

Westbrook Communities

Local Area Plan



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Land Acknowledgment

The Plan acknowledges that we are gathered on the traditional territories of the people of the Nations that made Treaty 7. These Nations in Southern Alberta are: the Siksika, Piikani, and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Chiniki, Bearspaw, and Goodstoney First Nations, who, all together form the Îethka Nakoda (Stoney Nakoda) First Nations; and the Tsuut'ina First Nation. The City of Calgary is also homeland to the historic Northwest Métis and to Métis Nation of Alberta, Region 3. The Plan acknowledges all urban Indigenous Calgarians who have made Calgary their home.

Guided by the White Goose Flying Report, The City's response to the findings and calls to actions of the Truth and Reconciliation Commission, and the Indigenous Policy, a Council-approved policy which outlines meaningful ways forward and policy opportunities to grow from and build common ground, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples within the traditional territories that Calgary situates within. While discussions continue regarding our own actions and efforts, The City is committed to beginning to actively explore ways to redefine our understandings, our assumptions, our relationships and our abilities to build a more inclusive and equitable city based on our shared foundations.

What is the Westbrook Communities Local Area Plan?

The Westbrook Communities Local Area Plan, or Plan, provides the long-term vision specific to the Westbrook Communities and presents a broad strategy for community growth and change. With guidance from the **Municipal Development Plan**, this Plan provides community-specific policies related to land use planning and development.

The following provides a summary of how everyone from the public to a developer can best use this document. Key content of the Plan is summarized below.

The Municipal Development Plan

Calgary's **Municipal Development Plan** (MDP) is a statutory plan that lays out a vision for how the city will grow and develop over the next 30 to 60 years. Alberta's Municipal Government Act requires that the council of every municipality must adopt a **Municipal Development Plan** by bylaw.

Together with the **Calgary Transportation Plan** (CTP), the MDP sets a long-term strategy of a more sustainable city form for Calgary and the transportation networks to serve it. To do so, the MDP encourages growth within the city to make the best use of existing land, reduce the cost of City services, locate residents closer to where they work, shop and play, and support increased mobility options. The long-range target set in the MDP is to accommodate 50% of Calgary's future population growth to the Developed Areas over the next 60 to 70 years, starting in 2009.

(Source: The City of Calgary, **Municipal Development Plan** 2020).

Chapter 1 Visualizing Growth

Chapter 1 of the Plan contains contextual information, the Plan vision and core values that support this vision. The vision and community context guide the application of this Plan and will continue to direct planning and development in the Westbrook Communities through implementation of the core values.

Chapter 2 Enabling Growth

To achieve the vision and core values of Chapter 1, Chapter 2 of the Plan sets out the Future Growth Concept for the Westbrook Communities. The Plan applies urban form categories and scale modifiers as well as **built form**, general and area-specific policies to the local context.

Urban Form Categories

Map 3: Urban Form shows the urban form categories in the Plan Area and should be used as a starting point when determining the general function envisioned for a specific area. Readers should review 2.2 Urban Form Categories which provides further details and applicable policies that apply to each urban form category.

Scale Modifiers

Scale modifiers are used to complement an urban form category to provide additional **built form** policy for specific locations. Map 4: Building Scale shows where the different scale modifiers are applied. Readers should review 2.3 Scale Modifiers which introduces each scale modifier and their associated policies.

General and Area Specific Policies

The remaining sections in Chapter 2 provide general policies and additional design considerations that apply on a Plan-wide or site-specific basis. This Plan provides general policies, which primarily focus on the interface of the **public realm** with buildings, and more specific policies that apply to areas such as **Main Streets**, **transit station areas**, and **Activity Centres**. The additional design consideration provides policy guidance on planning matters such as mobility, heritage and sustainable development.

Chapter 3 Supporting Growth

Chapter 3 of this Plan identifies specific objectives and implementation options for supporting growth and change within the Westbrook Communities. This Chapter is intended to set out high-level, strategic direction to inform how investments in the Plan Area are made to support the Future Growth Concept.

Chapter 4 Implementation and Interpretation

Chapter 4 contains policies regarding the legal interpretation, status, and limitations of the Plan. The Plan is a statutory plan, as outlined in the Municipal Government Act, and must be read in conjunction with the **Municipal Development Plan, Calgary Transportation Plan** and other City of Calgary policy documents. Chapter 4 also contains a Glossary of common terms used throughout the Plan which are bolded throughout the text.

Appendices

Additional non-statutory plan information can be found in the Appendices including Appendix A: Implementation Options, Appendix B: Regional Corridors and Context Map, Appendix C: Mobility, Appendix D: Constraints, Appendix E: Greenhouse Gas Emissions Profile, Projection and Solar Potential and Appendix F: Additional Historical Information. The appendices contain information intended to support the vision and core values of the Plan.

Figure 1: Policy Relationship



1 Visualizing Growth

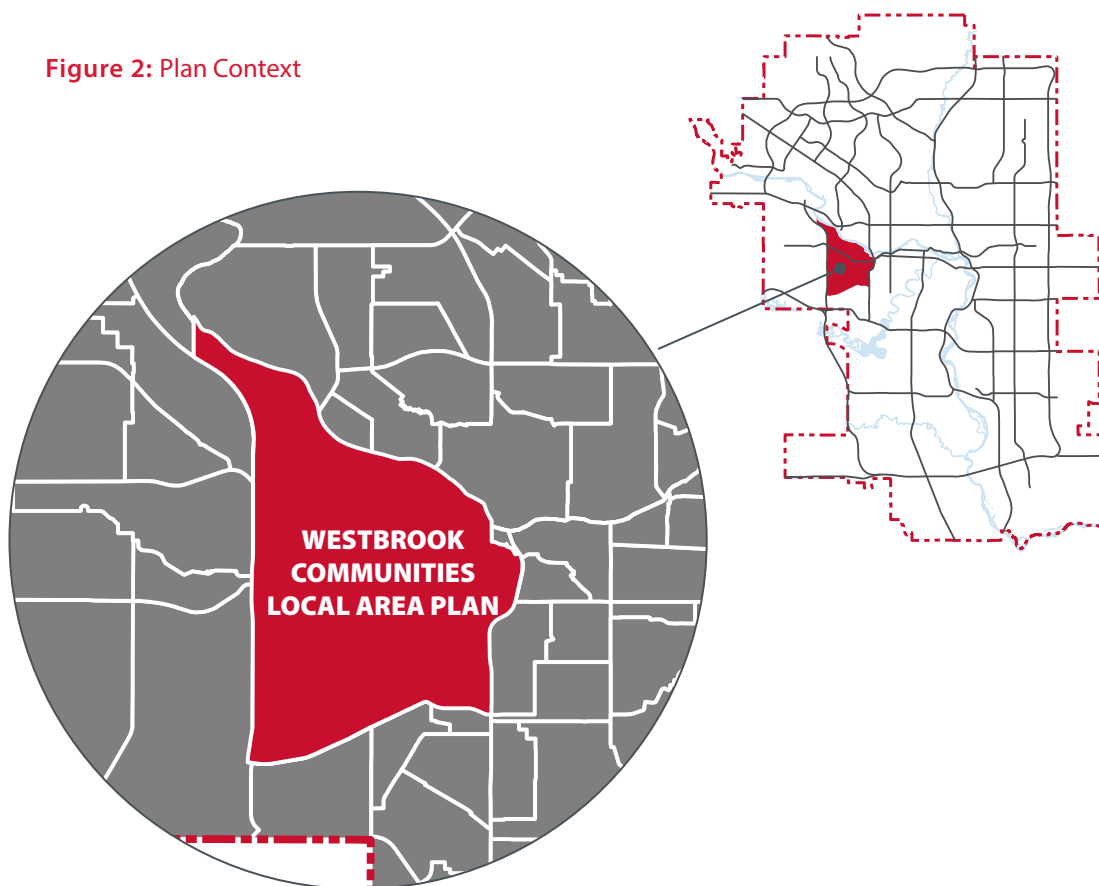


1.1 Introduction

The Westbrook Communities Local Area Plan (Plan) is a statutory area redevelopment plan that guides growth and change in the communities of Glenbrook, Glendale, Killarney/Glengarry, Rosscarrock, Shaganappi, Spruce Cliff, Scarboro/Sunalta West, Westgate, Wildwood and portions of Richmond/Knob Hill (Map 1: Community Context). Located just south of the Bow River and west of Downtown, these communities are collectively known as the Westbrook Communities (Figure 2: Plan Context). The Plan takes a multi-community approach that recognizes and builds upon the shared assets and features that connect these inner-city and established communities including **infrastructure**, recreational amenities, cultural spaces, public parks and open spaces, **Main Streets**, corridors, **transit station areas** and **Activity Centres**. These ten communities have their own unique history and evolution which is detailed in Section 1.3.

Realizing the Plan's vision will depend on several factors such as population growth, economic considerations and development trends. The Plan is meant to be updated periodically as development and context changes occur.

Figure 2: Plan Context





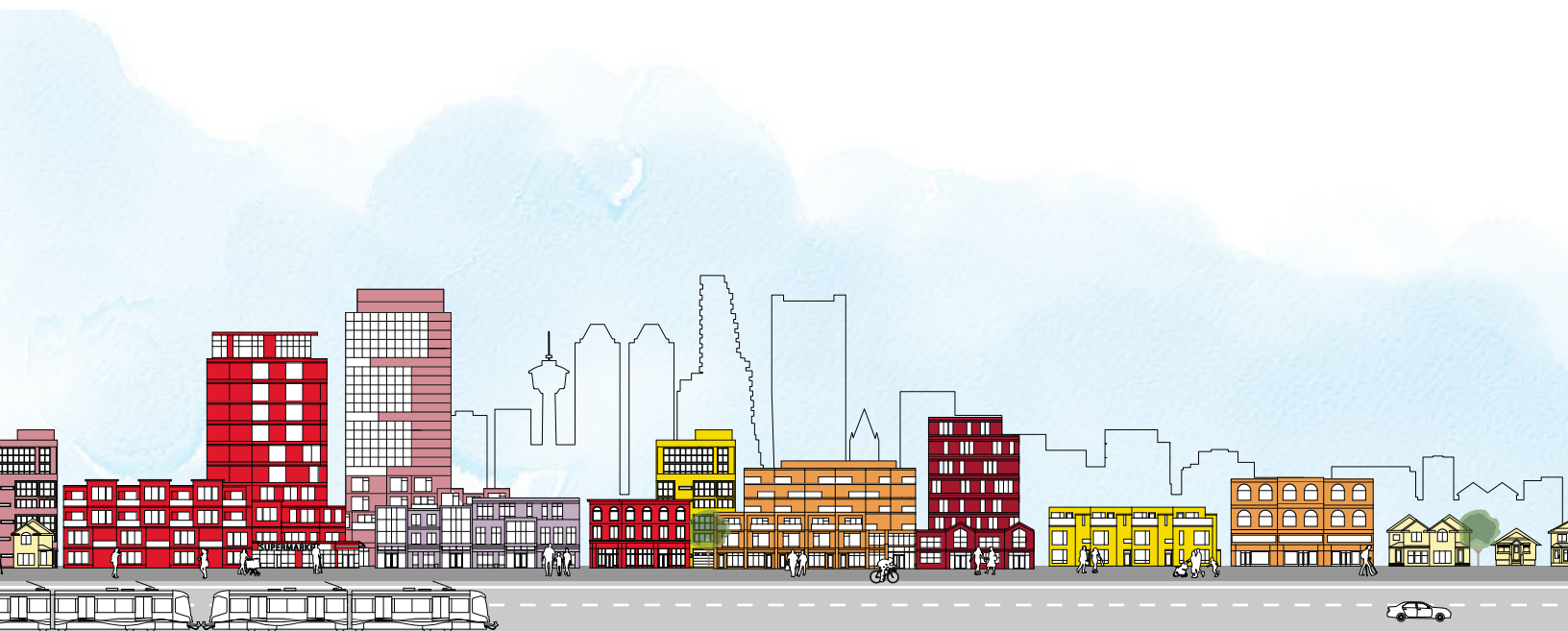
Map 1:
Community
Context

- Legend**
- Plan Area Boundary
 - Community Boundary

1.2 Vision and Core Ideas

Vision

The Westbrook Communities will continue to thrive and grow into a walkable, bikeable, mixed-use area with high-quality public and open spaces that residents in and beyond the Westbrook Communities can enjoy, supported by the redevelopment of Westbrook Mall as a focal point for the Westbrook Communities.



Core Ideas

The following core values, developed through the engagement process for the Westbrook Communities Local Area Plan, support the Plan's vision. The core values shaped the policy and guidance found in Chapters 2 and 3 of the Plan.



Recognize and build upon the role of the Westbrook **transit station area** as a focal point and a mobility hub for the communities in the Plan Area by supporting public and private development around the Westbrook Station.



Support the development of high quality and diverse housing types throughout communities in the Plan Area to meet equitable socio-economic and demographic needs close to key services and amenities.



Provide safe, comfortable, connected and accessible year-round mobility options including improved pathways, cycling and **pedestrian infrastructure** throughout the Plan Area, particularly within **Main Streets, Activity Centres** and **transit station areas**.



Invest in parks, open spaces, recreational, cultural, art and community spaces and services to serve a diversity of activities for all ages, abilities and seasons.

Protect environmentally significant and historic open spaces such as Edworthy Park, the Douglas Fir Trail and the Shaganappi Golf Course.



Promote a greater diversity of commercial amenities and support local businesses, particularly within **Main Streets, Activity Centres** and **transit station areas**.



Achieve a strong sense of community identity in safe and inclusive communities by building upon the unique characteristics of individual communities and highlighting the culture and history of the area.



Reduce emissions of greenhouse gases that contribute to climate change and reduce vulnerability to climate-related hazards such as extreme heat and drought, and localized flooding.



Figure 3: Vision and Big Ideas
Vision and big ideas captured through the Westbrook Communities engagement process.



1.3 Community Context

History

Indigenous Foundations

Calgary is located on the traditional territories of the people of the Nations that made Treaty 7. This includes: the Blackfoot Confederacy, made up of the Siksika, Piikani, and Kainai First Nations; the Îlethka Nakoda First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. Calgary is also homeland to the historic Northwest Métis and to Métis Nation of Alberta, Region 3.

Calgary was originally centered at the confluence of the Bow and Elbow rivers, which was an important site for Indigenous peoples for more than 11,000 years. With its sheltering river flats, plentiful wood and water, and warm Chinook winds in the winter, the confluence area was a preferred seasonal campsite.

The Shaganappi escarpment to the west along the Bow River, which lies within the planning area, had the added advantages of a strategic viewpoint and proximity to an excellent campsite in what is now the Upper Plateau of Edworthy Park. There is a widespread belief that steep slopes were used for bison hunting. The term shaganappi is understood to be a Cree word meaning “rawhide.”

Physical evidence of Indigenous life is often disturbed in urban areas, mostly through agricultural use and subdivision development that preceded the passage of the Alberta Historical Resources Act in 1972. However, this is generally not the case in the Shaganappi escarpment or on the Upper Plateau (where only ten acres of land were ploughed). There are nine known archaeological sites in the Plan Area; however, there is still potential for unrecorded sites and future discoveries. Evidence, such as fire-broken rock and butchered bison bones, tell a story of pre-contact Indigenous life on this land.

All but one of the recorded sites are within Edworthy Park, and six of the recorded sites are Indigenous in origin and highlight both hunting and habitation on the lands. A large campsite was recorded on the lower flats near the river but showed signs of previous disturbance. In 1972 when the City was excavating a trench for a storm sewer, bison bone was identified in four different layers, with the deepest being 12 feet below the surface. This was likely an area of repeated bison hunting.

The most interesting site is a large stone circle that measures 15 feet across, which some archaeologists classify as a potential ceremonial location. One can understand why such a location may have been chosen for ceremony when looking at the view of the Bow River valley and Nose Hill in the distance.

Permanent Settlement

As a permanently settled place, Calgary began in 1875 as a North-West Mounted Police post two years before the signing of Treaty 7. By the time the Canadian Pacific Railway (CPR) arrived in 1883, Calgary had developed as an unincorporated settlement on the future site of the Inglewood neighbourhood. The CPR laid out a new townsite on its own property in what is now downtown, and the settlement moved west at the beginning of 1884. Calgary was incorporated as a town later that year and became a city in 1894.

Before a series of annexations added considerably to Calgary's footprint, the site of the future Westbrook Communities lay outside the municipal boundaries. The area comprises an approximately twenty-block length along the south bank of the Bow River between Crowchild and Sarcee trails and the uplands south to Richmond Road SW.

The river valley functioned as a transit corridor, both for Indigenous people and, later, non-Indigenous settlers. The historic South Morley Trail or Lower Springbank Road, (which Richmond Road SW now follows) led to Morleyville. The historic Banff Coach Road, or Upper Springbank Trail (now Bow Trail SW) led to Banff. The CPR's transcontinental line, built along the south bank of the Bow west of Calgary in 1883, traverses Scarboro/Sunalta West, Shaganappi, Spruce Cliff, and Wildwood.

There was a small Métis winter settlement at Shaganappi Point in the 1870s. Beginning in the 1880s, the area was settled by farmers who obtained their lands as squatters, as homesteaders through the Dominion Lands Act, or both. Early farmers included Thomas Edworthy in Wildwood, brothers Charles Jackson and Thomas Edgar Jackson in Shaganappi and Killarney/Glengarry, John Lawrey in Spruce Cliff, and Allan Poyntz Patrick in Glenbrook. The homes of all but Lawrey remain extant, and the open space of



Photo: "Glendale Meadows sign in the middle of a field", 1958. (Identifier: NA-5093-558)

Edworthy Park is a remnant of that agricultural period. Two Métis farmers, Frederick Rowland and Thomas Whitford, homesteaded in the area in 1887. There is also record of an early unnamed Métis hivernant, or winterer. The CPR received land grants in this area, as it did across the prairie west, as part of an incentive from Ottawa to build the transcontinental railway. This area was organized in 1912 as a small Improvement District and as the Municipal District of Springbank No. 221 in 1918. In 1945, it was renamed the Municipal District of Springbank No. 45, and, in 1955, it was merged into the Municipal District of Calgary 1944 (an entity that was later renamed Rocky View County).

Between the 1880s and the First World War, Paskapoo sandstone was quarried extensively in the Calgary area, and a vast number of buildings were built of sandstone or included the material in their construction. Many quarries operated on the Shaganappi escarpment, including those associated with Thomas Edworthy, Charlie and Thomas Jackson, John Goodwin Watson, the CPR. The Government of Canada, reserved four quarry lots for its own purposes and later sold them. Ottawa licensed many quarry operations on the Shaganappi

escarpment. A trail first noted on an 1885 survey became a road used by settler John Lawrey, and it developed into the path now known as Quarry Road Trail. It was used to access some of the quarries and to transport stone, shale, and other goods. Quarry Road Trail was added to The City's **Inventory of Evaluated Historic Resources** in 2014 as a City Wide Historic Resource. Sandstone quarries, concentrated in but not limited to the Shaganappi escarpment, manifest the story of industrial development in the Plan Area. Other examples of industrial development include an old lime kiln and a brick-making plant in the Shaganappi area. The concrete base of the brick kiln can still be seen. Two of the recorded archaeological sites of non-Indigenous origin in the Plan Area are sandstone quarries; the third is the remains of a 1920s summer house that belonged to the family of the late Thomas Edworthy.

Twentieth Century

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. Speculators began purchasing farmland outside the city limits and registering subdivision plans. The first in this area was Glengarry, which was situated between present-day Crowchild Trail SW and 29 Street SW from 17 Avenue SW to Richmond Road SW. It now lies within Richmond and Killarney.

Calgary's area expanded considerably in 1907 through a single land annexation. Among other changes, it shifted the western city limit from 14 Street SW to 24 Street SW (now Crowchild Trail SW) and the southern limit from 17 Avenue SW to 34 Avenue SW. This brought the earliest portions of the Westbrook Communities into the city limits: Scarboro/Sunalta West and the eastern part of Richmond. These areas, separated by 17 Avenue SW, were characterized by a north-south gulley a sandstone quarry operated early in the 20th century. The development of Crowchild Trail SW in the 1960s destroyed the gulley and the quarry's remnants. It also bisected the Scarboro neighbourhood, which the CPR had developed before the First World War. The portion of Scarboro west of the freeway became Scarboro/Sunalta West.

In 1909, local businessman D'arcy Boulton Niblock (1875–1947) subdivided land in Killarney, which lay west of Glengarry. The following year, another large annexation further shifted Calgary's boundaries, west to 37 Street SW and south to 50 Avenue SW. This added area included Killarney and Glengarry, the balance of Richmond and Shaganappi, most of Spruce Cliff, and the eastern edge of Rosscarrock.

Some of these areas were developed while others remained lightly-settled or speculative.

The city's pre-First World War boom ended in 1913, and Calgary grew modestly in the decades that followed. Its built area contracted in the 1920s through a City program that subsidized the cost of house-moving and encouraged property owners in outlying areas to swap their land for inner-city lots. In this period, an unusual, temporary operation took place in either the future Rosscarrock or Westgate areas. From 1928 to 1929, the newly-formed Calgary Aero Club operated the temporary Banff Coach Road airfield, while the Calgary Municipal Airport was being developed in the Renfrew district in the city's northeast.

After the Second World War, Calgary experienced significant urban growth supported by returning veterans, European immigration, government incentives, and the late-1940s oil boom. This resulted in new residential development both in established neighbourhoods and new subdivisions.

In 1954, the western city limit shifted to 45 Street SW, which included the rest of Rosscarrock and Spruce Cliff, as well as the eastern portions of Glenbrook, Glendale, and Wildwood. As The City had hoped, the McNally Royal Commission on Metropolitan Development recommended in 1956 that Calgary annex surrounding areas for future growth. A 1956 annexation brought the rest of the area, including Westgate and the balance of Glenbrook, Glendale, and Wildwood, into the city limits.

The City established a Planning Department in 1951 and adopted the "neighbourhood unit" concept that comprised quiet residential streets, schools, houses of worship, convenience stores and social services, and parks and playgrounds, all



Photo: "Shaganappi ranch, home of Thomas Edworthy, 1856-1904, Calgary, Alberta," [ca. 1890s]. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU182972 (Legacy Identifier: NA-1494-4)



Photo: "Aircraft at Calgary Aero club, Banff coach road, Calgary, Alberta," 1928–29. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU191552 (Legacy Identifier: NA-3277-2)



Photo: "Motorman #174, Tom Gummo, at Canadian Pacific Railway shops, Ogden, Alberta", 1946. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU1117498 (Legacy Identifier: NA-4203-1)

enclosed by busier collector streets that featured commercial development (including gas stations and neighbourhood shopping malls) at major intersections.

Up to the 1950s, The City had acted as developer, building **infrastructure** and utilities itself and selling individual lots to builders. Private developers could now buy land to build entire subdivisions, and The City offloaded construction and cost of utilities and **infrastructure** to the developers. It was more efficient to provide **infrastructure** to undeveloped areas than to established parts of the city. Local builders joined forces to create new development firms like Carma Developers and Kelwood Corporation.

The Calgary Municipal Railway, which had been inaugurated in 1909, was a key factor that accelerated and shaped early growth. Homebuilders gravitated toward areas close to these streetcar routes. Streetcars also made commercial development feasible beyond the city centre. Early subdivisions clustered around the streetcar lines and shared similar features including grid street networks fronted with boulevard trees and landscaped yards.



Photo: "Jenkins' Groceteria in Rossscarrock", 1959. (Identifier: PA-2453-16)

Within months of its inauguration in 1909, the streetcar system extended along 17 Avenue SW as far west as 14 Street SW. In 1912, the line was extended west to 24 Street SW, where it ended at the Killarney Loop and returned eastward along 17 Avenue SW. A 17 Avenue SW business district developed quickly as a result.

The street railway was renamed the Calgary Transit System (CTS) in 1946, and its operation was converted to buses and electric trolley coaches by 1950. Like buses, electric trolleys were trackless rubber-wheeled vehicles, but their routes necessarily followed the overhead lines that powered them through trolley poles that projected upward from the vehicle's roof. Streetcar service on 17 Avenue SW ended in 1948, and it was replaced by a trolley coach line along 17 Avenue SW to 29 Street SW (and later extended to George Street, west of 45 Street SW, in 1960). The original trolley coach line also extended south from 17 Avenue SW along 24 Street SW and then west on 26 Avenue SW to 29 Street SW (and further extended to 38 Street SW by 1955 and to 49 Street SW in 1960). As trolley coach lines were extended, each successive terminus required a new end-of-line turnaround loop for the overhead electric trolley wire. In 1957, CTS supplemented its trolley coach trunk lines and local bus routes with new express bus routes, each with a distinct name. The Green Pennant Express provided direct service between downtown and Wildwood, and the Red Pennant Express provided the same for Killarney and Mount Royal. CTS was renamed Calgary Transit in 1970, and trolley coach service ended in 1975. Bus routes continue to serve the area as they did during the trolley coach era.

In 1981, Calgary Transit re-introduced rail service with the CTrain, which began operating between downtown and points south in 1981. In 2012, the original Blue line was extended west from downtown to the Westbrook Communities, where it stops at the Shaganappi Point, Westbrook and 45 Street SW Stations.

Community Characteristics

The Westbrook Communities and surrounding land contain characteristics that were considered as part of the development of the Plan. Key characteristics are shown on Map 2: Community Characteristics. These characteristics must be considered throughout all subsequent phases of planning and development.

Topography

The Westbrook Communities are situated west of downtown and south of the Bow River, high above the floodplain. The Westbrook Communities have a combination of level and sloping terrain, and it generally slopes down gently to the east, with steep slopes down into the Bow River valley to the north.

Natural Features and Areas

The Westbrook Communities are part of the Bow River and the Elbow River watersheds. Development adjacent to the Bow River may be subject to flooding and is identified as part of the floodway or flood fringe. Chapter 2: Enabling Growth includes policies to strengthen resiliency and minimize development impact on the rivers while supporting intended growth. These policies are further supported by regulations in the **Land Use Bylaw** regarding floodway and flood fringe areas.

Natural features in the Westbrook Communities include Edworthy Park and Shaganappi Creek, as well as several smaller open spaces located throughout the Westbrook Communities.

Main Streets

Portions of 37 Street SW, 17 Avenue SW and Richmond Road SW are identified as Neighbourhood **Main Streets** in the **Municipal Development Plan**. The **Municipal Development Plan** includes general policies and development intensity targets for Neighbourhood **Main Streets**.

Activity Centres

The Westbrook **transit station area** and the Richmond Square shopping area are shown as Community **Activity Centres** in the **Municipal Development Plan**. The Plan identifies eight Neighbourhood **Activity Centres**. Two are located along Richmond Road SW at 29 and 37 Streets SW, four are located along 26 Avenue SW at 29, 33, 37 and 45 Streets SW, one is located at 45 Street SW and Bow Trail SW, and one is located along Spruce Centre SW (Map 2: Community Characteristics). The **Municipal Development Plan** includes general policies for **Activity Centres**.

Public Transit Infrastructure

The Westbrook Communities include three Blue Line Light Rail Transit (LRT) stations: Shaganappi Point, Westbrook and 45 Street Stations. MAX Teal Bus Rapid Transit (BRT) runs along 37 Street SW with stations at 26 Avenue SW and Richmond Road SW and connects Westbrook Station and Mount Royal University to the south. MAX Yellow BRT runs along the Westbrook Communities' eastern boundary of Crowchild Trail SW with stations at 17 Avenue SW, 26 Avenue SW and Richmond Road SW/33 Avenue SW, connecting with Mount Royal University, Rockyview Hospital and communities further south with the Greater Downtown. Bus routes also provide connections throughout the area and to citywide destinations such as hospitals and post-secondary institutions. Westbrook Station is particularly important as it acts as a transit hub for city destinations, as well as regional destinations such as Banff and British Columbia.

Historic Resources

Some of the Westbrook Communities' **heritage resources** have been formally recognized on The City of Calgary's **Inventory of Evaluated Historic Resources**, while others have heritage value and may merit inclusion on the **Inventory**. Overall, most **heritage resources** in the Westbrook Communities are not legally protected from significant alteration or demolition, but they still contribute to the historic character of the community.

There is the potential for undiscovered historic resources which must be considered as redevelopment occurs and may impact development. Sites with a Historic Resource Value are required to obtain Provincial approval in accordance with the *Historical Resources Act*.

Civic Facilities & Open Space

The Westbrook Communities have several civic recreational facilities including Killarney Aquatic and Recreation Centre, Optimist Athletic Park, Optimist and George Blundun Arenas and the Shaganappi Point Golf Course.

