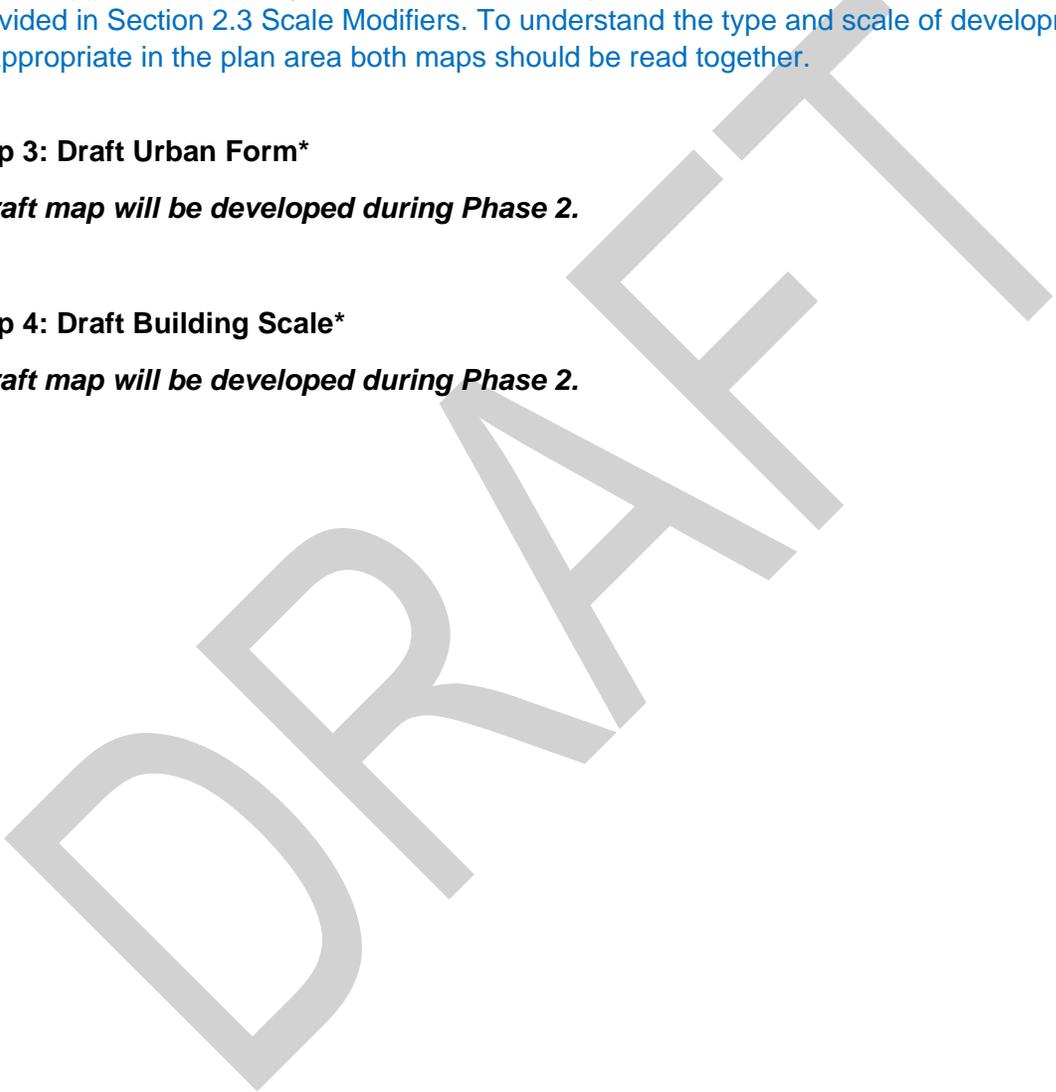
**Map 4: Building Scale** illustrates the general building height and massing within the plan area, which supports the primary function shown in **Map 3: Urban Form**. Policies for building scale is provided in Section 2.3 Scale Modifiers. To understand the type and scale of development that is appropriate in the plan area both maps should be read together.

