

Calgary



DRAFT Southeast 17 Main Street (International Avenue)
Area Redevelopment Plan

Publishing Information

Title

DRAFT Southeast 17 Main Street (International Avenue) Area Redevelopment Plan

Author

The City of Calgary

Status

PROPOSED

Additional Copies

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DRAFT Southeast 17 Main Street (International Avenue) Area Redevelopment Plan

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1 Southeast 17 Main Street's Past and Present

1.1 Southeast 17 Avenue and Greater Forest Lawn History

The area was first settled in the early 1900 as a part of the Municipal District of Shepard. Forest Lawn and nearby Albert Park were incorporated as villages in 1934. The two communities amalgamated a year later on August 1, 1935. In 1952, Forest Lawn incorporated as a Town. Ultimately, the town was annexed into the City of Calgary in 1961. Most development west of the Canadian National Railway line dates from the 1950s and 1960s. Some development along the Avenue still retains the historical street features typical

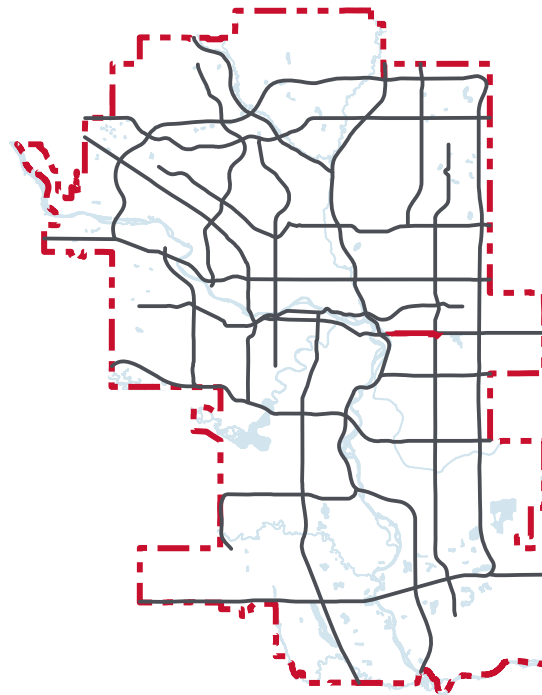
of Alberta small towns, including service roads, angled parking and small retail frontages the 1960s, businesses along the Avenue have benefited from the high population growth in the surrounding areas. This growth, characterized by a diverse population with rich cultural backgrounds, has contributed to the multi-cultural character of the stores and food service establishments along 17 Avenue SE. This subsequently contributed to a portion of the 17 Avenue SE corridor being identified as "International Avenue".

1.2 Main Street Context

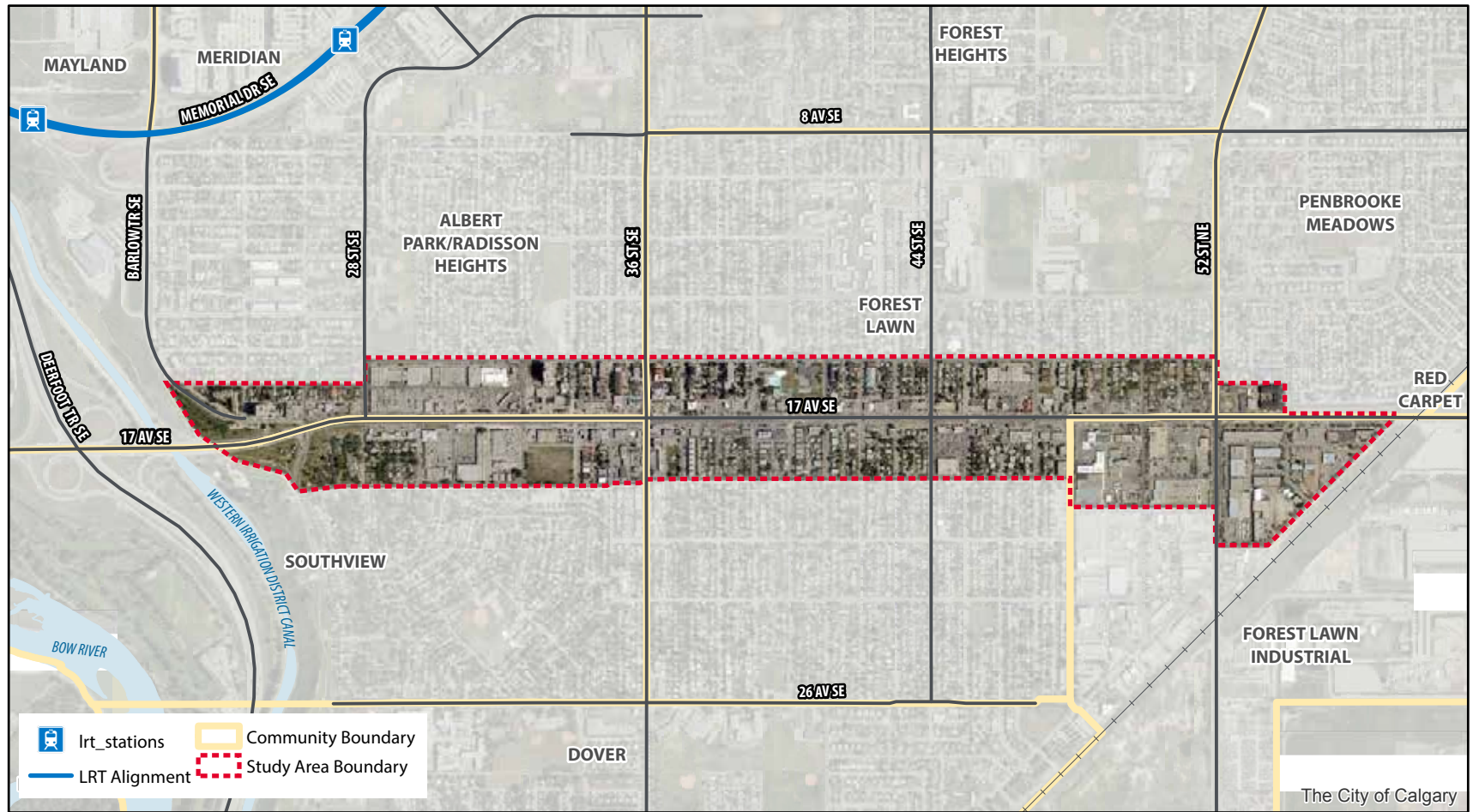
The Plan Area, is approximately 5 kilometres from downtown Calgary (Map 1: Plan Context and Map 2: Plan Location). Seventeen Avenue SE is one of the major corridors that provides for east/west commuting in and out of the city. The Southeast 17 Main Street ARP is bounded by Barlow Trail/26 Street SE on the west and the Canadian National Railway line on the east, and includes one full city block on each side of 17 Avenue S.E.

The Avenue serves Forest Lawn and the surrounding communities including Southview, Albert Park/Radisson Heights, Penbrooke Meadows, Forest Lawn Industrial, Red Carpet/Mountain View and Applewood Park. This region is known as the Greater Forest Lawn area.

Map 1 | Plan Context



Map 2 | Plan Location





2 Southeast 17 Main Street's Future

2.1 Vision and Core Ideas

The Vision represents the community values as identified through various public engagements. The Core Ideas provide guidance for implementation planners, community representatives, local businesses, property developers and citizens when reviewing development

permits and land use proposals. In evaluating the appropriateness of a land use or development permit application, the Core Ideas should be used in concert with the Main Street Concept Plan, the Developed Areas Guidebook and the applicable local area plans.

Vision

The Southeast 17 Main Street is the core of the Greater Forest Lawn community that functions as a safe, green and walkable multi-modal urban boulevard, a shopping avenue, job hub, place to live, and to promote the cultural diversity of the area.

Before



After



Figure 1 | Example of the Vision 17 Avenue SE at 52 Street SE, looking west – From Vehicle-Oriented Street Today to Multi-Modal Boulevard Supporting a Retail-Based Street (Source: Plan|It|Calgary 17 Ave SE Case Study Charrette Report)

Core Ideas

The following Core Ideas are essential for future new development and redevelopment across the Plan Area and should be used to direct future policy formulation and municipal efforts throughout the community.

2.1.1 Create an Attractive, Distinctive Community

- a. Provide more public gathering places to celebrate community diversity and to enhance and initiate social events that are centred on cultural activities, public art and building community.
- b. Encourage building design to incorporate interesting, high quality architectural designs and public art that reflects the community values and identity as “International Avenue”.

2.1.2 Create Memorable and Inviting Public Spaces

- a. Create distinctive, multi-functional east and west entryways into the community.
- b. Improve connectivity between open spaces and provide connections for pedestrian and cyclists to the Bow River escarpment and Elliston Park.
- c. Improve the aesthetics, safety and public function of rear lanes.
- d. Create or enhance open spaces to have a human scale, adaptive design and flexible uses, to accommodate a range of activities.



Figure 2 | Encourage building design to incorporate individualized architectural style and to reflect cultural diversity

(Source: Co-design Workshop with the Community Advisory Group)



Figure 3 | Safe, inviting, adaptable and human-scale public spaces bring community together

2.1.3 Create a Multi-Modal Boulevard

- a. Support a variety of transportation options, with particular emphasis on walking, bicycling and transit.
- b. Ensure connectivity between pedestrian, bicycle, transit and road facilities.
- c. Ensure connectivity by improving sidewalks along the Main Street and at other key places within the surrounding areas between pedestrian, bicycle, transit and road facilities.
- d. Encourage safe pedestrian movement along the Main Street, within the area, and amongst the various transportation modes



Figure 4 | A street design encourages walking, biking and people watching

(Source: Co-design Workshop with the Community Advisory Group)

2.1.4 Promote a Vibrant Mixed Use Commercial Main Street

- a. Encourage building design that responds sensitively to the planned scale, massing, setback, step backs, materials and height of adjacent developments
- b. Encourage developments with innovative layouts, which maximize the use of the site, such as adding individual storefronts to large sites to maintain a continuous street frontage along 17 Avenue SE and incorporating courtyards into the interior of large developments.
- c. Encourage uses that provide goods, services and amenities in response to the needs of local resident.

2.1.5 Respect and Enhance the Existing Historical Retail Street Character

- a. Identify and preserve the existing "Main Street Village" character streetscape, open spaces and buildings or building elements, which have historical value.
- b. Encourage smaller scale, narrow frontage retail stores and restaurants along the "Main Street Village" area.
- c. Consider landscape features, historical interpretive elements, public art to activate the public realm.