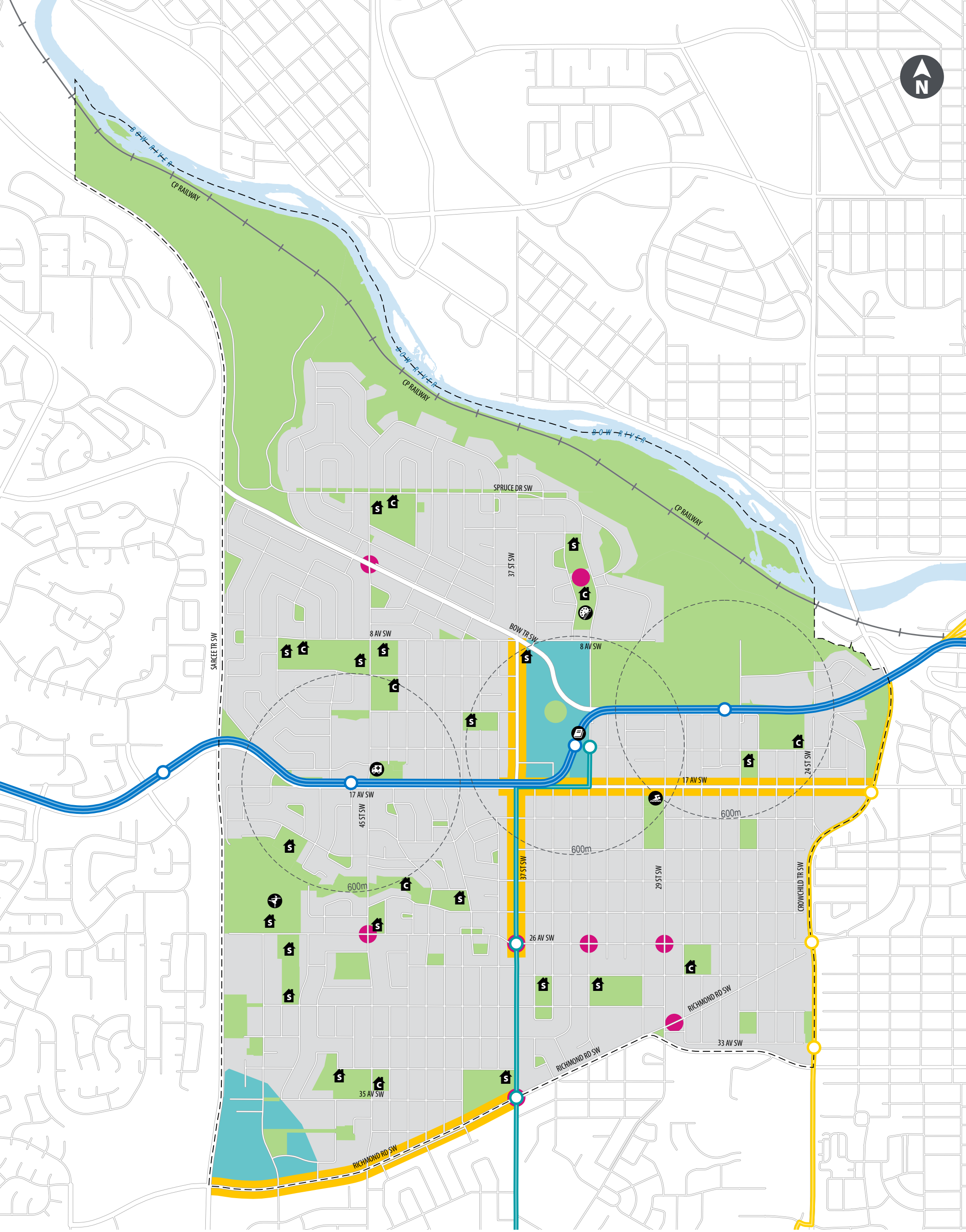
Other community amenities include eighteen schools, eight Community Association buildings, the Nicholls Family Library, the Wildflower Arts Centre as well as several parks, open spaces and public art pieces (Map 2: Community Characteristics). Park spaces in the area include a variety of uses including several dog parks, play fields and courts, playgrounds and open spaces.

Climate Risk

Westbrook Communities are at significant risk from climate change hazards, including higher average temperatures, extreme heat, severe storms, and short-duration high-intensity precipitation events. The risks these hazards pose will increase over time as climate change intensifies and will affect Westbrook Communities in various ways, including harm to physical, mental, and financial health, damage to homes, buildings, and **infrastructure**, and the deterioration and destruction of natural ecosystems.

Climate risks are unique to each community in the Westbrook area, affected by the geographic location, characteristics of the population, quality of buildings and **infrastructure**, and health of natural ecosystems. For example, communities with higher irrigation and water demand face higher risks from drought while communities with high concentrations of paved and built spaces face amplified risk from extreme heat and heavy rainfall events, made more frequent and intense by climate change.

For further information see Appendix E: Greenhouse Gas Emissions Profile, Projection and Solar Potential.



Map 2:
Community
Characteristics

Legend

- Community Centre
- Library
- School
- Aquatic and Recreation Centre

- Art Centre
- Emergency Services
- Arena
- LRT Blue Line
- MAX Teal

- MAX Yellow
- Distance From Station
- Freight Rail Corridor
- Neighbourhood Main Street

- Community Activity Centre
- Neighbourhood Activity Centre
- Parks, Civic and Recreation
- Plan Area Boundary

2 Enabling Growth

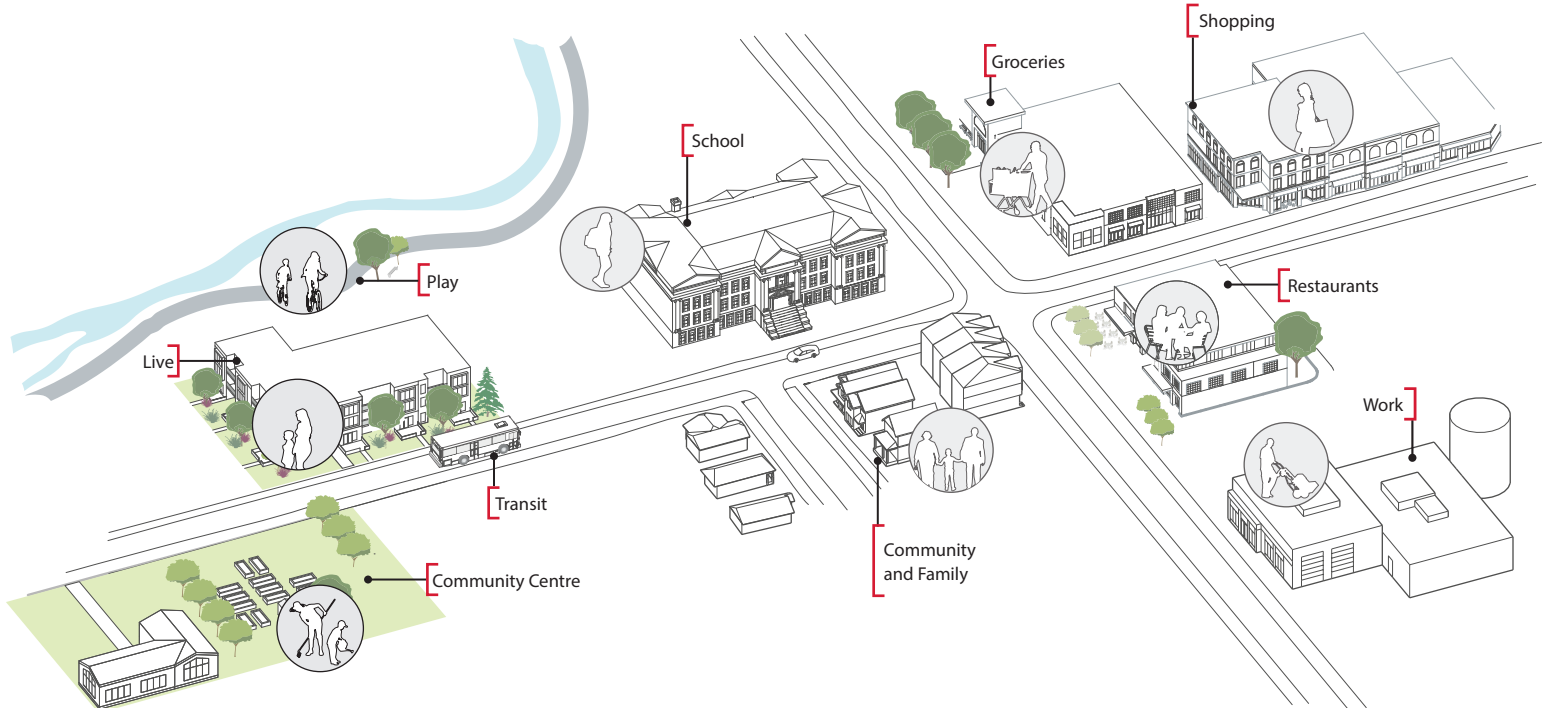


2.1 Introduction

The Plan sets out the framework for growth and change that recognizes and celebrates the elements that connect the Westbrook Communities. Policies in this section provide the direction to realize the vision and core values of the Plan.

Policies in the Plan will guide development primarily focused in the Westbrook, Shaganappi and 45 Street **transit station areas**, the Richmond Road and 51 Street Community **Activity Centre**, and along the 17 Avenue SW, 37 Street SW and the Richmond Road SW **Main Streets**. By implementing this vision, the Westbrook Communities will continue to be a unique collection of desirable and welcoming communities for a diversity of people.

Figure 4: Complete Communities



Creating Complete Communities

Our journeys are supported by the city around us—the sidewalks, lights, buildings, open space, roads and transit service. The way a community is built-out and evolves should support the activity of the people who are there and those who will be there in the future.

2.1.1 Future Growth Concept

The future growth concept set out in this Plan envisions accommodating growth and change in key strategic areas as identified in the **Municipal Development Plan**. The Plan is further informed by planning and technical analysis, as well as community engagement conducted in the drafting of this Plan. Policies in this section provide the direction to realize the vision and core values of the Plan.

The Plan envisions Westbrook Station as the central node within the Westbrook Communities, with the highest levels of activity, supported by a range of commercial and residential uses. These activity levels will be supported through well-designed buildings with higher building scales than the surrounding communities, as well as a high-quality **public realm** and street experience. This area will be where the greatest number of people visit, shop and recreate, enjoying shops and restaurants with wide sidewalks and **pedestrian** areas such as plazas. Given the significant amount of investment required to realize future redevelopment around Westbrook Station, this area will showcase a higher standard of low-carbon technology and climate-resilient buildings and site designs that will serve as a catalyst for climate action across the Westbrook Communities.

Main Streets, other Community **Activity Centres**, Neighbourhood **Activity Centres** and two other LRT Stations serve as secondary areas of growth and activity for the local population. Similarly, these areas will have a high-quality **public realm** and street experience, as well as higher building scales than the surrounding communities.

Other corridors, such as 29 Street SW, 45 Street SW, 26 Avenue SW and Bow Trail SW, as well as portions of 17 Avenue SW and 37 Street SW that are not identified as **Main Streets**, serve as areas of growth and activity, but generally have a more residential character than the **Main Streets**, **Activity Centres** and **transit station areas**.

The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. These two maps form the basis for guiding and enabling where growth could occur and are intended to be interpreted together to determine the appropriate type and scale of development. All development should generally comply with the maps and policies from the Plan.

These two maps indicate where future growth and activity will be focused in the Plan Area and define the general function for different parts of the Westbrook 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 Westbrook Communities Plan Area.

Map 3: Urban Form illustrates the general location of urban form categories and the block pattern in the Westbrook Communities. Together these elements describe the primary community functions/land uses (housing, commercial, industrial, regional campus, parks, civic and recreation, and natural areas) and policy consideration for the Westbrook Communities. Urban form categories can respond to the local context through additional policy guidance.

Map 4: Building Scale illustrates the general building height and massing within the Plan Area which supports the primary functions shown in Map 3: Urban Form.

2.2 Urban Form Categories

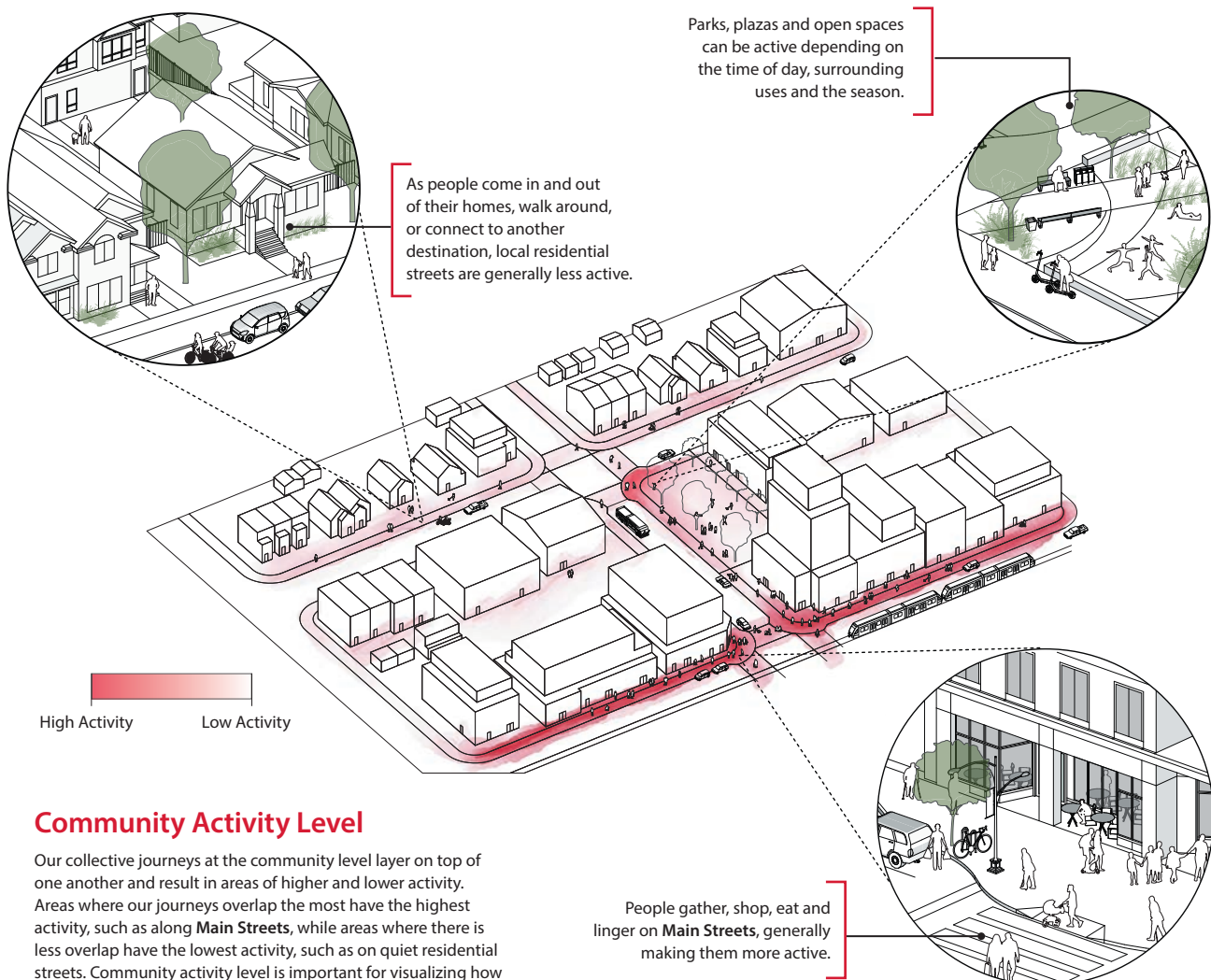
This Plan identifies the location of urban form categories in Map 3: Urban Form. These urban form categories identify and categorize the purpose and general function (land use) of different parts of a community. The relationship between the urban form categories demonstrate how the different areas of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

People's movements around and within the communities on a daily or weekly basis are the foundation of these urban form categories. People go to different areas of a community for different purposes. Places where many people go are high activity areas,

while places where fewer people go are lower activity areas. Despite the difference in overall activity level in different communities, the structure is still similar. There are places where activity is focused in a community, such as a **Main Street** and places that are less active, such as a local residential street.

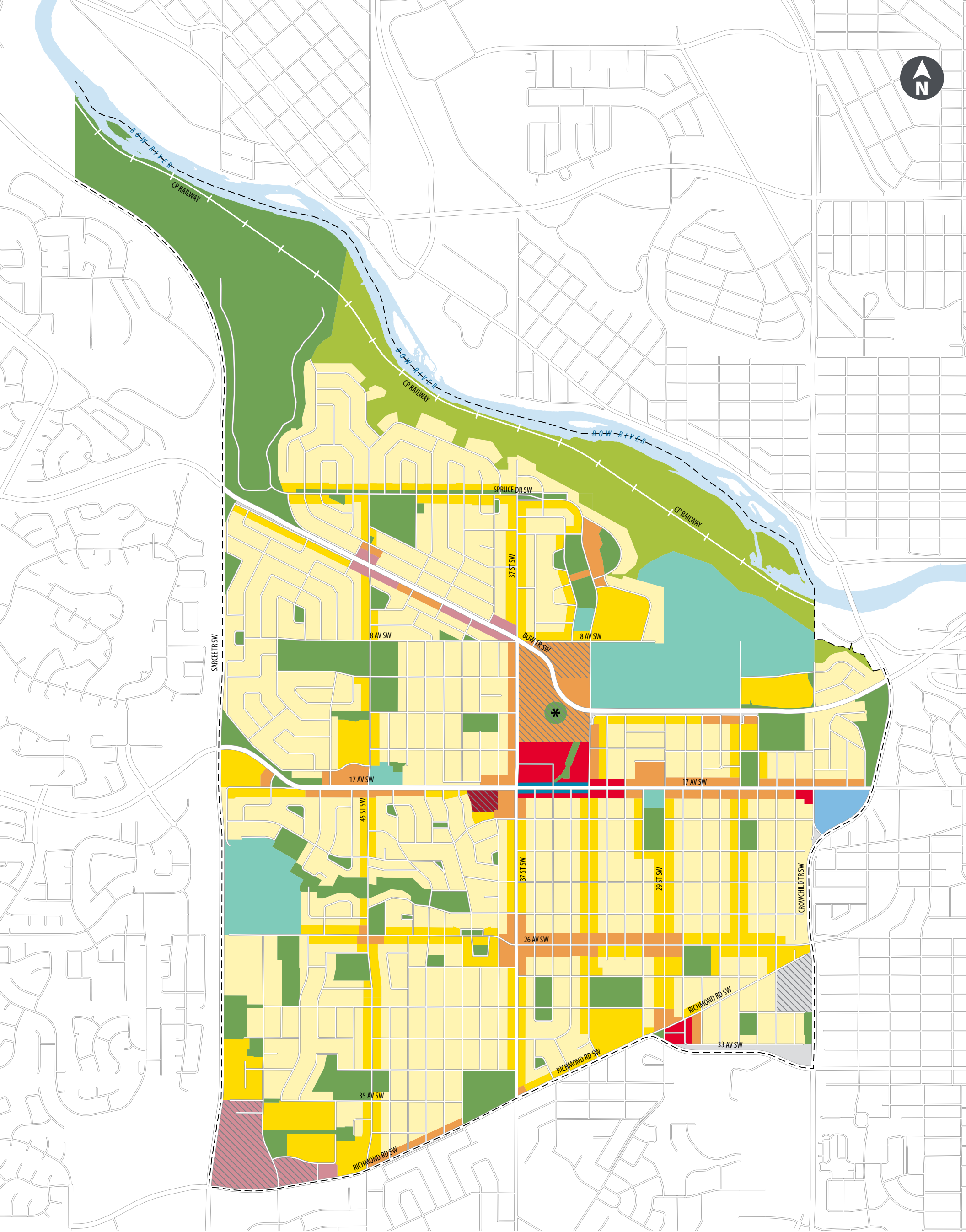
There are ten urban form categories that direct land use and **built form** in the Westbrook Communities. This section identifies the characteristics of the urban form categories and where they apply, as well as land use and site, building and landscape design policies for each category.

Figure 5: Community Activity Level



Community Activity Level

Our collective journeys at the community level layer on top of one another and result in areas of higher and lower activity. Areas where our journeys overlap the most have the highest activity, such as along **Main Streets**, while areas where there is less overlap have the lowest activity, such as on quiet residential streets. Community activity level is important for visualizing how our communities function and informs the planning process.



Map 3:
Urban Form

Legend

Urban Form

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector

- Neighbourhood Local
- Commercial Centre
- Commercial Corridor
- Natural Areas

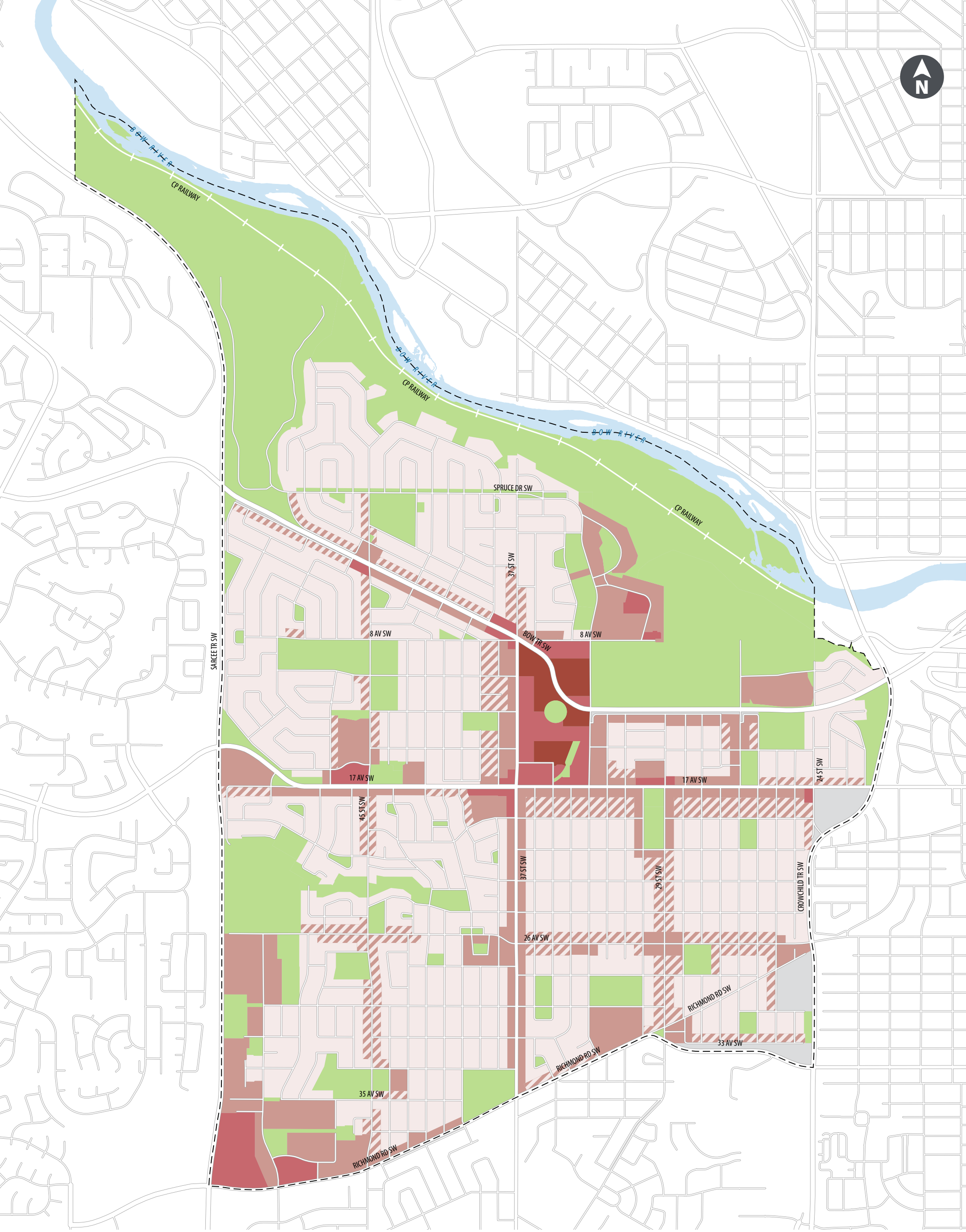
- Parks and Open Space
- City Civic and Recreation
- Regional Campus
- No Urban Form Category

Additional Policy Guidance

- Active Frontage
- Comprehensive Planning Site
- Plan Area Boundary



Location, size and shape of Parks and Open Space in this location is conceptual only and will be determined with future development.



Map 4:
Building Scale

- Legend**
- Limited (up to 3 Storeys)
 - Low (up to 6 Storeys)
 - Mid (up to 12 Storeys)
 - High (up to 26 Storeys)
 - No Scale Modifier
 - Parks, Civic and Open Space
 - Plan Area Boundary



Figure 6: Neighbourhood Urban Form Categories

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local

2.2.1 Neighbourhood

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

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

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

Figure 7: Summary of Urban Form Categories and Additional Policy Guidance

Urban Form Categories

Neighbourhood

Neighbourhood Commercial

Neighbourhood Flex

Neighbourhood Connector

Neighbourhood Local

Vehicle-Oriented Commercial

Commercial Centre

Commercial Corridor

Parks, Civic and Recreation

Natural Areas

Parks and Open Space

City Civic and Recreation

Regional Campus

Regional Campus

Additional Policy Guidance

Only applies to an urban form category where noted:



Active Frontage

May overlay any urban form category:

Comprehensive
Planning Site



2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

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

Policy

Land Use

- a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.
- b. Vehicle-oriented uses are discouraged:
 - i. in areas of high **pedestrian** activity;
 - ii. within **transit station areas**; or,
 - iii. where the use interferes with access to cycling **infrastructure**.

Site, Building and Landscape Design

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

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



2.2.1.2 Neighbourhood Commercial

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

Neighbourhood Commercial categories have been applied to areas of the highest commercial activity in the Westbrook Communities. This includes along 17 Avenue SW and within the southern portion of the Westbrook **transit station area**.

Active Frontage areas on Map 3: Urban Form indicate areas where the ground floor must contain **active uses**. In the Westbrook Communities, Active Frontage is applied primarily along **Main Streets** and **transit station areas**.

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 are discouraged in Active Frontage areas.

Site, Building and Landscape Design

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

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



2.2.1.3 Neighbourhood Flex

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

Neighbourhood Flex categories have been applied to corridors in the communities that have commercial character, or in areas where commercial development would be appropriate, but is not required. This includes areas along 17 Avenue SW, 37 Street SW, the northern portion of the Westbrook **transit station area** and in most Neighbourhood Activity Centres.

Policy

Land Use

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

Site, Building and Landscape Design

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

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

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

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

Policy

Land Use

- a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:
 - i. be primarily residential uses; and,
 - ii. support a broad range and mix of housing types, unit structures and forms.
- b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of **work-live units** or home-based businesses.
- e. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:
 - i. locate amenity spaces along the lane, where feasible;
 - ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,
 - iii. provide windows with views to the street or lane.

Site, Building and Landscape Design

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

- c. Development in Neighbourhood Connector and Neighbourhood Local areas should:
 - i. consider the local **built form** context;
 - ii. be oriented towards the street;
 - iii. consider shadowing impacts on neighbouring properties; and,
 - iv. provide access to off-street parking and loading areas from the lane, where possible.
- d. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.



2.2.1.5 Neighbourhood Connector

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

Neighbourhood Connector categories have been applied to higher activity residential streets. These streets have higher vehicle and **pedestrian** volumes and are typically collector streets, but are predominantly residential in nature. Streets such as 29 Street SW, 33 Street SW, 37 Street SW, 45 Street SW, 12 Avenue SW, 26 Avenue SW and Richmond Road SW are identified as Neighbourhood Connector to reflect this higher activity. Neighbourhood Connector is also applied to certain blocks that surround major parks, open space and recreational facilities such as the Killarney Aquatic & Recreation Centre.

Policy

Land Use

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

Site, Building and Landscape Design

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

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



2.2.1.6 Neighbourhood Local

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

The Neighbourhood Local category is the most common category and is applied to the primarily residential areas of the Westbrook Communities.

Limited Scale Policies

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

Policy

- a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.
- b. Building forms that contain one or two residential units are supported in Neighbourhood Local, Limited Scale.
- c. Building forms that contain three or more residential units should be supported on parcels with rear lanes in the following areas:
 - i. within **transit station area Core Zones** and **Transition Zones**;
 - ii. along a street identified as a **Main Street** or separated by a lane from a parcel along a **Main Street**;
 - iii. on corner parcels; or,
 - iv. adjacent to or separated by a road or lane from a school, park or open space greater than 0.4 hectares.
- d. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:
 - i. access to sunlight and shade on adjacent parcels; and,
 - ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate.

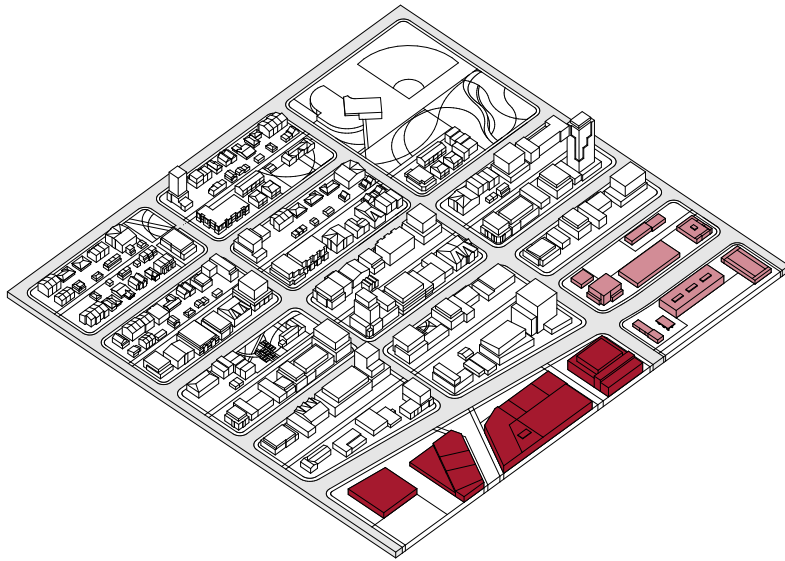


Figure 8: Vehicle-Oriented Commercial Urban Form Categories

- Commercial Centre
- Commercial Corridor

2.2.2 Vehicle-Oriented Commercial

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

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

Policy

Land Use

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

Site, Building and Landscape Design

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

- e. Development in Vehicle-Oriented Commercial areas should:
 - i. identify a hierarchy of **pedestrian** routes that connect destinations on the site;
 - ii. locate commercial uses along higher activity public streets or internal publicly-accessible private streets;
 - iii. position buildings to face public streets or internal publicly-accessible private streets;
 - iv. not locate parking between a building and a higher activity street;
 - v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;
 - vi. locate access and service areas away from public streets, and screen with landscaped areas where possible;
 - vii. provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;
 - viii. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials and setbacks; and,
 - ix. position landscaped areas to enhance and complement the interface between the building and **pedestrian** routes.
- f. Industrial activities should be fully enclosed within a building.
- g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses.
- h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:
 - i. windows with views to the street and access to natural light;
 - ii. amenity space that could be used for daily activity or seasonal programming; and,
 - iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.
- i. Where vehicle-oriented uses are provided, development should be designed to:
 - i. minimize the number of locations where vehicles cross the sidewalk;
 - ii. minimize driveway width or locate driveways on a lower activity street;
 - 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.