**Map 3: Draft Urban Form\***

*\*Draft map will be developed during Phase 2.*

**Map 4: Draft Building Scale\***

*\*Draft map will be developed during Phase 2.*





**Figure 3: Existing and Potential Areas for Growth Map**

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

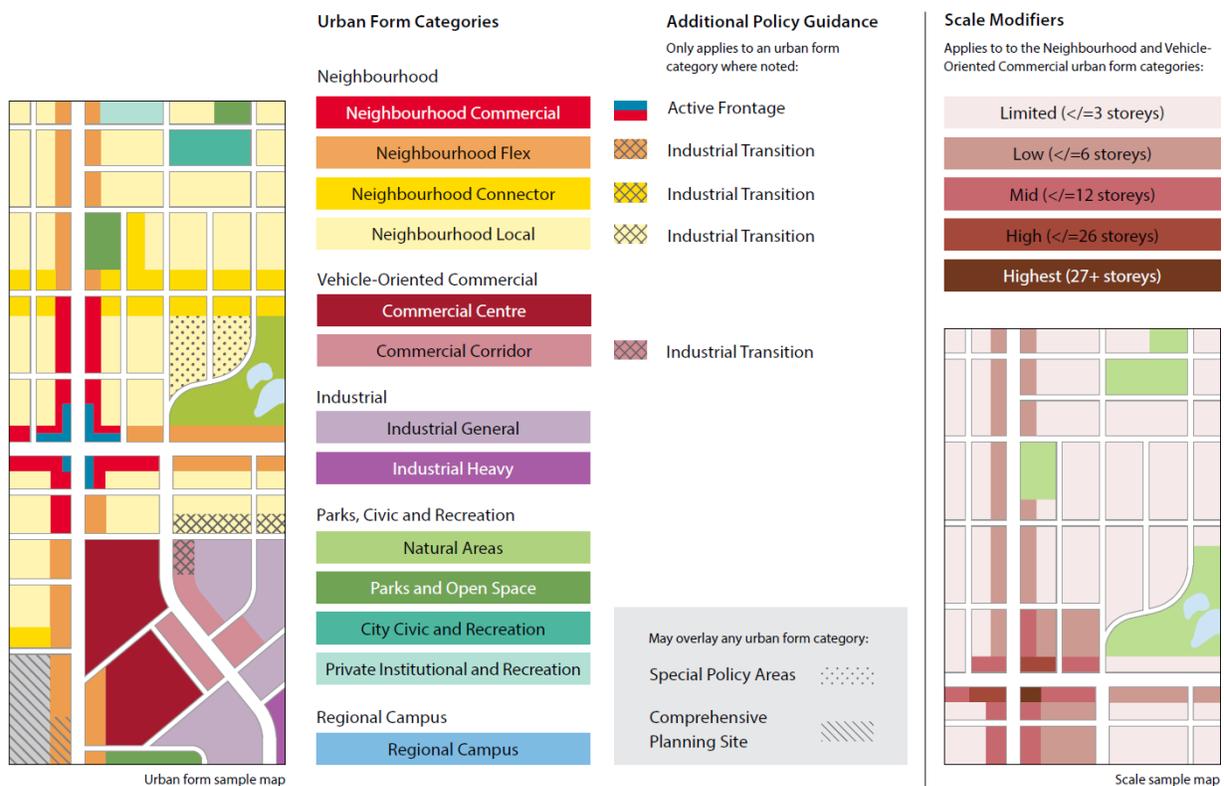
## 2.2. Urban Form Categories

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

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

Each urban form category has general policies associated with it. When an individual urban form category is applied to a specific area of the Plan, the general policies of that category apply in addition to any area specific policies outlined in the Plan. The following section provides general policies for each applicable urban form category as well as additional general **built form** policies to be applied. These policies will identify the characteristics of the urban form categories and where they apply, as well as land use and site, building and landscape design policies for each category.

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



### 2.2.1. Neighbourhood

There are four Neighbourhood urban form categories – Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street.

Neighbourhood Commercial 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 businesses.

#### 2.2.1.1. Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially-oriented areas of the South Shaganappi 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. in areas of high **pedestrian** activity;
  - ii. within **transit station areas**; or,
  - iii. where the use interferes with access to cycling **infrastructure**.

#### Site, Building and Landscape Design

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

- c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:
  - i. be oriented towards the street;
  - ii. not locate parking between a building and a higher activity street;

- iii. provide access to off-street parking and loading areas from the lane, where possible;
  - iv. provide frequent entrances and windows that maximize views to and from the street;
  - v. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials and setbacks; and,
  - vi. accommodate small variations in the **street wall** to integrate amenity space.
- d. Where vehicle-oriented uses are provided, development should be designed to:
- i. minimize the number of locations where vehicles cross the sidewalk;
  - ii. minimize driveway width or locate driveways on a lower activity street, where feasible;
  - iii. incorporate landscaped areas;
  - iv. provide well-defined **pedestrian** routes and wayfinding signage to transit stops and stations or adjacent residential areas; and,
  - v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.
- e. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.
- f. The **public space** should provide continuous, unobstructed **pedestrian** routes supported by high-quality landscaping for **pedestrian** comfort.
- g. Landscaped areas should be located to enhance and complement the interface between the building and the **public space**.
- h. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
- i. accommodate a range of uses;
  - ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
  - iii. provide windows with views to the street or lane.

**2.2.1.2. Neighbourhood Commercial**

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

**Policy**

**Land Use**

- a. Commercial uses on the ground floor should be located facing the higher activity street.

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

**Site, Building and Landscape Design**

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

- d. Development in Neighbourhood Commercial areas should:
  - i. integrate larger commercial or residential uses behind or above smaller units facing the street; and,
  - ii. provide well-marked primary entrances for ground floor units facing the street.
- e. The **public space** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** through features such as wide sidewalks, street furniture and lighting.
- f. Active Frontage areas should not provide vehicle access to off-street parking or loading from the higher activity street.
- g. Development in Active Frontage areas should support **active uses**. This may include, but is not limited to:
  - i. frequent entrances and windows that maximize views to and from the street;
  - ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,
  - iii. a floor-to-ceiling height that supports a range of **active uses**.

**2.2.1.3. Neighbourhood Flex**

Neighbourhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities, residential uses and, in areas also identified with the Industrial Transition, light industrial 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 may include either commercial or residential uses on the ground floor facing the street.

**Site, Building and Landscape Design**

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

- b. The **public 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 South Shaganappi Communities. While some commercial and work-from-home 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 and mix of housing types, unit structures and forms.
- b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of **work-live units** or home-based businesses.

**Site, Building and Landscape Design**

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

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

**2.2.1.5. Neighbourhood Connector**

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity 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 Connector areas may include stand-alone or mixed-use buildings.

**Site, Building and Landscape Design**

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

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

**2.2.1.6. Neighbourhood Local**

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

**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. These include areas identified with the Commercial Corridor and Commercial Centre urban form categories. Vehicle-Oriented Commercial areas may accommodate a range of commercial uses, offices, personal services, institutional uses, recreation facilities and light industrial uses that may be oriented to the public street or internal publicly-accessible private streets or parking areas.

Vehicle-Oriented Commercial areas are expected to evolve to support intensification and a comfortable **pedestrian** experience that improves connectivity to and within these sites. The

incremental improvements policy in Section 2.4.2.2 guides discretion, where limited redevelopment is proposed.

**Policy**

**Land Use**

- a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets, or parking areas.
- b. Development in Vehicle-Oriented Commercial areas may:
  - i. include stand-alone or mixed-use buildings; and,
  - ii. accommodate low-impact industrial uses.
- c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have the following characteristics:
  - i. access to moderate to frequent transit service;
  - ii. access to higher quality **pedestrian** routes and cycling **infrastructure**; or,
  - iii. proximity to a residential area.
- d. Vehicle-oriented uses should not be located 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:

- 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;
  - vii. provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;
  - viii. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials and setbacks; and,
  - ix. position landscaped areas to enhance and complement the interface between the building and **pedestrian** routes.

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

**2.2.2.1. Commercial Centre**

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

**Policy**

**Land Use**

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

**Site, Building and Landscape Design**

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

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

**2.2.2.2. Commercial Corridor**

Commercial Corridor areas are characterized by a range of commercial uses, typically concentrated at key nodes or along key corridors. 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:

- 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 access and service areas off a lane; and,
  - iv. locate residential, office and institutional uses on the upper floors of buildings.

**2.2.3. Parks, Civic and Recreation**

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

**Policy**

**Site, Building and Landscape Design**

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

- a. Developments within Parks, Civic and Recreation areas should:
  - i. connect to the community, including other parks and open spaces by active transportation and transit networks;
  - ii. use climate resilient, native and low or no maintenance species;
  - iii. consider operations and maintenance requirements, such as snow clearing and storage; and,
  - iv. consider opportunities for wayfinding.
  