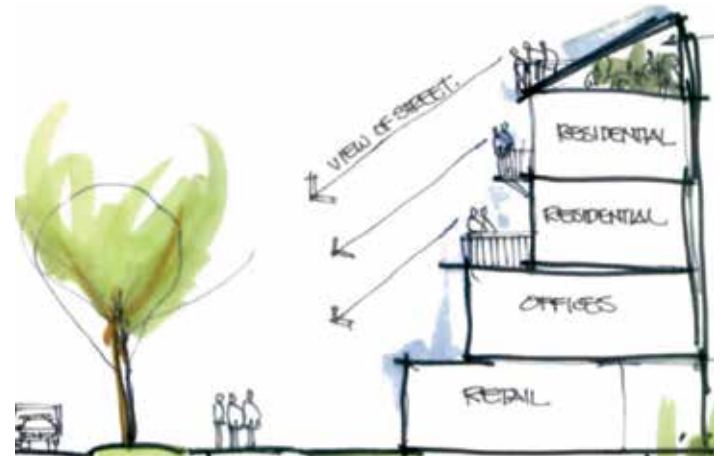


Figure 5 | Conceptual illustration of mixed use development along the Southeast 17 Corridor

Source: Co-design Workshop with the Community Advisory Group)

2.1.6 Increase in Housing and Promote Housing Diversity

- a. Promote a range of housing types to suit all income levels, ages, lifestyles, and family needs.
- b. Ensure sufficient amenity space to support multi-residential development and provide safe and convenient connectivity from multi-residential development to transit, open spaces, and other major community services.

2.1.7 Strategically Directed Intensification

- a. Direct large scale buildings to major transit hubs or larger parcels of land.
- b. Discourage car-oriented land uses from being located in close proximity to transit hubs.
- c. Ensure taller buildings are designed to respect the scale and character of the planned context of surrounding lands and are of high quality design and durable construction materials.
- d. Maintain the stability of low density residential in the Contextual Area but encourage gradual and sensitive redevelopment and infill development in accordance with the building blocks of the Developed Areas Guidebook.

2.1.8 Promote Safe and Walkable Neighborhoods

- a. Support the restoration and improvement of pedestrian connectivity through large parcels as part of any redevelopment.
- b. Integrate pedestrian realm with Transit service.
- c. Provide frequent at-grade pedestrian crossings.
- d. Promote uses and building designs that generate desirable street activities.
- e. Ensure development sites and the public realm are designed in a manner that is accessible to different levels of mobility and visual, hearing and cognitive abilities.



Figure 6 | Articulated building frontages can complement streetside design and animate street activities

(Source: Co-design Workshop with the Community Advisory Group)



Figure 7 | Existing “Main Street” area with service road and angled parking

2.1.9 Preserve and Enhance Biodiversity and Green Spaces

- a. Protect and improve existing planted boulevards along the Main Street and residential streets.
- b. Incorporate Low Impact Development (LID) solutions into the design of buildings and public places, wherever possible.
- c. Recognize the value of local food production to community integration, security for healthy eating and lifestyles and the reduction of energy use through the provision of land or roof-top for community gardens.

2.1.10 Promote Sustainable Building Design and Innovation

- a. Promote energy efficiency, water efficiency and waste minimization solutions.



Figure 8 | Human-scaled commercial frontages contribute to a comfortable pedestrian environment

(Source: Co-design Workshop with the Community Advisory Group)



Figure 9 | Taller buildings should be strategically directed to major transit hubs and gateway areas.

(Source: Co-design Workshop with the Community Advisory Group)



Figure 10 | A safe and walkable neighbourhood is supported by appropriate land uses, a human scaled streetscape, and well-designed roadside components
 (Source: Co-design Workshop with the Community Advisory Group)



Figure 11 | Trees and open spaces enhance quality of life
 (Source: Co-design Workshop with the Community Advisory Group)



Figure 12 | Solar orientation and shading & food production
 Great Bow Yard, Langport, Somerset, UK



Figure 13 | Green roof
 The Water Centre, Calgary, AB

2.2 Land Use Concept

The Southeast 17 Main Street Plan envisions the Main Street as a multi-modal urban boulevard with three distinctive Character Zones: a gateway (Western Gateway) to welcome visitors and mark the entrance to a distinctive character area, a vibrant central shopping street and activity hub (Central Boulevard), and a landscaped corridor (Eastern Parkway) extending to Stoney Trail at the eastern city limit. Different streetscapes, land uses, building heights and design criteria are applied to help achieve the specific objectives of each Character Zone.

The Plan identifies the 36 Street SE and 52 Street SE intersections as the communities' major transit hubs. These multi-functional hubs provide opportunities for higher density developments and connectivity beyond the Plan Area. They also act as the physical edges of the three character zones. The 52 Street SE transit hub serves as a major north-south connection. Buildings at the intersection of these two hubs are envisioned to be between 8 and 12 storeys in height.

Due to the distance between the Transit Way station areas, smaller transit hubs are also identified, (28 ST, 33 ST, and 44 ST SE) as smaller hubs. In addition to serving as transit hubs, they provide concentrated services at a neighbourhood level. The height of buildings at these smaller transit hubs may be up to six storeys.

Pedestrian-scaled mixed-use commercial development with retail or residential where permitted at-grade and residential/office on the upper storeys is proposed on most parcels fronting the Main Street.

Auto service uses (Special Areas) and residential-only uses (Neighbourhood – Low Rise) are strategically directed to sites with limitations for at-grade retail development.

Serving as a transition to the low-density residential areas of the communities, Neighbourhood low-rise are proposed for the parcels to the north and south of the Community - Mid Rise.

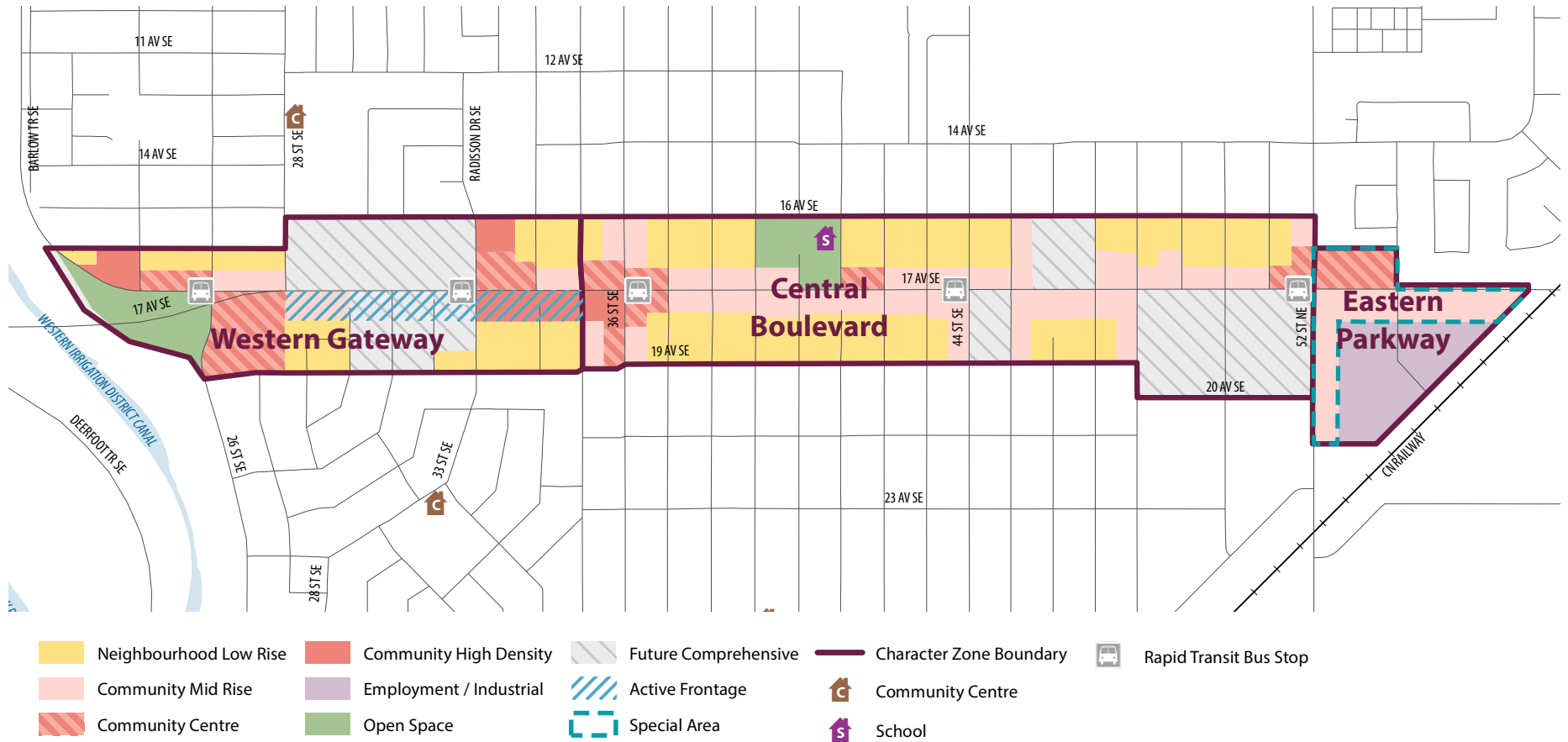
Community - Mid Rise areas between the transit hubs are primarily intended for small-scale commercial services to meet the daily needs of local residents. The provision for residential development will provide "eyes on the street". Large-scale commercial Mixed Use developments are directed to transit hub areas or existing large parcels. These large parcels provide opportunities for comprehensive redevelopment to achieve the vision of the Plan and to strengthen the character of each zone (Future Comprehensive Plan Area).

The Concept Plan sensitively increases the current residential density with a range of heights from low-rise (max 4 storeys) to high-rise (max 15 storeys) in selected locations. Most neighbourhood commercial developments have a maximum height of four storeys to transition down to the low-density residential beyond the corridor areas. The tallest building heights are proposed at the western edge of the Plan Area and at 52 Street SE to create a gateway effect at both ends of the corridor.

This Plan acknowledges the Southeast 17 Corridor Transportation Plan, the purpose of which is to implement the new Calgary Transportation Plan. The land use and urban design concept incorporates the roadway design as contained within the Corridor Transportation Plan.

In addition, the Plan provides a series of development strategies and design criteria to address the street/building interface and to create distinctive public gathering spaces. In particular, the Plan has identified 5 types of public and quasi-public places to help create special, memorable places and to achieve the three distinctive Character Zones that are recommended.

Map 3 | Land Use Concept



2.2 Land Use Concept Elements (Building Blocks)

The following list provides a quick reference to the land use building blocks and elements shown on Map 3: Land Use Concept. More extensive descriptions and policies pertaining to each building block are provided in the Developed Areas Guidebook. This ARP outlines specific ways in which these building blocks apply in the Plan Area.

Community – High Density

The Community - High-Density block is located around the main transit node of 36 Street SE and in couple sites where higher density was identified. This block is intended to facilitate high intensity residential and mixed-use development with large scale residential and non-residential uses.

Community – Centre

Community - Centre building block is located throughout the plan fronting 17 Avenue S.E. it is characterized by a fine grain network of streets, wider sidewalks to encourage pedestrians, active streets and buildings set close to frontages to support higher levels of commercial and residential intensity.

Community – Mid-Rise

The Community – Mid-Rise building block is located throughout the plan fronting 17 Avenue S.E. It is intended to accommodate a mix of mid-rise buildings that contain residential and commercial uses, creating an active, vibrant main street. Other uses that may be considered appropriate within the Community – Mid-Rise area include schools, daycares, places of worship and civic uses.