Commercial Centre categories are applied to the commercial areas along Richmond Road SW east of Sarcee Trail SW, as well as the commercial area on 17 Ave SW just west of 37 Street SW. These areas are predominantly vehicle oriented, but may redevelop in a manner that improves **pedestrian** access while still maintaining safe vehicular access.

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.

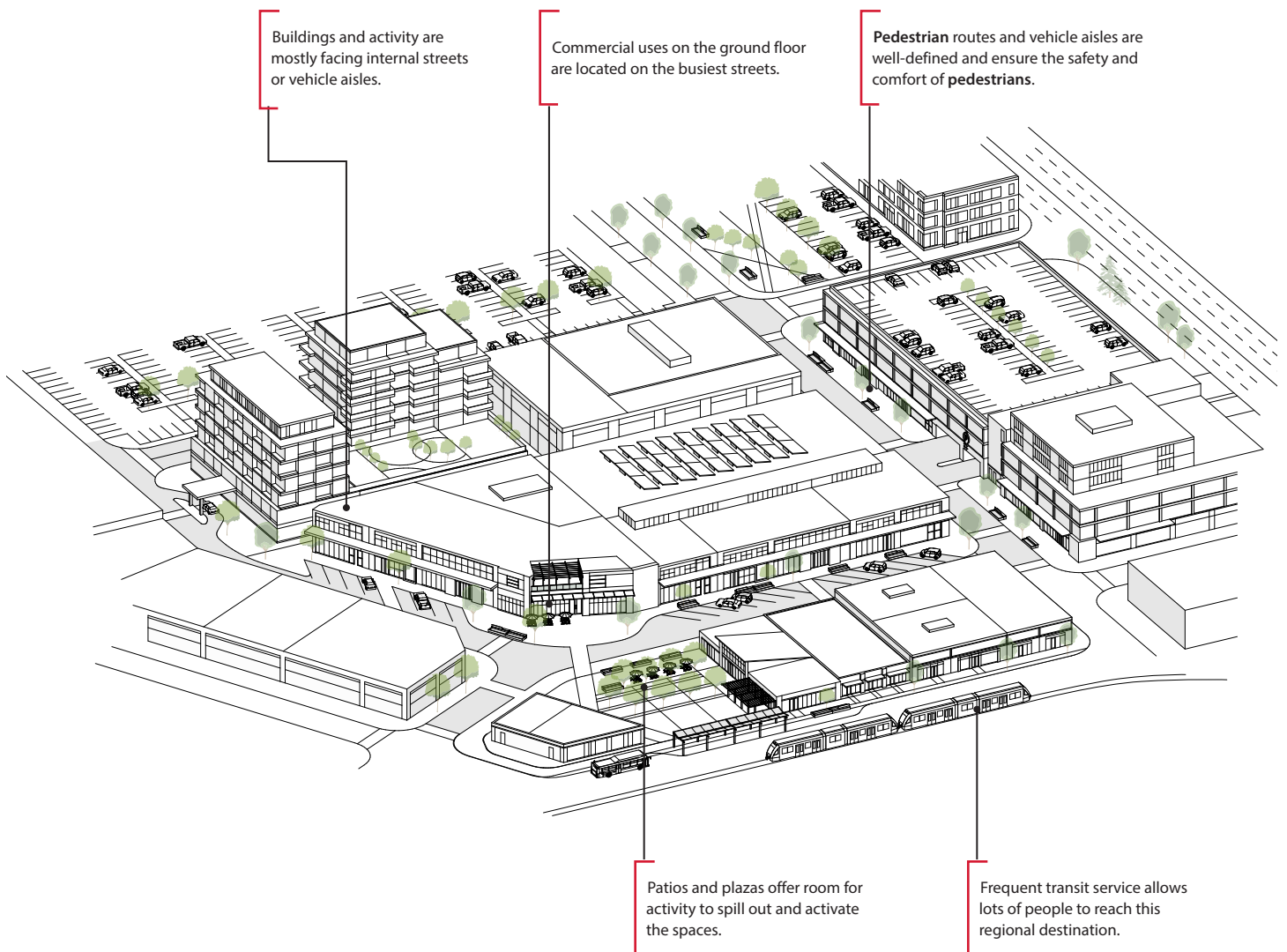
Site, Building and Landscape Design

In addition to the policies in Section 2.4, the following policies apply to the Commercial Centre areas:

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

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

Figure 9: Commercial Centre Bird's Eye View





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.

Commercial Corridor categories are applied to portions of Bow Trail SW due to the automobile-oriented nature of the road and the challenges in providing exclusively **pedestrian**-oriented development along the corridor.

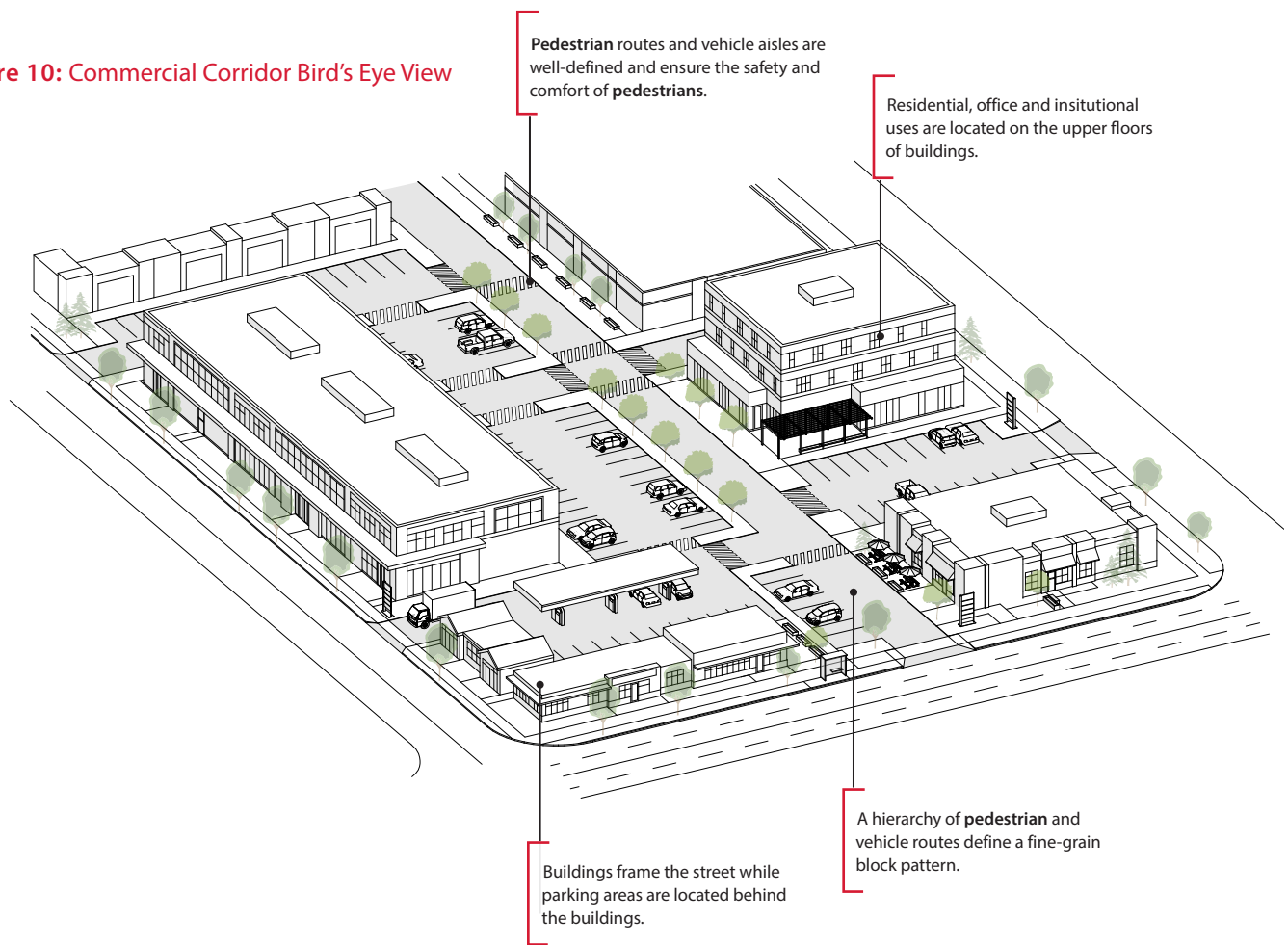
Policy

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

Figure 10: Commercial Corridor Bird's Eye View



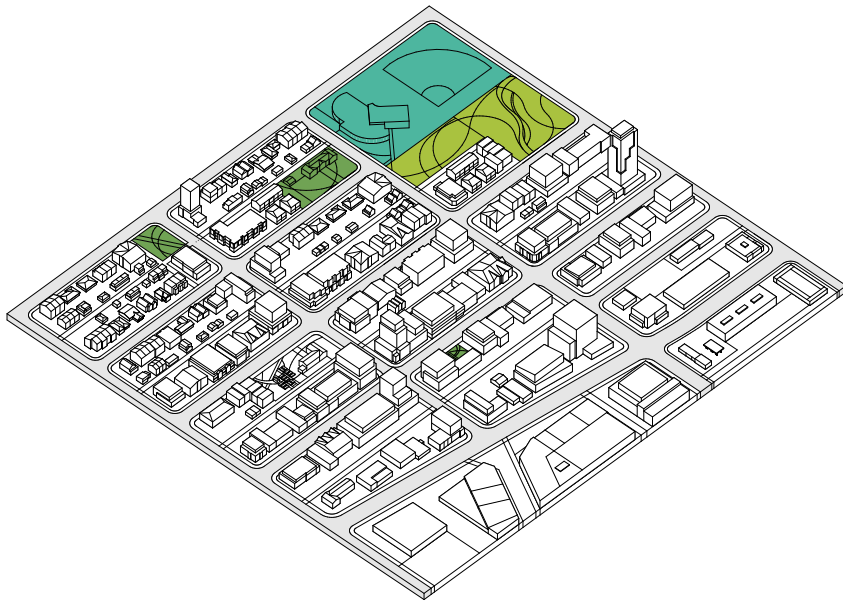


Figure 11: Parks, Civic and Recreation Urban Form Categories

- Natural Areas
- Parks and Open Space
- City Civic and Recreation

2.2.3 Parks, Civic and Recreation

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

In the Westbrook Communities, the Natural Areas, Parks and Open Space and City Civic and Recreation urban form categories have been applied as shown on Map 3: Urban Form.

Policy

Site, Building and Landscape Design

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

- a. Developments within Parks, Civic and Recreation areas should:
 - i. connect to the community, including other parks and open spaces by active transportation and transit networks;
 - ii. use climate resilient plant material that include native and locally-adaptive species; and,
 - iii. consider operations and maintenance requirements, such as snow clearing and storage.
- b. Buildings and facilities within Parks, Civic and Recreation areas should:
 - i. be located to maximize accessibility;
 - ii. be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;
 - iii. be made of materials that complement surrounding parks or open space;
- 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; and,
 - v. providing public art or cultural spaces, where feasible.
- iv. provide shelter to allow for year-round use, where appropriate;
- v. consider design that allows indoor spaces to open to the outdoors; and,
- vi. identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.

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.

As shown in Map 3: Urban Form, this urban form category applies to areas along the Bow River, including the Douglas Fir Trail and Edworthy Park.

Policy

Site, Building and Landscape Design

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

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

2.2.3.2 Parks and Open Space

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

As shown in Map 3: Urban Form, this urban form category applies across the Westbrook Communities and includes school sites, in addition to parks and open spaces.

Policy

Land Use

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

Site, Building and Landscape Design

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

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

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

2.2.3.3 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 occur in these areas where there are no significant on-site park or open spaces. Schools or community association buildings that are co-located or integrated with other civic uses, such as libraries and protective and emergency services are appropriate in this category.

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

As shown in Map 3: Urban Form, this urban form category applies to the Shaganappi Golf Course, Wildflower Arts Centre, Killarney Aquatic and Recreation Centre, the Optimist and George Blundun Arenas and Optimist Athletic Park. The urban form category also applies to the Fire Station and Police Station located adjacent to the 45 Street Station.

Policy

Land Use

- a. City Civic and Recreation areas should support:
 - i. a range of recreation, civic, arts and cultural opportunities to meet the needs of an increasingly diverse city in all seasons; and,
 - ii. commercial services that complement the primary function of the site.
- b. All types of care facilities and **affordable housing** are appropriate in this category and are encouraged to locate where there is convenient access to community services and amenities

Site, Building and Landscape Design

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

- c. City Civic and Recreation areas should:
 - i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
 - ii. identify and integrate cultural landscapes in their design and layout;
 - iii. consider opportunities for publicly-accessible drinking fountains, and washrooms; and,
 - iv. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.
- d. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.
- e. The provision of space for local food production, processing, sales and programming is encouraged on-site or within community facilities.
- f. Building Scale modifiers are not applied within the City Civic and Recreation areas for uses that comprise recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.
- g. Supplementary uses, such as residential or commercial uses within the City Civic and Recreation areas should be located in buildings less than three storeys. Buildings containing a residential or commercial use on a floor greater than three storeys shall require an amendment to Map 4: Building Scale.

2.2.4 Regional Campus

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

As shown in Map 3: Urban Form, this urban form category applies to the HMCS Tecumseh Naval base.

2.2.5 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.

Policy

Site, Building and Landscape Design

- a. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:
 - i. identify an appropriate transition of use and scale to adjacent areas;
 - ii. identify a hierarchy of streets and **pedestrian** routes that connect destinations on and to the site;
 - iii. identify phasing for future development, including how parking areas change over each phase;
 - iv. identify opportunities for comprehensive energy planning to address climate change and improve climate resiliency;
 - v. use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
 - vi. identify the location of publicly-accessible open space;
 - vii. identify opportunities to create a sense of place;
 - viii. integrate transit **infrastructure**; and,
 - ix. identify utility connections.
- iv. consider the future realignment of the MAX Yellow BRT.
- c. Map 3: Urban Form identifies the site of Westbrook Mall (south of Bow Trail SW, west of 33 Street SW, east of 37 street SW and north of 15 Avenue SW) as a Comprehensive Planning Site. Development on this site should follow the relevant policies for **transit station areas** in general and Westbrook Station in particular, contained in Section 2.5.2.
- d. Map 3: Urban Form identifies a portion of the area to the south of 8 Avenue SW, west of Spruce Drive SW, north and east of Bow Trail SW as a Comprehensive Planning Site. Development on this site should provide convenient **pedestrian** access to the **pedestrian** bridge over Bow Trail SW.
- e. Map 3: Urban Form identifies a portion of area to the north of 19 Avenue SW, west of 37 Street SW, south of 17 Avenue SW and east of Glenwood Drive SW as a Comprehensive Planning Site. Development on this site should:
 - i. locate taller buildings closest to the intersection of 17 Avenue SW and 37 Street SW;
 - ii. provide commercial parking in a consolidated parking area to reduce vehicle travel between uses within the site; and,
 - iii. minimize driveway crossings of any new development by consolidating accesses and managing vehicle circulation on site.

Comprehensive Planning Sites

- b. Map 3: Urban Form identifies the lands to the west of Crowchild Trail SW, south of Richmond Road SW, east of 25 Street SW and north of 30 Avenue SW as a Comprehensive Planning Site. Development on this site should:
 - i. locate taller buildings on the north end of the parcel to minimize shadowing on the open space;
 - ii. reduce building scale closer to 25 Street SW to transition to the existing lower scale residential development;
 - iii. minimize driveway crossings of any new development by consolidating accesses and managing vehicle circulation on site; and,
- f. Map 3: Urban Form identifies the lands to the north of Richmond Road SW, west of 51 Street SW, south of Glenbrook Place SW and east of Sarcee Trail SW as a Comprehensive Planning Site. Development on this site should:
 - i. provide building entrances, landscaping and greater sidewalk widths along 51 Street SW;
 - ii. incorporate uses that activate 51 Street SW;
 - iii. incorporate accessible and safe **pedestrian** and cyclist routes;

- iv. incorporate safe and convenient **pedestrian** routes from the site to nearby transit stops;
 - v. minimize the number of vehicle access points to 51 street SW;
 - vi. locate vehicle-oriented uses to the west and south portions of the site;
 - vii. locate taller buildings to the west of the site; and,
 - viii. consider how to incorporate renewable and district energy features.
- g. Map 3: Urban Form identifies the lands to the north of Richmond Road SW, east of 51 Street SW, south of 39 Avenue SW and west of 48 Street SW as a Comprehensive Planning Site. Development on this site should:
 - i. locate smaller scale **retail**, personal service, take out food service, restaurants, grocery stores and similar uses along with associated building entrances along Richmond Road SW or 50 Street SW;
 - ii. locate residential uses and/or commercial uses such as offices, medical and financial institutions and associated building entrances along 39 Avenue SW and 48 Street NW; and,
 - iii. consider how to incorporate renewable and district energy features.

2.3 Scale Modifiers

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

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

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

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.

Low

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

Parks, Civic and Open Space

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

Mid

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

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.

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.

Low – Modified

- Buildings of four storeys or less.
- Typically characterized by single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, stand-alone or mixed-use 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 single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhomes, stand-alone or mixed-use buildings.

Policy

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

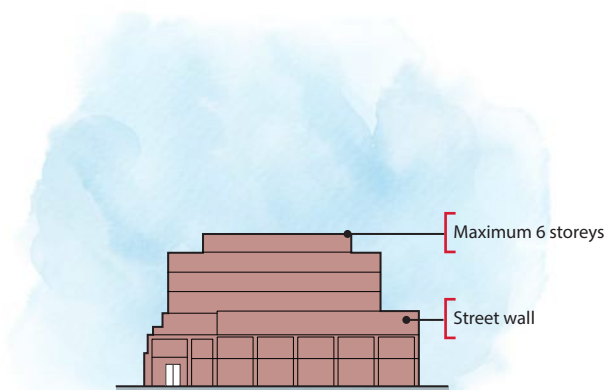


2.3.3 Low Scale

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

Policy

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

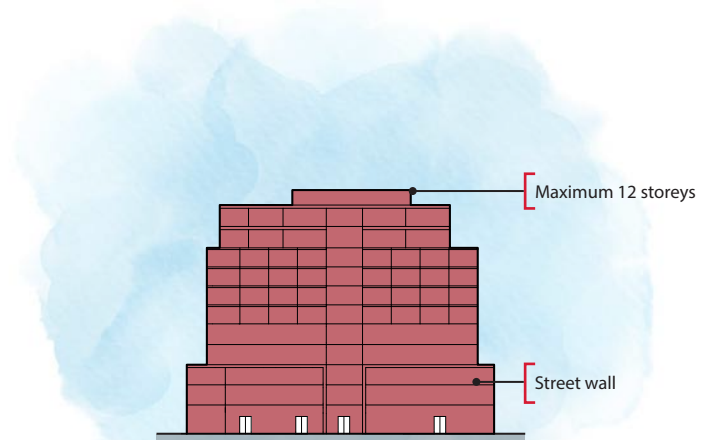


2.3.4 Mid Scale

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

Policy

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

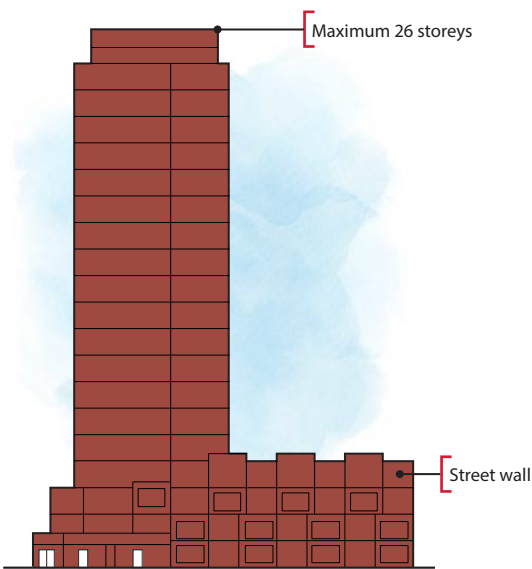


2.3.5 High Scale

High Scale accommodates developments up to twenty-six storeys.

Policy

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



2.3.6 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. This may include, but is not limited to, the following strategies:
 - i. using similar **street wall** heights and building massing along a street; and,
 - ii. decreasing height incrementally through a block.

2.4 General Policies

2.4.1 Built Form

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

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

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

2.4.1.1 Site Design

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

Policy

- a. Development should:
 - i. locate buildings to frame public streets;
 - ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;
 - iii. locate access and service areas off a lane, where possible;
 - iv. provide well-defined and universally accessible **pedestrian** and cycling routes to nearby transit stops and stations;
 - v. identify a hierarchy of **pedestrian** routes that connect destinations within and to the site;
 - vi. provide universally accessible on-site **pedestrian** and cycling routes that minimize conflicts with vehicles, particularly near access and service areas;
 - vii. position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes;
 - viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites;
 - ix. retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;
 - x. design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;
 - xi. consider design and site layouts that accommodate snow storage and removal; and,
 - xii. consider opportunities to provide permeable surfaces to improve the retention and infiltration of stormwater.
- b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site **pedestrian** routes to minimize conflicts with vehicles.
- c. **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility, where possible.
- d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.
- e. Development should support shared-mobility options in proximity to a **transit station area**, where appropriate.
- f. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.
- g. Alternative solutions or innovative designs may be considered for:
 - i. **pedestrian** access and internal circulation, where challenging topography or other site constraints exist; and,

- ii. accessing and servicing a development, where standard requirements cannot be met.
- h. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:
 - i. activate the park and open space through site and building design;
 - ii. provide amenity space facing the park or open space;
 - iii. provide views into the park and open space;
 - iv. minimize shadow impacts;
 - v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;
 - vi. consider integrating **pedestrian** routes to the park or open space;
 - vii. consider opportunities for residential units facing the park and open space; and,
 - viii. use landscaped areas to delineate open space and property boundaries, where possible.
- i. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.
- j. 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 road rights-of-way setbacks should use the setback area to provide for an improved **public realm** and create safe, welcoming and universally accessible **pedestrian** environments. 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, where feasible, using high-quality 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. street furniture; and,
 - v. integration with transit stops.
- m. Developments adjacent to engineered walkways are encouraged to improve the interface with the walkway by improving passive surveillance, increasing visual permeability and/or activating the walkway through design strategies such as:
 - i. orienting building entrances toward the walkway;
 - ii. providing windows and other transparent façade treatments facing the walkway;
 - iii. avoiding the use of tall fences and other opaque landscape treatments adjacent to the walkway;
 - iv. avoiding blank facades facing the walkway; and,
 - v. providing exterior building lighting adjacent to the walkway.
- n. Development adjacent to Edworthy Park and the Douglas Fir Trail should complement these open spaces and minimize impacts to them by:
 - i. including native species in landscaping plans;
 - ii. be designed to limit shadowing onto the open spaces by restricting the amount of shadow onto the open space for no more than 10 metres into the open space for no more than 1 hour between 10:00 am and 4:00 pm on the Spring and Fall equinoxes;
 - iii. ensuring point source drainage (i.e., from roofs) is directed to the fronts of lots and away from the slope; and,
 - iv. applying an 18 metre building setback from the surveyed Top of Slope for new structures.
- o. Lanes that run perpendicular to the following street sections may be considered for closure and/or relocation, subject to technical feasibility, to encourage a continuous street frontage and mitigate vehicle and **pedestrian** conflicts on higher activity:
 - i. 12 Avenue SW between 25A Street SW and 33 Street SW;
 - ii. 17 Avenue SW;

- iii. 21 Avenue SW between 29 and 30 Streets SW;
 - iv. 26 Avenue SW;
 - v. Richmond Road SW; and
 - vi. 45 Street SW.
- p. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.
- iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
 - v. reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public realm**, open spaces and amenity spaces;
 - vi. integrate mechanical equipment as part of the overall design of the building; and,
 - vii. use durable and climate resilient building materials.

2.4.1.2 Building Design

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

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

Policy

- a. Development should be designed to:
 - i. provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;
 - ii. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, change in building materials, façade articulation and setbacks;
 - iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;
- b. Development located outside of the Floodway or Flood Fringe but within the 1:100 Flood Inundation Area should be designed in accordance with Flood Fringe policies of the **Municipal Development Plan**.
- c. Building frontages should:
 - i. provide well-marked primary entrances that are barrier-free, where possible;
 - ii. provide entrances and windows that maximize views to and from the street; and,
 - iii. include building features that shelter **pedestrians**, provide weather protection and visual interest and support year-round activity.
- d. Building frontages on corner parcels should:
 - i. provide well-marked primary entrances along the higher activity street or at the corner;
 - ii. provide entrances to uses on both street frontages;
 - iii. wrap building features and materials around a building corner; and,
 - iv. continue public or publicly-accessible amenity space around a building corner, where provided.
- e. Residential frontages on the ground floor should provide:
 - i. well-marked, individual entrances for units which face a public street or internal **pedestrian** route;
 - ii. windows with views to the street and access to natural light; and,
 - iii. setbacks that allow for a transition from the **public realm** to residential units that incorporate landscape and design elements or amenity spaces.

2.4.1.3 Amenity Space

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

Policy

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

2.4.1.4 Landscape Design

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

Policy

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

2.4.2 Additional Design Considerations

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

2.4.2.1 Innovation and Creativity

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

Policy

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

2.4.2.2 Incremental Improvements

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

Policy

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

2.4.2.3 Interim Development

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

Policy

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

2.4.2.4 Sustainable Development

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

Policy

- a. Development may be required to incorporate sustainable building features, technologies and operational approaches. This includes, but is not limited to:
 - i. integrating on-site renewable energy generation;
 - ii. reducing waste production and energy consumption beyond energy code minimum requirements;
 - iii. reducing greenhouse gas emissions; and,
 - iv. integrating electric vehicle charging **infrastructure**.
- b. Development is encouraged to include renewable energy generation technologies on new buildings or major additions.

- c. Development is encouraged to reduce water consumption and improve stormwater management by incorporating green **infrastructure**.
- d. Development is encouraged to adaptively reuse existing buildings and **infrastructure**.
- e. Development is encouraged to consider opportunities to integrate fire protection measures to reduce fire flow needs.
- f. A renewable and low carbon energy feasibility study, conducted by qualified professionals, should be submitted when new or renovation projects are not designed to net zero or net zero ready standards for proposed developments on sites greater than 1.0 hectare or with building(s) with a cumulative floor area greater than 30,000 square metres.
- g. A renewable and low carbon energy feasibility study is encouraged for developments not designed to net zero standards for building(s) with a cumulative floor area smaller than 30,000 square metres.
- h. Where a renewable and low carbon energy feasibility study has been submitted as part of a planning application, feasible sustainable building features and technologies should be incorporated into development.

2.4.3 Climate Change Mitigation and Adaptation

Calgary is already experiencing the effects of a changing climate, including more frequent and severe extreme weather as well as slow onset of climate change hazards, and these effects will continue to intensify. Current and future climate change impacts require The City to educate, incentivize and mandate climate mitigation and adaptation actions across Calgary, including the Westbrook Communities.

The City declared a Climate Emergency in 2021 to enable a coordinated approach to: implementation of effective management practices, policy direction, budget prioritization and strategic oversight. Integrating climate mitigation and risk-reduction strategies into all planning and development decisions within the Westbrook Communities is important. Informed by climate risk profiles created for the communities, policies and guidelines contained in this Plan are intended to support a transition toward a low-carbon economy and a more resilient and sustainable future.

Approved in 2022, the Calgary Climate Strategy (the Strategy) outlines The City's path to achieving net zero emissions by 2050 and becoming more climate resilient in alignment with local, provincial, national, and international policy. To meet this ambitious target, the Strategy focuses on supporting a low-carbon future and reducing climate impacts by:

- Defining the City's role in transitioning Calgary to a low carbon economy, while supporting sustainable growth.
- Supporting development of interim milestones for climate mitigation, including specific programs and actions to reduce greenhouse gas emissions.
- Developing climate adaptation measures to help manage climate risks to our built **infrastructure**, environment, economy, and people.

- Creating and implementing programs and actions, while tracking and reporting progress and achievements.

The Strategy and actions within are non-statutory and is thus empowered through inclusions in statutory plans like the Westbrook Communities Local Area Plan.

Almost all annual greenhouse gas emissions produced in the Westbrook Communities are directly equated to the use of carbon-intensive energy for building heating and cooling and transportation. Reducing emissions by decreasing reliance on private vehicles and improving the energy efficiency of buildings directly translates to reduced energy use and costs. When comparing low carbon development and mobility options with "business as usual" trends, research indicates that the shift towards a lower carbon development path for the Westbrook Communities (and Calgary as a whole) is economically and technologically viable.

Climate risk in the Westbrook Communities ranges from very low to moderate. However, all communities will experience a significant increase in climate risk by 2050. The most significant climate change hazards facing the community are shifting seasons, as there has already been a noticeable increase in average temperature, and severe storms. By mid-century, the climate hazards of extreme heat and heavy rainfall events are projected to be the greatest sources of risk. Climate change threatens to harm community members physically, emotionally, and economically, damage buildings and **infrastructure**, destroy natural assets, compromise food security and cause both water insecurity and flooding.

The Plan seeks to reduce climate hazard risks by addressing the climate resilience of buildings and **infrastructure**, to assist citizens with managing, responding, and adapting to these hazards, and leveraging the innate resiliency of natural **infrastructure** in the community.

Policy

- a. To support net-zero or net-zero ready projects or developments that use climate resilient building materials and/or include community climate resilience assets, the Development Authority should consider all available opportunities, including but not limited to variances to applicable development standards, and relaxations to the **Land Use Bylaw** and policies within the Westbrook Communities Plan that guide building design, setbacks, stepbacks, height, façade articulation, parking minimums, and use composition.