- b. Buildings and facilities within Parks, Civic and Recreation areas should:
  - i. be located to maximize accessibility;
  - ii. be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;
  - iii. be made of materials that complement surrounding parks or open space;
  - iv. provide shelter to allow for year-round use, where appropriate;
  - v. consider design that allows indoor spaces to open to the outdoors; and,
  - vi. improve building performance, including reducing energy consumption and improving stormwater management.
  
- c. Parks, Civic and Recreation areas should consider incremental site improvements to be assessed at the time of application, including but not limited to:
  - i. providing additional services, programming or facilities;
  - ii. protecting or rehabilitating natural areas;
  - iii. improving accessibility;
  - iv. adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible; and,
  - v. providing public art or cultural spaces.

**2.2.3.1. Natural Areas**

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

**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. Natural Areas should:

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

**2.2.3.2. Parks and Open Space**

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

**Policy**

**Land Use**

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

**Site, Building and Landscape Design**

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

- b. Parks and Open Space areas should be designed to:
- i. provide access to both sunlight and shade;
  - ii. protect existing trees and ensure adequate soil volume to support tree health and growth;
  - iii. explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;
  - iv. use landscaped areas to delineate open space and property boundaries;
  - v. account for visibility within and around the site, including lighting; and,

- vi. provide accessible connections within the site.
- c. Parks and Open Space areas should support:
  - i. opportunities for activities for people in all seasons;
  - ii. adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city;
  - iii. winter-specific design and programming; and,
  - iv. opportunities for publicly-accessible drinking fountains and washrooms.
- d. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements and provide year-round programming.
- e. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.
- f. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the function of the site.
- g. Buildings within Parks and Open Space areas may integrate a range of uses and programming.
- h. Parks and Open Space areas may identify and integrate cultural landscapes and historic resources in their design and layout.
- c. Parks and Open Space areas may encourage the provision and incorporation of space for local food production, processing, sales and programming on-site or within community facilities.

**2.2.3.3. City Civic and Recreation**

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

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

**Policy**

**Land Use**

- a. City Civic and Recreation areas should support:

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

**Site, Building and Landscape Design**

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

- d. City Civic and Recreation areas should:
  - i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
  - ii. identify and integrate cultural landscapes in their design and layout;
  - iii. be designed in a manner that allows for safe and accessible access by all modes of transportation;
  - iv. consider opportunities for publicly-accessible drinking fountains and washrooms; and,
  - v. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.
- 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.

**2.2.3.4. Private Institutional and Recreation**

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

**Policy**

**Land Use**

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

**Site, Building and Landscape Design**

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

**2.2.4. Comprehensive Planning Sites**

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

- 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 and include mobility **infrastructure** and missing links to connect to adjacent areas;
  - iv. identify phasing for future development, including how parking areas change over each phase;
  - v. identify opportunities for comprehensive energy planning and include features to reduce greenhouse gas emissions;
  - vi. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
  - vii. identify the location of publicly-accessible open space;

- viii. identify opportunities to create a sense of place;
- ix. integrate transit **infrastructure**; and,
- x. identify utility connections.

### Comprehensive Sites

**Note: The location and policy for potential comprehensive sites will be further refined as the local area plan is developed.**

#### 2.2.4.1. University Innovation Quarter

Map 3: Urban Form identifies the site known as the University Innovation Quarter located north of 32 Avenue NW, east of 37 Street NW, south of 40 Avenue NW and Crowchild Trail NW and west of 31 Street NW, as a Comprehensive Planning Site.

- a. Comprehensive development should:
  - i. incorporate mixed-use development at-grade adjacent to the Brentwood LRT station;
  - ii. include the provision of a variety of building scales, with the greatest heights adjacent to the Brentwood LRT station, while transitioning building scale down towards the adjacent residential development and park space to minimize shadowing impacts;
  - iii. provide ground floor residential and/or retail units that front onto park space;
  - iv. encourage the creation of accessible **public spaces** for all people, throughout the day and across all seasons, including plazas and parks;
  - v. include well-defined pedestrian and cycling connections to the Brentwood LRT Station;
  - vi. explore **affordable housing** opportunities;
  - vii. existing tree retention is encouraged;
  - viii. redevelopment of existing institutional buildings is encouraged to provide street-oriented buildings;
  - ix. consider parking reductions for residential development; and
  - x. prioritize station area access.

### 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** as this reduces building bulk and wind impact while providing access to sunlight and creating a sense of enclosure for the **public space**. Stepbacks above the **street wall** should be at 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.

**Note: The specific scale modifiers in the Plan area will be further determined in Phase 2 based on public engagement and plan development. Scale modifiers that are not used in the Plan will be removed from the document in future refinement.**

**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 Open Space**

- Scale modifiers are not applied within these areas.

**Limited**

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

**Low – Modified**

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

**Low**

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

**Mid**

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

**High**

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

**Highest**

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

**2.3.1. Limited Scale**

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

**Policy**

- a. Development in Limited Scale areas should be three storeys in height or less.
- b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.
- c. In Neighbourhood Connector and Neighbourhood Local areas, each residential unit in Limited Scale areas should have an individual entrance at grade.

**2.3.2. Low Scale - Modified**

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

**Policy**

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

**2.3.3. Low Scale**

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

**Policy**

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

**2.3.4. Mid Scale**

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

**Policy**

- a. Development in Mid Scale areas should be twelve storeys or less in height.

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

**2.3.5. High Scale**

High Scale accommodates developments up to twenty-six storeys.

**Policy**

- a. Development in High Scale areas should be twenty-six storeys or less in height.
  
- b. Development in High Scale areas should:
  - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
  - ii. use variation in building heights, **materials**, 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**.

**2.3.6. Highest Scale**

Highest Scale accommodates developments twenty-seven storeys and higher.

**Policy**

- a. Development in Highest Scale areas should be twenty-seven storeys or more in height.
  
- b. Development in Highest Scale areas should:
  - i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
  - ii. use variation in building heights, **materials**, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

- c. Development in Highest Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
- d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.
- e. Development that contains a point tower should:
  - i. be designed to mitigate the impact of wind on the **public 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.