Active Frontage

These policies applies specifically to the area classified as “Main Street Village” it references the south portion of 17 Avenue S.E. between 28 Street S.E. and 35 Street S.E., which is recognized as a distinct character area. This designation indicates the requirement for high-quality building and public

realm design that will enhance the pedestrian experience and contribute to the vibrancy of the Main Street Village area. Buildings along these streets must provide commercial uses at grade, direct entries from ground floor units to the public sidewalk, enhanced transparency and other design elements outlined in the Developed Areas Guidebook.

Special Areas

These policies applies specifically to the areas classified as “Special Area” where auto-service uses or drive-throughs are allowed. Auto-service use is a general term to describe those uses that primarily provide a service to automobiles, usually involve minimal pedestrian activity, and require that the site and building be designed to provide convenient access by vehicle. By including auto-service uses, the Special Areas provides for a wider range of uses and acknowledge the existence of and continuing need for local auto-oriented services.

Neighbourhood – Low Rise

Neighbourhood – Low Rise areas are intended to provide compact, low-rise development (up to 4 storeys). They are proposed outside much of the Main Street as a transitional use between the mixed use development fronting on 17 Avenue SE and the low density residential areas in the communities to the north and south.

Future Comprehensive Development

As shown on Map 3: Land Use Concept, Future Comprehensive areas apply to the existing large parcels along the Main Street currently developed with one storey “big box” developments that have extensive surface parking areas abutting 17 Avenue SE and the flanking streets

In the Concept Plan, redevelopment for large-scale commercial uses continues to be allowed but only where the street frontage, particularly 17 Avenue SE, is redeveloped for smaller scale buildings that are

designed to accommodate more locally oriented uses. Creative concepts for site layout, such as a courtyard concept or pedestrian mall are encouraged.

Due to the size and prominent location of these sites within the Main Street, at the time of redevelopment, applications should include a comprehensive plan that meets and indicates the policies of the Developed Areas Guidebook to help achieve the vision and goals of this Plan.

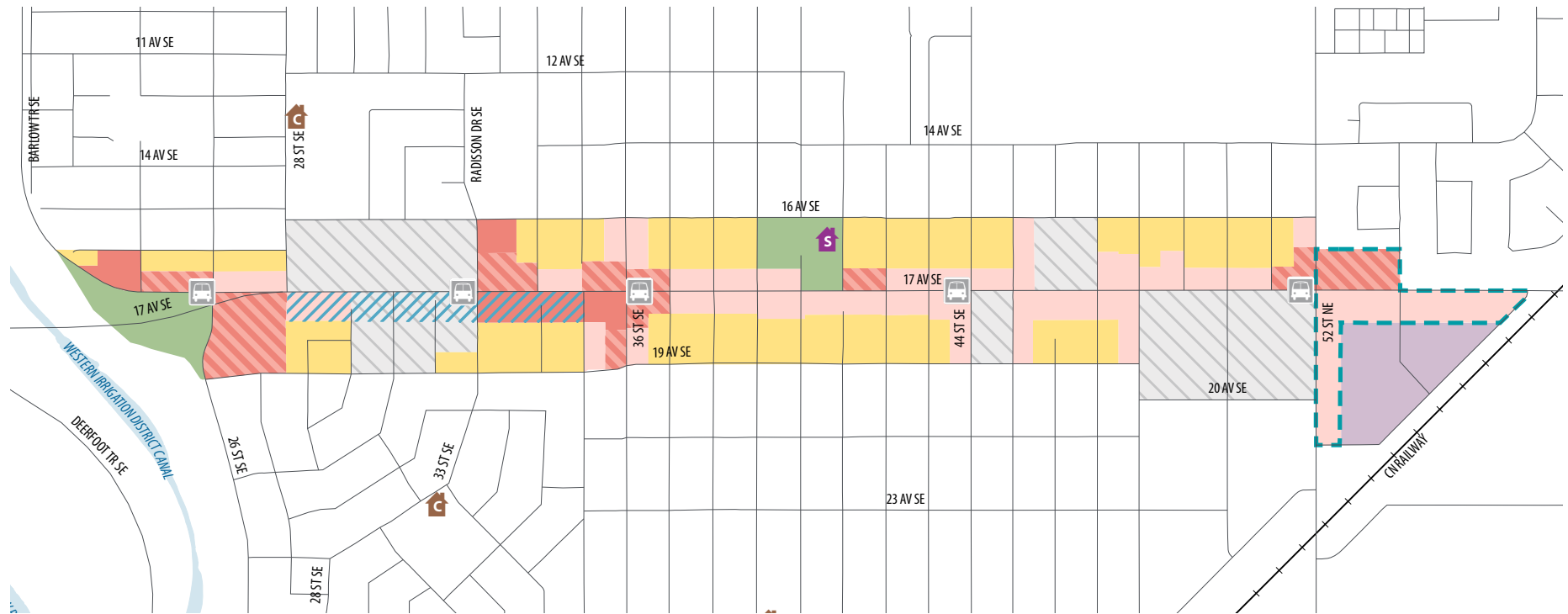
Employment – Industrial

The Employment – Industrial building block is located in the eastern end of the plan area. It provides for a broad variety of industrial uses and intensities, protecting industrial land for primarily industrial uses, while allowing strategic non-industrial uses to support employees in the area.

Table 1 | Southeast 17 Main Street Snapshot

Area Redevelopment Plan	116.523 hectares	113.569 hectares gross developable area	2.954 hectares open space ¹
2017 Civic Census data	2726 residents	1435 dwelling units	3,858 Jobs (year 2013)
Population focused projection	9,295 residents (year 2041)	4, 866 dwelling units (year 2041)	6,971 jobs (year 2041)
Public amenities	Cultural/civic spaces <ul style="list-style-type: none"> • One school, Holy Trinity • Forest Lawn Outdoor Pool 	Open space and parks <ul style="list-style-type: none"> • Irrigation Canal and Bow River to the west. • Smaller pocket park between 30 ST SE and 31 ST SE 	Improved connectivity <ul style="list-style-type: none"> • Southeast BRT • Regional pathways • Complete streets

Map 4 | Building Height



- | | | | | | | | |
|---|------------------------|---|--|---|---|---|----------------------|
|  | Community Centre |  | Neighbourhood Low Rise (Max 4 Stories) |  | Community High Density (Above 10 Stories) |  | Future Comprehensive |
|  | School |  | Community Mid Rise (Max 6 Stories) |  | Employment / Industrial (Max 3 Stories) |  | Active Frontage |
|  | Rapid Transit Bus Stop |  | Community Centre (6-10 Stories) |  | Open Space |  | Special Area |



3 Land Use and Built Form

This section addresses the mix, location and intensity of land uses; their relationship to the public realm; and the amenities required to ensure that development is consistent with the overall vision and core ideas of the plan.

3.1 General Policies

This section outlines policies that apply to all areas within the Southeast 17 Main Street ARP and must be read in conjunction with the policies for each specific policy area.

Policy

3.1.1

Land use redesignations should be consistent with the land use classifications shown on Map X: Land Use Concept. Policies associated with these categories are contained within this Plan and the Developed Areas Guidebook.

3.1.2

Unless otherwise specified, auto-service uses, drive-throughs and large-scale regional development (“Large Format development”) are prohibited.

3.1.3

Surface parking in front of buildings and vehicular access directly from 17 Avenue SE, is prohibited, vehicular access should be provided to sites from side streets or rear lanes and minimize the visual appearance of surface parking from flanking streets.

3.1.4

Maximize the use of transparent windows, doors and display windows at street level.

3.1.5

Buildings should be designed to form a consistent and strong edge to streets and public places, define the spatial and visual quality and support the gathering functions at street corners.

3.1.6

The following policies apply to the residential development:

- a. a broad range of housing types for different household sizes, income levels, age groups and lifestyles is encouraged within new development.
- b. redevelopment should maintain the character of the existing neighbourhoods while revitalizing potential redevelopment sites.
- c. new development should meet high design standards, which contribute to achieving public areas that are attractive, comfortable and safe.
- d. encourage small, infill projects that contribute to the “urban village” atmosphere and the street life in the area.
- e. buildings over 6 storeys must be designed with a “stepping down” form to ensure a good transition and to protect the low profile “village look” for the Main Street portion.
- f. the maximum street frontage for lobbies for residential developments located on the ground floor is 7.5 metres.

3.1.7

The following policies apply to the commercial development:

- a. Large format retail/commercial establishments should not be allowed.
- b. Commercial expansion into residentially-designated land should be designed in a manner which is responsive to the local context. Commercial development or expansion of commercial development should consider the following policies:

- i. land for the sole purpose of additional surface parking is prohibited
- ii. the required side and rear yard setbacks should not be relaxed; and,
- iii. where commercial uses are adjacent to residential uses without benefit of an intervening lane, a 5-metre landscaped buffer is required;
- c. The traffic impacts and parking study of proposed new commercial developments may be required to ensure they neither overload the existing roadway capacity nor negatively impact adjoining residential areas.
- d. the commercial/residential interface should be improved by the use of soft landscaping, screened parking and fencing;
- e. ensure that the design of the rear façade of commercial buildings is sympathetic to adjacent residential uses on the opposite side of the street and uses materials and details of a standard similar to the front façade of the building. It is recognized that these façades will not be required to include glazing.
- f. encourage consolidation of existing shallow parcels fronting 17 Avenue SE with the parcels at the rear to achieve the recommended building heights and density targets in the plan area.
- g. a mix of small-scale retail commercial development and residential uses are encouraged along the ground floor. Ground floor units should be flexibly designed to be able to accommodate both commercial and residential uses.
- h. historic industrial uses in commercial areas should be allowed to remain, but not to expand due to industrial impacts on residential uses (e.g., lighting, noise and traffic).
- i. encourage retail uses that contribute to street activities during both the day and evenings.
- j. the required separation distance in the bylaw for uses such as Liquor Store, Cannabis Store, Pawn Shops and Pay day Loans, should not be relaxed.
- k. Any two uses in policy (3.1.6 j) are not permitted within the same development.
- l. for existing gas station uses, should the use cease operations and not immediately redevelop, the demolition permit should require site reclamation and landscaping to the satisfaction of the Approving Authority.
- m. unless otherwise stated, development on the north side of 17 Avenue should not shadow abutting residential uses at 12:00 noon (M.S.T.) on September 21; as illustrated in Figure X, a stepped-back rear facade is encouraged to reduce shadowing while maximizing development.

3.2 Western Gateway Zone (from 26 Streets SE to 36 Street SE)

The Western Gateway Zone is a gateway district with strong visual impact that evokes a sense of arrival to the Southeast 17 Main Street. Located between Barlow Trail and 26 Street at the west end of the 17 Avenue SE and 36 Street SE, and from 15 to 19 Avenue SE. The western Gateway Zone has the effect of welcoming visitors, reducing traffic speed and visually defining the entranceway through building design and a pedestrian-friendly streetscape.