Climate Mitigation: Net Zero Homes and Buildings

- b. New development should incorporate climate mitigation building features, technologies, and operational approaches. This may include, but is not limited to:
 - i. using energy-saving light fixtures;
 - ii. reducing energy consumption beyond energy code minimum requirements by integrating high performance mechanical systems and building envelope wall-assemblies;
 - iii. lowering embodied emissions and waste production by re-purposing existing development; and
 - iv. integrate electric vehicle charging **infrastructure**.
- c. New development, major renovation, and retrofits for developments six storeys and above (low scale or greater) should participate in measuring and disclosing their energy performance through the City of Calgary's Commercial and Institutional Building Energy Benchmarking Program. New development, major renovations, and retrofits five storeys or less are encouraged to participate in the Commercial and Institutional Building Energy Benchmarking Program.
- d. Development is encouraged to align with net zero and/or net zero-ready emissions principles.
- e. Net zero-ready development should provide a plan to achieve net zero by 2050.
- f. Retrofit and renovation projects that improve long term energy use and performance in buildings should be promoted.

Climate Mitigation: Zero Carbon Energy Transition

- g. New development, renovation, and retrofits are encouraged to reduce greenhouse gas emissions by integrating on-site renewable energy generation and/or other alternative energy sources, including but not limited to solar PV, geothermal, and district energy.
- h. Development six storeys and above (low scale or higher) should integrate on-site renewable energy generation and/or other alternative energy sources, including but not limited to rooftop solar PV, solar walls, solar canopies over parking lots, geothermal energy, and, where available, district energy.

Climate Adaptation: People

- i. Encourage the provision of shading and cooling amenities on public and private lands, especially at:
 - i. transit stops and stations;
 - ii. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;
 - iii. high traffic **pedestrian** and cycling corridors; and,
 - iv. areas with lower tree canopy coverage.

Climate Adaptation: Built Infrastructure

- j. Development should integrate climate resilient building materials. New development, major renovation, and retrofits are encouraged to include climate resilient features such as cooling systems (e.g. air-source heat pumps, air conditioning), green roofs, high efficiency insulation, or permeable native landscaping.
- k. Development six storeys and above (low scale or higher) should include high-efficiency insulation and cooling systems (e.g. air-source heat pumps, air conditioning).
- l. New development, major renovation, and retrofit projects are encouraged to:
 - i. include back-up power generation that can function during periods of power loss, using renewable sources where possible; and,
 - ii. consider the use of semi-permeable pavements, especially in areas and parcels with high amounts of impermeable surfaces.

Climate Adaptation: Natural Infrastructure

- m.** New development, major renovation and retrofit projects should be designed to limit the amount of impervious surfaces, retain and enhance greenspaces, and exceed minimum landscaping requirements for trees and soft surface areas to limit impacts of extreme heat events and stormwater flooding.
- n.** Vegetation and trees chosen for streetscapes, parks and private development should be diverse native species that are drought-resistant, suitable for drier, warmer temperatures, and appropriate for soil volume and composition.
- o.** Plants selected for landscaped areas are encouraged to provide food for people or wildlife where appropriately located and managed.

Climate Adaptation: Water

- p.** New development should collect and reuse stormwater using rain barrels or cisterns.
- q.** New development, major renovations, and retrofits are encouraged to consider opportunities to minimize water demand — this may include methods such as low flow and high efficiency appliances and greywater collection and reuse.
- r.** Development on sites greater than 1.0 hectare should include landscaping designed to provide improved stormwater management, such as rain gardens or bioswales. All new developments, major renovations, and retrofits are encouraged to consider opportunities for landscaping to provide improved stormwater management.
- s.** Publicly accessible amenity spaces are encouraged to be designed to include drinking fountains and washrooms, designed to be universally accessible.

2.5 Area Specific Policies

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



2.5.1 Neighbourhood Main Streets

Portions of 37 Street SW, 17 Avenue SW and Richmond Road SW are identified as Neighbourhood **Main Streets** in the **Municipal Development Plan**. The **Municipal Development Plan** includes general policies and development intensity targets for Neighbourhood **Main Streets**.

These streets serve as important commercial areas and gathering places for the Westbrook Communities. 17 Avenue is a well-established commercial area consisting of a mix of **retail**, restaurant, personal service, medical, recreational and institutional uses and serves as a main commercial draw for the area. 37 Street, in contrast, is a developing commercial corridor, with only select commercial opportunities closer to 17 Avenue SW and 26 Avenue SW. 37 Street, however, serves as an important transit, cycling and **pedestrian** corridor, and is envisioned to evolve into a mixed residential and commercial street in the future.

The following policies apply to all development that has frontage on the area's **Main Streets**. These policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public realm** while supporting medium to high levels of **pedestrian** activity.

Policy

- a. High-quality, durable exterior finishing materials such as masonry, metal, glass and/or concrete should be used on the **street wall**. Cinder block and vinyl siding are discouraged.
- b. To encourage a continuous street frontage and mitigate vehicle and **pedestrian** conflicts on **Main Streets**, relocation and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.
- c. Development on **Main Streets** should improve the **public realm** and create a safe, welcoming **pedestrian** environment. Design considerations should include, but are not limited to:
 - i. sidewalk widths that accommodate safe and comfortable and universally accessible **pedestrian** movement for the volume of anticipated users, while considering elements such as adjacent outdoor patios or transit station **infrastructure**;
 - ii. increased landscaping including green stormwater **infrastructure**, where feasible;
 - iii. add street trees, where feasible, using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/ techniques to promote long-term sustainability of newly planted trees;
 - iv. publicly accessible amenity space, street furniture and/or street lighting, especially adjacent to **transit station areas**;
 - v. closure or merging of existing driveways;
 - vi. curb extensions at intersections and **pedestrian** crossings;
 - vii. alignment with any City Streetscape Master Plans or other City initiated **public realm** plans; and,
 - viii. opportunities to provide for interim streetscape enhancements within road rights-of-way setbacks.
- d. Development should create 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 stepbacks at or below the sixth storey;
 - ii. overall reduction of building mass at or above the sixth storey; and
 - iii. building articulation using building materials, massing and projections.
- e. New low-intensity uses such as single-detached, semi-detached and duplex housing are strongly discouraged.
- f. Consolidating parcels along **Main Streets** is encouraged for greater development potential, to provide for comprehensively planned development and avoid “orphaning” parcels that would restrict the feasibility of redevelopment on adjacent properties.
- g. Parking relaxations and relaxations to other standards should be supported for development on constrained sites (such as individual lots that cannot feasibly consolidate) to make development more feasible.
- h. New vehicle-oriented uses such as automotive sales, retailers with large surface parking areas and drive-through restaurants or services are strongly discouraged.
- i. New development should integrate with and improve transit stops. Design strategies may include, but are not limited to:
 - i. providing paved **pedestrian** connections;
 - ii. incorporating transit stops into the overall site design; and,
 - iii. avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops.

37 Street SW

37 Street SW is an important Neighbourhood **Main Street** within the Westbrook communities. The MAX Teal BRT runs along 37 Street SW, connecting Westbrook Station to Mount Royal University, Rockyview Hospital, Quarry Park and other destinations. Commercial amenities are located at 17 Avenue SW, 26 Avenue SW and Richmond Road SW along the corridor. The Plan envisions that this Neighbourhood **Main Street** accommodates additional residential and commercial density along with higher levels of **pedestrian** and cycling activity. Areas closer to 17 Avenue SW and 26 Avenue SW are envisioned to support higher activity commercial uses, such as restaurants, larger format **retail** and markets while the remainder of the street would support more residential and locally focused commercial uses, such as corner stores and cafes.

- j. Underground parking within required road rights-of-way setback and/or front setback areas should be permitted subject to confirmation of technical feasibility (i.e., location of utilities).
- k. Relaxations to front setback areas within the **Land Use Bylaw** should be supported so that buildings can be located closer to 37 Street SW.

17 Avenue SW

17 Avenue SW is the primary commercial street in the Westbrook Communities and the portion east of 37 Street SW is identified as an important Neighbourhood **Main Street**. 17 Avenue SW contains several transit routes and is a busy **pedestrian** and vehicle corridor. 17 Avenue SW also serves as a connection to transit routes located on Crowchild Trail SW, including the MAX Yellow BRT. Amenities and services on the 17 Avenue SW corridor include the Killarney Aquatic and Recreation Centre, the HMCS Tecumseh Naval base, the Salvation Army's Barbara Mitchell Family Resource Centre and the southern portion of the Westbrook **transit station area**. These sites present opportunities for large, comprehensive redevelopment to enhance and strengthen the role of the street.

17 Avenue is envisioned to be the main commercial street in the Westbrook Communities, with the highest level of activities closest to Westbrook Station. The eastern portion of the 17 Avenue SW **Main Street** is envisioned to be a mix of residential and commercial uses, with more personal service and locally focused **retail** and dining options.

- l. Uses interior to the site should have direct **pedestrian** access to 17 Avenue SW.
- m. Underground parking within required road rights-of-way setback and/or front setback area should be permitted subject to confirmation of technical feasibility (i.e., location of utilities).

Richmond Road SW

Richmond Road SW, west of 37 Street SW is identified as a Neighbourhood **Main Street** in the Westbrook Communities, and the street serves as the southern boundary of the Plan. The street is important within the Westbrook Communities, connecting destinations within the Plan Area such as the 51 Street SW/ Richmond Road SW Community **Activity Centre** and the commercial area at 37 Street SW and Richmond Road SW to other destinations just outside the Westbrook Communities such as Richmond Green Golf Course and associated recreation area, the 3/34 Avenue SW **Main Street** in Marda Loop and West Hills shopping centre.

While Richmond is identified as a **Main Street**, it is not envisioned as a high activity commercial corridor. The mix of parcel orientations (fronting lots, flanking lots and parallel service roads), the large distances between **pedestrian** crossings and large sized commercial parcels makes street-fronting **retail** difficult along this corridor. Rather the **Main Street** is envisioned more as a primarily residential corridor with commercial activity located at key nodes (37 Street, 51 Street) in commercial developments that are more internally focused.

Development on sites greater than 1 hectare along the Richmond Road SW Neighbourhood **Main Street** should provide safe and convenient **pedestrian** connections from Richmond Road SW to building entrances.



2.5.2 Transit Station Areas

The Westbrook Communities include three **transit station areas** along the Blue Line LRT. These **transit station areas** are located at 26 Street SW and Bow Trail SW (Shaganappi Point Station), 33 Street SW and 14 Avenue SW (Westbrook Station) and 45 Street SW and 17 Avenue SW (45 Street Station). Additionally, there are two transit stations along 37 Street SW for the MAX Teal BRT: 26 Avenue Station and Richmond Road Station. There are three transit stations along Crowchild Trail SW for the MAX Yellow BRT: 17 Avenue Station, 26 Avenue Station and Marda Loop Station.

The Plan envisions **transit station areas** as focal points and gathering places for the Westbrook Communities. These **transit station areas** are intended to provide a concentration of private and public amenities that are supported by high density and high levels of **pedestrian** activity. Buildings, streetscapes and public spaces in these areas should be designed to accommodate this high level of activity through a wide variety of uses, activities and mobility options.

The Plan identifies 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 realm** that encourages social gathering, cultural and recreation activities through elements such as:
 - i. publicly accessible private open space or transit plazas;
 - ii. street furniture and seating areas;
 - iii. enhanced bicycle parking;
 - iv. public art;
 - v. water fountains, public washrooms and electrical servicing; and,
 - vi. enhanced landscaping.
- b. To encourage the development of **affordable housing** units and mixed-market housing, incentives may be explored and implemented through direct control bylaw, including but not limited to density bonusing, Floor Area Ratio (FAR) exemptions and parking reductions.
- c. Development adjacent to an LRT or BRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by:
 - i. locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops; and,
 - ii. including architectural features that provide weather protection and create human-scaled environments.
- d. Vehicle parking in **Core Zones** should be located underground or in a parking structure.

- e. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street.
 - 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; and,
 - iii. incorporating street art.
 - g. Further to the building scale policies in section 2.3, development in **Core Zones** may exceed, with a limited number of storeys, the building scale identified on Map 4: Building Scale while still meeting the overall intent of the building scale. A proposed development should only be allowed to exceed the building scale where, the development meets a high standard of design excellence including, but not limited to;
 - i. providing for a substantially enhanced, high-quality **public realm**;
 - ii. iconic architectural design that emphasizes the station as a gateway;
 - iii. creating a sense of place through public art or other unique design elements;
 - iv. including sustainable building and site design elements; or,
 - v. provision of **affordable housing** acceptable to the Manager of Affordable Housing;
 - h. The development should mitigate the off-site impacts of any additional height, massing and shadowing within the surrounding area through:
 - i. limited floor plate sizes on upper storeys;
 - ii. increased setbacks and/or reduced massing on upper storeys; and,
 - iii. building orientation.
 - i. Development within **Core Zones**, except for the Westbrook Station **Core Zone**, should have a minimum building height of 2 storeys.
 - j. New automobile service centers, drive-through businesses and service stations are strongly discouraged in the **Core Zones** and **Transition Zones**.
 - 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 Zones** should provide publicly-accessible amenity spaces.
 - m. Development in **Core** and **Transition Zones** should provide connections to adjacent mobility **infrastructure** to support a comfortable and safe **pedestrian** and cycling experience.
- The following policies apply to areas with a limited scale modifier:
- n. Secondary suites are permitted where already allowed by the existing land use designation and are not considered a unit in the following policy.
 - o. Building forms that contains three or more units are supported in the Neighbourhood Local, Limited Scale area in **Core Zones** and **Transition Zones**.

Shaganappi Point Station Area

Shaganappi Point Station is envisioned to be primarily residential with some supporting commercial activity (Figure 12: Shaganappi Point Transit Station Area). The **transit station area** also serves as an access point to Shaganappi Point Golf Course which has a City Civic and Recreation urban form category. Commercial activity is not required in proximity to the station or in the **Core Zone**, since commercial opportunities exist in proximity to the station along 17 Avenue SW, but the Neighbourhood Flex urban form category is applied to allow for the flexibility for commercial use to locate in this area in the future to serve transit users accessing the station. The Neighbourhood Connector or Neighbourhood Local urban form categories have been applied to the balance of the **transit station area**.

- p.** Corner parcels at 26 Street SW and Bow Trail SW are encouraged to develop as gateway buildings with a high level of design and material quality and include greater sidewalk widths to accommodate **pedestrian** traffic to the station.
- q.** Buildings in the **Transition Zone** should step back at or below the fourth storey.



Legend

- Shaganappi Point Core Zone
- Shaganappi Point Transition Zone

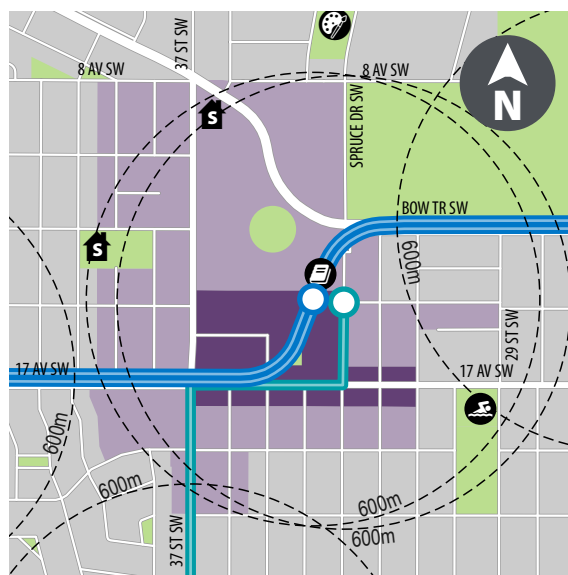
Figure 12: Shaganappi Point Transit Station Area

Westbrook Transit Station Area

Westbrook Station is located within a large site bounded by Bow Trail to the north, the 37 Avenue SW **Main Street** to the west, the 17 Avenue SW **Main Street** to the south and 33 Street SW to the east (Figure 13: Westbrook Transit Station Area). The station area extends beyond this site in all directions. The station is adjacent to many commercial services and public amenities, including the Nicholls Family Library, which is located within the station building itself. Westbrook Station also acts an important transit hub for the region with local, crosstown and BRT routes accessing the station. It also serves as a station for regional charter bus services to Banff and British Columbia. Westbrook Station is envisioned to be the focal point of the Westbrook Communities and is expected to have the highest levels of activity and development intensity.

The **Core Zone** is given a Neighbourhood Commercial urban form category and building scales ranging from Low to High to support the anticipated level of activity in this area. Park space should be pursued within the **Core Zone** in order to provide open space and amenities for residents and visitors to the area.

- r. Commercial uses are encouraged to be provided at grade throughout the core area and are required in key locations.
- s. A centralized park space, approximately 1.2 hectares in size, should be provided within the Westbrook Mall site to provide amenities for local residents.
- t. Development on the Westbrook Mall site should provide a network of internal streets and lanes that:
 - i. establishes a hierarchy of activity among streets, including streets that can accommodate transit access to Westbrook Station;
 - ii. locates higher activity commercial uses at grade on higher-activity streets;
 - iii. locates residential uses and lower-activity commercial uses on lower-activity streets;
 - iv. locates loading and servicing on lanes or low activity streets; and,
 - v. provides safe and convenient **pedestrian** circulation through the area.
- u. Residential units may be located on the ground floor of buildings facing lower activity streets or public open spaces.
- v. Office uses are encouraged to be located closest to station access points, or along Bow Trail SW.
- w. Larger format **retail** uses should be encouraged to provide underground parking. Where surface parking is provided, parking areas should be small, landscaped and provided with convenient marked **pedestrian** access throughout.
- x. Large format **retail** uses may locate in the **Core Zone** where parking for the use is provided underground, and the use is located on the second floor or above.
- y. Large format **retail** may locate on the ground floor where blank facades are reduced through the use of smaller **retail** units or at-grade residential units to wrap the larger format **retail** use.
- z. Loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets. New surface parking areas should not be provided adjacent to the 17 Avenue SW **Main Street**, the 37 Avenue SW **Main Street** or 33 Street SW.
- aa. The minimum building height of new development in the **Core Zone** should be 6 storeys, except for commercial uses that generate a high degree of **pedestrian** activity such as grocery stores, food kiosks, restaurants and markets.



Legend

- Westbrook Core Zone
- Westbrook Transition Zone

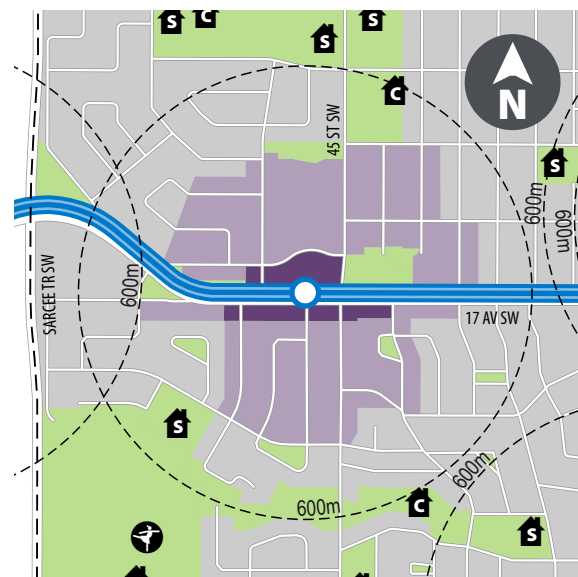
Figure 13: Westbrook Transit Station Area

- ab.** Uses that utilize and activate the space directly above the Blue Line LRT tunnel are strongly encouraged. Such uses may include, but are not limited to:
 - i.** outdoor cafes;
 - ii.** temporary structures and structures that do not require a permanent foundation;
 - iii.** landscaped areas; and
 - iv.** pedestrian plazas.
- ac.** Surface parking lots located directly above the Blue Line LRT tunnel are strongly discouraged.

45 Street Transit Station Area

45 Street Station is located at the intersection of 45 Street SW and 17 Avenue SW. A large commercial parcel is located to the immediate north of the station and a Calgary Fire Station, and a Police Station located to the northeast (Figure 14: 45 Street Transit Station Area). Several large parcels in the proximity of the station present opportunities to accommodate additional density through future comprehensive developments. This **transit station area** is envisioned to be of moderate activity and density compared to the others in the Westbrook Communities. The Commercial Flex and City Civic and Recreation urban form categories and a mix of Mid and Low building scales are applied in this area to support these levels of activity and the nature of the Fire Station and Police Station uses.

- ad.** Development on the site directly to the north of the station should provide commercial uses at grade, with **pedestrian** access located near station access points.
- ae.** **Pedestrian** and cycling access through the site to the LRT station should be facilitated with new development.
- af.** Vehicle access for the development directly to the north of the station should be provided from Westwood Drive SW.
- ag.** Developments along 45 Street SW within the station area are encouraged to provide an enhanced **public realm** through the provision of wider sidewalks.



Legend

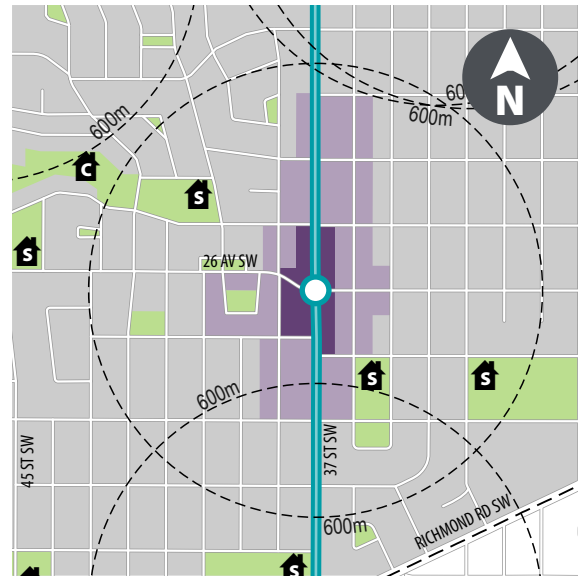
- 45 Street W Core Zone
- 45 Street W Transition Zone

Figure 14: 45 Street Transit Station Area

26 Avenue/37 Street Transit Station Area

26 Avenue **transit station area** includes two MAX Teal BRT stops located at the northeast and southwest corners of the 37 Street and 26 Avenue SW intersection (Figure 15: 26 Avenue/37 Street Transit Station Area). A commercial strip mall is located on the SW corner of the station location, with existing low-density residential development located on the NW, NE and SE corners. The 37 Street SW corridor is identified as a Neighbourhood **Main Street** with the Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local Urban Form Categories located in the **transit station area**.

- ah.** Redevelopment of the SW commercial strip adjacent to the station should relocate vehicle access to reduce conflict with transit operations and **pedestrian** movement.
- ai.** **Pedestrian** connections to at-grade commercial spaces in the station area from transit stops should be convenient, universally accessible and safe.
- aj.** Signal and intersection improvements should be installed to facilitate easy access between the transit stops and adjacent developments.
- ak.** Commercial uses at grade are encouraged to face 37 Street SW or 26 Avenue SW.



Legend

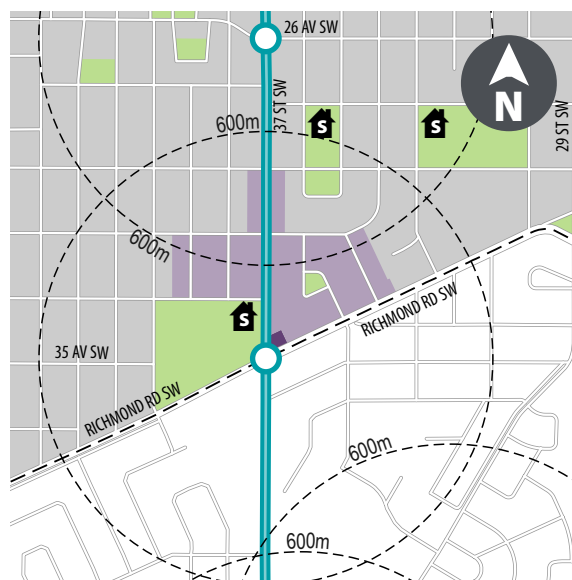
- 26 Avenue SW Core Zone
- 26 Avenue SW Transition Zone

Figure 15: 26 Avenue/37 Street Transit Station Area

Richmond Road Transit Station Area

Richmond Road **transit station area** includes two MAX Teal BRT stops located at the northwest and southeast corners of the 37 Street SW and Richmond Road SW intersection (Figure 16: Richmond Road Transit Station Area). The northern portion of the **transit station area**, north of Richmond Road, is in the Westbrook Communities Local Area Plan Area, while the southern portion is in a future local area plan. A school is located on the NW corner of the transit area, a gas station on the NE and SE corners and a commercial strip mall is located on the SW corner. Existing low density residential development surrounds the **transit station area**. The Neighbourhood Connector, Neighbourhood Flex and Parks and Open Space Urban Form Categories have been applied to the area to reflect the existing school and potential redevelopment options adjacent to the station.

- al.** Development in the **transit station area** should relocate vehicle access to reduce conflicts with pedestrian movement and transit operations.



Legend

- Richmond Road Core Zone
- Richmond Road Transition Zone

Figure 16: Richmond Road Transit Station Area

17 Avenue Transit Station Area

17 Avenue **transit station area** includes two MAX Yellow BRT stops located on either side of Crowchild Trail SW, the western station located underneath the 17 Avenue SW overpass and the eastern station located south of 17 Avenue SW. (Figure 17: 17 Avenue Transit Station Area). The western portion of the **transit station area**, west of Crowchild Trail SW, is in the Westbrook Communities Local Area Plan, while the east portion is in a future local area plan. The Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local Urban Form Categories have been applied to the area to reflect the mix of commercial and residential character of the area. The HMCS Tecumseh site, while located directly adjacent to the transit station, is not included in the **transit station area**, as it is not within municipal planning jurisdiction.



Legend

- 17 Avenue SW Transition Zone
- 17 Avenue SW Core Zone

Figure 17: 17 Avenue Transit Station Area

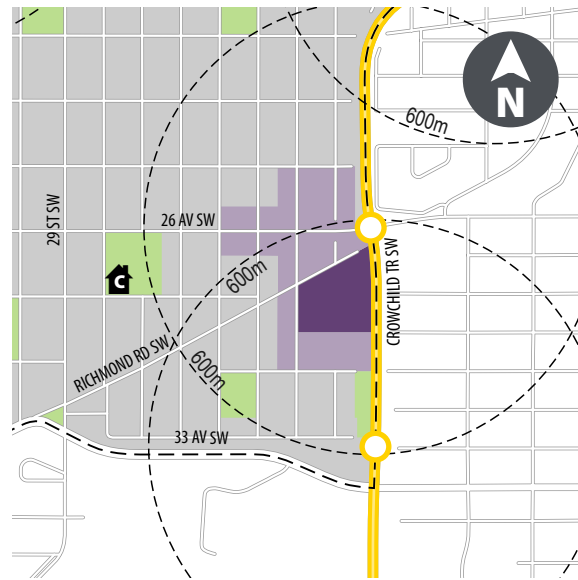
26 Avenue/Crowchild Transit Station Area

26 Avenue/Crowchild **transit station area** includes two MAX Yellow BRT stops located on either side of Crowchild Trail SW, the western station located north of 26 Avenue SW and the eastern station located south of 26 Avenue SW. (Figure 18: 26 Avenue/Crowchild Transit Station Area). The western portion of the **transit station area**, west of Crowchild Trail SW, is in the Westbrook Communities Local Area Plan, while the east portion is in a future local area plan. The former Viscount Bennett/Chinook Learning site is located to the SW of the transit station. The Neighbourhood Connector, and Neighbourhood Local Urban Form Categories have been applied to the area to reflect the residential and low-intensity commercial character of the area. The former Viscount Bennett/Chinook Learning site has not been given an urban form category nor scale modifier to reflect the undetermined future potential of the site.

- am.** Development in the **transit station area** should locate vehicle access to reduce conflicts with **pedestrian** movement and transit operations.
- an.** The relocation of the southbound MAX Yellow BRT station to the south of 26 Avenue SW should be considered with future development of the former Viscount Bennett/Chinook Learning site.
- ao.** Redevelopment of the former Viscount Bennett/Chinook Learning site should provide safe and convenient and universally accessibly **pedestrian** connections to the future transit station.

Marda Loop Transit Station Area

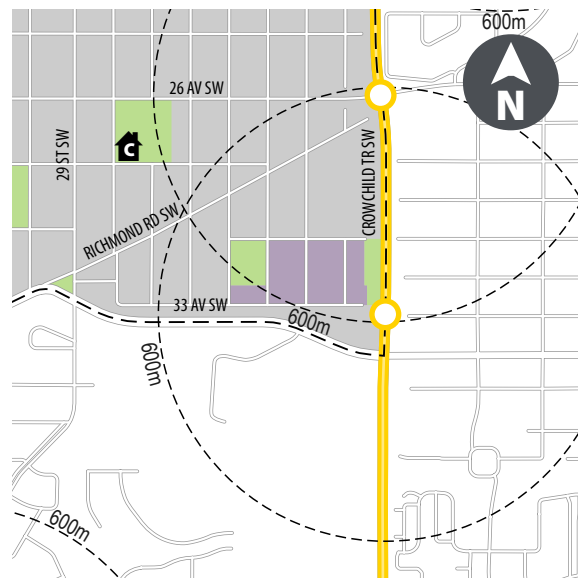
Marda Loop **transit station area** includes two MAX Yellow BRT stops located on either side of Crowchild Trail SW, both stations located north of 33 Avenue SW (Figure 19: Marda Loop Transit Station Area). The western portion of the **transit station area**, west of Crowchild Trail SW, is in the Westbrook Communities Local Area Plan, while the east portion is in a future local area plan. The Neighbourhood Local Urban Form Category has been applied to the area to reflect the residential character of the area.



Legend

- 26 Avenue SW Core Zone
- 26 Avenue SW Transition Zone

Figure 18: 26 Avenue/Crowchild Transit Station Area



Legend

- Marda Loop Transition Zone

Figure 19: Marda Loop Transit Station Area



2.5.3 Community Activity Centres

Community **Activity Centres** are identified on Map 1: Urban Structure Map of the **Municipal Development Plan**. These are areas of moderate job and population growth with connections to primary transit such as LRT. There are two Community **Activity Centres** in the Westbrook Communities Local Area Plan. One is located at Westbrook Station and the other is located at the commercial area north of Richmond Road SW at 51 Street SW.