**Policy**

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

**2.4. General Policies**

**2.4.1. Climate Mitigation and Adaptation**

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

**Policy**

- a. The Development Authority should support relaxations to the **Land Use Bylaw** to enable or incentivize the:
  - i. use of climate resilient materials and designs;
  - ii. reduction of greenhouse gas emissions, or;
  - iii. inclusion of **community climate 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 supports 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 **built form** policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales.

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

**2.4.2.1. Site Design**

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

**Policy**

- a. Development should:
  - i. locate buildings to frame public streets;
  - ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
  - iii. locate access and service areas off a lane;
  - iv. provide well-defined and direct **pedestrian** routes to nearby transit stops and stations or adjacent residential areas;
  - v. identify **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 runoff.
  
- b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site **pedestrian** routes to minimize conflicts with vehicles.
  
- c. **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility.
  
- d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.

- e. Development should support shared-mobility options in proximity to a **transit station area**, and in a manner that minimizes impact on transit movement or **pedestrian** activity to transit **infrastructure**.
- f. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
- g. Alternative solutions or innovative designs may be considered for:
  - i. **pedestrian** access and internal circulation, where challenging topography or other site constraints exist; and,
  - ii. accessing and servicing a development, where standard requirements cannot be met.
- h. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
  - i. activate the park and open space through site and building design;
  - ii. provide amenity space facing the park or open space;
  - iii. provide views into the park and open space;
  - iv. minimize shadow impacts;
  - v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
  - vi. consider integrating **pedestrian** routes to the park or open space;
  - vii. consider opportunities for residential units facing the park and open space; and,
  - viii. use landscaped areas to delineate open space and property boundaries.
- i. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.
- j. Development adjacent to Parks and Open Spaces, City Civic and Recreation and Natural Areas and separated by a lane are encouraged to pursue lane reconfigurations or alternative lane treatments to facilitate development that fronts directly onto the lane and open space and/or provide improved **pedestrian** access and movement between the open space and adjacent development.
- k. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.
- l. Development on streets with **public space** setbacks should use the setback 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.
- m. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossing of the sidewalk.
- n. 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**.
- o. Development is encouraged to provide shading and cooling amenities, especially to:
  - 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.
- p. Surface parking areas are encouraged to be covered by **solar canopies**.

#### 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 **work-live units** or light industrial activities.

#### Policy

- a. Development should be designed to:
  - i. provide a well-defined, continuous **pedestrian-scale street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
  - ii. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, change in building materials, façade articulation and setbacks;
  - iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
  - iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;

- v. reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public space**, open spaces and amenity spaces;
  - vi. integrate mechanical equipment as part of the overall design of the building;
  - vii. maximize south facing solar exposure to increase solar energy feasibility;
  - viii. shift building massing away from adjacent low-density development and,
  - ix. use durable and climate resilient building materials.
- b. Development located outside of the **Floodway** or **Flood Fringe** but within the 1:100 **Flood Inundation Area** should be designed in accordance with **Flood Fringe** policies of the **Municipal Development Plan**.
- c. Building frontages should:
- i. provide well-marked primary entrances that are barrier-free;
  - ii. provide entrances and windows that maximize views to and from the street; and,
  - iii. include building features that shelter **pedestrians**, provide weather protection and visual interest, and support year-round activity.
- d. Building frontages on corner parcels should:
- i. provide well-marked primary entrances along the higher activity street or at the corner;
  - ii. provide entrances to uses on both street frontages;
  - iii. wrap building features and materials around a building corner; and,
  - iv. continue public or publicly-accessible amenity space around a building corner, where provided.
- e. Residential frontages on the ground floor should provide:
- i. well-marked, individual entrances for units which face a public street or internal **pedestrian** route;
  - ii. windows with views to the street and access to natural light; and,
  - iii. setbacks that allow for a transition from the **public space** to residential units that incorporate landscape and design elements or amenity spaces.
- f. 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.
- g. 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**.
- h. 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.

- i. Development is encouraged to be **Net Zero** or **Net Zero Ready**.
- j. Development should connect to district energy systems.
- k. Development may require onsite stormwater retention within private land to improve community flooding resiliency.
- 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. Development adjacent to Natural Areas should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations should be made for:
  - i. transparent windows and panels along the lower levels of the building (up to 16.0 metres);
  - ii. soft landscaping and glazing around the rooftop amenity areas; and,
  - iii. building lighting.

**2.4.2.3. Amenity Space**

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

**Policy**

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

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

**2.4.2.4. Landscape Design**

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

**Policy**

- a. Landscaped areas should:
  - i. provide a transition from the **public space**;
  - ii. enhance and complement the interface between the building and the **public space**;
  - iii. incorporate existing, healthy trees and landscaping;
  - iv. delineate open space and property boundaries;
  - 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 or low or no maintenance 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.
- 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;
  - v. redirecting surface runoff to landscaped areas, where appropriate; and,
  - vi. redirecting building and surface runoff to landscaped areas.

- d. Landscaped areas are encouraged to provide edible vegetation where appropriately located and managed.

**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 Guide and the vision and objectives of the **Municipal Development Plan**.
- b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

**2.4.3.2. Incremental Improvements**

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

**Policy**

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

**2.4.3.3. Interim Development**

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

**Policy**

- a. Interim development should:

- i. contribute to the overall vision for the area and anticipated activity levels, without compromising the future viability of the site or broader area for full build out of the development;
- ii. provide a high-quality interface that enhances the **public space**; and,
- iii. be designed to support flexible redevelopment or adaptation in the future.

**2.4.3.4. Heritage Resources**

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

- a. Property owners are encouraged to retain and conserve **Heritage Resources** through adaptive reuse.
- b. The Development Authority should support **Land Use Bylaw** relaxations to enable the retention of **Heritage Resources**.
- c. Property owners are encouraged to designate **Inventory** properties as **Municipal Historic Resources**.
- d. The City may incentivize the designation of **Municipal Historic Resources** on a case by case basis through strategies such as allowing for additional development potential.
- e. An applicant shall provide photo documentation of **Inventory** properties to The City prior demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.
- f. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:
  - i. retention and incorporation of the **Heritage Resource** into the new development; or,
  - ii. protection of another **Heritage Resource** within the surrounding area.
- g. New development should be compatible with the context of abutting sites on the **Inventory** using setbacks, massing, **street wall** height and landscaping.
- h. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.
- i. New development is encouraged to conserve and integrate **Heritage Resources**, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

## 2.5. Area Specific Policies

The following policies provide direction in specific areas in the South Shaganappi Communities including **Main Streets**, **transit station areas** and **Activity Centres**.