The Western Gateway Zone contains the 28 and 36 Street SE BRT Stations, and also includes the Main Street Village which is recognized as a distinct character area with distinctive building designs and streetscape features. The area features specialty shops, a linear park and a mixture of diverse but compatible land uses and building heights.

Objectives

1. Create a stronger gateway with landmark buildings and traffic management strategies.
2. An enhanced “Main Street Village”, preserving existing streetscape features (e.g., angled parking and a service road) and reinforcing the village character by ensuring appropriate land uses and building designs.
3. Activate the commercial frontages to create a more vibrant and safer pedestrian environment and contribute to activity on the street throughout the day and evening.
4. Provide good pedestrian connections within and through large parcel development.
5. Encourage design and site layout that contribute to the character and function of the area.
6. Improve pedestrian crossings of 17 Avenue SE.
7. Create memorable and engaging public open spaces.
8. Encourage refurbishment or upgrading of existing retail buildings and façades.
9. Respect existing boulevard and open spaces during planning and redevelopment.

Composition

3.2.1

As shown on Map 3: Land Use Concept, the Western Gateway Zone consists of:

- a. areas of Community - High-Density development;
- b. areas of Community - Centre development;
- c. areas of Community - Mid-Rise development;
- d. the Main Street Village area identified as active frontage;
- e. areas for Neighbourhood – Low-Rise development;
- f. a Future Comprehensive Development area; and
- g. open space (see Section 4.2: Parks).

3.2.2

Site and building design in the Community – High Density area of the **Western Gateway Zone** shall conform to the policies of the Developed Areas Guidebook with the additional following criteria:

- a. Buildings should be constructed to a minimum of ten (10) storeys in height.
- b. High quality materials and design standards should be reflected in the proposed development.
- c. Carefully consider the grade changes of the site to ensure active pedestrian realm.
- d. The siting of buildings should respond and enhance the unique characteristics of the site to create unique architecture and take advantage of the location overlooking Calgary’s city centre and the mountains.
- e. Building massing should minimize shadowing on the adjacent developments where possible.

3.2.3

Site and building design in the Community – Centre area of the **Western Gateway Zone** shall conform to the policies of the Developed Areas Guidebook with the additional following criteria:

- a. High quality materials and design standards should be reflected in the proposed development.
- b. Consideration should be given to the sites' landmark potential at the most western edge of the Southeast 17 Main Street.

3.2.4

Site and building design in the Community – Mid-Rise area of the **Western Gateway Zone** shall conform to the policies of the Developed Areas Guidebook.

3.2.5

Buildings and sites located in the "Main Street Village" (Active Frontage) areas shall conform to the Developed Areas Guidebook, with the additional following criteria:

- a. Preserve the existing street park, angled parking and service road only in the Main Street Village area.
- b. Maintain continuous one to two storeys storefronts (podium style) with building façades that are designed to add scale, rhythm and character to the streetscape.
- c. Portions of buildings higher than one to two storeys must be set back behind the retail frontages to maintain a sunlit, pedestrian-friendly environment and the low profile character along the Main Street.
- d. Provide sizable landscaping and street furniture areas (preferably a linear park) as a buffer between sidewalks and the angled parking.
- e. Within the 'Main Street Village' area, the store frontages for individual use on the floor closest to grade is limited to 2 bays or 12 metres maximum. If a larger area is needed the

remainder of the commercial area should be located on the second floor or in the basement, or be wrapped behind.

- f. buildings that abut the pocket park located on 17th Ave S.E. between 30 Street S.E. and 31 Street S.E. should be sensitively designed to create a positive interface and natural surveillance between the buildings and the pocket park, including transparent glazing and entrances.

3.2.6

Site and building design in the Neighbourhood – Low-Rise area of the Western Gateway Zone shall conform to the policies of the Developed Areas Guidebook, with the addition of the following policies:

- a. A wide range of multi-residential built forms are encouraged, including multi-residential buildings, townhouses, row houses and stacked townhouses.
- b. A mix of residential built forms on larger sites where more than one residential building can be accommodated, is encouraged.
- c. Comprehensive site layouts and phasing for larger site developments shall be provided to ensure sufficient landscaping, at-grade level amenity areas and good pedestrian connectivity to sidewalks or other public realm.
- d. Consolidation of small parcels to help achieve height or density objectives is encouraged.

3.2.7

Site and building design in the Future Comprehensive area of the **Western Gateway Zone** shall conform to the policies of the Developed Areas Guidebook, with the additional following criteria:

- a. Where large regional mixed use parcels are proposed for redevelopment, ensure the proposed development includes two or more buildings.

- b. Building fronting 17 Avenue SE should follow the Community - Mid-Rise policies.
- c. Encourage a mix of uses within a site and within a building.
- d. Where developments are in phases, ensure the small-scaled buildings along 17 Avenue SE are developed in the first phase or phases.
- e. For lands fronting on 17 Avenue SE, ensure any new subdivision is configured to accommodate future development that is oriented to 17 Avenue SE and provides for the continuity of the 'street wall' along the Main Street.
- f. Where higher buildings are proposed for these sites, the overall site development must provide for a "stepping down" that achieves a good transition with all adjacent uses and the streets.
- g. In order to prevent the creation of a large surface parking lot adjacent to 17 Avenue SE, development of the site will be in accordance with a comprehensive site plan and include a phased development permit to ensure the timely construction of the commercial/retail buildings and where feasible, pocket park along 17 Avenue SE and a pedestrian linkage oriented to 17 Avenue SE in conjunction with or following construction of the primary building on the site, to create a pedestrian scaled street wall along the ultimate 17 Avenue SE right-of-way.



3.3 Central Boulevard Zone (from 36 Streets SE to 52 Street SE)

The Central Boulevard Zone is the retail hub and the core area for community activities. Located between 36 Street and 52 Street SE, and from 15 to 19/20 Avenue SE.

The Central Boulevard Zone has the effect of creating a vibrant, active and pedestrian-oriented retail environment, providing places for social interaction and community engagement, and building a compact, dynamic and mixed-use urban centre

The Central Boulevard Zone contains three BRT stations along a continuous ‘street wall’ development that contains multiple small-scale, active store frontages and clustered restaurants and outdoor cafes that are facing a tree-lined boulevard and a number of compact street parks (street corner parks or pocket parks between buildings).

Objectives

1. Encourage land uses that promote transit supportive, social interaction and activity in pedestrian areas.
2. Promote a multi-functional and pedestrian-oriented public realm.
3. Design development on large parcels in a manner that ensures pedestrian connectivity and is compatible with adjacent smaller scale development.
4. Design new development to achieve a 4 to 6 storey continuous “street wall” in accordance with the Community-Mid Rise building block.
5. Reflect the diversity and richness of the cultural background of the adjacent communities in the design of buildings and public spaces.

Composition

3.3.1

As shown on Map 3: Land Use Concept, the Central Boulevard Zone consists of:

- a. areas of Community - High-Density development;
- b. areas of Community - Centre development;
- c. areas of Community - Mid-Rise development;
- d. areas for Neighbourhood – Low-Rise development;
- e. a Future Comprehensive Development area; and
- f. open space (see Section 4.2: Parks)

3.3.2

Site and building design in the Community – High Density area of the Central Boulevard Zone shall conform to the policies of the Developed Areas Guidebook with the additional following criteria:

- a. Buildings should be constructed to a minimum of ten (10) storeys in height.
- b. High quality materials and design standards should be reflected in the proposed development.

3.3.3

Site and building design in the Community – Centre area of the Central Boulevard Zone shall conform to the policies of the Developed Areas Guidebook with the additional following criteria:

- a. High quality materials and design standards should be reflected in the proposed development.

3.3.4

Site and building design in the Community – Mid-Rise area of the Central Boulevard Zone shall conform to the policies of the Developed Areas Guidebook with the additional following criteria:

- a. Commercial buildings along 44 Street SE and 45 Street SE should be setback a minimum of 1.8 metres from the property line.

3.3.5

Site and building design in the Neighbourhood – Low-Rise area of the Central Boulevard Zone shall conform to the policies of the Developed Areas Guidebook, with the addition of the following policies:

- a. A wide range of multi-residential built forms are encouraged, including multi-residential buildings, townhouses, row houses and stacked townhouses.
- b. A mix of residential built forms on larger sites where more than one residential building can be accommodated, is encouraged.
- c. Comprehensive site layouts and phasing for larger site developments shall be provided to ensure sufficient landscaping, at-grade level amenity areas and good pedestrian connectivity to sidewalks or other public realm.
- d. Consolidation of small parcels to help achieve height or density objectives is encouraged.

3.3.6

Site and building design in the Future Comprehensive area of the Central Boulevard Zone shall conform to the policies of the Developed Areas Guidebook, with the additional following criteria:

- a. Where large regional mixed use parcels are proposed for redevelopment, ensure the proposed development includes two or more buildings.
- b. Building fronting 17 Avenue SE should follow the Community - Mid-Rise policies.
- c. Encourage a mix of uses within a site and within a building.
- d. Where developments are in phases, ensure the small-scaled buildings along 17 Avenue SE are developed in the first phase or phases.
- e. For lands fronting on 17 Avenue SE, ensure any new subdivision is configured to accommodate future development that is oriented to 17 Avenue SE and provides for the continuity of the 'street wall' along the Main Street.
- f. Where higher buildings are proposed for these sites, the overall site development must provide for a "stepping down" that achieves a good transition with all adjacent uses and the streets.
- g. In order to prevent the creation of a large surface parking lot adjacent to 17 Avenue SE, development of the site will be in accordance with a comprehensive site plan and include a phased development permit to ensure the timely construction of the commercial/retail buildings and where feasible, pocket park along 17 Avenue SE and a pedestrian linkage oriented to 17 Avenue SE in conjunction with or following construction of the primary building on the site, to create a pedestrian scaled street wall along the ultimate 17 Avenue SE right-of-way.

3.4 Eastern Parkway Zone (from 52 Streets SE to Stoney Trail)

The characteristics of the Eastern Parkway Zone extend beyond the Plan boundary (i.e., east beyond the Canadian National Railway line). Signaling the transition from an Urban Main Street to a suburban area, this Zone provides for a tree-lined linear park. Located between 52 Street SE and the CN Railline to the east, and from 16 to 21 Avenue SE.

The Eastern Parkway Zone has the effect of providing a smooth transition from the Urban Main Street to a suburban thoroughfare, good connectivity to Elliston Park, and accommodating land uses or housing types that may not be accommodated in a compact urban form.

The Eastern Parkway Zone contains an extended linear park connecting to Elliston Park and other pathways, a wide range of housing types and a variety of compatible land extensive uses (e.g., horticultural, storage buildings, community garden, urban agriculture, industrial parks)

Objectives

1. Maintain and increase existing landscaped areas
2. Establish good pedestrian and cyclist connections to Elliston Park
3. Emphasize uses that contribute to improving energy efficiency, improving air quality, minimizing water and soil pollution and minimizing the ecological footprint

Composition

3.4.1

As shown on Map 3: Land Use Concept, the Eastern Parkway Zone consists of:

- a. areas of Community - Centre development;
- b. areas of Community - Mid-Rise development;
- c. Special area;
- d. areas for Employment - Industrial development;

3.4.2

Site and building design in the Community – Centre area of the Eastern Parkway Zone shall conform to the policies of the Developed Areas Guidebook with the additional following criteria:

- a. High quality materials and design standards should be reflected in the proposed development.