- a. Policies for the Westbrook Station Community **Activity Centre** are contained in the **transit station areas** section.
- b. Policies for the Community **Activity Centre** north of Richmond Road SW at 51 Street SW are contained in the Comprehensive Planning Sites section.



2.5.4 Neighbourhood Activity Centres

Neighbourhood **Activity Centres** are small mixed-use nodes located within communities that provide opportunities for local job and population growth as well as varied community activities.

There are eight Neighbourhood **Activity Centres** in the Westbrook Communities, six of which are fully within the Plan Area and two that are partially within it. These are centred around the intersections of 26 Avenue SW with 29, 33, 37 and 45 Street SW; 45 Street SW with Bow Trail SW, Spruce Drive SW with Spruce Centre SW, and Richmond Road SW with 29 Street SW and 37 Street SW.

- a. Development in Neighbourhood **Activity Centres** should include improvements to the **public realm** to create a safe and welcoming **pedestrian** environment. Design considerations include, but are not limited to:
 - i. wider and universally accessible sidewalks that exceed minimum standards and the provision of street trees and green stormwater **infrastructure**, where feasible;
 - ii. publicly accessible amenity areas, public open space, street furniture, street lighting and/or supporting **infrastructure**;
 - iii. closure of existing driveways on streets; and,
 - iv. curb extensions.

2.6 Heritage

Heritage resources and **heritage assets** are valued parts of our communities and Calgary as a whole. Both individually and collectively they contribute to community character and help create a sense of identity and place. Heritage tells the story of past generations for present and future generations. Heritage conservation is part of good city building and provides both economic and environmental benefits. Reuse of existing structures, for example, can provide significant energy savings while historic structures and districts can stimulate commercial activity and increase tourism activity and spending.

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

2.6.1 Heritage Resources

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

Policy

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

2.6.2 Heritage Guideline Area

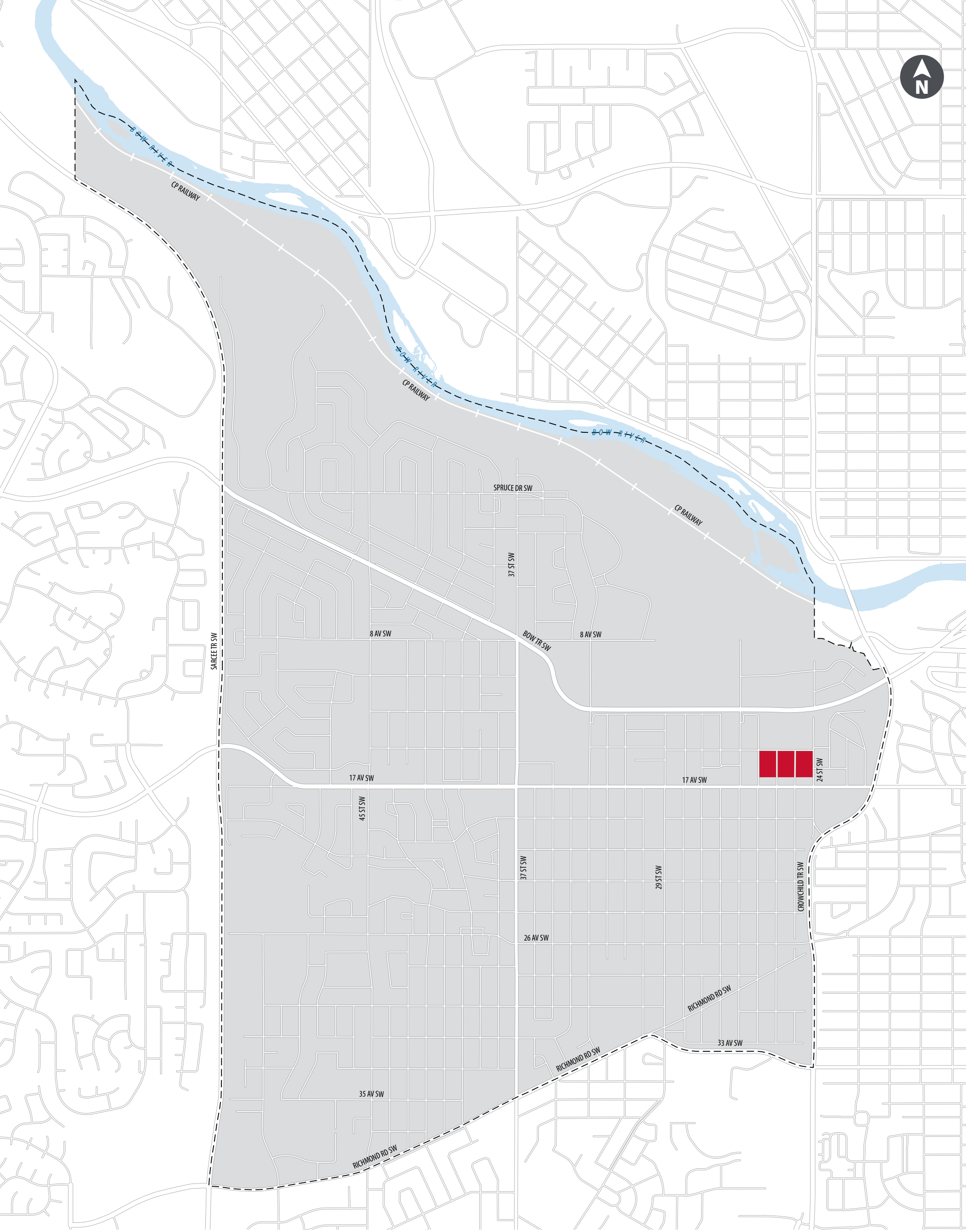
A solitary portion of the Westbrook Communities has extant concentrations of **heritage assets** that warrant additional study and planning. **Heritage assets** are privately owned structures, typically constructed prior to 1945, that significantly retain their original form, scale, massing, window/door pattern and architectural details or materials. Individual **heritage assets** may not warrant inclusion on the **Inventory of Evaluated Historic Resources**. To celebrate the history of this remaining area's concentration of **heritage assets**, a **Heritage Guideline Area** has been identified in the community of Shaganappi, which is conceptually shown on Map 5: Heritage Guideline Area.

Through future updates, the Plan will apply locally-specific heritage guidelines to the identified **Heritage Guideline Area**. These guidelines will be informed by the character-defining elements of **heritage assets** in the area with the intent of ensuring that new development fits into the historic fabric and context. In identifying this area, the Plan recognizes that further work is required to both identify and draft the appropriate guidelines. The **Heritage Guideline Area** shown on Map 5: Heritage Guideline Area are, therefore, intended to allow for this future work. It is anticipated that in addition to locally-specific guidelines, this work could result in refinements to the area boundaries.

Policy

The following policies apply to the **Heritage Guideline Area** identified in Map 5: Heritage Guideline Area:

- a.** Land use redesignations for higher density development are strongly discouraged until heritage guidelines have been established for the Plan area.
 - b.** Applicants are strongly encouraged to contact The City to determine development considerations related to heritage prior to submitting a planning application.
 - c.** New buildings that contain dwelling unit or backyard suite uses should be made discretionary within a land use district in the **Heritage Guideline Area**.
- d.** Heritage design guidelines may identify character defining elements that new developments should include, such as the following:
 - i.** roof pitch or style;
 - ii.** front-yard setbacks;
 - iii.** window and/or door pattern;
 - iv.** front façade projections;
 - v.** site access or design; and,
 - vi.** general massing considerations.
- e.** Heritage design guidelines may not include guidance regarding the following:
 - i.** land use designation;
 - ii.** parcel size; and,
 - iii.** number or size of dwelling units or suites.



Map 5:
Heritage
Guideline Area

- Legend**
- Heritage Guideline Areas
 - Plan Area Boundary

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

2.7.1 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 universally accessible. They should provide connections within developments, communities and to the city-wide network. The design of **pedestrian** routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

- a. **Pedestrian** routes should:
 - i. be universally accessible;
 - ii. be wide enough for the anticipated volume of **pedestrians** based on the street function and context, and at minimum allow **pedestrians** to pass one another both on foot and using accessibility aids;
 - iii. provide continuous, unobstructed paths of travel;
 - iv. be well-lit; and,
 - v. be designed to accommodate year-round use and maintenance.
- b. **Pedestrian** routes should be appropriately sized for the anticipated number of **pedestrians**. This includes, but is not limited to:
 - i. requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,
 - ii. increasing the width of the **public realm** within the road right-of-way.

- c. New **pedestrian** crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.
- d. **Pedestrian** routes are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:
 - i. providing street furniture;
 - ii. landscaped boulevards;
 - iii. cycling **infrastructure**; and,
 - iv. on-street parking.

2.7.2 Cycling

Cycling routes are a critical element of a well-connected mobility network. Cycling **infrastructure** should be convenient, safe, comfortable and universally accessible. It should provide connections both to and within developments, communities and to the city-wide network. The design of cycling routes must accommodate people of all abilities in the volumes that are anticipated based on the function and use of the area.

Policy

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

2.7.3 Transit

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

Policy

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

2.7.4 Parking

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

Policy

- a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, will be considered by Administration when the criteria from the Calgary Parking Policies are met.
- b. Parking requirements should be reduced or relaxed where development is located within one or more of the following:
 - i. **Activity Centres, Main Streets** or other areas of higher activity;
 - ii. **transit-oriented development** areas and **transit station areas**; or,
 - iii. **shared mobility operating areas**.
- c. Parking requirements should be reduced or relaxed for the following types of development:
 - i. development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
 - ii. development of **affordable housing** as defined and accepted by The City;
 - iii. development of care facilities;
 - iv. development that incorporates significant sustainable building measures; and
 - v. development on parcels that are constrained in such a way as to make underground parking unfeasible or inefficient.
- d. Parking requirements may be reduced or relaxed where development uses one or both of the following:
 - i. integrates **transportation demand management** measures; or,
 - ii. aligns with the principles and goals of this Plan.
- e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.
- f. Provision of vehicle parking **infrastructure** should not inhibit desired **built form** outcomes or the principles and goals of this Plan.
- g. Development should provide **transportation demand management** measures to support the achievement of a desired **built form** outcome, including, but not limited to:
 - i. bicycle parking stalls beyond required minimums;
 - ii. bicycle lockers or higher quality designed bicycle storage facilities;
 - iii. bicycle repair facilities;
 - iv. dedicated vehicle parking stalls for car-sharing services; and,
 - v. active transportation supportive amenities, such as showers and change facilities.
- h. Surface parking should be discouraged. Where surface parking is provided, it should:
 - i. be located behind or at the side of a building;
 - ii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,
 - iii. support adaptive reuse or temporary use of space, such as parking for food trucks.
- i. Above-grade parking structures should:
 - i. be integrated into developments to minimize their visual impacts on the street;
 - ii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,
 - iii. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.
- j. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.

2.7.5 Street Network

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

Policy

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

3 Supporting Growth



3.1 Overview

The individual communities that make up the Westbrook Communities share amenities, services, parks, open spaces and public facilities; however, no single community has the amenities and services to provide for all the daily needs of residents. Communities depend on their interconnectedness, whether those are commercial amenities and services located on **Main Streets** and **Activity Centres**, or recreational opportunities in places like the Killarney Aquatic and Recreation Centre and the network of multi-use pathways that surround and weave through the communities. This chapter sets out the goals and objectives for current and future amenities and **infrastructure** related to the vision identified in Chapter 1: Visualizing Growth.



This chapter identifies local area plan specific objectives and implementation options for supporting growth. Section 3.2 of this Plan identifies high-level goals that align with key planning direction provided within the **Municipal Development Plan** and includes locally specific objectives that support the Plan's vision. The goals and objectives are long-term, connected to the Plan's time horizon and represent the future or desired result that this Plan commits to achieve. The objectives apply community-wide, as they are not site-specific, providing benefits to more than one resident, and are intended to be actionable.

This chapter identifies implementation options related to the goals and objectives that recognize unique opportunities for placemaking, **public realm** improvements, enhanced mobility choices and urban forest enhancement. This chapter also provides high-level, strategic direction to inform investment decisions. Further detailed analysis and study for each option identified will be required and include engagement with area residents, community associations, business improvement areas, landowners, and industry as appropriate. The options in this chapter are statutory, while the ones identified in Appendix A are non-statutory.

Appendix A includes a list of additional implementation options that participants identified through the development of the plan. These implementation options are examples of actions that could be taken by The City of Calgary, developers, Business

Improvement Associations and residents to further the individual goals and objectives in this chapter. To support the Westbrook Communities through growth and change, the suggested options identified in this chapter and Appendix A can help inform future City business plans and budget decisions. As growth occurs in local areas, these suggested options should be regularly reviewed and updated to determine if they help manage growth related pressures that a community may experience, ensuring growth can benefit current and future residents and businesses. There are several considerations for determining if an action merits inclusion in future business plans and budgets, including:

- the current status of **infrastructure** and amenities in the local area;
- the desired service and activity levels in the local area;
- the roles of different city builders in supporting the delivery of **infrastructure** and amenities;
- how the growth in this local area compares with city-wide growth and investment needs;
- alignment with City goals for creating carbon net-zero and climate resilient communities;
- The City's corporate investment priorities and budget availability; and,
- the availability and use of appropriate planning and financial tools to support implementation.

3.2 Goals, Objectives and Implementation Options

The Plan identifies eight goals aligned with the Plan's core values that are intended to frame and provide guidance to support the Plan's vision.

3.2.1 Recognize and build upon the role of the Westbrook transit station area as a focal point and a mobility hub

Westbrook Station is the core area of the Westbrook Plan, the Plan's namesake, and the focal point for mobility and activity in the area. Ensuring the core area's success requires involvement from both private development and public **infrastructure**. Supporting new private development through improved **public realm**, mobility and amenity will ensure the success of the **transit station area**, and support the wider community.

Objectives

The following objectives are intended to guide decisions for recognizing the role of Westbrook Station.


- Improve walking and cycling connections and complete missing links to the Westbrook **transit station area**.
- Improve transit safety, connectivity and accessibility within Westbrook **transit station area**.
- Improve the **public realm** in and around the Westbrook **transit station area**.
- Provide additional public space in and around the Westbrook **transit station area**.

Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

Westbrook Transit Station Area Improvements

To support the central role of Westbrook Station, the following should be considered:

- a. Improve safety and the quality of the **public realm** around the Westbrook **transit station area** through, but not limited to, wider sidewalks, enhanced **pedestrian** crossings, curb extensions, high-quality paving materials, public art, more trees and shade-providing amenities, improved lighting, crime prevention through environmental design and design for all abilities.
 - b. Ensure the road network facilitates efficient transit and bus routing around Westbrook Station and connectivity to Bow Trail SW.
 - c. Incorporate wayfinding elements to assist residents and visitors in locating key amenities in the area.
 - d. Provide cycling **infrastructure** around the **transit station area** such as off-street pathways or on-street bikeways, bicycle racks in well lit and weather protected areas, and tool stations.
 - e. Provide areas for sitting and gathering within the **transit station area**.
 - f. Provide drinking fountains and public washrooms within the **transit station area**.
- 
- g. City-led investment in the **transit station area** should achieve the following goals:
 - i. encourage private investment in the **transit station area**;
 - ii. improve the quality of life for current and future residents;
 - iii. improving climate resilience and reducing the urban heat island effect;
 - iv. support local businesses;
 - v. create unique places across the city; and,
 - vi. improve safety and security around Westbrook Station and other **transit station areas**.

3.2.2 Support the development of high quality and diverse housing types throughout communities in the Plan Area

Creating great communities by maintaining high quality living environments, improving housing diversity and choice are core values of the Westbrook Communities Local Area Plan. This means supporting the Plan vision through investing in **affordable housing** and care facilities, enhancing community character and vitality, and encouraging the protection of local **heritage resources**.

Objectives

The following objectives are intended to guide decisions for supporting housing diversity in the Westbrook Communities.

- Celebrate and care for the heritage of the Westbrook Communities.
- Provide accessible and **affordable housing** choices to accommodate diversity among people, ages, incomes, tenures, ability and household types.
- Encourage **net-zero or net-zero ready, climate resilient housing**.



Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

Affordable Housing

Access to safe and stable housing helps create inclusive communities and adds to the overall health, prosperity and safety of our city. People in **affordable housing** have greater chances to find and keep jobs, to learn and build skills, and be active participants in their communities. **Affordable housing** also helps boost the local economy through construction-related jobs. Housing vulnerable residents improves individual outcomes related to the social determinants of health and promotes self-sufficiency and builds equity in communities.

The City of Calgary defines a household as in need of **affordable housing** if it spends 30 percent or more of its income on shelter and earns less than 65 percent of Calgary's median household income. To improve access to **affordable housing** in the Westbrook Communities, the following should be considered:

- a. Enable inclusion of **affordable housing** in new residential and mixed-use developments.
- b. Where municipal land is available, the coordination of non-profit land sales for **affordable housing** should be explored according to the Non-Market Housing Land Disposition Policy.

- c. Co-location of **affordable housing** within civic projects.
- d. Consider including **affordable housing** in the redevelopment of vacant land.
- e. Support the intensification and retention of existing **affordable housing** developments, ensuring no net loss of units.
- f. Enable deep energy retrofits of existing **affordable housing** developments to reduce emissions and energy bills.
- g. Support and encourage new **affordable housing** to be designed for Net Zero Emissions and to be resilient to climate change impacts.
- h. Encourage strategic partnerships with private and public organizations, including opportunities to build Indigenous housing from local lenses involving local Indigenous governments, Indigenous community leaders and Indigenous focused housing organizations and service providers, to address unmet housing needs.
- i. Support and encourage the development of **affordable housing** in areas that are well serviced by the Primary Transit Network and appropriate services including access to grocery stores and schools.

3.2.3 Provide safe, comfortable, connected and accessible year-round mobility options

Providing safe, comfortable, connected and accessible year-round mobility options is a core value in the Westbrook Plan. The Blue Line LRT, MAX Teal and Yellow Bus Rapid Transit routes and good cycling **infrastructure** in the Westbrook Communities support high levels of transit usage and cycling – nearly a third of Shaganappi and Rosscarrock residents use transit to get to work (nearly double the Calgary average), and Wildwood and Shaganappi have triple the percentage of cycling to work than the Calgary average. Supporting this core value means promoting increased mobility choices and active living with a greater emphasis on sustainable modes such as walking, cycling and transit, as well as improving connections between and within communities.

Objectives

The following objectives are intended to guide decisions to provide safe, comfortable, connected and accessible year-round mobility options in the Westbrook Communities.

- Prioritize walking and cycling connections and complete missing links between **Main Streets**, **transit station areas**, **Activity Centres**, community association sites, schools parks and natural areas. Improve transit safety, connectivity and accessibility inside and outside the Westbrook Communities.
- Improve safety, connectivity and accessibility for all modes of transportation.
- Improve the quality of the **public realm** along local neighbourhood streets to make them pleasant and safe places for walking and wheeling for all abilities.

Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

Rapid Transit: Blue Line LRT, MAX Teal and MAX Yellow

The west portion of the Blue Line LRT was built and opened in 2012. The route connects communities on the west side of Calgary with the Downtown, sharing the route with the northeast portion of the line. Three Blue Line stations are found in the Westbrook Communities Plan Area: Shaganappi Point, Westbrook and 45 Street Stations.

The MAX Teal Bus Rapid Transit (BRT) line runs through the Westbrook Communities, from Westbrook Station along 37 Street SW connecting with Mount Royal University and on to further destinations to the south and east including Rockyview Hospital, the Red Line LRT at Heritage Station, Deerfoot Meadows and the future LRT line at Quarry Park. Stations are located at Westbrook Station and along 37 Street SW at the intersections with 26 Avenue SW and Richmond Road SW.

The MAX Yellow Bus Rapid Transit (BRT) line runs along Crowchild Trail SW, the eastern boundary of the Westbrook Communities. The route connects the Greater Downtown to the eastern portion of the Westbrook Communities and on to other destinations including Currie Barracks, Mount Royal University, Rockyview Hospital, Heritage Park and residential communities to the south of Glenmore Reservoir. MAX Yellow stations are found along Crowchild Trail SW at 17 Avenue SW, 26 Avenue SW and 33 Avenue SW.

To best serve the Westbrook Communities, points along the Blue Line LRT, MAX Teal BRT and MAX Yellow BRT including the stations and future development in the **transit station areas** should consider the following:

- a. Improve the streetscape and **public realm** within **transit station areas**.
- b. Ensure efficient local and regional transit operations around transit stations.
- c. Implement, improve or support **pedestrian**, cycling and transit friendly urban design.
- d. Improve **pedestrian** and cycling connections to the city-wide transit network.
- e. Improve connections to the city-wide **pedestrian** and cycling network.
- f. Support transit supportive uses and intensities.



- g. Coordinate of **public realm** improvements with **Main Street** streetscape master plans;
- h. Locate new civic services in proximity to Blue Line LRT, MAX Teal BRT and MAX Yellow BRT stations.
- i. Incorporate transit priority measures to improve travel time and reliability, which may include signal priority, queue jumps, transit-only lanes or links, or stop configurations that limit transit delays.

Improved Cycling and Pedestrian Connections

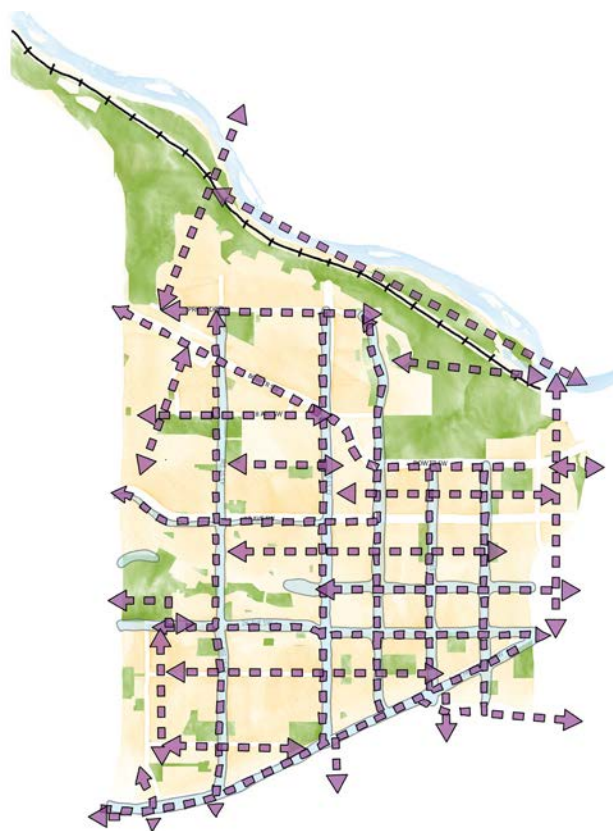
Prioritizing an integrated and complete multi-modal transportation network, including pathways and bikeways, is an important goal of this Plan and the **Calgary Transportation Plan**. Important cycling routes such as the Bow River Pathway and the connections to it and the 26 Avenue cycle route serve as important cycling connections for Westbrook residents. Strengthening these routes and building upon the network they serve will provide safer, more direct and more convenient mobility options for residents of the Westbrook Communities.

Pedestrian connections to the Blue Line LRT, MAX Teal and MAX Yellow BRT and 17 Avenue and 37 Street **Main Streets** will provide better access to the services and jobs people need in their daily lives.

The Always Available for All Ages and Abilities (5A) Network identified in the **Calgary Transportation Plan** intends to improve safety and create improved pathway and bikeway connections across the city. Appendix C of this Plan shows the 5A Network in the Westbrook Communities Area.

To improve overall **pedestrian** and cycling connectivity and safety, the following should be considered:

- j.** Provide comprehensive and complete east-west and north-south **pedestrian** and cycling connections across the Westbrook Communities including:
 - i.** improved walking and cycling connections to LRT stations and BRT stations, while taking operational transit requirements into consideration;
 - ii.** improved cycling connections to the 17 Avenue and 37 Street **Main Streets** and the Richmond Centre Community **Activity Centre**;
 - iii.** improved cycling connections to schools, especially the concentration of schools along 45 ST SW;
 - iv.** improved cycling connections to recreation facilities, parks, and open spaces within Westbrook Communities such as Edworthy Park, Optimist Athletic Park, Killarney Aquatic and Recreation Centre, and Wildflower Arts Centre; and,
 - v.** providing separated and/or protected cycling connections along higher volume and higher speed roadways.
- k.** Implement traffic calming measures that support safe and comfortable **pedestrian** and cycling activity within the Westbrook Communities. The focus should be on slowing vehicle speeds through school zones, along residential/neighbourhood streets, and along collector streets.
- l.** Improve connectivity of Westbrook Communities to the regional Rotary Mattamy Greenway and Bow River Pathway; Improve connectivity between the Westbrook Communities and the residential communities and employment areas west of Sarcee Trail SW, east of Crowchild Trail SW and south of Richmond Road SW/33 Avenue SW.
- m.** Provision of shade and cooling **infrastructure** along **pedestrian** and cycling corridors to ensure user comfort and safety.
- n.** The impact of new developments on **pedestrian** wind comfort and safety, anticipating the greater intensity and frequency of severe storms due to climate change.
- o.** Improve existing intersections to increase **pedestrian** and cyclist comfort and safety through the use of signalization, crosswalks, curb extensions and other improvements.
- p.** Complete missing links for **pedestrians** by installing sidewalks where they currently do not exist.
- q.** Complete missing links for cycling by constructing on-street cycle tracks, multi-use pathways or similar facilities.



Residential Street Improvements

Re-imagining the role, function and design of residential streets can help achieve many of the core values of the Westbrook Communities Local Area Plan, including providing safe and comfortable mobility options. Residential streets make up the majority of mobility space in the Westbrook Communities Local Area Plan. They typically have low traffic volumes, low to moderate street parking utilization and are primarily used by local residents. Concerns about vehicle speeding and **pedestrian** safety, along with desires for increased landscaping and passive recreational opportunities present opportunities for re-imagining residential streetscapes in the area.

Residential street improvements should aim to achieve one or more of the following objectives:

- Increase tree canopy,
- Incorporate stormwater mitigation,
- Improve **pedestrian** safety and comfort,
- Improve cycling safety and comfort,
- Incorporate seating and other passive recreational opportunities,
- Reduce vehicle speeds and volumes.

While taking operational transit requirements into consideration, potential options for street improvements may include, but are not limited to:

- r. Incorporating curb extensions at intersections to improve **pedestrian** crossing safety and increase landscaped areas.



- s. Utilizing portions of parking lanes for increased sidewalk widths, seating, rain gardens or providing tree trenches and soil volumes to support public street trees.
- t. Reconfiguring streets to one way operation and reducing the size of the carriageway to allow for additional amenities and **infrastructure**.
- u. Incorporating safe mid-block **pedestrian** crossings.
- v. Adding chicanes to slow vehicle speeds.
- w. Closing portions of streets to vehicle traffic.
- x. Limiting streets to local traffic only.

Mobility Studies and Policy Updates

The City of Calgary is currently undertaking several mobility studies and policy updates for how Calgarians move through the city. Recognizing that this work is underway, the Plan will be updated to align with the **Calgary Transportation Plan** to support the vision of this Plan. The following should be considered:

- y. Identify the role, function, standards, and potential interim uses for road rights-of-way with a focus on those streets that have road rights-of-way setbacks.
- z. Identify road right-of-way setbacks that may no longer be required.
- aa. Allow on-street parking on the area's **Main Streets** and **Activity Centres** with a focus on those areas with an identified Active Frontage.
- ab. Integrate public transit operations with other forms of mobility.
- ac. Optimize existing **infrastructure** to accommodate multiple modes.

Vehicular Circulation, Parking and Safety

Improving vehicular circulation, parking and safety through the Westbrook Communities can bring benefits to all modes of mobility when also paired with traffic alming, walking improvements and cycling improvements. When addressing vehicular circulation, the following should be considered:

- ad. Reduce potential for vehicular conflicts at congested intersections through the use of better signalization.
- ae. Improve intersections with higher potential for **pedestrian**-vehicle conflict through improved sightlines, crossing locations, signal timing and phasing, tighter turning radii, protected intersections, removing slip lanes and other improvements.
- af. Paving of lanes in areas with higher vehicular traffic.
- ag. Reducing the impacts of vehicle noise on residential areas and open spaces through improved landscaping, location of larger scale development or strategic use of sound attenuation.
- ah. Managing on-street parking to provide sufficient space for residential, residential visitor and commercial parking through the use of timed parking, paid parking, restricted parking and other tactics.

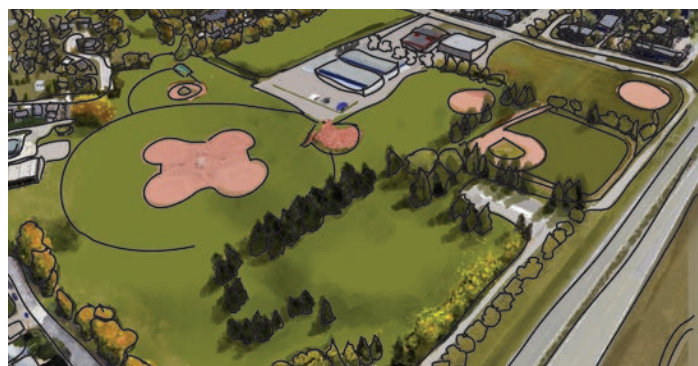
3.2.4 Invest in parks, open spaces, recreational, cultural, art and community spaces

Creating great communities by investing in and supporting vibrant public spaces is a key goal of the Westbrook Communities Local Area Plan. Local parks are greatly valued by Westbrook residents, including parks such as Turtle Hill Park, Killarney Park, Shaganappi Park, Graham Park, the parks surrounding the Wildwood, Westgate, Killarney, Glenbrook and Rosscarrock Community Associations, among many others. This means supporting the Plan vision through investing in enhancing community character and vitality, increasing the tree canopy, promoting public art and cultural activities, and investing in civic facilities.