### 2.5.1. Main Streets

This section includes policies that apply to development with frontage on the **Main Streets**: the Neighbourhood **Main Streets** on Bowness Road NW and 16 Avenue NW, and the Urban **Main Street** 16 Avenue NW.

These policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public space** while supporting medium to high levels of **pedestrian** activity.

#### Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, glass and/or concrete should be used on the **street wall**. Materials such as cinder block and vinyl siding are discouraged.
- b. To encourage a continuous street frontage and mitigate vehicle and pedestrian conflicts on **Main Streets**, reconfiguration and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.
- c. Development on **Main Streets** should be comprehensively designed to improve the **public space** and create safe and welcoming **pedestrian** environments along public streets and within development sites. 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 width restrictive elements such as adjacent outdoor patios and boulevard trees;
  - ii. enhanced landscaping including the use of **Low Impact Development** and green stormwater **infrastructure**;
  - iii. planting of additional street trees, where feasible, using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/techniques to promote long-term sustainability of newly planted trees;
  - iv. publicly-accessible amenity space, street furniture and/or street lighting;
  - v. closure or merging of existing driveways to reduce conflict areas;
  - vi. curb extensions at intersections and **pedestrian** crossings;
  - vii. consideration of mobility connections between adjacent development sites;
  - viii. alignment with any City Streetscape Master Plans and/or other City initiated **public space** plans; and,
  - ix. opportunities to provide for interim streetscape enhancements within **public space** setbacks.
- d. Development should create a well-defined **street wall** to support a human-scaled street environment on **Main Streets**. Design strategies may include, but are not limited to:
  - i. building setbacks at or below the sixth storey;

- ii. overall reduction of building mass at or above the sixth storey;
  - iii. building articulation using building materials, massing and projections; and,
  - iv. street furniture, awnings, tree plantings and lighting along **street wall** to enhance **pedestrian** experience.
- e. Long blank walls should not face the public sidewalk on **Main Streets**.
  - f. New low-intensity uses along **Main Streets** should be located above the ground floor.
  - g. Development on corner parcels that are adjacent to primarily residential areas should consider locating public amenity spaces at the corner of the parcel.
  - h. Consolidation of small parcels along the **Main Streets** is encouraged to realize greater development potential and provide for comprehensively planned development.
  - i. Parking relaxations and relaxations to other standards should be supported for development on constrained sites, such as individual lots that cannot feasibly consolidate to make development more feasible.
  - j. Surface parking should not be located in front of buildings directly fronting the **Main Street**. Where surface parking is provided, it should be located behind the building and be well landscaped with soft and hard landscaping.
  - k. New loading and servicing areas should be located on less-active side streets, on lanes, or internal to development sites and be designed to minimize impacts on streets and conflicts with **pedestrians** and cyclists.
  - l. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:
    - i. providing paved **pedestrian** connections;
    - ii. incorporating transit stops into the overall site design;
    - iii. avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops;
    - iv. using siting of building structures, facades, and trees to maximize sun exposure and mitigate wind at transit stops; and,
    - v. enhance transit waiting areas by improving streetlighting, real-time transit schedule signage, on-demand climate controlled and highly visible shelters.

**2.5.2. Neighbourhood Main Streets**

Portions of Bowness Road NW and 16 Avenue NW are identified as Neighbourhood **Main Streets** in the **Municipal Development Plan**, which includes general policies and development intensity targets for Neighbourhood **Main Streets**. These streets serve as important commercial areas and gathering places for the South Shaganappi Communities.

**2.5.2.1. Bowness Road NW Neighbourhood Main Street**

Bowness Road NW is the social and commercial focal point for the community of Montgomery while serving as an east-west connection serving as a **pedestrians**, transit and vehicular route between the communities of Parkdale and Bowness.

The Plan envisions Bowness Road NW to continue being a **pedestrian** friendly mixed-use area, accommodating additional residential and commercial growth including locally focused uses, such as restaurants, corner stores and cafes.

**Policy**

- a. New automotive-focused uses such as automotive sales, **retail** with large surface parking areas and drive-through restaurants or services should not be located along Bowness Road NW.
- b. Additional connections to the existing bike path along Bowness Road NW are encouraged to improve regional connectivity of the Always Available for All Ages & Abilities **(5A) network**.
- c. Developments shall not provide vehicular access and parking areas that front onto Bowness Road NW and locate vehicular access and loading off rear lanes or adjacent streets.
- d. Development should maximize the use of transparent windows, doors, and display windows at street level to provide eyes on the street.

**2.5.2.2. 16 Avenue NW Neighbourhood Main Street**

The 16 Avenue NW Neighbourhood **Main Street** is located along 16 Avenue NW between 43 Street NW and 49 Street NW in the community of Montgomery and is a corridor that serves as a gateway to Calgary from the west. It provides a major river crossing over the Bow River for vehicular traffic, connecting Foothills Medical Centre, McMahon Stadium and the river pathway system.

The Plan envisions the 16 Avenue NW Neighbourhood **Main Street** to accommodate mixed-use development and continue to offer a range of commercial uses, including **retail** and restaurants.

**Policy**

- a. Development located along 16 Avenue NW between Home Road NW and 46 Street should provide iconic architectural design with high-quality material and landscape plan I that emphasizes the area as a gateway area.
- b. Development should be designed to support safe **pedestrian** and wheeling crossings across of 16 Avenue NW.
- c. Development should minimize new driveway access and parking areas that front onto 16 Avenue NW and instead locate access off rear lanes or adjacent streets.
- d. Existing rear lanes should be used to manage parking, access and vehicle circulation along 16 Avenue NW.

- e. Development should not provide vehicular access or parking areas that front onto 16 Avenue NW and locate vehicular access and loading off of rear lanes or adjacent streets.
- f. Development should provide for enhanced **public space** improvements that are pedestrian-oriented.

**2.5.3. Urban Main Street**

**2.5.3.1. 16 Avenue NW Urban Main Street**

The **Municipal Development Plan** identifies 16 Avenue NW as an Urban **Main Street** between 21 Street NW and 19 Street NW and includes general policies and development intensity targets for Urban **Main Streets**. The street forms part of the Trans Canada Trail and is a major component of the city’s transportation and goods movement network. This Urban **Main Street** serves a dual purpose as both a major city-wide transportation corridor and as a **Main Street** with auto and travel oriented services. It also serves as an essential multi-modal connection between adjacent communities, and services and amenities on either side of the street.