3.4.3

Site and building design in the Community – Mid-Rise area of the Eastern Parkway Zone shall conform to the policies of the Developed Areas Guidebook.

3.4.4

Site and building design in the Special area of the Eastern Parkway Zone shall conform to the policies of the Developed Areas Guidebook, with the additional following criteria:

- a. Reduce the presence and amount of surface parking visible from 17 Avenue SE.
- b. Reduce the number of vehicular access points to 17 Avenue SE.
- c. Where driveways cannot be avoided, use of screening, alternative or shared vehicular access, or separating the parking area into smaller, enclosed compartments is encouraged.
- d. Building designs and site layout shall be compatible with and complementary to those of the adjacent uses and contribute to an interesting and visually pleasing streetscape.
- e. The development of a site for a single purpose use, if permitted by the Development Authority, should be undertaken in a manner that permits or facilitates future conversion or redevelopment for a multi-use development.
- i. Public amenity spaces for employees should be located in close proximity to the street to encourage activity.
- j. Parking shall be located to the rear of buildings, underground or away from the street with screening.
- k. Articulated façades and varying setbacks are encouraged to create outdoor amenity space for employees.
- l. Light industrial building forms shall include appropriate screening that includes soft and hard landscaping to enhance the pedestrian environment
- m. New industrial development should incorporate building forms and features that will allow for flexibility and future transition to greener industries.

3.4.5

Site and building design in the Employment - Industrial area of the Eastern Parkway Zone shall conform to the policies of the Developed Areas Guidebook, with the additional following criteria:

- f. The industrial area should be retained as a mixed use industrial-business area.
- g. All land owners are responsible to characterize and manage any contamination that may be associated with their sites. Applicants are obligated to notify the appropriate authorities, including Alberta Environment, of any contamination.
- h. Direct and safe access from the sidewalk to a prominent building entrance should be provided.



4 Urban Design

The mobility system envisioned for the Plan Area will encourage sustainable modes of transportation and provide a highly connected network of paths, streets and transit routes.

4.1 Streetscape Character and Public Realm

Roadside includes elements such as, landscaping/street furniture areas, sidewalk/pathway, mid-block crossings and curb extension zones. A well-defined and well-designed roadside area can reduce pedestrian-vehicle conflicts, promote pedestrian safety, prioritize pedestrian access to the BRT stops along the corridor, and create interesting public places and contribute to the success of businesses.

4.1.1 Boulevard/Street Furniture

A flex zone on each side of the street is encouraged for a continuous tree-lined boulevard area and a range of street furniture. Wherever the right-of-way has sufficient width, linear green strips and pocket parks should be provided in strategic locations.

As a multi-functional flex zone, the area could be designed to incorporate Low Impact Development features and function as a utility corridor, if applicable. Also, the design should enhance the appearance of adjacent buildings and integrate pedestrian way-finding elements such as signage, banners, directional kiosks and pedestrian-scaled lighting.

The spacing, location and species of boulevard street trees will be determined at the design stage.

Factors taken into consideration include:

- a. the available space for the planting trees.
- b. the suitability of the species to the micro environment.
- c. the character of the area.
- d. reasonable visual access requirement for commercial areas.
- e. safety consideration for both pedestrians and drivers.

4.1.2 Signage

Business signs along 17 Avenue SE play a significant role in defining a recognizable identity for the area, and are an important part of its visual character. Throughout the district's history, various signs have been created for many independently-run stores, restaurants and services – representing the proliferation of small business, and the diverse range of cultural backgrounds in the area.

The growth of automobile commuters in the mid-twentieth century saw an increase in large, eye-catching signs to attract drivers, and this type of signage continues to be popular along 17 Avenue SE. Certain historic freestanding and rooftop signs have become visual landmarks in

their own right, and have particular significance to the area's heritage (see 3.6.7.2 Character Signage).

As future development occurs along 17 Avenue SE, the goals of improved walkability and a pedestrian-friendly environment should be supported by signs oriented and scaled towards pedestrians. Careful attention should be paid to how signage impacts the appearance and feel of the corridor for all modes of transportation, while retaining the area's characteristic diversity and visual interest.

4.1.2.1 General policies

1. All commercial signage should be an appropriate height, size, location, orientation, illumination and be scaled for legibility by pedestrians rather than passing vehicles.
2. Signage should maintain visual interest within the context of a 'small-town' feel; canopy or projecting signs scaled and oriented to pedestrians are deemed appropriate and encouraged.
3. Signage should be integrated into building design.
4. Third party advertising signs and billboards, shall not be allowed within the area plan (i.e. Sign – Class F (Third Party Advertising Sign) and/or Sign – Class G (Digital Third Party Advertising Sign).
5. All commercial signage with exception of the directional signs facing residential uses are discouraged.
6. External finishing materials for proposed commercial signage and developments should be compatible with the best examples of local development.
7. Signage must be maintained in good order (no peeling paint, fading) and removed when a business ceases to be located there with the exception of heritage value signage.
8. Signage separation distance and quantity on adjacent parcels should be considered when approving the location and design of new signs to limit visual 'clutter'.
9. Maximize the use of transparent windows, doors and display windows at street level (clear glass

over a minimum of 75% over the length of the façade) to provide 3eyes on the street².

- 10. Windows must be free of clutter.
- 11. The use of film or any visually blocking material on doors and display windows at street level is prohibited.
- 12. Wayfinding and signage for cyclists and pedestrians should be provided throughout the Plan Area to destinations within and beyond the Plan Area. This signage may be required as part of a Development Permit application where the site location is ideal for such signage.

4.1.2.2 Character Signage Policies

Prominent, often-illuminated signs popular in the 1950s, 60s and 70s have a strong association with the visual identity of 17 Avenue SE, and important significance to the area's character. Although many of these signs have been removed from their original locations, five remaining examples have been identified as particularly representative of this style, and are listed below (Image 1) with specific policy to incentivize their retention.

4.1.2.3 Policies

111 Encourage owners of property containing identified 'Character Signage' (Image 1) or signs on the Inventory of Evaluated Historic Resources to designate these sites as Municipal Historic Resources, protecting them under the Alberta Historical Resources Act and making them eligible for conservation incentives.

112 Support relaxations that increase the viability of retaining identified 'Character Signage' (Image 1) or signs on the Inventory of Evaluated Historic Resources.

113 Encourage the retention of 'Character Signage' or signs on the Inventory of Evaluated Historic Resources in existing locations as redevelopment occurs, or if impossible, encourage incorporation of such signage into new developments according to conservation best-practice

Image 1 | Character Signage



'Far East Foods'
(2830 17 Avenue SE)



'4 Seas Restaurant'
(3600 Block 17 Avenue SE)



'Paradise Lanes Bowl'
(3411 17 Avenue SE)



'Dragon's Gate Restaurant & Bar'
(4408 17 Avenue SE)



'Best World Travel LTD'
(3500 Block 17 Avenue SE)

4.2 Building Interface

Building interface includes the setback areas from the property line to the buildings (building setback), as well as the actual building façade. These elements play an important role in the overall character of the streetscape and usually complement the characteristics of other street design elements. The building setback areas may accommodate landscaping, outdoor seating, public art, decorations, signs and bike parking, and provide additional publicly-accessible places. This area, although on privately-owned land, does provide a degree of public amenity and is usually functionally integrated with the public sidewalk area. A well designed and proportioned building façade will animate the street and contribute to a comfortable, human-scaled environment.

4.2.1 Building Setback

1. Depending on the use of the building, the setback area may include the following design components to provide transition from the private to the public realm: soft landscaping, decorative pavements, outdoor seating area and furniture, wayfinding signage as appropriate, bike lockers, lighting at the pedestrian level and art pieces.
2. The design of the setback area should be compatible with its surrounding streetscape character and should provide barrier-free, safe and welcoming access to the storefronts.
3. One metre front setbacks are generally desirable to allow buildings to be built close to the front property lines and to form a continuous, well transitioned 'street wall'. Variations to the setback are allowed for the purpose of façade articulation (e.g., projections).
4. A front setback of up to 3 metres from the property line may be allowed when a development incorporates a pocket park or other publicly accessible amenity space connecting to the public sidewalk.

5. At street intersections, buildings are encouraged to provide additional setback from the corner to facilitate sightlines for pedestrian movement around the corner and to help create a distinctive place at the street corner.
6. In order to help ensure a consistent and continuous 'street wall' along the corridor, large building setbacks (more than 3 metres) are generally discouraged, except where:
 - i. It has been determined that the site is in a strategic location for creating an urban plaza or a more sizable pocket park with the intent of diversifying the streetscape and providing visible and comfortable spaces for pedestrians to gather and linger. To maximize sun exposure, plazas/parks are encouraged to be located on the north side of the street.
 - ii. The larger building setback is required to meet the minimum right-of-way setback as set out in 17 Avenue SE Transportation Planning Study.

4.2.2 Building Façade

1. Buildings should provide entrances that are visible, identifiable and accessible at the street level.
2. Buildings greater than 30 metres in width are encouraged to provide more than one entrance, and should use architectural articulation to reduce the massing of the building by dividing the façade into smaller modules.
3. Maximize the use of transparent windows, doors, and display windows at street level (clear glass over a minimum of 75% over the length of the façade) to provide "eyes on the street".
4. Buildings in Character Zones 1 (Western Gateway) and 2 (Central Boulevard) should form a 2 to 4 storey continuous 'street wall' along the corridor to define

the edge of the pedestrian realm. A 'street wall' can be created by applying consistent building setbacks from the property lines, consistent stepping back features from the building façades, compatible design elements and materials and human-scale façade articulation.

5. Building façades should incorporate different scales, colours, materials, and architectural articulation, which add proportion, rhythm and character to the streetscape.
6. To add visual interest to the streetscape, the use of design elements such as colonnades, bay windows, awnings, canopies, decorative lighting fixtures, window displays, and mural art are encouraged.
7. Retail signage should be of an appropriate height, size, orientation and level of illumination and be scaled for legibility by pedestrians rather than passing vehicles.



5 Community Amenities and Facilities

Community services, amenities and facilities provide care, culture, education, recreation and protection to people who live, work and play in the community. The private sector, public sector, non-profit agencies, charities and partnerships can all play a role in the ownership and operation of community facilities and services. In addition to the policies of the Developed Areas Guidebook, community services, amenities and facilities should meet the following criteria:

5.1 Community Association Sites

There are three existing Community Association sites within the contextual area of the Plan: Forest Lawn Community Association, Southview Community Association, and Alberta Park/Radisson Heights Community Association. Access between these sites and Southeast 17 Main Street should be facilitated via direct multi-modal routes between the locations, reducing or eliminating physical barriers along the way.