Objectives

The following objectives are intended to guide decisions for supporting great public spaces in the Westbrook Communities.

- Ensure residents of the Westbrook Communities have equitable access to a wide variety of public spaces that serve not only active and passive recreational needs for all ages and abilities through all seasons but also enhance environmental quality.
- Improve the user experience in existing parks and open spaces through programming and activation that supports a broader range of complementary uses that cater to diverse groups of users during all seasons.
- Retain park spaces where feasible.



- b. Improve lighting and wayfinding within and to the park for active modes of transport as well as to allow for extended periods of activation.
- c. Add year-round accessible washrooms to facilitate year-round activity.
- d. Explore adding all-season and diverse recreational uses within the park.
- e. Upgrade facilities within the park to allow for additional activities, such as tournaments and year-round activation.
- f. Improve walking and wheeling connectivity to/from the park to the 5A Network.

Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

Optimist Athletic Park and Optimist and George Blundun Arenas

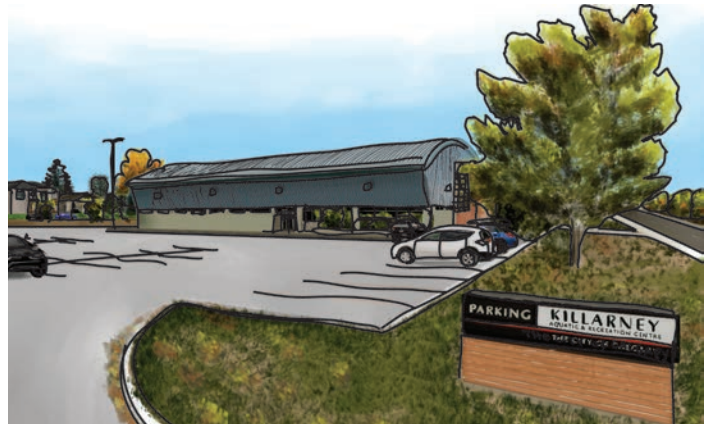
Optimist Athletic Park and the Optimist and George Blundun Arenas are key recreational and sport facilities within the Westbrook Communities. The area provides for indoor and outdoor recreational opportunities, including hosting numerous sport leagues and associations that make use of the fields, diamonds and arena in the park. The park draws residents from all over Calgary to participate in sport. To support future investment in Optimist Athletic Park, the following should be considered:

- a. Investigate opportunities for supportive uses, such as food service, fitness and outdoor patios that could support the recreational uses in the park.

Killarney Aquatic and Recreation Centre

Killarney Aquatic and Recreation Centre sits at a key location within the Westbrook Communities and is one of the busiest recreational facilities in the city. The facility is located on 17 Avenue SW, an important Neighbourhood **Main Street**, and near the Westbrook **transit station area**. It is also directly across from the Salvation Army's Barbara Mitchell Family Centre. To support changes to the site for more diverse recreational and community amenities, the following should be considered:

- g.** Undertake a feasibility study for the renovation, expansion or redevelopment of the Killarney Aquatic and Recreation Centre.
- h.** Improve the interface between the facility and 17 Avenue SW by considering the following:
 - i.** convenient **pedestrian** access from transit and 17 Avenue SW into the facility;
 - ii.** incorporating **active uses** fronting on to 17 Avenue SW;
 - iii.** incorporating a public plaza along 17 Avenue SW;
 - iv.** improving architectural detailing and transparency facing the street;
 - v.** improving the **pedestrian** realm through use of materials, seating and landscaping that are climate resilient; and,
 - vi.** providing bicycle and scooter parking in well-lit and highly visible areas.
- i.** Incorporate additional uses in or adjacent to the facility that may include, but are not limited to compatible uses such as:
 - i.** community gathering spaces and cultural uses;
 - ii.** indoor and outdoor recreational uses;
 - iii.** consideration for all season uses;
 - iv.** eating and drinking uses;
 - v.** outdoor seating and patio spaces; and,
 - vi.** underground or structured parking.
- j.** Improve the interface between the facility and the park space to the south by:
 - i.** providing direct access from the facility to the outdoor park space uninterrupted by parking areas; and,
 - ii.** providing compatible uses adjacent to the outdoor park area including eating and drinking, outdoor seating areas or residential uses at grade with entrances facing the park.



Parks Upgrades and Renovations

Public parks and open spaces are valued assets in the Westbrook Communities. They provide outdoor recreational, leisure, social and educational opportunities. Local parks provide places for local residents to relax, exercise, socialize and enjoy the outdoors. Open spaces are also essential to air quality, groundwater recharge, carbon sink, reducing urban heat island effects and maintaining biodiversity. To support future investment in local parks and open spaces, the following should be considered:

- k.** Improve lighting and wayfinding within and to local parks for active modes of transport as well as to allow for extended periods of activation.
- l.** Renovate and upgrade local parks, where desired, considering the following:
 - i.** enhance existing parks with a variety and diversity of amenities for active and passive recreational needs of all ages and abilities during different times of the day and all seasons throughout the year;
 - ii.** incorporate water features, public washrooms, and other opportunities to provide warming or cooling opportunities during extreme cold or heat events, and
 - iii.** explore adding spaces for cultural and entertainment events.
- m.** Improve park maintenance and cleanliness by providing appropriate waste and recycling bins and collection.
- n.** Promote diverse native plantings that are suitable for warming temperatures and reduced precipitation in parks.
- o.** Increase opportunities for local food and urban agriculture in parks and greenspaces.
- p.** Encourage gardens, parks and greenspaces to include plants and vegetation that are resistant to drought or dry conditions.
- q.** Evaluate future irrigation needs for parks, golf courses and sports fields and encourage sustainable irrigation systems.



3.2.5 Protect environmentally significant and historic open spaces

Protecting environmentally significant and historic open spaces such as Edworthy Park, the Douglas Fir Trail and the Shaganappi Golf Course is a core value of the Plan. Supporting this core value means encouraging appropriate recreational opportunities in Edworthy Park with the primary focus of preserving and restoring sensitive environmental areas as well as facilitating the optimization of open space at Shaganappi Point Golf Course.

Objectives

The following objectives are intended to guide decisions to protect environmentally significant and historic open spaces in the Westbrook Communities.

- Protect and enhance the natural ecosystem, facilitate the optimization of open space and provide opportunities for community gathering and diverse recreational activities.
- Incorporate design elements in public parks and open spaces that reflect sites, cultural landscapes and features that have significance for Indigenous communities of the area.
- Incorporate Indigenous placemaking and naming into parks design to enhance public understanding of Indigenous presence and histories on the land.



Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

Shaganappi Point Golf Course

Shaganappi Point Golf Course is an important amenity for the Westbrook Communities, as well as a valued recreation asset within Calgary. Opportunities to meet the needs of a diverse population and provide optimal opportunities for gathering, recreating and social inclusion should be pursued to complement the primary use of the space. To facilitate the optimization of open space, enhancing the natural ecosystem, opportunities for community gathering and diverse recreational activities, and support its role in The City's network of golf amenities, the following should be considered:

- a. Uses that provide year-round outdoor site activation (e.g., winter activities).
- b. Uses that take advantage of the views from Shaganappi Point overlooking the downtown.

- c. Pedestrian and cycling routes adjacent to the space, especially on the north side of Bow Trail SW.
- d. Protecting and enhancing the health of riparian areas to the north.
- e. Provide indoor recreational, arts and cultural activities at the clubhouse to complement outdoor activities.
- f. Protect the value of Shaganappi Golf Course as a natural asset which provides significant **ecosystem services** to Calgarians.
- g. Explore placemaking and naming of contemporary features within Shaganappi Point that recognizes and celebrates Indigenous presence on these lands through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers within the Treaty 7 region of Southern Alberta as part of future park upgrades. Opportunities to allow for traditional and contemporary names to be creatively reinscribed into Shaganappi Point are encouraged as part of future work.

Douglas Fir Trail and Edworthy Park

Douglas Fir Trail and Edworthy Park form an important part of the open space network in the Westbrook Communities. These parks have important ecological functions as part of a primary corridor in Calgary's ecological network, have unique environmental attributes and are desirable areas as they provide recreational and cultural spaces for residents. Edworthy Park also includes both pre-contact and historical sites. The pre-contact archaeological sites recorded within Edworthy Park highlight both hunting and habitation on the lands. To support the continued role of the Douglas Fir Trail and Edworthy Park, the following should be considered:

- h.** Explore opportunities to enhance public understanding of cultural landscapes and Indigenous worldviews within Edworthy Park through undertaking engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers within the Treaty 7 region of Southern Alberta as part of future park upgrades.
- i.** Explore Indigenous placemaking and naming of contemporary features within Edworthy Park to enhance public understanding of Indigenous presence on the land through undertaking engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers within the Treaty 7 region of Southern Alberta as part of future park upgrades.
- j.** Encourage appropriate recreational opportunities in Edworthy Park and Douglas Fir Trail, with the primary focus of preserving and restoring sensitive environmental areas and steep slopes.
- k.** Improve **pedestrian** and cycling connections to Edworthy Park and Douglas Fir Trail from the Westbrook Communities.
- l.** Prioritize flood mitigation and erosion protection measures for parks and trails. Increase natural buffers adjacent to riparian areas.
- m.** Ensure park assets such as benches and picnic areas are not exposed to future river flood risk.
- n.** Improve safety for all users of Edworthy Park and Douglas Fir Trail.



3.2.6 Promote a greater diversity of commercial amenities and support local businesses

Promoting a greater diversity of commercial amenities and supporting local businesses is a core value of the Westbrook Plan. Supporting this core value this means ensuring excellence in urban design in the **public realm**, particularly in areas with high-levels of activity such as **Main Streets**, **transit station areas** and **Activity Centres**.

Objectives

The following objectives are intended to guide decisions to promote a greater diversity of commercial amenities and support local businesses in the Westbrook Communities.

- Improve the quality of the **pedestrian realm** along **Main Streets**, **transit station areas** and **Activity Centres**.

Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:



Main Streets Streetscape Improvements

The Westbrook Communities Local Area Plan has three **Main Streets**: 17 Avenue SW, 37 Street SW and Richmond Road SW. These **Main Streets** are often at the heart of communities and are part of the Primary Transit Network. **Main Streets** are planned and designed to allow for a wider variety of uses and mixed housing options to support higher density development. To reach their full potential, Calgary's **Main Streets** need both public and private investment with the shared goal of giving residents the choice to travel less and live more by providing the things they need right in their own communities. Coordinated design will support efficient use of investment by reducing the need to reconstruct the **public realm** as redevelopment occurs, provide a safe **public realm** space that is universally accessible (e.g., through consistent materials and placement of streetscape elements), and improve the **public realm** in a phased approach that will add to the vibrancy of a **Main Street**. To support **Main Streets** in the Westbrook Communities, the following should be considered:

- a. Improve the quality of the **public realm** and universal accessibility of the **Main Streets**, through streetscape improvements.

- b. Undertake Streetscape Master Plans that are designed to support the activity levels, envisioned in this Plan and ensure construction is undertaken in a coordinated fashion.
- c. Create **Main Streets** that are attractive and visually appealing.
- d. Provide an enhanced **public realm** that prioritizes the creation of safe and universally accessible spaces for people to sit, gather, enjoy, walk and cycle.
- e. Improve the growing conditions for public trees with soil volumes and appropriate spacing that prevents salt sprays while emphasising biodiversity.

Activity Centres

The Westbrook Communities Local Area Plan has two **Activity Centres**: the area around Westbrook Station and the commercial area to the north of Richmond Road SW around 51 Street SW.

To support **Activity Centres** in the Westbrook Communities, the following should be considered:

- f.** Provide an enhanced **public realm** that prioritizes the creation of comfortable spaces for people around **Activity Centres** through wider sidewalks, enhanced **pedestrian** crossings, curb extensions, cycling connections high-quality paving materials and public trees.
- g.** Provide shade and cooling amenities and encourage developing greenspaces, such as microparks, to combat the urban heat island effect.
- h.** Provide enhanced open space programming and amenities on parks and open spaces that complement the uses and variety of uses within **Activity Centres**.



3.2.7 Achieve a strong sense of community identity in safe and inclusive communities

Creating great communities by enhancing community character and distinctiveness and providing vibrant public places is a key goal of the Westbrook Communities Local Area Plan. This means supporting the Plan vision through enhancing community character and vitality, promoting public art and cultural activities, and maintaining and investing in civic facilities.

Objectives

The following objectives are intended to guide decisions for achieving a strong sense of community identity in the Westbrook Communities.

- Recognize and support community identity and character through investment in public and private space including community beautification, signage, wayfinding, and public art and by supporting equitable access to event spaces and facilities to practice arts and cultural activities and enjoy celebrations.
- Improve and enhance existing civic facilities.
- Provide accessible and **affordable housing** choices to encourage diversity and inclusion.

Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

Community Facilities and Spaces

There are many community facilities and spaces, including schools, community associations, arts centres, recreation facilities, civic partner facilities and parks across the Westbrook Communities. Together, these community facilities and spaces are places where residents gather, celebrate, learn, govern, and play. Continued support and investment in these facilities is necessary to allow them to continue to thrive. To support future investment in community facilities and spaces, the following should be considered:

- a. Support the continued role and enjoyment of community facilities and spaces for all community members by supporting equitable access to programs and facilities.



- b. Where appropriate, integrate civic uses into existing and new facilities and spaces to create multi-purpose and multi-use amenities.
- c. Optimize the network of facilities that serve community needs.
- d. Collaborate with residents, partners and other levels of government to deliver functional and sustainable facilities, spaces and programming that addresses community needs.
- e. Promote integration of public facilities into the social fabric of the community through pathways, parks, and active transportation corridors.
- f. Explore uses that promote year-round outdoor site activation.
- g. Explore opportunities for community gardens to support community connections and food security.
- h. Integrate cooling sites and water access to help residents cope with extreme heat.
- i. Enhance the functionality of community facilities and activation of outdoor spaces through the inclusion of **infrastructure** such as lights, electricity, water, drinking fountains and washrooms to encourage multi-purpose use that is accessible for all.

3.2.8 Reduce emissions of greenhouse gases that contribute to climate change and reduce vulnerability to climate-related hazards

Reducing emissions of greenhouse gases that contribute to climate change and reducing vulnerability to climate-related hazards is a core value of the Westbrook Communities Local Area Plan. This means supporting the Plan vision through zero carbon neighbourhoods, protection and enhancement of the urban forest, and stormwater retention and mitigation.

Objectives

The following objectives are intended to guide decisions for reducing greenhouse gas emission and reducing vulnerability to climate-related hazards in the Westbrook Communities.

- Reduce emissions in the Westbrook Communities through encouraging the use of green building technologies.
- Promote and encourage low carbon transportation modes and systems.
- Create public and private spaces that support community members experiencing climate change hazards.
- Protect, maintain and enhance the tree canopy on public and private lands throughout the Plan Area.
- Use methods that will ensure the sustainability and longevity of new trees to reach full canopy size.
- Protect, maintain and enhance riparian areas along the rivers to facilitate wildlife movement, biodiversity and riparian health while improving resilience to erosion, flooding and water quality impacts.
- Continue to protect and enhance the Bow River valley as a primary corridor within the Ecological Network and support the enhancement of secondary corridors connecting to it.
- Encourage planting of climate friendly and pollinator-friendly vegetation on city and private land.

Implementation Options

The following are intended to identify actions to achieve the supporting growth objectives:

Zero carbon neighbourhoods

A net zero emissions neighbourhood is a community that has greatly reduced energy needs through energy efficiency and relies on zero emissions electricity, heating and transportation fuels. If there are emissions remaining, high-quality offsets can be purchased to reduce community emissions to zero. The buildings and renewable energy aspects have been addressed in this Plan in previous themes. The zero carbon neighbourhoods theme focuses on the land use planning and transportation aspects of net zero emissions neighbourhoods. The following policies are intended to enable the transition of the Westbrook Communities toward this outcome:

- a. New development, major renovation and retrofit projects are encouraged to include:
 - i. bicycle and end-of-trip facilities;
 - ii. solar collector canopies with new and existing at-grade parking areas; and,
 - iii. vehicle charging **infrastructure**. Where deployment of vehicle charging **infrastructure** may not be warranted, EV capable charging stalls are encouraged.
- b. Prioritize transportation choices that do not rely on fossil fuels, such as walking, wheeling, and cycling, followed by methods that use them more effectively, such as transit.
- c. Prioritize transportation **infrastructure** investments that support:
 - i. improved air quality and reduced transportation-related air pollution;
 - ii. vibrant public space and street designs that encourage active, low carbon travel options including walking, wheeling and biking; and,
 - iii. deployment of car sharing programs, low-carbon, and electric vehicles.

Urban Forest and Vegetation

Calgary's urban forests provide important ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitats, increased property values, food production and creating stress-reducing environments for residents. The **Municipal Development Plan** recognizes the importance of the urban forest and identifies a tree canopy coverage target of 14-20% across the city. Over the last ten years, the Westbrook Communities have experienced a slight increase in overall canopy coverage and currently sits at 22.78%.

To achieve and maintain a healthy, sustainable urban forest and meet tree canopy targets, it is critical The City, developers, and residents contribute to consistent and continuing urban forest management by protecting existing private and public trees wherever possible, planting the right trees, in the right location and in the right way, and maintaining all trees in good health. This Plan establishes a tree canopy coverage target for the Westbrook Communities of 25% by 2030. To meet this target, the following should be considered in addition to the general policies in Chapter 2:

- d. Protect trees on public and private lands wherever possible from development activities that may impact roots during construction and unnecessary canopy pruning. Trees that cannot be retained during redevelopment should be replaced to avoid net loss in the tree canopy.
- e. Provide additional tree plantings in public boulevards ensuring sustainable planting **infrastructure**, sufficient soil volume, adequate moisture and appropriate locations with sufficient setbacks to protect from salt sprays and underground utilities, particularly on arterial and commercial roads for large canopy growth in the long-term.
- f. Encourage tree species that support urban agriculture and food security.
- g. Create tree planting programs for private lands.
- h. Protect, maintain, and enhance public trees in boulevards and on residential streets.
- i. Invest in ongoing maintenance and lifecycle of public trees.
- j. Encourage planting of diverse plant species on public and private land, especially species friendly to pollinators.
- k. Encourage drought-resistant vegetation, appropriate soil, and sufficient soil volume for trees on public and private property.



Stormwater Retention and Mitigation

As redevelopment occurs in established neighbourhoods, such as those in the Westbrook Communities, the amount of impervious surfaces typically increases on private property as new development occurs. As more of the area is covered by buildings and hard surfaces, decreasing areas that can naturally absorb water, there is an increase in storm water runoff, placing a greater burden on stormwater **infrastructure** in the community. A large percentage of impervious surfaces also exist on public lands in the form of roads and sidewalks. There are opportunities to mitigate and reduce stormwater runoff on both private property and public property. To mitigate the impacts of stormwater runoff, the following should be considered:

- l.** Retain, mitigate or manage stormwater runoff on site, where feasible.
- m.** The stormwater management system for any development should be designed to:
 - i.** adequately and efficiently service the development while preserving riparian and wetland areas, where possible; and,
 - ii.** anticipate climate change impacts to precipitation patterns, including the increased frequency of heavy rainfall events.
- n.** Strengthen protection and enhancement measures for riparian areas through rehabilitation and conservation designations (prioritizing areas with the lowest health scores).
- o.** Include provisions for permeable surface cover and green **infrastructure** for existing and new commercial land (as well as parking lots, undeveloped areas).
- p.** Where the primary function of the public space is not compromised, investigate stormwater mitigation strategies on public property through improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas and other permeable surfaces on existing impervious surfaces. Such improvements should consider the following:
 - i.** coordinate stormwater improvements with **pedestrian** safety through landscaped curb extensions, midblock crossings and other similar improvements;
 - ii.** investigate reductions in lane widths to accommodate additional landscaped areas in boulevards;
 - iii.** eliminate slip lanes and other areas where excessive roadway space can be reduced and replaced with permeable surfaces;
 - iv.** investigate the reduction of parking lanes to allow for landscaped areas;
 - v.** investigate the closure of roads or portions of roads to provide additional open space and permeable surfaces; and,
 - vi.** using semi-permeable materials, such as open joint bricks, grass-concrete pavers, gravel and stone aggregate, and porous bricks, where applicable, such as **pedestrian** and cycle paths, plazas, and lightly trafficked roads and parking spaces.



4 Implementation and Interpretation



4.1 Policy Framework

The Municipal Government Act outlines the purpose and scope of powers for municipalities. The Plan is a statutory document, approved as an area redevelopment plan, that establishes a long-range framework for land use, urban design and mobility for the Westbrook Communities. The Plan has considered and is in alignment with the South Saskatchewan Regional Plan and the regional Growth Plan. The Plan must be read in conjunction with the **Municipal Development Plan** Volume 1 the **Calgary Transportation Plan** and other City of Calgary policy and guiding documents, unless otherwise indicated.

4.2 Local Area Plan Interpretation

Map Interpretation

- a. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application, unless specified in section (e), (f) and (g) below.
- b. No measurements of distances or areas should be taken from the maps in this Plan.
- c. All proposed urban form areas, additional policy guidance, building scale, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.
- d. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.
- e. Where the 'low-modified' and 'low' building scale are shown on 26 Avenue SW, between Crowchild Trail SW and 37 Street SW, as indicated on Map 4: Building Scale, the 'low-modified' or 'low' building scale shall be interpreted to extend a distance of 65 metres from the property line shared with 26 Avenue SW, unless the boundary of the scale modifier is clearly delineated with a lane.
- f. Where the 'low' building scale is shown on 12 Avenue SW, between 26A Street SW and 29 Street SW, as indicated on Map 4: Building Scale, the 'low' building scale shall be interpreted to extend a distance of 65 metres from the property line shared with 12 Avenue SW.
- g. Where the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, is shown within the limited building scale area, as indicated on Map 4: Building Scale, the Neighbourhood Connector urban form category should be interpreted to extend for a distance of 41 metres (approximately two parcels) from the property line along the road identified as a Neighbourhood Connector, unless the boundary of the Neighbourhood Connector urban form category is clearly delineated by a lane.

Policy interpretation

- h. The South Saskatchewan Regional Plan establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use and watershed management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.
- i. The Calgary Metropolitan Region Board's Growth Plan provides a policy framework for managing growth and implementing a long-term vision to accommodate the next million residents and about half a million jobs in the region. The Growth Plan provides strategies and policies for planning and managing future population and employment growth to help achieve vibrant inclusive communities while protecting and enjoying the environment. This Plan builds on and is in alignment with the policies of the Growth Plan. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level. The Plan Area is predominantly the Infill and Redevelopment Placetype as shown on Map B3: Growth Plan Placetype Alignment.
- j. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.
- k. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with **Municipal Development Plan** and Calgary Transportation Plan policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.
- l. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

- m. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines. Updates to the illustrations do not require a Public Hearing of Council.
- n. Building scale modifiers shown on Map 4: Building Scale are intended to inform future land use redesignation applications. In cases where this policy and a land use designation conflict, the land use on the parcel prevails.

Figure Interpretation

- o. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
- p. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

- q. The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

Plan Limitations

- r. Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision or development permit application.

Existing Caveats/Restrictive Covenants

- s. Some parcels in the Plan Area may have registrations on the certificate of title, called restrictive covenants, which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. Where the restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.

4.3 Local Area Plan Implementation Monitoring, Review and Amendments

- a. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.
- b. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act.
- c. Where an amendment to the Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the **Municipal Development Plan** and other relevant policy documents.

4.4 Glossary

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

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

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

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

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

Gateway Sites – sites strategically located at key entrances to a community, such as major intersections and transit stations.

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

Heritage Guideline Area – a grouping of **heritage assets** in concentrations of 25% or greater that has been identified in the Plan with associated discretionary heritage design guidelines.

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

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

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

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

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

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

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

Retail – commercial uses that include 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 scooters, shared bikes and electric bikes, or shared car services.

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

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

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.

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.

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 realm** (e.g., sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible and adaptable in design and allow for a variety of professional and commercial uses such as markets, artists’ studios, instructional facilities, consulting firms, or artisanal production spaces.

A Appendices

Appendix A: Implementation Options

In addition to the implementation options provided in Chapter 3, the following implementation actions have been identified by participants through a series of public engagements conducted during the drafting of this Plan. As noted in Chapter 3, these actions represent steps community members identified to achieve the supporting growth objectives of the Plan. This Appendix is non-statutory and is intended to be revised over time as local growth occurs, actions are evaluated or completed and/or new options are identified through subsequent engagement and City departmental prioritization. As a non-statutory part of the Plan, updates to this Appendix do not require a Public Hearing of Council.

Implementation Options

Supporting Growth Goal	Implementation Option	Location(s)
Recognize and build upon the role of the Westbrook LRT station as a focal point and mobility hub	Complete gaps in pedestrian and cycling infrastructure and improve pedestrian and cycling safety around Westbrook Station by widening existing sidewalks, adding lighting and surveillance.	Rosscarrock, Shaganappi, Killarney, Spruce Cliff, Glendale
	Improve streetscapes adjacent to the Shaganappi, Westbrook and 45 Street Stations by adding street trees with appropriate soil volumes, furniture, drinking fountains and washrooms.	Shaganappi, Rosscarrock, Killarney, Spruce Cliff, Westgate, Glendale
	Explore opportunities for temporary activities or events on the vacant lands surrounding Westbrook Station.	Rosscarrock
Support the development of high-quality and diverse housing types throughout the Plan Area	Explore opportunities to better utilize municipal land for affordable housing .	All communities
	Explore the inclusion of affordable housing with future renovation/construction of emergency services located at 45 Street SW and 17 Avenue SW.	Rosscarrock

Supporting Growth Goal	Implementation Option	Location(s)
Provide safe, comfortable, connected and accessible year-round mobility options	Construct missing sidewalks throughout all communities.	All communities
	Improve pedestrian and cycling safety around schools throughout all communities using improvements such as curb extensions, rapid flashing beacons, marked crosswalks, raised crosswalks, speed humps, reduced vehicle lane widths, wider sidewalks, and protected bike lanes.	All communities
	Improve the intersection of 45 Street SW and Bow Trail SW to improve pedestrian safety and improve safe vehicular access into and out of the communities (into Westgate during the PM peak and out of Wildwood during the AM peak).	Westgate/Wildwood
	Investigate road reconfigurations to improve pedestrian and cycling mobility, increase tree canopy, incorporate stormwater management features and add neighbourhood open space along avenues between 19 Avenue and 26 Avenue SW and 30 Street SW and 37 Street SW.	Killarney
	Improve paving, lighting and pedestrian and cycling safety along and to engineered walkways. Additionally, provide sidewalks along lanes that connect to engineered walkways where no walkway is present.	Spruce Cliff, Wildwood, Westgate, Glendale and Glenbrook
	Improve pedestrian crossings across 37 Street SW north of Bow Trail specifically at 5 Avenue SW, with improvements such as curb bump outs, rapid flashing beacons, painted crosswalks.	Spruce Cliff
	Widen and improve the pedestrian space on the north side of Bow Trail between 36 and 38 Street SW.	Spruce Cliff, Rosscarrock
	Pedestrian and Cycling Improvements to 26 Avenue SW from Crowchild Trail to Sarcee Trail.	Richmond, Killarney, Glendale, Glenbrook
	Reduce vehicle lane widths along roads with excessively wide lanes, such as 8 Avenue SW, 3 Avenue SW, 35 Avenue SW, and replace with elements such as widened sidewalks, improved boulevards and street trees with appropriate soil volumes.	All communities
	Improve pedestrian safety at high traffic or excessively wide intersections such as Spruce Drive SW and 8 Avenue SW, Hemlock Crescent SW and Cedar Crescent SW, Cedar Crescent SW and Spruce Drive SW.	Spruce Cliff
	Improve Cycling and pedestrian mobility along 8 Avenue SW, 13 Avenue SW, 45 Street SW and 51 Street SW.	Wildwood, Westgate, Rosscarrock, Glendale, Glenbrook
	Improve the pedestrian corridor along 8 Avenue from Hemlock Drive to 37 Street.	Spruce Cliff
	Improve pedestrian safety at the intersections of Bow Trail and 33 Street/Spruce Drive and 37 Street SW.	Spruce Cliff, Shaganappi and Rosscarrock

Supporting Growth Goal	Implementation Option	Location(s)
Provide safe, comfortable, connected and accessible year-round mobility options	Provide a multi-use pathway along the east side of Glenbrook to connect Richmond Road SW to Optimist Park and on to 17 Avenue SW.	Glenbrook
	Improve the pedestrian overpass across Crowchild Trail SW connecting Oliver Quarry Park to Sunalta School.	Scarboro/ Sunalta West
	Improve the MAX Yellow Transit Stop at 17 and 26 Avenues SW.	Richmond
	Extend the multi-use pathway along the north side of Bow Trail SW between 26 Street SW and 33 street SW.	Shaganappi
	Upgrade the painted bicycle path on 12 Avenue SW to a separated cycle track.	Shaganappi
Invest in parks, open spaces, recreational, cultural, art and community spaces	Revitalize and/or upgrade neighbourhood parks to add additional recreational and leisure amenities such as plazas, splash parks, playgrounds, skating rinks, sports fields and courts, fire pits, community gardens, flower gardens, seating, shaded areas and other amenities.	All communities
	Explore opportunities to convert Richmond Road SW between 29 Street SW and 30 Street SW to open space.	Killarney
	Provide a pathway through Turtle Hill Park and the Glendale Community Association, taking into account steep slopes and recreational activities. Investigate the potential conversion of the rear lane behind Glenmere Road/Glenmount Drive to a pedestrian pathway.	Glendale
	Remove fences between Optimist Athletic Park and Turtle Hill Park to improve connectivity and mobility.	Glendale
	Explore opportunities to provide infrastructure in Turtle Hill Park to facilitate events such as festivals, music performances, etc.	Glendale
	Improve cycling and pedestrian mobility along Spruce Drive and investigate a green corridor.	Wildwood
	Provide an accessible pathway along the linear park between 47 Street SW and 51 Street SW with improved lighting and seating.	Glenbrook
	Renovate Glenbrook Park to include additional amenities for all ages and abilities, improve safety and lighting and incorporate elements to take advantage of natural grades within the park.	Glenbrook
	Renovate Graham Park to include additional amenities for all ages and abilities, improve safety and lighting.	Glenbrook
	Add seating and other elements to Oliver Quarry Park.	Sunalta West
	Explore Shaganappi Golf course to add additional recreational amenities, civic facilities and open spaces .	Shaganappi
Protect open spaces and historic natural resources	Enhance natural protection within Shaganappi Park.	Shaganappi
	Protect natural areas from erosion and overuse in the Douglas Fir Trail.	Wildwood, Spruce Cliff