Although it is identified as a **Main Street**, 16 Avenue NW is not envisioned as a high activity commercial and **pedestrian** corridor across this stretch. Due to the parcel orientations and parallel service roads to its south, the LRT rail line to the north, the large distances between **pedestrian** crossings and large sized commercial parcels along 19 Street NW makes street-fronting **retail** difficult along this corridor. The Plan envisions 16 Avenue NW to continue to facilitate efficient movement of **pedestrians**, cyclists, vehicles and goods while accommodating a limited range of auto-centric commercial uses with improved street-orientation.

- a. Long blank walls are discouraged facing the street or public sidewalk. Where they are provided, the visual impact must be mitigated through design measures such as murals, artistic screening, and/or façade articulation.
- b. New loading and servicing areas should be located internal to development sites, on lanes, on less-active side streets, or and be designed to minimize impacts on 16 Avenue NW and conflicts with **pedestrians** and cyclists.
- c. Vehicular access to development along 16 Avenue NW should:
  - i. minimize the number of locations that cross the sidewalk;
  - ii. or locate driveways off less-active side streets, private lanes or existing service roads; and,
  - iii. explore consolidating vehicular access points with adjacent parcels and reducing driveway widths.
- d. Vehicle-oriented uses such as drive-throughs must be designed in a way to mitigate vehicular conflicts with **pedestrians** and cyclists.

**2.5.4. Transit Station Areas**

The South Shaganappi Communities include eight **transit station areas**. Four **transit station areas** are along the Red Line LRT: Banff Trail Station, University Station, Brentwood Station,

and Dalhousie Station. Additionally, there are four MAX Orange BRT **transit station areas** at Alberta Children’s Hospital, Foothills Medical Centre, 31 Street NW and Brentwood Station.

The Plan identifies areas in immediate proximity to a station as **Core Zones** in the **transit station areas**, where **pedestrian** activity and building scale are envisioned to be the highest. This is achieved in the Plan by applying the Neighbourhood Commercial or Neighbourhood Flex urban form categories and Active Frontage policy guidance 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**

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

- a. Development adjacent to an LRT or BRT station should provide for a high-quality **public space** that encourages social gathering, cultural and recreation activities through elements such as:
  - i. publicly-accessible private open space or transit plazas;
  - ii. street furniture, lighting and seating areas;
  - iii. public art;
  - iv. water fountains, public washrooms and electrical servicing; and,
  - v. enhanced landscaping.
- b. Development should create a well-defined **street wall** to support a human-scaled street environment in **transit station areas**. Design strategies may include, but are not limited to:
  - i. Building setbacks at or below the fourth storey;
  - ii. Overall reduction of building mass at or above the fourth storey;
  - iii. Building articulation using building materials, massing and projections; and,
  - iv. Street furniture, awnings, and lighting along **street wall** to enhance **pedestrian** experience.
- c. Incentives to encourage the development of **affordable housing** units and mixed-market housing may be explored and implemented through direct control bylaws.
- d. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area safe and comfortable for people waiting for transit by:
  - i. Locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops; and,
  - ii. Including architectural features that provide weather protection and create human-scaled environments.
- e. Vehicle parking in **Core Zones** should be located underground or in a parking structure. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street.
- f. Development should consider activation of lanes to encourage additional activity through strategies such as:

- i. providing uses that front the lane;
  - ii. enhanced landscaping and mobility features;
  - iii. incorporating street art and lighting; and,
  - iv. enhanced 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. limited floor plate sizes on upper storeys;
  - ii. increased stepbacks and/or reduced massing on upper storeys; and
  - iii. building orientation.
- h. Development within **Core Zones** should:
- i. have a minimum building height of two storeys;
  - ii. provide publicly-accessible amenity spaces;
  - iii. prioritize transit station access; and,
  - iv. provide connections to support a comfortable and safe **pedestrian** and cycling experience and complete missing links to and from the transit station and transit stops.
- i. New automobile service centers, drive-through businesses and service stations are strongly discouraged in the **Core Zones** and **Transition Zones**.
- j. New loading and servicing areas should be located on less-active side streets, on lanes, or internal to development sites and be designed to minimize impacts on streets and conflicts with **pedestrians** and cyclists.
- k. Parking relaxations and relaxations to other standards should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible.
- l. Development in **Core** and **Transition Zones** should provide connections to adjacent mobility **infrastructure** to support a comfortable and safe **pedestrian** and cycling experience.

**2.5.4.1. Banff Trail Station Area**

The area west of Banff Trail LRT station, commonly referred to as Motel Village, hosts a concentration of hotels and commercial uses, while the area to its east is primarily residential. Due to its strategic location tying together the University of Calgary, Foothills Athletic Park and surrounding communities, the Banff Trail **transit station area** represents an important location for redevelopment to provide increased housing and other supportive uses with more reliance on transit.

The area is envisioned to accommodate mixed-use developments that support transit **infrastructure** and promote a walkable, well-connected neighbourhood. The **Transition Zone** is intended to transition development intensity and building scale from the **Core Zone** to lower-scale, primarily residential areas. Along with the Brentwood **transit station area**, the Banff Trail **transit station area** is expected to have the highest activity and development intensity levels in the South Shaganappi Communities.

- a. Development in the **Core Zone** should provide safe **pedestrian** and cycling access within and through the development site to the station.
- b. Development in the **transit station area** should locate vehicle access to reduce conflicts with **pedestrian** movement and transit operations.
- c. Development along Banff Trail NW should be designed to improve the **public space** and create safe, welcoming **pedestrian** environments with wider sidewalks.
- d. Large format **retail** uses in the **Core Zone** should be encouraged to provide underground parking. Where surface parking is provided, it should be small, landscaped with marked **pedestrian** access throughout, and not be located between a building and a street.
- e. Buildings in the **Transition Zone** should step back at or below the fourth storey.

**2.5.4.2. University Station Area**

The University LRT Station is located in the median of Crowchild Trail NW, with the University of Calgary to its west and the community of Banff Trail to its east. The station is connected to both sides of Crowchild Trail NW by bridges and experiences a high volume of traffic from students at the University of Calgary, and nearby William Aberhart High School.