5.2 Recreation and Cultural Facilities

There are several recreational and cultural facilities within or nearby to the contextual area of the plan; the Forest Lawn Outdoor Pool, Forest Lawn Public Library, Bob Bahan Aquatic and Fitness Centre and the Ernie Starr Arena. Access to these facilities should be enhanced and facilitated from 17 AV SE via direct, high quality pedestrian routes with enhanced wayfinding.

5.3 Care Facilities

A broad range of care facilities is an important element of a complete and inclusive community. Care facilities are encouraged pursuant to the policies of the Developed Areas Guidebook.

5.4 Housing Affordability

Complete communities include a broad range of housing forms, tenures, and unit sizes to meet the needs of Calgarians at all income levels and stages of life. Housing diversity and affordable housing are encouraged pursuant to the policies of the Municipal Development Plan.

5.5 School Sites

Schools sites have traditionally been the institutional, recreational and social focus of a community. One school site, Holy Trinity, is located within the plan boundary. In the event that this school site is deemed surplus by the school board the City should consider its acquisition in order to ensure an adequate supply of open space in Forest Lawn.

5.6 Emergency Services Safe Communities

Emergency services safe community design principles should be applied throughout the Plan Area. An emergency services safe community promotes and maintains safe and healthy behaviours, supports effective emergency responses and offers protection to people and their property. An Emergency Response station may be located within the Plan Area as shown on Map 3: Land Use Concept.

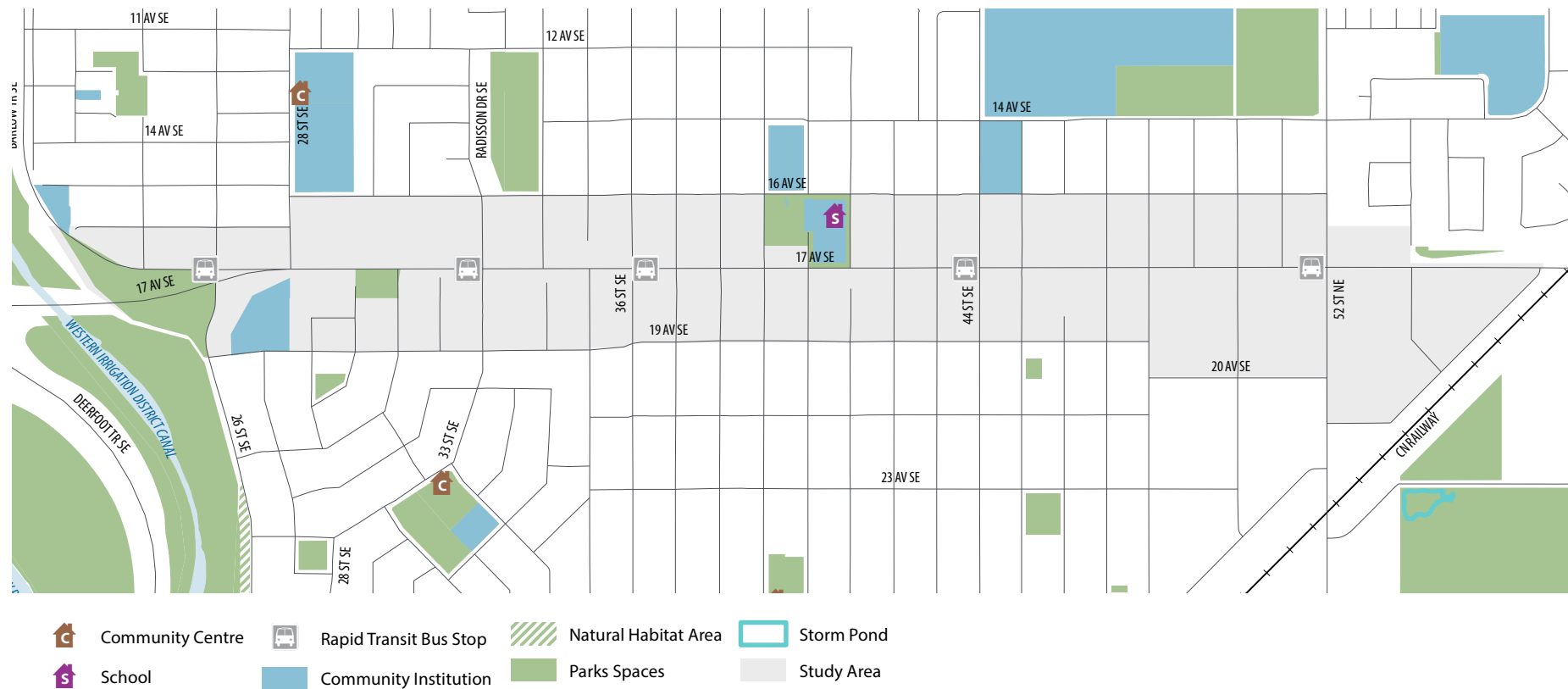


6 Open Space

Open spaces are essential in ensuring a community has places to gather, participate in recreational activities, enjoy the outdoors, and relax. Open spaces can contribute to healthy lifestyles and can contribute to a healthier environment.

Public open space within the plan area includes the Holy Trinity elementary site, the Forest Lawn Outdoor Pool and a smaller pocket park between 30 ST SE and 31 ST SE. In the vicinity of the plan area there are several school sites and a variety of smaller open spaces to the north and the south of 17 AV SE, Elliston Park to the east, and the Irrigation Canal and Bow River to the west. Parks within the plan area and in the near vicinity are shown on Map 4: Open Space

Map 5 | Open Space



6.1 General Policy

6.1.1

In addition to the policies contained within the Developed Areas Guidebook, the following open space policies will apply:

- a. In accordance with the Joint Use Agreement, if the Holy Trinity school site is declared surplus, the City should consider the acquisition of the site in order to maintain adequate open space provision in the community.
- b. The land containing the Forest Lawn Outdoor Pool should remain as open space in the event of closure or relocation of the facility.
- c. The incorporation of publically accessible open space into private development sites is encouraged.
- d. The portion of a publically accessible private open space provided on private land should be calculated as part of the required landscaped area/amenity space for a proposed development.
- e. Public and publically accessible private open spaces shall;
 - i. Be designed to be universally accessible,
 - ii. Be designed to maximize sunlight exposure,
 - iii. Be well connected to adjacent pedestrian facilities such as sidewalks and pathways, and,
 - iv. Be designed in accordance with CPTED principles, to ensure natural surveillance (“eyes on the park”), clear sightlines, lighting and where possible several points of access/egress.

6.2 Open Space Typology

Five types of public/publically accessible open spaces are identified for future place-making improvement and all five types of open spaces should be universally accessible:

1. Transit Hub
2. Urban Plaza
3. Pocket Park
4. Linear Park
5. Street Park

6.2.1 Transit Hub

Section 3.XX indicates provisions for 2 transit-only lanes as well as BRT Stations in the median of 17 Avenue SE. The transit hubs are the intersection areas where major stations are being provided, This includes the intersections at 28 Street SE, 33 Street SE, 36 Street SE, 44 Street SE and 52 Street SE.

Of these station areas the 36 Street SE and 52 Street SE intersections are the major hubs due to their greater importance within the hierarchy of the regional transportation network. These future transit hubs should be designed to provide comprehensive services and to become key nodes for redevelopment and community activity.

Transit Hub Characteristics

Multi-modal, dense, accessible, safe, vibrant, energetic, diverse, active, efficient, sense of urban life

6.2.1.1 Design Policies

1. Transit hubs shall incorporate pedestrian-focused elements such as transit lanes, waiting platforms, seating area, shelters, street lighting, wayfinding signage, hard and soft landscaping, pedestrian crossings into the design.
2. Surrounding developments and the public realm within a transit hub shall be integrated functionally with the Transit Way station.
3. Design treatments such as curb cuts, curb-extensions

and midblock crossings should be provided to allow for good accessibility to the stations from the immediate adjacent developments and the broader surroundings



An example of Transit Hub Concept

4. Urban plazas should be incorporated into the site and parcel layout at transit hubs where possible.

6.2.2 Urban Plaza

An urban plaza should be fully integrated with surrounding buildings and spaces, and that it is not be merely a leftover area between buildings. Activities accommodated by an urban plaza, such as socializing, resting, eating, bus waiting, exhibitions and open air markets, add to the quality of city life, enhance diversity and increase the educational and cultural opportunities that define the positive experience of urban living (source: Urban Plaza Design Guidelines, Vancouver, 1992).

Urban Plaza Characteristics

Urban, active, open, accessible, pedestrian-oriented, visible, safe, diverse, multi-functional, sunny, sense of place



A pocket park with sense of enclosure

Source: "Pocket Park", New York City Photo credit: psu9jm85100, webshots.com

6.2.2.1 Design Policies

1. Urban Plazas should:
 - i. Encourage activity in both daytime and evening hours
 - ii. Be complimented by adjacent active land uses that will enliven the plaza
 - iii. Include furniture and landscaping that is appropriate for purpose of the plaza, such as seating, lighting, information kiosks, flower beds, trees, tables, signage, etc.
 - iv. Be located at gateways, major intersections, street corners, transit hubs and areas classified as Special Mixed-Use areas.

6.2.3 Pocket Park

A pocket park is a small park accessible to the general public. Pocket parks are frequently created on a single vacant building lot, a closed road right of way, or on small, irregular pieces of land. Because pocket parks are generally compact in size and are generally the "unused land" between buildings or at street corners, they act as

convenient, accessible, inexpensive outdoor amenity space and serve the immediate adjacent population. A series of pocket parks throughout the corridor should be created.

Pocket Park Characteristics

Relaxing, compact, convenient, informal, greenery, individualized, sense of enclosure

6.2.3.1 Design Policies

Pocket parks should be:

- a. well-defined by landscaping
- b. surrounded by buildings with active retail uses
- c. furnished with comfortable seating
- d. well-lit for evening use, and
- e. decorated by special pavers and art features
- f. located at a street corner, adjacent to a sidewalk or in a location with connectivity to major activity destinations

6.2.4 Linear Park

A linear park is an elongated area, which features treed landscaping and open space that provides pedestrian movement and for activities that are generally unstructured in nature. The width of a linear park varies depending on the available space. The purpose of designing linear parks in the Corridor is to frame and reinforce the area's character and enable pedestrian movement. A linear park is may be suitable for applications of Low Impact Development solutions.

Characteristics of Linear Park

Green, dense, aesthetically pleasing, permeable, buffering, sense of purity

6.2.4.1 Design Policies

Linear parks should:

- a. Incorporate landscaping, space for passive use, and a sidewalk or pathway to facilitate movement through the space
- b. Include Low Impact Development features only where those features would not diminish the overall function of the linear park
- c. Connect to or act as anchors for pedestrian pathways and sidewalks
- d. Have a minimum width of 10.0m where possible.