Supporting Growth Goal	Implementation Option	Location(s)
Promote a greater diversity of commercial amenities and support local businesses	Improve the public spaces along 26 Avenue SW between Crowchild Trail SW and 37 Street SW with elements such as improved sidewalks, seating areas, public art and street trees.	Killarney
	Explore the feasibility of allowing complementary uses such as food services and other active uses within key parks in the area, especially the Optimist and George Blundun Arenas/Optimist Athletic Park and Killarney Park.	Glendale
	Explore opportunities for street parking on Main Streets .	All Communities
Achieve a strong sense of community identity in safe and inclusive communities	Undertake a feasibility study for the renovation, expansion or redevelopment of the Killarney Aquatic and Recreation Centre.	Killarney
	Explore opportunities to add additional library space either by increasing the floor space of the existing Nicholl Family Library, creating a new library facility in the Plan Area, or relocating the Nicholl Family library to a new location.	All Communities
Reduce emissions of greenhouse gases that contribute to climate change and reduce vulnerability to climate-related hazards	Explore opportunities to plant additional trees, add pollinator gardens, rain gardens or bioswales along low-traffic streets throughout the Plan Area through the use of curb extensions and road reconfigurations.	All Communities

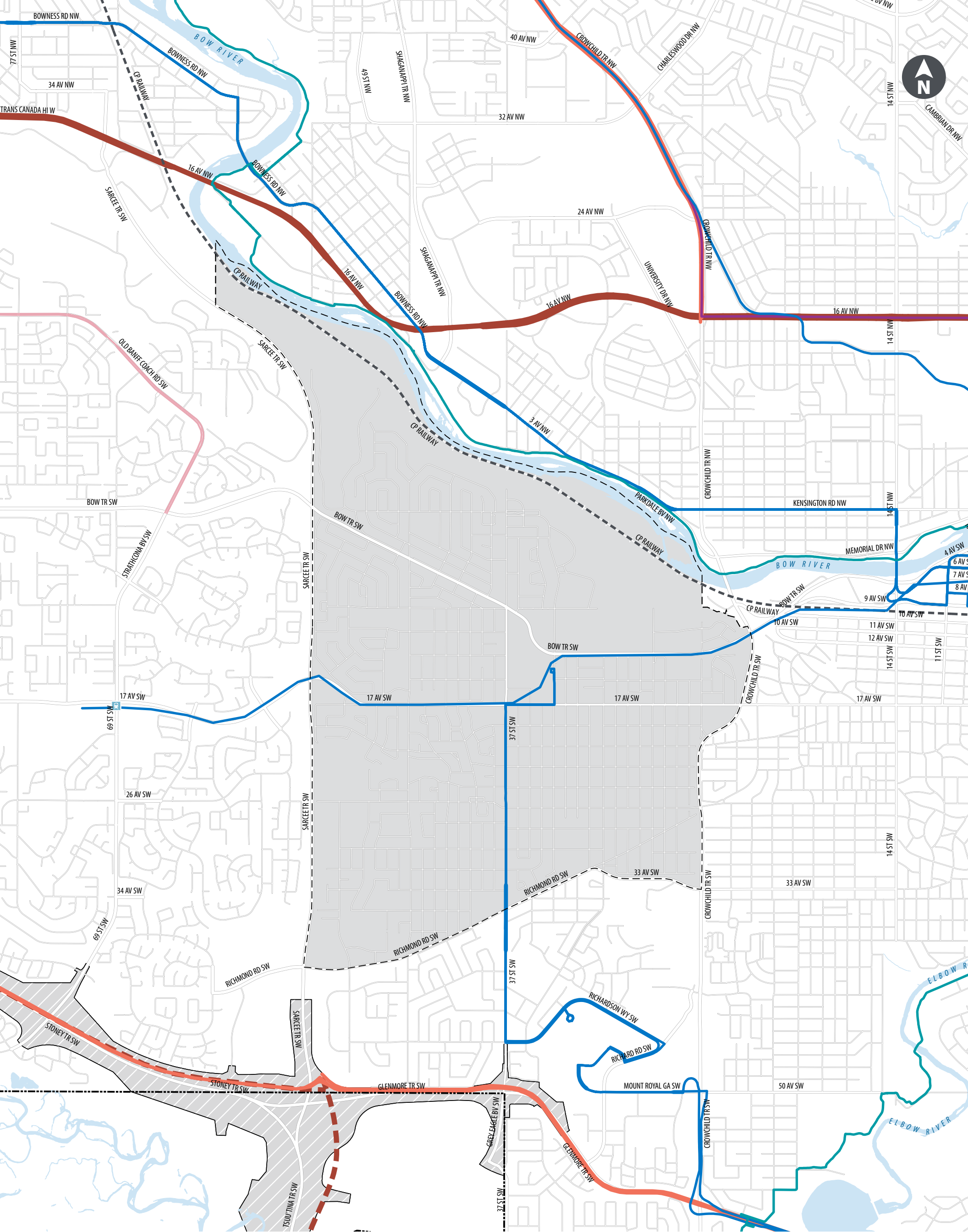
Appendix B: Regional Corridors and Context Map

The Calgary Metropolitan Region Board's Growth Plan identifies regionally significant corridors and placetypes. Regionally significant corridors, including mobility corridors and transmission corridors, are depicted on Map B1: Regional Transmission Corridors and Context Map and Map B2: Regional Transportation Corridors and Context Map as identified by the Interim Growth Plan. Map B3: Growth Plan Placetype Alignment shows the Plan Area that is predominantly categorized as the Infill and Redevelopment Placetype. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level.



Legend

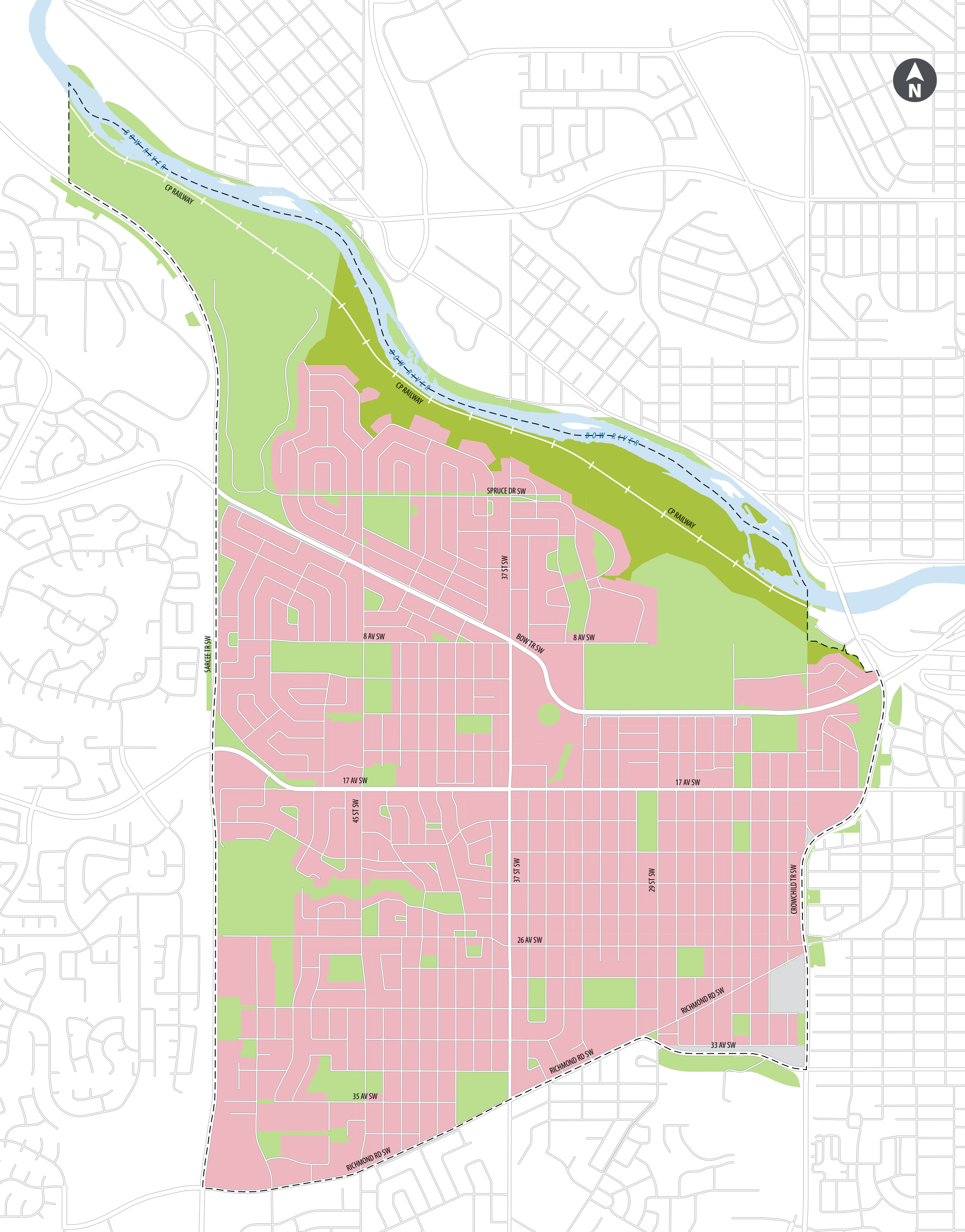
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Map B2:
Regional
Transportation
Corridors
and Context

Legend

-  LRT Terminus Station/
Intermunicipal
Connection
-  The Great Trail
-  Rail Transportation
-  Existing Higher
Order Tansit
-  Private Intermunicipal
Transit Route
-  Level 1 Highway
-  Level 2 Highway
-  Level 3 Highway
-  Future Level 1 Highway
-  Transportation/
Utility Corridor
-  City Limits
-  Plan Area Boundary



Map B3:
Growth Plan
Placetype
Alignment

- Legend**
- Parks and Open Space
 - Natural Areas
 - Infill and Redevelopment Placetype
 - Plan Area Boundary

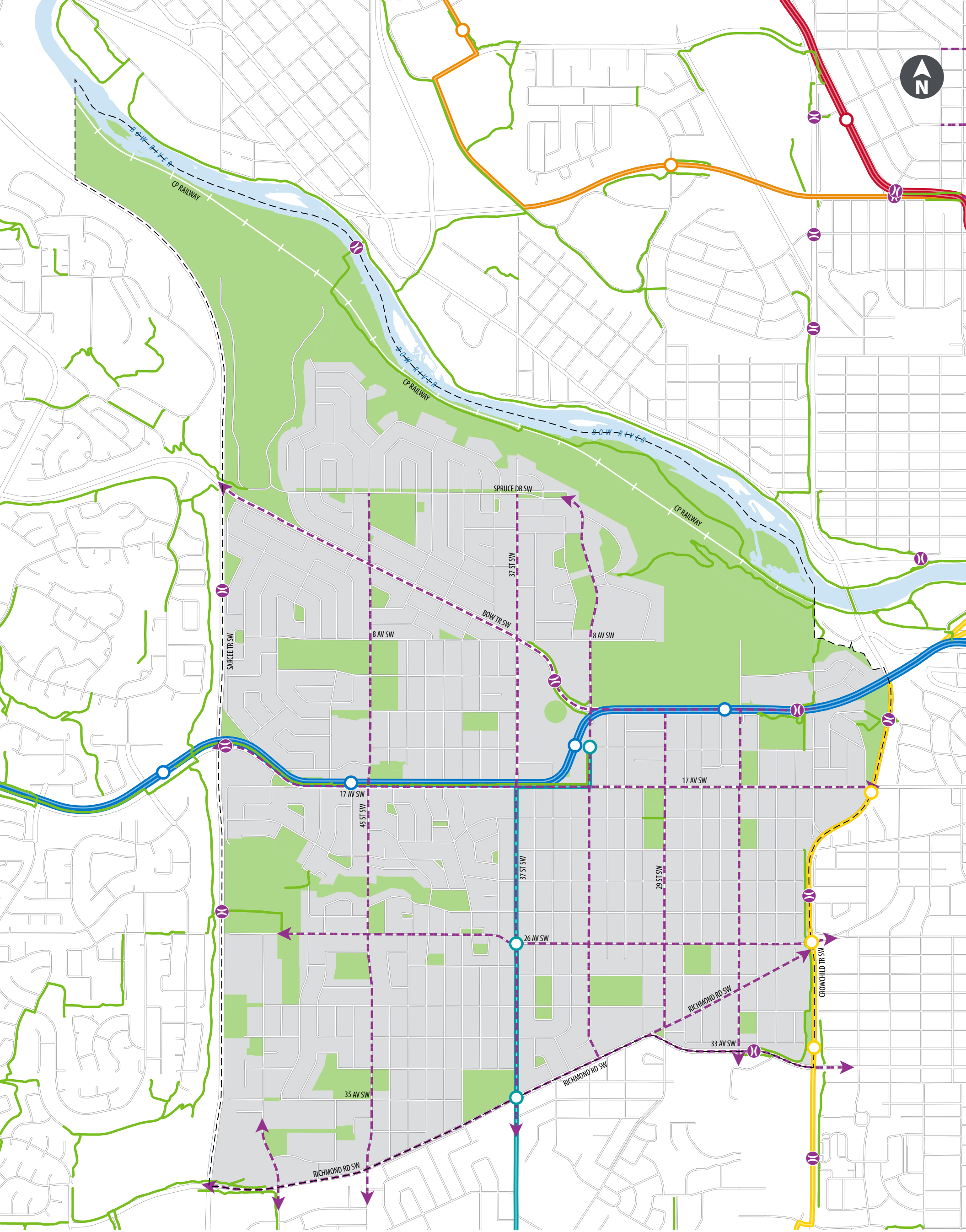
Appendix C: Mobility

Map C1: Pedestrian Corridors and Map C2: Cycling Network identify existing **pedestrian** and cycling mobility connections and recommended mobility improvements within and surrounding the Westbrook Communities. The maps are based on, but also inform, The Always Available for All Ages & Abilities (5A) Map of the Calgary Transportation Plan and show existing and recommended connections identified in the Calgary Transportation Plan at the local area plan level.

Improvements to the mobility network will prioritize **pedestrians** and cyclists where possible, by providing accessible pathway and bikeway connections between the communities and to local and regional destinations. This includes supporting the Future Growth Concept with appropriate facilities in the public right-of-way. Improvements identified on Maps C1: Pedestrian Corridors and C2: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility. This map is intended to compliment and inform the implementation options identified in Section 3.2.3 “Provide safe, comfortable, connected and accessible year-round mobility options” as well as future mobility improvements and investment.

The recommended **pedestrian** corridors depicted on Map C1: Pedestrian Corridors inform specific streets where an enhanced **pedestrian** realm space is desired. An enhanced **pedestrian** realm may include elements such as wider sidewalks, furniture zones, seating, plantings and other features that support the envisioned street activity and the Future Growth Concept. All other streets, without the recommended **pedestrian** corridor designation, will still provide standard residential sidewalks to create a complete walking network.

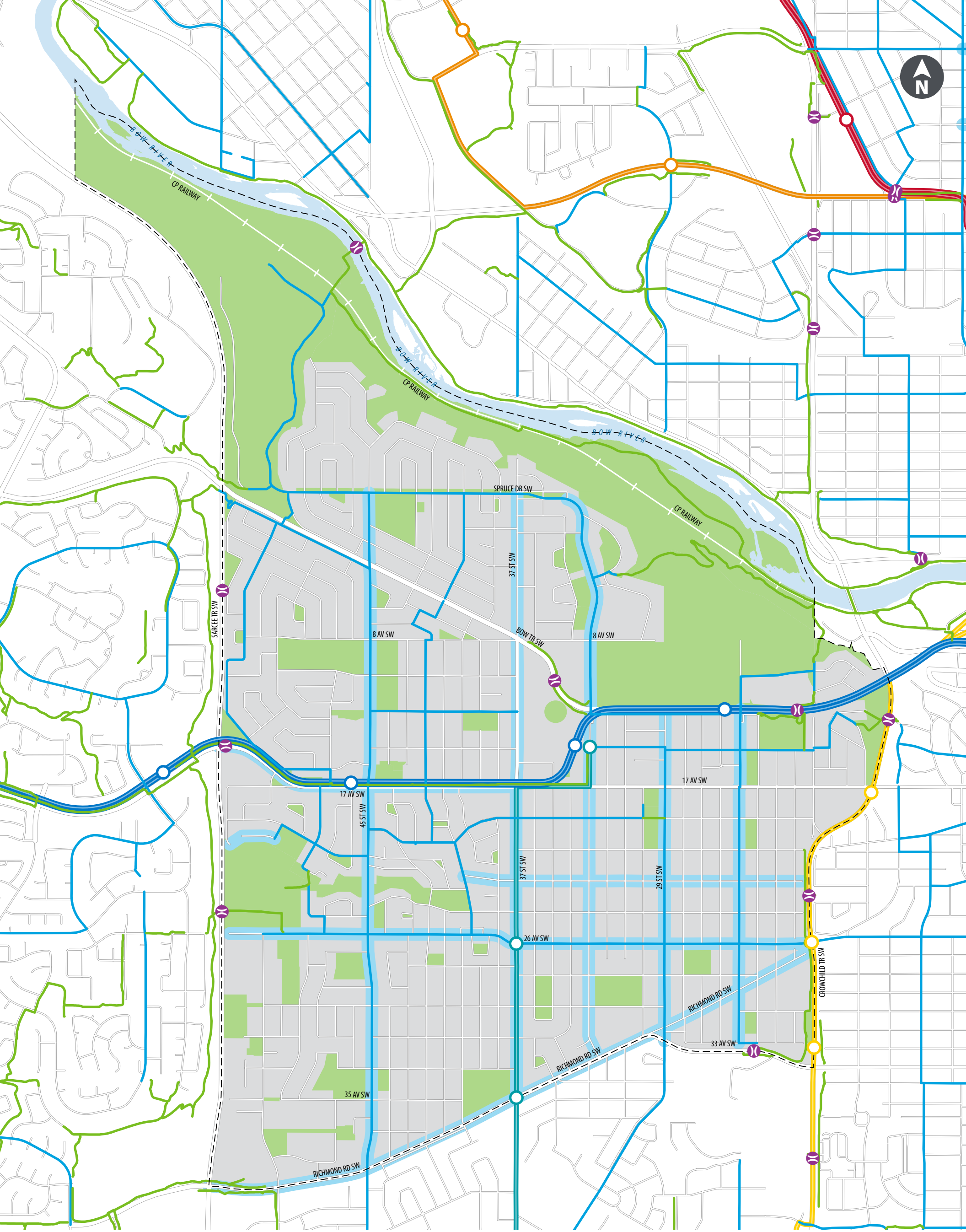
The recommended cycling network conceptually shown on Map C2: Cycling Network identifies corridors, not specific streets. The map is not intended to make any recommendation about the specific type of cycling connection that would be built, but rather the conceptual locations for those connections. The Future Growth Concept and existing right-of-way space will be used to refine the location of the specific cycling connection and help determine the type of facility/**infrastructure** to be built.



Map C1:
Pedestrian
Corridors

- Legend**

 - Existing Pathway
 - Recommended Enhanced Pedestrian Corridor
 - Pedestrian/Cycle Crossings
- LRT Blue Line
 - LRT Red Line
 - MAX Orange
 - MAX Teal
 - MAX Yellow
 - Parks, Civic and Recreation
 - Plan Area Boundary



Map C2:
Cycling Network

- Legend**
- Existing Pathway
 - Existing Bikeway
 - Recommended Cycling Network
 - Pedestrian/Cycle Crossings
 - LRT Blue Line
 - LRT Red Line
 - MAX Orange
 - MAX Teal
 - MAX Yellow
 - Parks, Civic and Recreation
 - Plan Area Boundary

Appendix D: Constraints

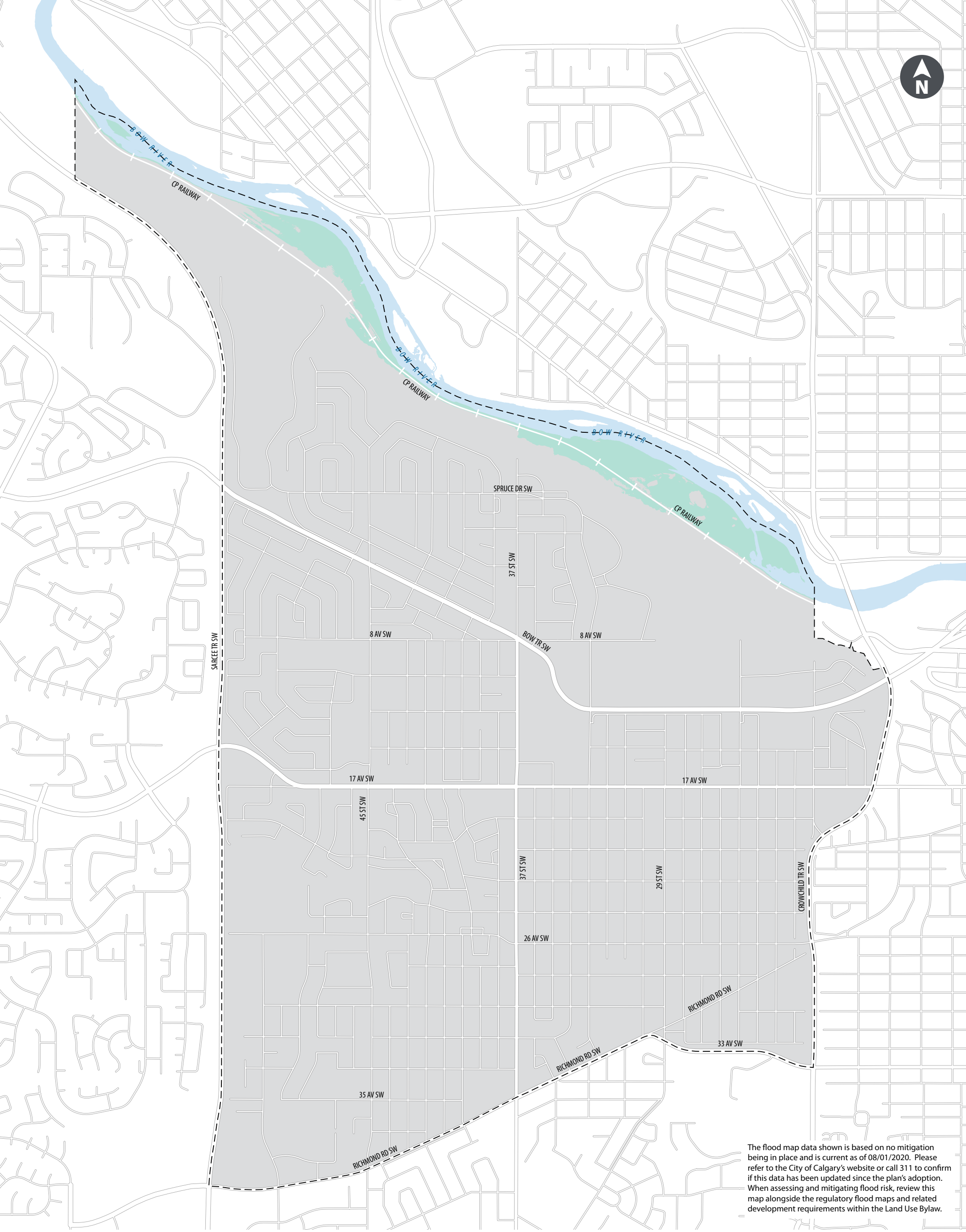
Map D: Constraints identifies development constraints that should be considered for development applications. Specific development constraints are summarized here.

Freight Rail Corridor

A Canadian Pacific (CP) rail corridor runs through the northern part of the Plan Area. Any development adjacent to freight rail corridors should comply with the requirements of the Development Next to Freight Rail Corridors Policy, in addition to any other applicable policies.

Powering our Communities

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas our City. ENMAX Power is responsible for the electrical distribution system for The City of Calgary and is regularly evaluating the current capability with forecasted electrical demand. Developers are encouraged to reach out to ENMAX Power early in their planning process for collaborative discussions on how best to power communities.



The flood map data shown is based on no mitigation being in place and is current as of 08/01/2020. Please refer to the City of Calgary's website or call 311 to confirm if this data has been updated since the plan's adoption. When assessing and mitigating flood risk, review this map alongside the regulatory flood maps and related development requirements within the Land Use Bylaw.

Map D: Constraints

- Legend**
- 1% Chance of River Flooding in any Year
 - Plan Area Boundary

Appendix E: Greenhouse Gas Emissions Profile, Projection and Solar Potential

Greenhouse Gas Emissions Profile and Projections

In order to have a general understanding the climate change impacts associated with the implementation of this Plan, a profile of current greenhouse gas (GHG) emissions and a projection of future GHG emissions was developed. GHG emissions in this profile and projection are expressed in tCO₂e (tonnes of carbon dioxide equivalent), where 1 tCO₂e reflects the release of an amount of GHGs with the same global warming potential as one tonne of carbon dioxide. The profile and projection do not include all GHG emissions due to the challenges of measurement. Sources that are not quantified in this method include fugitive emissions, waste management, and public **infrastructure** such as streetlights. The projection also does not include transportation emissions, as there are methodological challenges to projecting future transportation choices, as well as concerns attributing the responsibility of transportation emissions to specific communities. As such, the projection should be considered an underestimate of GHG emissions, both in the present and future. While The City is working to continue to evolve the GHG measurement methodology, this profile and projection provide a relative scale for understanding the impacts of land use and design choices on GHG emissions.

2019 Emissions

Buildings within the Westbrook Communities approximately produce an estimated 186,000 tCO₂e annually (Figure 20: Annual Building Emissions). Of these, the largest contributor is the heating and electricity of residential homes, accounting for 72% of the communities' GHG emissions. Small single storey homes built before 2007 account for 17% of these emissions, but also account for the largest number of buildings in the communities. Commercial uses account for a disproportionately high ratio of emissions to number of buildings, accounting for 24% of total emissions between 77 small and large commercial buildings (less than 1% of total buildings). Institutional uses account for the remaining 4% of GHG emissions. With a population of 35,465, the per capita GHG emissions for the buildings in the Westbrook Communities is 5.24 tCO₂e/person/year. This value is less than the city-wide average (7.47 tCO₂e/person/year).

Transportation emissions account for approximately 46,000 tCO₂e/year in the Westbrook Communities. This value represents tailpipe emissions in the communities not of the communities. Only tailpipe emissions from vehicles within the Plan Area are captured, not emissions created from vehicles going to and from homes and destinations in the Westbrook Communities. Some of the traffic reported in the Westbrook Communities may originate in communities further west and terminate in the downtown or vice versa, without stopping in the Westbrook Communities. Conversely, emissions produced by an individual living within a Westbrook community who travels beyond the community borders will not be fully captured in this value.

2039 Emissions

As the Westbrook Communities develop over the next two decades, it is anticipated that older homes will be replaced with new, higher density development, with density being strategically located at key hubs and corridors. As a result of the loss and replacement of older homes, the residential emissions of the community fall despite the increase in units, estimated to produce approximately 120,000 tCO₂e/year (Figure 21: Building Emissions Projection). However, the increase in the amount of commercial uses over this same period offsets the loss of emissions, and the community in total is estimated to produce 225,000 tCO₂e/year. Commercial activity is anticipated to be a significantly larger percentage of the Westbrook Communities' GHG emissions in this time period. However, the increase in population over the same period does result in a lower per capita emission value of 5.10 tCO₂e/person/year.

2076 Emissions

By 2076, the anticipated continued growth in the Westbrook Communities accounts for rising residential GHG emissions, estimated to reach 139,427 tCO₂e/year. Commercial GHG emissions also rise, estimated to reach 134,790 tCO₂e/year. Total emissions by 2076 are projected to be approximately 274,000 tCO₂e/year.

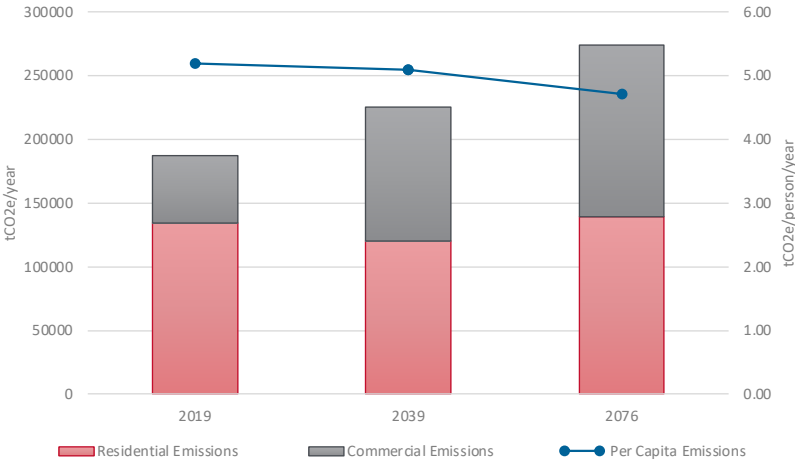
However, the increase in population outpaces the increase in emissions, and per capita emissions falls to 4.71 tCO₂e/person/year.