Due to its proximity to Major **Activity Centres**, the **transit station area** within the Plan boundary is envisioned to facilitate the integration of uses, such as employment areas in the University of Calgary, University Research Park, recreational opportunities at McMahon Stadium and Foothills Athletic Park and residential uses in the communities of Brentwood and Banff Trail. In addition to the policies below, policies provided in Section 2.5.3 Major **Activity Centre** are also applicable to this station area.

- a. **Pedestrian** and cycling access through the site to the LRT station should be facilitated with new development.
- b. Buildings in the **Transition Zone** should step back at or below the fourth storey.

**2.5.4.3. Brentwood Transit Station Area**

Located adjacent to the University Research Park and Brentwood Village Shopping Centre, with the University of Calgary in proximity, the Brentwood **transit station area** is a significant employment and commercial node that is connected with LRT and BRT services in the area. The area south of the station is currently being used as a surface parking lot by the University Research Park and as a Park and Ride for transit users. The **transit station area** south of Crowchild Trail NW, is within the Plan area, while the east portion is beyond the Plan boundary. The portion of the **transit station area** within the Plan boundary is envisioned to provide increased housing, employment, and service choices within existing communities while continuing to provide residents with improved mobility choices making maximum use of transit **infrastructure**. The Brentwood **transit station area** is expected to have the highest levels of intensity in the South Shaganappi communities.

In addition to the policies below, policies provided in Section 2.2.6 Comprehensive Planning Sites and Section 2.5.3 Major **Activity Centre** are also applicable to this station area.

- a. Development in the **transit station area** should:
  - i. provide **pedestrian** and cyclist routes to enhance connectivity to and within adjacent communities or commercial areas;
  - ii. include new trees to reduce noise and off-site impacts in the residential areas; and,
  - iii. include passive recreation and seating opportunities.
- b. Future redevelopment of the Park and Ride lot should accommodate a mix of uses with **retail** opportunities at-grade.

**2.5.4.4. Dalhousie Station Area**

The Dalhousie LRT station is located adjacent to the community of Varsity in the median of Crowchild Trail NW, just east of 53 Street NW. The **transit station area**, west of Crowchild Trail NW is within the Plan area, while the east portion is beyond the Plan boundary

- a. Development should provide convenient and easy **pedestrian** access to the LRT station.
- b. Buildings in the **Transition Zone** should step back at or below the sixth storey.
- c. When redevelopment occurs on parcels containing places of worship, incorporating mixed-use development with places of worship is encouraged.

**2.5.4.5. BRT Station Areas**

**Note: Policy for BRT Station Areas will be further refined as the local area plan is developed.**

The following policies apply to the BRT station areas in the Plan boundary:

- a. **Pedestrian** connections to the institutions from the transit stops should be safe, convenient and universally accessible.
- b. New **pedestrian** crossings should be well-defined and designed in a manner that minimizes conflicts with vehicles.

**2.5.5. Activity Centres**

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

**Policy**

- a. Development should:
  - i. provide publicly-accessible amenity spaces;
  - ii. accommodate new parking in structures or below grade; and,

- iii. ensure accessible and universal design principles are seamlessly incorporated into the overall design.
- b. Development should support an enhanced **public space**, including but not limited to:
  - i. **pedestrian** crossings internal and external to a site;
  - ii. **pedestrian-scaled** lighting;
  - iii. continuous, safe and accessible **pedestrian** and cycling **infrastructure** that connects to existing mobility networks
  - iv. streetscape elements such as public art, wayfinding signage and street furniture;
  - v. weather protection elements;
  - vi. enhanced landscaping and trees;
  - vii. sidewalks wide enough for the anticipated volume of **pedestrians**;
  - viii. green stormwater **infrastructure**, where feasible;
  - ix. renewable energy features, such as solar collector canopies; and,
  - x. enhanced cycling **infrastructure**, including secure and covered bicycle parking, where feasible.
- c. Integration of wayfinding with public art and other forms of interactive medium is encouraged.

**2.5.5.1. Major Activity Centres**

There are three Major **Activity Centres** located in the South Shaganappi Communities, as identified on Map 2: Community Characteristics. These Major **Activity Centres** are identified as the University of Calgary, the University District, including the Alberta Children’s Hospital, and the Foothills Medical Centre.

Given the close proximity one another, and its central location within the plan area, these Major **Activity Centres** are the main employment centre in the Plan area. Additional policies for the University Research Park are provided in Section 2.2.5 Comprehensive Planning Sites and Section 2.5.2 Transit Station Areas.

**Policy**

- a. Development in Major **Activity Centres** should:
  - i. achieves a minimum height of two storeys;
  - ii. incorporate mixed-use development in various building scale;
  - iii. explore **affordable housing** opportunities;
  - iv. locate residential uses on lower-activity streets;
  - v. provide safe, direct and convenient **pedestrian** circulation within the site;
  - vi. adapt to the natural topography of the surrounding area; and,
  - vii. provide high-quality, durable exterior finishing materials;
- b. Loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets.
- c. Large format **retail** and commercial buildings should be designed to include detail and articulation to create a distinct **street wall**.

- d. 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.
- e. Landscaping and street trees beyond the minimum requirements of the **Land Use Bylaw** should enhance the **public space**, provide defined edges along and be used to screen existing loading and servicing areas from adjacent streets.

### 2.5.5.2. CF Market Mall Community Activity Centre

The CF Market Mall, located at the northwest corner of Shaganappi Trail and 32 Avenue NW, is identified as a Community **Activity Centre**. The Plan envisions the area to continue to be easily accessed by vehicles and transit and be redeveloped over time to provide various commercial and residential uses through mixed-use development.

#### Policy

- a. Development should explore creative **pedestrian** friendly site layout concepts such as courtyards or **pedestrian** malls;
- b. Large format **retail** and commercial buildings should be designed to include detail and articulation to create a distinct **street wall**.
- c. Development should provide appropriate building scale transition to adjacent residential development.
- d. Development should provide safe **pedestrian** and cycling connections within the site and to nearby amenities and transit stops.
- e. Public gathering places that are centered on cultural activities, public art and building community are encouraged.
- f. Where developments occurs in phases, buildings along the streets are encouraged to be developed in the first phase or phases.
- g. Development should explore incorporation of privately-owned-publicly-accessible open space that provides passive and active recreation opportunities with year-round adaptable gathering spaces for all ages and abilities.

### 2.5.5.3. Neighbourhood Activity Centres

Neighbourhood **Activity Centres** are small 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.