6.2.5 Street Park

A street park is a park on a street or portion of a street right-of-way. It is typically located on a south-north street where there is generally ample access to sunlight and the traffic volume is fairly low. A street park can be accessible to vehicles year-round with occasional road closures (or partial closures) for special events, or it may be accessible to vehicles only during the winter months, while in summer, it provides a pedestrian-only space, which accommodates hospitality, special events, recreational, commercial and artistic activities.

Characteristics of Street Park

Sunny, green, casual, integrated, festive, sense of relaxation

6.2.5.1 Design Policies

Street parks should:

- a. Be located on low traffic volume streets, preferably public realm system and connectivity to major pedestrian destinations such as transit hubs
- b. allow maximum integration with the adjacent public realm system and connectivity to major pedestrian destinations such as transit hubs



7 Mobility

The mobility system envisioned for the Plan Area will encourage sustainable modes of transportation and provide a highly connected network of paths, streets and transit routes.

7.1 Pedestrian Circulation

The intent of these policies is to provide a safe and accessible pedestrian environment for people of all ages and abilities.

1. Location and Features

- a. The pedestrian circulation network should adhere to Map Q: Pedestrian and Cycling Network.
- b. Redevelopment of the area along 17 Avenue S.E. linking Forest Lawn and other communities in the east to the downtown will require continuity of the pedestrian and cycling networks across Deerfoot Trail. This pedestrian connection will be aligned with the BRT Busway structure and should be designed to provide a pleasant and safe experience for users at all times of day and in all weather conditions.

2. Public Realm

- a. Subject to the approval, the crossings of 17 Avenue SE shown on Map Q: Pedestrian and Cycling Network shall incorporate the use of distinctive pavement treatments that may include enhanced paint markings and differentiated paving materials to enhance crossing visibility.
- b. Suitable traffic control devices should assist in the convenient and safe use of any mid-block crossing locations for users of all abilities.

3. Circulation

- a. In addition to recognizing the networks shown on Map Q: Pedestrian and Cycling Network, special consideration for pedestrian safety and the provision of direct pedestrian connections shall be made at the following locations:
 - i. Streets adjacent to the transit hub stations, transit plazas and other transit services and infrastructure; and
 - ii. The overpass of Deerfoot Trail connecting these systems to the west and to those connections to existing and planned river pathways.

7.2 Cyclist Circulation

The intent of these policies is to provide cycling infrastructure and connections that will encourage local trips by bicycle and link to the larger pathway network and destinations throughout Calgary.

1. Location and Features

Cycling facilities (e.g. parking, showers) should be provided at destinations in Forest Lawn, along 17th Avenue SE, at intersecting collector and arterial Streets, bus stops and entrances to parks and open spaces, and other key locations connecting to the existing Cycling network.

2. Public Realm

Wayfinding and signage for cyclists shall be provided throughout the Southeast 17 Main Street area to destinations within and beyond the Plan Area. This signage may be required as part of a Development Permit application where the site location is ideal for such signage.

7.3 Transit Network

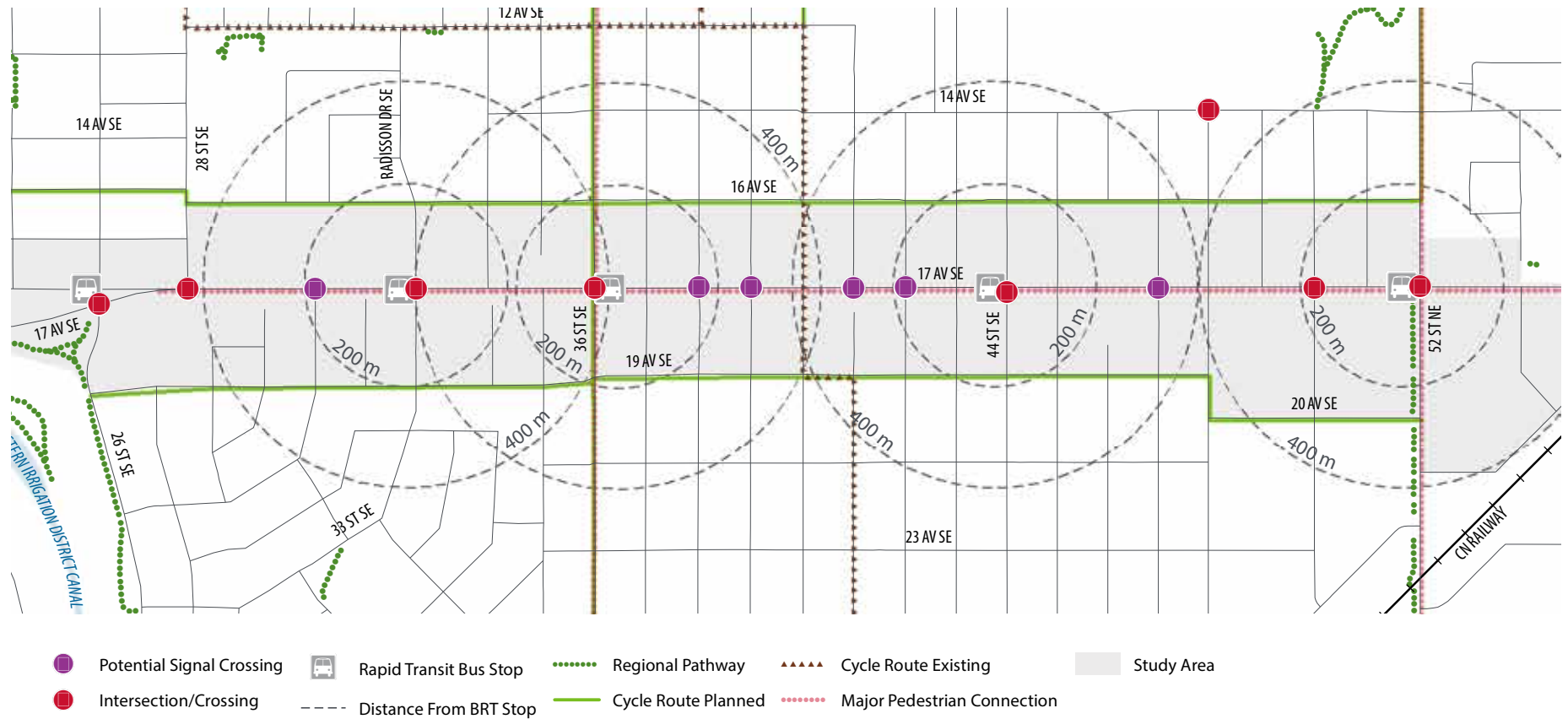
The intent of the transit network is to provide safe, accessible and convenient connections to its user's destinations. It should be a logical choice for people wanting to move through and to the community.

1. Location and Features

Transit routes will be located as shown on Map R: Transit Network.

- a. BRT station and Transit only lanes are planned to be integrated in the 17th Avenue corridor, internal to the ROW (in the median). With accompanying curb side local transit provisions.
- b. The 17 Avenue SE BRT is designed to provide:
 - i. Service to Major intersections along the 17 AV SE Corridor
 - ii. A faster, more reliable limited stop service to downtown.
 - iii. Connections to the C-Train and wider BRT

Map 6 | Pedestrian and Cycling Network



network from Downtown or Inglewood.

- iv. Connections to local scale routes in the SE quadrant.
 - v. Future regional connections from downtown to easterly new communities of Belvedere and;
 - vi. If and or when directed, to also serve the regional planning vision of the City of Chestermere, Town of Strathmore and any additional regional centers as deemed suitable by a future regional planning body as may be mandated.
- c. The 17 Avenue S.E. Bus Rapid Transit (BRT) is planned to tie into the future Green Line in the community of Inglewood. In that area and there will be stations to serve local destinations on the way to the City Core. In future there is opportunity to integrate a LRT conversion along the BRT Transit Way and this possibility is designed into the corridor. Any integrated LRT station for 17 Avenue S.E. BRT and Green Line is expected beyond the Route Ahead timeframe. Eventual conversion of the 17 Avenue S.E. BRT to rail is envisioned beyond Route Ahead.
 - d. Transit routes will be located as shown on the streets identified on Map R: Transit Network. The transit network should be designed to provide convenient and direct connections to its users. Exact routes and stop locations will be refined at the applicable development stage or through the redesign of existing local routes.

2. Public Realm

- a. Bus stops along the Primary Transit Network shall provide enhanced pedestrian waiting amenities. Regular bus stops also require appropriate waiting environment and amenities for customers. Exact locations will be determined at the applicable development application stage or through the redesign of existing local routes.
- b. Transfer of passengers between transit vehicles should be designed to be convenient and direct

3. Circulation

- a. Transit Priority Measures shall be included to ensure safe, convenient and efficient transit travel

7.4 Street Network

The intent of these policies is to establish a transit-oriented and development-supportive street network while allowing some components to adapt in response to changes in the wider transportation network. The street network for the Plan Area is well integrated with regional network connections and balances the needs of pedestrians, cyclists, transit and automobiles, using street cross-sections compliant with the Complete Streets Policy. While the street network is already mostly established, there are some changes that are anticipated over the time frame of the Plan, including the following:

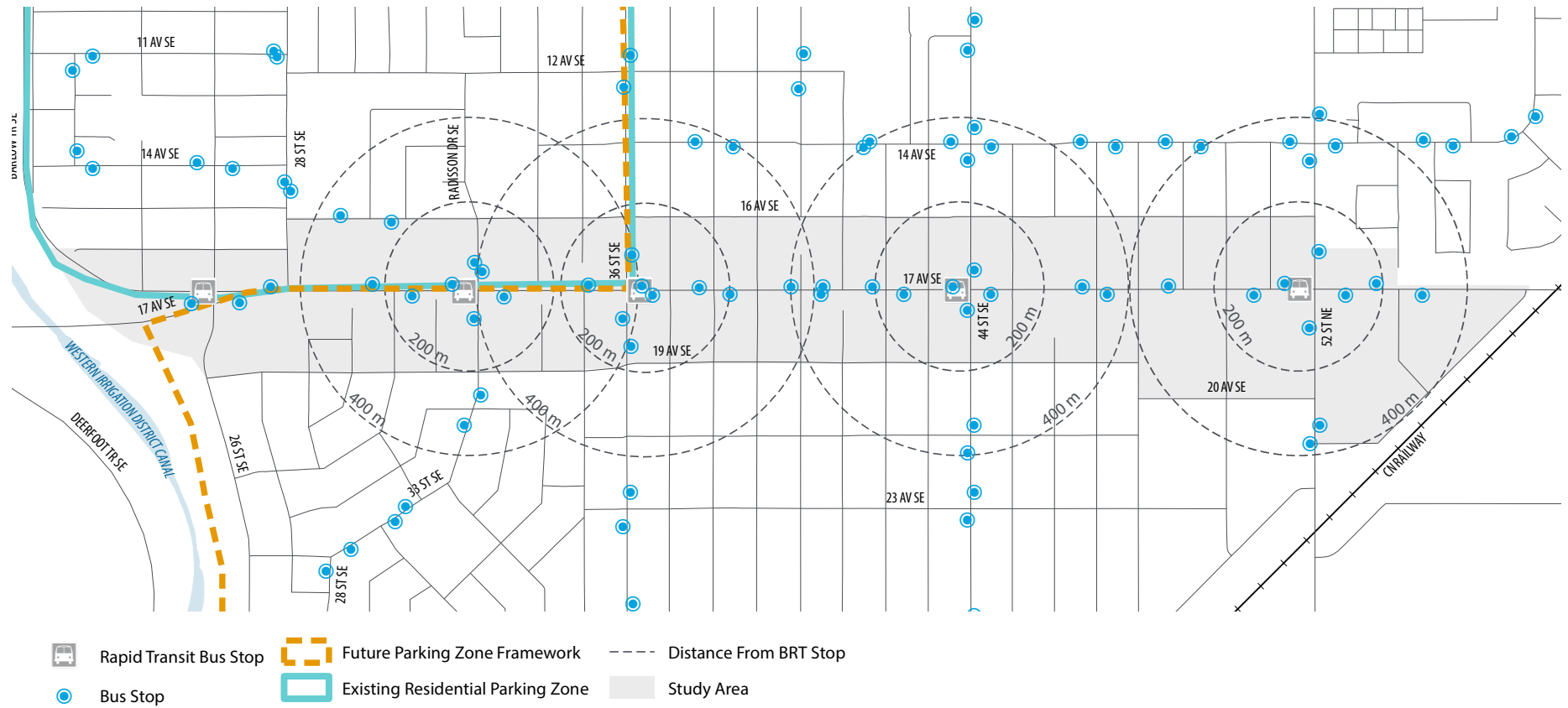
- changes to the regional system that may affect traffic volumes on streets within the Plan Area; and
- Changes to the function and components of higher-capacity streets.