Figure 20: Annual Building Emissions

Group	Emissions Total (tCO ₂ /yr)
Residential	133,920
Commercial	44,640
Institutional	7,440
Total emissions	186,000

Figure 21: Building Emissions Projection

Residential emissions fall in 2039 as older buildings are replaced with newer, higher density development. By 2076, residential emissions rise again as further intensification occurs. Commercial emissions increase substantially between all three milestone years and by 2076, is nearly half of emissions in Westbrook Communities. Despite the overall increase in emissions, the per capita emissions fall in the next 50 years of development, as population growth outpaces emissions growth.



Solar Potential

Calgary is one of the sunniest cities in Canada. The homes and buildings within the Westbrook area receive substantial amounts of solar irradiance, indicating strong potential for electricity production from rooftop solar photovoltaic (PV) systems. The median home in Westbrook has the potential to generate 10.9 megawatt hours per year (MWh/year) of electricity. The median home electricity consumption in the Westbrook Communities is only 6.1 MWh/year, meaning many homes in the community can offset their residential emissions through a rooftop solar PV microgeneration system.

Microgeneration systems are not only excellent opportunities to reduce GHG emissions by producing carbon neutral electricity but also lower energy costs by offsetting power that would otherwise need to be purchased from the grid and generate revenue through the sale of excess power into the grid at times when generation exceeds demand.

Appendix F: Additional Historical Information

Major Roads

Two major roads in this area began as historic trails, and four began as section lines that doubled at certain times as city limits.

The historic South Morley Trail became Richmond Road as early as 1910 and provided a link between Calgary and Sarcee Camp, the military training base established on land leased from the Tsuut'ina Nation. In the 1950s, it was considered as a possible truck route. The namesake of Richmond Road is unknown.

Banff Coach Road, the historic route to Banff, was renamed Bow Trail in 1966. Early in the 1960s, The City decided that new freeways would be known as 'trails'. The new Bow Trail was meant to extend eastward as a crosstown freeway along the south bank of the Bow, and it would have disrupted Chinatown, the site of Fort Calgary, and Inglewood. The project provoked fierce community resistance, and it was never realized.

Seventeenth Avenue was a section line which served as Calgary's original southern boundary (between 6 Street SE and 14 Street SW) beginning in 1884 and doubled as the highway to Springbank. As Calgary pushed westward through annexation, 17 Avenue as a city road extended west to the present Crowchild Trail in 1907, to 37 Street SW in 1954, and to Sarcee Trail SW in 1956. In the Westbrook Communities, it delineates neighbourhoods, with Scarboro/Sunalta West, Shaganappi, Rosscarrock, and Westgate to the north, and Richmond, Killarney, and Glendale to the south. In the 1950s, Calgarians travelled along 17 Avenue SW to reach the Lone Pine Supper Club, a popular night spot positioned just beyond the city limit.

Crowchild Trail, formerly 24 Street SW, also began as a section line that functioned briefly as the western city limit from 1907 to 1910. It developed by the 1950s as a residential street with some commercial development, and it led south to Currie Barracks, the military base built along 24 Street in the early 1930s. It was refashioned as a freeway in 1965–67 and named for Chief David Crowchild of the Tsuut'ina Nation, who was present at its dedication.

From 1910 to 1954, another section line – 37 Street SW – doubled as the western city limit. William J. Tregillus' Roscarrock Ranch House at 37 Street and Bow Trail was an early landmark. The street first appeared in Henderson's Directory in 1913 when it had two residential listings. It was settled lightly as a residential street and was intensively developed in the 1950s. Early commercial development in the 1950s included the Sunset Drive-In Restaurant northwest of the 17 Avenue intersection and the extant strip mall at the southeast corner. Commercial development has largely taken over the earlier residential character.

Sarcee Trail was similarly a section line formerly known as 53 Street SW. It served briefly in 1956 as a western city limit before another annexation that year pushed the city further west. The name was evidently selected in the early 1960s, and it references the name formerly used to refer to the Tsuut'ina Nation and the Tsuut'ina reserve.

The Communities

Richmond

Before 1910, almost the entire Westbrook Communities area lay outside of the city limits. One exception is the site of HMCS Tecumseh (1820–24 Street SW), a Canadian Forces Naval Reserve training facility that has the same status as a naval ship. The complex was developed in 1943 on land that had been annexed to Calgary in 1907.

Present-day Richmond was annexed in two phases – in 1907 for that portion east of 24 Street SW, and in 1910 for that portion west of that road. In the 1960s, 24 Street SW was developed into the Crowchild Trail freeway, which also functions as the eastern boundary of the Westbrook Communities. Only that part of Richmond lying west of Crowchild is included in the Westbrook Communities. However, Crowchild jogs east of the old 24 Street SW at HMCS Tecumseh, which places it within the Westbrook Communities.

HMCS Tecumseh consists of a fenced compound, a main building (rebuilt after a 1981 fire destroyed the original), and a parade square. Thousands of Canadian naval personnel have trained there.

The balance of western Richmond lies within Section 7-24-R2-W5M, for which the CPR was given the original land grant. It was subdivided in 1906 along with Glengarry, and it developed as a residential neighbourhood on a grid pattern (apart from Richmond Road, which traverses it on an angle.) In 1957, the public school board opened Viscount Bennett junior and senior high school (2519 Richmond Road SW). The school closed in the 1980s, but the facility remained functional as a continuing educational institution until it closed permanently in 2018.

Scarboro/Sunalta West

Scarboro/Sunalta West extends from Crowchild Trail west to 24 Street SW and from the Bow River south to 17 Avenue SW. Like the Tecumseh site, this area was part of the 1907 annexation. It owes its distinct identity to the construction of Crowchild Trail in 1965–67. The freeway severed this residential area and the present Oliver Quarry Park from Scarboro, to which it had earlier belonged.

Crowchild, as it passes through this neighbourhood, covers part of the gulley that functioned as a sandstone quarry in the first decade of the 20th century. Oliver Quarry Park, which overlooks the freeway from the west, includes interpretive signage that tells the story of William Oliver, the best-known of the quarry operators at this location. In 1906, Thomas Edgar Jackson and John Sarginson Wilson acquired title to a four-acre parcel in the gully where the partnership of Gilbert, Bone and Oliver operated a quarry; Jackson later acquired an additional adjacent acre. At an unknown date before 1915, roadway construction on 17 Avenue SW led to the closure of the quarry north of the avenue, but the operation continued south of 17 Avenue SW in Richmond.

After quarry operations ceased sometime before the First World War, the gulley was redeveloped as a beauty spot and the location of the Scarboro community hall and its tennis courts. Freeway development replaced this amenity and created a barrier between homes and streets on either side. Scarboro was developed by the CPR as an exclusive neighbourhood designed by Olmsted Bros. The area that now comprises Scarboro/Sunalta West was a fringe area of that project, and many of its homes were constructed much later.

Killarney

Killarney, along with western Richmond, lies within Section 7-24-R1-W5M. The CPR received the original land grants to all but the northeast quarter, which was issued to Thomas Edgar Jackson. In 1901, Ontario settler John Craig established what he named the “Prairie Home Farm” on land he had acquired from the railway.

The area was annexed in 1910, and Glengarry and Killarney were subdivided as residential neighbourhoods with 25- and 50-foot lots. Dwellings were predominantly clapboard, single-family houses, and they were later supplemented by single-storey bungalows in the post-Second World War boom. Although a residential neighbourhood, it also included an animal pound (which was used for stray horses) as well as a piggery.

Killarney is the only one of the Westbrook Communities that was fully developed during Calgary’s streetcar era. Streetcar service began along 17 Avenue west to 24 Street SW in 1912, and a 17 Avenue business district quickly developed. Extant examples of early business structures include low-rise commercial buildings at 2707 to 2709–17 Avenue (built in 1914), 2701 to 2705A–17 Avenue (built in 1946), and the former Rite-Way Grocery at 2523–17 Avenue SW (built ca. 1947) and Jenkins Groceteria No. 24 at 2639–17 Avenue SW (built in 1947).

Within a few years, the streetcar line was extended west to 29 Street SW and then made a loop south to 23 Avenue, east to 26 Street, and north back to 17 Avenue for the return trip east. The Killarney Loop led to further commercial development. Around 1920, Harry A. Moulding (1883–1970), president of the community ratepayers’ association, converted his home at 3001–23 Avenue SW into a grocery store that was eventually named the Killarney Corner Store. The City supplied a shelter at the streetcar stop, and there visitors from the Tsuut’ina Nation (which Calgarians called the Sarcee Reserve at that time) picketed their horses and took the streetcar downtown when they visited the city.

Around 1912, residents formed the Glengarry and Killarney Ratepayers’ Association, which was eventually renamed the Killarney-Glengarry Community Association. In 1954, the association acquired the historic West Calgary United Church, a longtime local

landmark, and moved it to the park at 26 Avenue and 28 Street SW for use as its community hall. By 1954, the community association hosted an annual winter carnival and a summer carnival at the New Hall with jitney square dancing in 1956.

The first school in the neighbourhood was Glengarry Cottage School (2814–21 Avenue SW), which the public school board opened in 1911. Increased enrollment led to its replacement in 1920 by nearby Glengarry Bungalow School (2019–29 Street SW), a new brick building that was actually situated in Killarney. The bungalow school, eventually renamed Glengarry Elementary, was enlarged considerably in 1947 with the addition of 12 new classrooms and an auditorium. In the 1950s, it accommodated students from Glenbrook and Wildwood until school facilities in those new subdivisions were ready for use. The board opened a second elementary, Killarney School (3009–33 Street SW), in 1952. Glengarry Elementary was badly damaged by arson in 1978 and was subsequently demolished. The City purchased the site in 1982 and turned it into a park south of the Killarney pool.

In 1948, the Catholic school board opened Holy Name School in the old Glengarry Cottage School building that it purchased from the public board. Four years later, the school moved to a newly-built campus at 3011–35 Street SW, and the old building became Holy Name Cottage School. The cottage school was removed at an unknown date.

Two successive fire halls have operated in the neighbourhood. Fire Hall No. 10 (2415–26 Street SW) opened in 1915, but was decommissioned in 1921 as a cost-saving measure. The vacant building was removed years later. A new Fire Hall No. 8 (2208–29 Street SW) was built in 1954. By 1981, it was no longer in use but still stood. It was replaced in 1979 or 1980 by the new Fire Hall No. 8 (1720–45 Street SW) in nearby Rosscarrock. The old hall was demolished and replaced by Killarney Courtyard, a multiple-unit dwelling.

In 1950, the Calgary Public Library opened its Glengarry Branch in a purpose-built structure at 2609–19 Avenue SW. The library was built in a block-sized park in Plan 5661O that is now designated as the Killarney Off Leash Dog park. The library closed in 1976 and has been demolished.

Spruce Cliff

Historic settlement in Spruce Cliff is divided by 8 Avenue SW, which separates the north and south halves of Section 18 at this point.

John Lawrey (1843–1904), a market gardener originally from Cornwall, England, became a squatter on the northwest quarter (north of 8 Avenue) in 1882 and received homestead title in 1888. In the interim, the Dominion government had in 1887 subdivided a 31-acre portion in the northeast corner of this quarter section into four quarry lots. When Lawrey received homestead title to this quarter section, the government retained ownership of the four quarry lots. The quarry lots were subsequently leased to quarry operators. Lawrey eventually purchased one of the lots, and portions of two others became private property that was eventually sold to Charlie Jackson. Apart from the quarry lots, other quarry operations, many unrecorded, were established in this quarter-section and along the Shaganappi escarpment in the course of time.

John Charles (Charlie) Jackson (1864–1949) settled in the quarter south of 8 Avenue SW. Charlie Jackson came west in from Wingham, Ontario in 1882 and homesteaded on SW-18-24-1-W5M at the confluence of the future Rossbarrock, Shaganappi, and Spruce Cliff neighbourhoods. He borrowed free-ranging cows from pioneer farmer Sam Livingston, and he claimed to have been Calgary's first milkman. Jackson used sandstone acquired from Thomas Edworthy in the house he built on his quarter-section. The house stood at 12 Avenue and 24 Street SW (the future Crowchild Trail).

The City annexed almost all of this neighbourhood in 1910; the small portion west of 37 Street followed in 1954. Spruce Cliff was subdivided for residential development during Calgary's pre-First World War boom, but it failed to develop successfully and remained lightly settled. It was again subdivided in 1953, and prospective buyers stood in line for days to purchase 118 building lots available from The City. Street layout was a combination of numbered streets and avenues on a grid pattern and named roads, all chosen from types of trees, on a curved pattern with crescents. Spruce Cliff Apartments, a novel development built in 1953, comprised over two dozen low-rise apartment buildings in a park-like, 50-acre site. The City built public housing in Spruce Cliff in the late 1960s. The Spruce Cliff Community Association was organized in 1954.

Spruce Cliff School (3405 Spruce Drive SW), a public elementary school, opened in 1955, and an addition was completed in 1964. Its Catholic counterpart, John Kinahan School (3363 Spruce Drive SW), opened in 1958. The school was named for John Francis Kinahan (1875–1940), superintendent of the Catholic school board from 1918 to 1940. Both schools were eventually closed due to low enrollment and were repurposed. John Kinahan School closed in 1976 and re-opened in 1978 as the Wildflower Arts Centre, the first stand-alone City-operated arts centre in Calgary. By 2005, after the public school closed, its campus became the new home of Calgary Quest School, a school established in 1990 for students with special needs.

In 1958, both St. Demetrios Greek Orthodox Church (1 Tamarac Crescent SW) and the Anglican Church of the Good Shepherd (408–38 Street SW) were built. The Free Methodist Church (3511–3 Avenue SW) followed by 1962, but the congregation sold the building in 1981 when it outgrew the facility. It has since been the home of the Calgary Korean Presbyterian Church (in the 1990s) and St. Mary's Romanian Orthodox Church.

Commercial establishments have included the Spruce Centre Shopping Plaza, which opened in 1955, and the Westgate Hotel, built in 1963 and demolished circa 2004. The Brava, Encore, and Ovation condominium complex replaced the hotel.

In 1970, in tandem with new public housing in the district, The City built the Tri-Services Centre (3415–8 Avenue SW) to house a day care centre, public health clinic, social services offices, and the new Shaganappi Branch of the Calgary Public Library. Besides Spruce Cliff, the facility served Rossbarrock, Shaganappi, Westgate and Wildwood. The concrete, Brutalist structure and its purposes remain, although the library closed in 2016 when a new facility opened in Westgate.

Besides the Wildflower Arts Centre, cultural institutions include the Hellenic Greek Community Club (1 Tamarac Crescent SW) and the Calgary Lawn Bowling Club (#101, 3375 Spruce Drive SW).

Shaganappi

Most of Shaganappi lies north of Bow Trail on land that the Dominion government provided to the Town of Calgary in 1885 for parks purposes. From that time until 1890, it was used as the Shaganappi Point cemetery.

The site proved unsuitable for the purpose, and the Town purchased land for Union Cemetery in the future Manchester Industrial district. Seventy-five graves were moved from Shaganappi to Union Cemetery in the summer of 1892, and the balance were moved there in 1911. The old cemetery site was redeveloped as Shaganappi Golf Course, which opened in 1915.

Brothers John Charles Jackson and Thomas Edgar Jackson homesteaded in Killarney/Glengarry and owned land in Shaganappi south of Bow Trail. The Jackson Ranch (1431–28 Street SW) remains extant, and a sandstone quarry that the Jackson brothers operated might have been in this district. The Jacksons (and W.J. Tregillus) began subdividing this area as early as 1907, and it was annexed to Calgary in 1910. However, most development did not take place until after the Second World War.

The Salvation Army's Booth Memorial Home stood at 3004–17 Avenue SW from 1921 until it was demolished in 1985. The orphanage was originally known as the Salvation Army Children's Home when it opened in 1922, and by the time it was demolished, it was part of the Salvation Army Children's Village. Charles Jackson donated the ten-acre site, and the facility was designed by architect George Fordyce and built by the W.H. Cawston construction firm. A new wing was constructed in 1944. In 1966, residents moved into newly-built adjacent cottages, and the original building was repurposed but remained part of the orphanage. The complex remains extant and has been renamed the Barbara Mitchell Family Resource Centre.

The public school board opened Alex Ferguson School (1704–26 Street SW) in 1956. Jacques Lodge (2500 Bow Trail SW), Calgary's second seniors' home, opened in 1963 on land donated for the purpose by jeweller Harry C. Jacques. The complex was demolished sometime in 2011–20 and is awaiting redevelopment.

Rosscarrock

Rosscarrock is situated between Bow Trail to the north and 17 Avenue to the south from 33 Street to 45 Street SW. West of 37 Street, it is within Section 13-24-R2-W5M, which was originally granted to the CPR. In 1904, this quarter-section became the farm of Abraham Kersey (A.K.) Jackson (1873–1946) and his wife, Minnie (née Code, 1877–1978). A.K. Jackson was a brother of area pioneers Thomas and Charlie Jackson, who had come west from Ontario in the 1880s. East of 37 Street, Rosscarrock is in Section 18-24-R1-W5M, which was granted mostly to Charlie Jackson and partly to Francis White.

At an unknown early date, West Calgary School was built on A.K. Jackson's land, and the area became known as West Calgary. West Calgary School District No. 209 was established in 1890 and maintained two schools, West Calgary School at roughly 37 Street and 17 Avenue SW and Spruce Vale School, which was further west on Bragg Creek Road outside of the Westbrook Communities. William J. Tregillus became the school board's chair by 1911. The Jackson family billeted some of the teachers, and the school became a social centre and gathering place for the area. The school closed at some point before 1931 and reopened, evidently in a new building (possibly located on the future site of Rosscarrock School at 1406–40 Street SW), at an unknown later date. In the interval, area students attended the Spuce Vale School three miles distant. In 1958, Calgary's public school board took possession of the building, and it was evidently demolished.

The portion of Rosscarrock lying east of 37 Street SW was part of the 1910 annexation. West of 37 Street, the future neighbourhood lay outside the city limits until 1955. Limited development took place in the meantime. In 1908, A.K. Jackson sold his north 80 acres, and this was evidently the area subdivided the following year as Plan 3681V.

The public school board opened Melville Scott School (1723–33 Street SW) in 1954, Rosscarrock Elementary (1406–50 Street SW) in 1961, and Ernest Manning High School (3600–16 Avenue SW) in 1963. Melville Scott closed by the 1970s, and its campus became the Plains Indians Cultural Survival School, the first high school of its kind in Canada. The school continued to operate until 2002. The Catholic school district opened St. Michael Elementary and Junior High (4511–8 Avenue SW) by 1964, when it was the only school in the province that practiced "total team teaching."

The Rosscarrock Community Association was established in the mid- to late-1950s, and it developed a community hall at 4411–10 Avenue SW.

Commercial development along Banff Coach Road (the future Bow Trail) began as early as 1951, when the Lucky Strike store operated at 3802–11 Avenue SW. Wildwood Plaza (3825 Bow Trail SW), an extant strip mall, opened around 1959. Westbrook Mall (1650–27 St SW or 1200–37 Street SW) was built in 1963–64 on the former 36-acre site of the Calgary Gun Club, which owned and used the property from 1948 to 1958. The club had been established in the 1880s or 1890s, and it was incorporated in 1901. Its clubhouse, built in 1948, reportedly burned in 1957. The club relocated to northeast Calgary in 1958 and sold its Rosscarrock property to The City. Westbrook Mall was

designed by architects Abugov and Sunderland, and it was built by Sam Hashman. Anchor tenant Woolco opened in 1964, and the Calgary Public Library opened its Rosscarrock Branch in the mall that year.

Fire Hall No. 8 (1720–45 Street SW) was built in 1979 to replace an earlier station located in Killarney. In 2012, Calgary Transit began C-Train service on the new west extension of its Blue Line, which includes Westbrook Station in Rosscarrock. The project required the demolition of Ernest Manning High School and the former Melville Scott/Plains Indians Cultural Survival School. The underground station is part of a complex that includes CPL's Westbrook Branch.

Glendale

Apart from a small area projecting south from 26 Avenue SW, Glendale corresponds to the half-section farm homesteaded in the 1880s by Robert Walsh (ca. 1853–). Three section lines – 17 Avenue, 37 Street, and Sarcee Trail – divide Glendale from its neighbours just as they once defined this farm.

Glendale still lay outside the city limits in 1953 when its development potential attracted the interest of two different parties who then worked together by forming a new development company, Kelwood Corporation. On the promise that The City would annex the area if the developer paid completely for **infrastructure** and roads, Kelwood acquired and subdivided the eastern portion, and development preceded annexation. Glendale proper, from 37 Street to 45 Street, was annexed in 1955 (with a retroactive date of 1954), and Glendale Meadows, west from 45 Street to Sarcee Trail, followed in 1956. Arthur Sullivan developed Glendale Meadows.

The Glendale Community Club was established in 1955, and it built a community hall (4500–25 Avenue SW) around 1959 and rebuilt it in 1993. The public school board opened Glendale Elementary (2415 Kelwood Drive SW) in 1955 and Glenmeadows School (4931 Grove Hill Road SW) in 1958. The Catholic school district opened St. Gregory School (5340–26 Avenue SW) in 1967.

Commercial development occurred at the northeast corner of the neighbourhood, where Loblaw's supermarket (1909–37 Street SW) opened in 1958, and to the south, where the smaller Tri-Glen Centre (4704–26 Avenue SW) opened around the same time.

In 1957, The City bought 52 undeveloped acres from Art Sullivan, who developed Glendale Meadows. This was presumably the wetland that residents disliked and wished to be drained. By the early 1970s, the Optimists Clubs of Calgary, in partnership with The City, redeveloped this 40-acre area in the wetland as

Optimist Park, and two arenas, Optimist and George Blundun, were later constructed there. George J. Blundun (1908–1988) was a Calgary oil executive and an important figure in Canadian figure skating. Blundun was Calgary Sportsman of the Year in 1985.

Westgate

Westgate is located between Bow Trail and 17 Avenue SW from 45 Street west to Sarcee Trail. Apart from the portion north of Bow Trail (which is part of Wildwood), it occupies the entire west half of Section 13-24-2-W5M.

The CPR received the original land grant to this section. In 1902, industrialist William J. Tregillus (1858–1914) purchased the southwest, northwest, and northeast quarters, comprising all of Westgate and portions of Rosscarrock, Spruce Cliff, and Wildwood. Here he established the Rosscarrock Ranch and the Tregillus Clay Products factory. His enterprises ceased after his death, and Springbank dairyman Robert James Hilton (1871–1939) and his family operated the Rosscarrock Dairy on the property in the 1930s.

Between Tregillus' death and Hilton's arrival, an unusual, temporary operation took place on the property. From 1928 to 1929, the newly-formed Calgary Aero Club operated a temporary airfield here while the Calgary Municipal Airport was being developed in the Renfrew district in the city's northeast.

The future Westgate still lay outside the city limits when the 17th Avenue Drive-In cinema opened in 1954 at the northwest corner of 17 Avenue and 45 Street. The drive-in remained in operation until 1979. It was demolished and replaced by the extant Alberta Motor Association complex (4700–17 Avenue SW).

The area was annexed in 1956, and a firm known as Westgate Land Development Ltd. transformed it into a residential development by 1957. From the start, the neighbourhood was characterized by curvilinear streets, named roads, and single detached homes. The Westgate Community Association formed by 1959, and its community hall (4943–8 Avenue SW) was built by 1961. Two public schools, Westgate Elementary (150 Westminster Drive SW) and Vincent Massey Junior High (939–45 Street SW), opened in 1958.

Commercial areas were developed at the northeast and southwest corners of the neighbourhood in 1959 and the late 1970s respectively. In 1959, Westgate Shopping Centre, a strip mall, opened at 4263 Bow Trail SW (known at the time as Banff Coach Road) with Canada Safeway as its anchor tenant. The Westland Centre business area (5308–17 Avenue SW) was evidently first developed in the late 1970s.

Wildwood

Wildwood lies between the Bow River and Bow Trail, west from 37 Street and 38 Street to Sarcee Trail. It occupies portions of four sections of land, but it lies mostly within two of them – Section 24-24-R2-W5M, which is historically associated with Thomas and Mary Edworthy, and Section 13-24-R2-W5M, which is associated with William Tregillus. Spruce Drive, which follows a section line, separates them on an east-west axis.

The land north of Spruce Drive was once part of the Cochrane Rancho lease, a massive ranch established in the early 1880s by Senator Matthew Henry Cochrane (1823–1903) for whom the town west of Calgary was named. Thomas Edworthy (1856–1904), a farmer and market gardener, and James A. McMillan, a Dominion Land Surveyor, settled on portions of this land within the future Wildwood district in 1883 and circa 1884 respectively. Their names live on in Edworthy Park and McMillan Coulee.

Along the south bank of the Bow, in the future park that bears his name, Edworthy established an irrigated farm and market garden and developed three sandstone quarries. Between the 1880s and the First World War, hundreds of structures in Calgary were built of sandstone or used sandstone in their construction. Even then, Calgary had the nickname “Sandstone City.” Edworthy’s quarries were the source of stones for many of these structures. His house, along with remnants of his quarries and irrigation works, remain extant.

McMillan, the other settler on this land, died in 1898 without having proved up his homestead. His land reverted to the Dominion government, and Edworthy purchased most of it. Ottawa reserved a portion of McMillan’s land in the future Edworthy Park area as quarry lots. The CPR operated a quarry in one of those lots and used the stone to build its now-demolished West Shops roundhouse in Downtown East Village. Arthur Caldwell (ca. 1860–1936) later acquired the CPR quarry and operated a fox farm on the property.

After her husband’s death, Mary Edworthy (née McArthur, 1857–1934) rented out the quarries and farm operation. She sold a portion of the land to the south, but the Crescent Wood subdivision created from it was unsuccessful. Airdrie farmer Tommy Morrison later raised and trained thoroughbred horses on this property.

South of Spruce Drive lay William J. Tregillus’ land, the site of his Rosscarrock Ranch and Tregillus Clay Products factory, followed in the 1930s by Robert J. Hilton’s Rosscarrock Dairy.

The City annexed the future Wildwood district in two increments – west to 45 Street in 1954, and west from 45 Street in 1956. Kelwood Corporation purchased the land in 1955 in advance of development, which began the following year. The developer dedicated more reserve land than required in exchange for a concession from The City elsewhere.

The public school board opened Wildwood Elementary (120–45 Street SW) in 1957. The Wildwood Community Association was established at an unknown date in the late 1950s, and its community hall (4411 Spruce Dr SW) was completed in 1958. There were seasonal skating rinks on the grounds beginning in 1958, and tennis courts were added in 1964. The community association started an annual fair in 1997.

Wildwood Shopping Plaza (3825 Banff Coach Road) was developed in 1959 with a Jenkins “superette” as its anchor tenant.

Glenbrook

Glenbrook stretches from 26 Avenue SW south to Richmond Road SW and from 37 Street SW west to Sarcee Trail. It straddles an east-west section line (corresponding to 34 Avenue SW) that once separated the homestead farm of A.P. Patrick to the north and a CPR land grant to the south.

Allan Poyntz Patrick (1849–1948), a pioneer Dominion Land Surveyor and oilman, homesteaded the northern portion in 1886 and named it Plateau Farm. He and his wife, Margaret (née McPherson, 1865–1940), and their children, evidently lived in an extant brick farmhouse built between 1889 and 1891 and relocated to its present site (3301–37 Street SW) by 1910.

In 1910, Patrick subdivided his farm along with the adjoining CPR land, which he had evidently acquired, south to Richmond Road. The new subdivision of Holmpatrick was marketed as a residential district with the potential for an 80-acre city park. But the area was only lightly settled, and portions of the subdivision were cancelled or consolidated. Henderson’s Directory included 20 residential listings for Holmpatrick in 1918 and 32 in 1954. Among others, residents and businesses included Ed Campbell (who operated Camberta Poultry Yards at 27 Avenue and 37 Street SW), dairy farmer Bert Edmunds, the Sunshine Riding Academy, and, from 1945 to 1959, Edward Thompson’s Holmpatrick General Store. Residents formed a ratepayers’ association in 1930.

The extant McClary Residence (2831–41 Street SW), a vernacular house built in 1929 for George and Annie (née McMullin) McClary and their family, is a remnant of Holmpatrick before it became part of Calgary. The

McClary home stood on a large property before infill houses encroached in the late-1980s. Both the McClary and Patrick homes are on The City's **Inventory of Evaluated Historic Resources**.

Holmpatrick remained outside the city limits until the mid-1950s, when it was annexed in two stages (west to 45 Street in 1954 and to Sarcee Trail in 1956). Intensive development began east of 45 Street, with streets and avenues generally following a grid pattern (apart from Grant Crescent). Development consisted of single family homes and duplexes, some apartment buildings, schools, and a commercial area.

In 1959, The City proposed renaming the subdivision as Glendale South, which would harmonize street-naming in Holmpatrick with nearby Glendale and Glendale Meadows. The Glendale Community Club objected, and the name Glenpatrick was chosen instead. The same year, residents petitioned for a new name, either Glenbrook or Glenview. The City chose Glenbrook. The Glenbrook Community Association was registered in 1960, and its community hall (3524–45 Street SW) was completed by 1963.

The public school board opened Glenbrook Elementary (4725–33 Avenue SW) in 1959 and A.E. Cross Junior High (3445–37 Street SW) in 1960. The Calgary Christian School (2839–49 Street SW), a private institution, opened in 1965.

In 1959, the U.S.-based Independent Grocers Association expanded its IGA supermarket chain in Alberta, and Glendale IGA opened that year as the anchor store in the new outdoor shopping centre at 26 Avenue and 37 Street SW.

The area west of 45 Street was unserved by sewer connections and therefore largely undeveloped before 1969. A gravel pit operated in the area. Intensive development, including apartment complexes, took place beginning in the 1970s. In 1978, Nu-West Development Corp. Ltd. developed and opened Richmond Square, a shopping centre at 3915–51 Street SW intended to serve residents of Altadore, Glenbrook, Glamorgan, Glendale, Killarney, Lakeview, Richmond, and the future Strathcona Heights neighbourhood. The development comprised 30 shops, including anchor tenants Safeway and Canadian Tire.