**Note: The location of Neighbourhood Activity Centres will be identified as the Plan continues to be developed.**

**Policy**

- a. **Public space** improvements as part of new development in Neighbourhood **Activity Centres** should:
  - i. include sidewalks that exceed minimum width standards;
  - ii. provide public and private street trees to support an expanded canopy;
  - iii. use enhanced landscaping to delineate **public spaces**;
  - iv. consider green stormwater **infrastructure**;
  - v. include publicly-accessible amenity spaces;
  - vi. consider innovative weather protection elements along internal high volume **pedestrian** routes;
  - vii. include high-quality street furniture and **pedestrian-scaled** lighting;
  - viii. implement traffic calming measures; and,
  - ix. consolidate driveways.
  
- b. Development should create a well-defined **street wall** to support a human-scaled street environment in Neighbourhood **Activity Centre** areas. Design strategies may include, but are not limited to:
  - i. building setbacks at or below the fourth storey;
  - ii. overall reduction of building mass at or above the fourth storey;
  - iii. building articulation using building materials, massing and projections; and,
  - iv. street furniture, awnings and lighting along **street wall** to enhance pedestrian experience.

**2.5.6. Community Corridors**

Community Corridors are **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors connect other **pedestrian** focused growth areas including **Activity Centres, transit station areas** and **Main Streets**. Community Corridors serve as important links connecting services, amenities and communities to one another.

**Note: The location of Community Corridors will be identified as the Plan continues to be developed.**

**Policy**

- a. Development should:
  - i. front buildings onto the Community Corridor;
  - ii. contribute to and improve mobility connections across the streets, to transit stops, and into adjacent communities;
  - iii. provide a comfortable **pedestrian** experience;
  - iv. close existing driveways onto Community Corridors where access can be provided from a lane or side streets;
  - v. consolidate, limit and minimize driveway widths when required off Community Corridors; and,
  - vi. Limit new stand-alone commercial development to corner parcels.

**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 and complement the **5A network** identified in Appendix C: Mobility. These policies guide the review of planning applications for developments that contribute 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 developments, communities and to the city-wide network. The design of **pedestrian** routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

**Policy**

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

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

**Policy**

- a. Cycling **infrastructure** should:
  - i. be wide enough for the anticipated volume of cyclists based on the street function and context;
  - ii. provide continuous, unobstructed paths of travel with reduced conflicts/crossings with vehicular access and driveways;
  - iii. incorporate streetscape elements, including wayfinding signage;
  - iv. be well lit;
  - v. be designed to accommodate year-round use;
  - vi. provide facilities to repair, maintain and securely store bicycles, where feasible; and,
  - vii. be designed to mitigate conflicts with **pedestrians** and vehicles around transit **infrastructure**.
  
- b. Opportunities to improve the safety and convenience of cycling **infrastructure** should be explored, such as:
  - i. separated, raised or protected bike lanes and intersections; and,
  - ii. bicycle-specific traffic signals.
  
- c. Secure bicycle storage is encouraged in **transit station areas**.
  
- d. Public bicycle parking facilities should be:
  - i. incorporated into development and public **infrastructure** and covered to support year-round and all-weather cycling; and,
  - ii. conveniently located, well-lit and prominent.
  
- e. Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function, where possible.

**2.6.3. 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**, including weather protection, that enhances comfort, safety and predictability for transit users.
- d. New transit station design should consider opportunities to incorporate integrated civic facilities and plazas.
- e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

**2.6.4. 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**

- i. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.
- ii. Parking requirements should be reduced or relaxed where development is located within one or more of the following:
  - i. **Activity Centres, Main Streets** or other areas of higher activity;
  - ii. **transit station areas**; or,
  - iii. **shared mobility operating areas**.
- iii. Parking requirements should be reduced or relaxed for the following types of development:
  - i. development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
  - ii. development of **affordable housing** as defined and accepted by The City;
  - iii. development of care facilities; and,
  - iv. development that incorporates significant sustainable building measures.
- iv. Parking requirements may be reduced or relaxed where development uses one or both of the following:
  - i. integrates **transportation demand management measures**; or,
  - ii. aligns with the principles and goals of this Plan.
- v. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- vi. Provision of vehicle parking **infrastructure** should not inhibit desired **built form** outcomes or the principles and goals of this Plan.

- vii. Development should provide **transportation demand management measures** to support the achievement of a desired **built form** outcome, including, but not limited to:
  - i. bicycle parking stalls beyond required minimums;
  - ii. bicycle lockers or higher quality designed bicycle storage facilities;
  - iii. bicycle repair facilities;
  - iv. dedicated vehicle parking stalls for car-sharing services; and,
  - v. active transportation supportive amenities, such as showers and change facilities.
- viii. Surface parking should be discouraged. Where surface parking is provided, it should:
  - i. be located behind or at the side of a building;
  - ii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,
  - iii. support adaptive reuse or temporary use of space, such as parking for food trucks.
- ix. Above-grade parking structures should:
  - i. be accessed by a lane or lower classified roadway;
  - ii. be integrated into developments to minimize their visual impacts on the street;
  - iii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
  - iv. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.
- x. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.

**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**;
  - iii. **infrastructure** that improves the efficiency of **transit** service along Primary Transit Network (PTN) corridors; and,
  - iv. other improvements and upgrades, where identified elsewhere in the Plan or other applicable City policy or strategy.
- b. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.
- c. Street furniture and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.

- d. Streets in industrial areas should be designed to facilitate efficient large vehicle, equipment and goods movement and connections to regional corridors.

DRAFT

## Glossary

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

**Affordable Housing** – Housing that meets the needs of household earning 65 per cent or less of the median household income in Calgary that are spending 30 per cent or more of their gross annual household income no 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.

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

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

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

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

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

**Flood Fringe** – lands abutting the **floodway**, the boundaries of which are indicated on the **Floodway/Flood Fringe** Maps that would be inundated by floodwaters of a magnitude likely to occur once in one hundred years.

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

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

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

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

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

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

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

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

**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.

**Pedestrian-scale:** The scale (height/proportions) and comfort level that the street level and lower stories of a building provide for pedestrians as they walk alongside a building or buildings.

**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.

**Solar Canopy:** A solar canopy is a freestanding or overhanging structure with solar photovoltaic panels attached on top that provide shelter for the use underneath.

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

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

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

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

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

**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 space** (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.