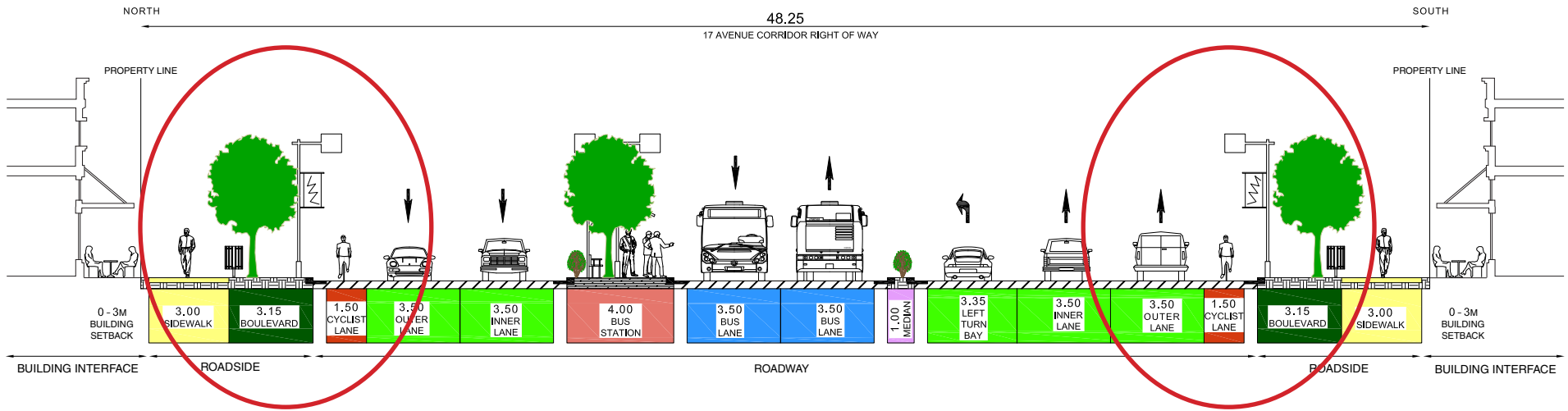
Established communities such as Forest Lawn were developed long before the population and vehicle ownership levels of today. As the priority in all established Communities is to encourage new residential development, there will likely be situations in which the traffic generated by proposed developments would exceed street capacity guidelines, but 17th Avenue S.E. is designed to provide a balance between modes of travel and to accommodate both local and regional movements in these modes. Congestion will, of course, be somewhat a reality, and it will be self-limiting. This Plan accepts that this congestion on the street will stabilize with the choices people make in their mode selection. The City will continue to review and rebalance demands appropriately as is the normal practice.

4. Location and Features

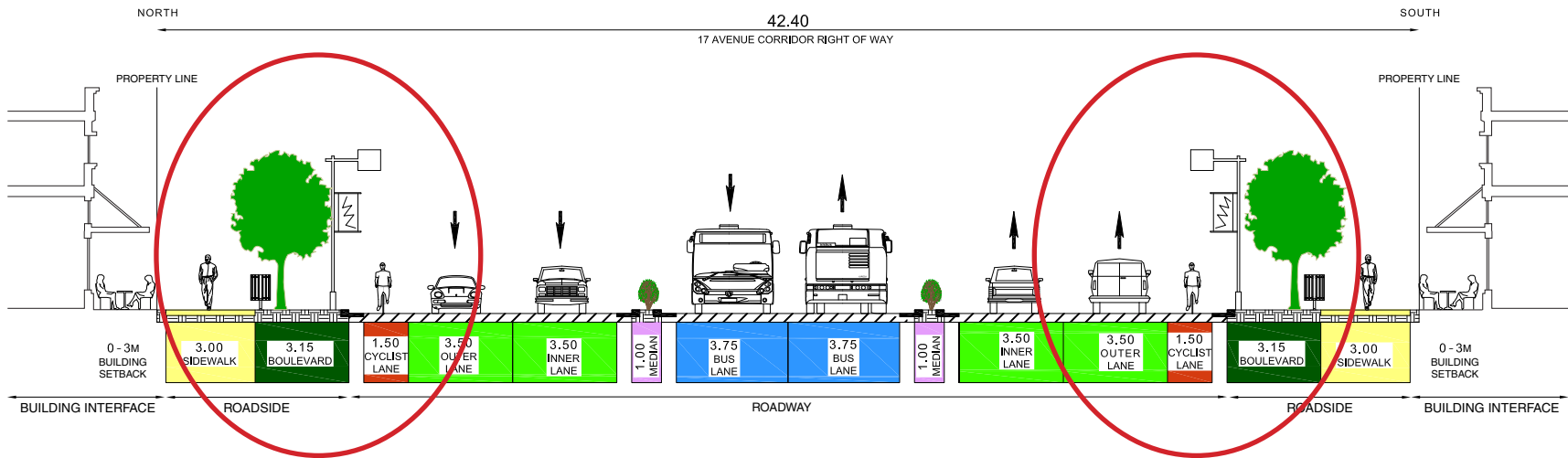
- a. The street network should be located as shown on Map S: Street Network.
- b. Any new streets established as a part of a redevelopment application should be functionally connected to the existing network.
- c. New local streets will be established as part of a

Map 7 | Transit Network





Western Gateway Station Area Street Cross Section



Western Gateway Mid-Block Street Cross Section

TRANSPORTATION NEEDS TO UPDATE THESE SECTIONS, NO BIKE LANE

Map 8 | Street Network



land use amendment and/or outline plan process without requiring an amendment to this Plan.

- d. Residential street network classifications shall comply with the Residential Street Design Policy.
- e. Principles of the Complete Streets Policy shall be applied when reconfiguring existing streets and designing new ones.
- f. Direct pedestrian, cycling, vehicular and transit connections should be provided between Forest Lawn and destinations throughout the adjoining communities.

7.5 Parking Framework (Parking Strategy policy to be added)

Access to and organization of parking and internal drive aisles affect the efficiency and safety of pedestrian, cyclist and vehicle traffic. These parking policies have as their primary goal the stimulation and facilitation of new retail development. Stimulating new development by allowing off-site parking and/or LUB relaxations has the potential to create overspill parking. New retail development with a parking problem is preferable to a deteriorated auto-oriented strip with no parking problem.

5. Location and Features

- a. Reductions to parking requirements may be considered where impacts to overall parking demand can be demonstrated to be minimal and are supported by a parking study.
- b. Minimum and maximum parking requirements may be evaluated on a site-by-site basis without a precedent-setting implication.
- c. Front yard parking in new developments, loading areas, and direct vehicular access to 17th Avenue S.E. should not be allowed as they are disruptive to a pedestrian-oriented streetscape.
- d. Unless otherwise specified, front yard parking and outdoor storage is prohibited within the Plan area.

- e. Rear lane access to commercial properties are encouraged and will be evaluated on a site by site basis.
- f. Outdoor garbage and loading areas should be accommodated within the site and should be visibly and permanently screened and integrated with the building design.
- g. Parking and loading area entrances in all new developments shall be designed to accommodate safe pedestrian movements including physical design features that create a pleasant walking environment.
- h. Developing parking on appropriate portions of the local road Right of Way is shown on Map T: Urban Design Map.
- i. Parking relaxations should be granted where historic buildings are being protected.
- j. All on-site parking must be located underground, in above-ground structured parking buildings, or to the rear of a building. Above-ground structured parking buildings should include attractive urban design components and include other uses to screen the parking use from view of public streets and spaces.



8 Infrastructure and Environment

This section contains policies to guide the development of the utilities necessary to service the Plan Area. Utilities distribute essential services to homes and businesses, including potable water, wastewater removal and stormwater management

8.1 Water

The City should ensure a suitable and efficient potable water system is provided to serve the Plan Area.

8.2 Sanitary Servicing

The City should ensure a suitable and efficient sanitary sewer system is provided to serve the Plan Area. To serve the full build-out of the Plan Area, completion of the Inglewood Sanitary Trunk upgrades (Phase I) is necessary. This upgrade is scheduled to be complete by 2019.

8.3 Stormwater Management

The City should provide for the design and development of a sustainable and efficient stormwater management system to serve urban development within the Plan Area and to sustain and restore riparian areas.



9 Plan Area Attributes

9.1 Attributes

The Plan Area has a number of unique features that should be considered when making planning and development decisions (see Map 8: Attributes). These are listed below.

9.1.1 Airport Vicinity Protection Area

The Airport Vicinity Protection Area (AVPA) regulation governs development within the flight path of planes to the Calgary International Airport to ensure that land uses are compatible. A portion of the Southeast 17 Main Street Area Plan lies within areas regulated by the AVPA regulation. Properties lying within these areas may be subject to certain development restrictions or conditions, including the condition that all buildings constructed in the Noise Exposure Forecast (NEF) contour must comply with the acoustical requirements of the Alberta Building Code, as well as the prohibition of residences, schools, medical clinics and other uses. The AVPA regulation's list of prohibited uses in NEF areas should be consulted prior to the application for any development or redevelopment of any property falling within the NEF contour.

9.1.2 Topography

An escarpment exists on the west side of the Plan Area, leading down to the Bow River and wildlife can occasionally be spotted in the vicinity. At the time of development, impacts to the escarpment will be reviewed in greater detail.

9.1.3 Western Irrigation District Canal

An irrigation canal runs parallel to the escarpment at the west border of the Plan Area. Connections to the pathways along this canal should be maintained.

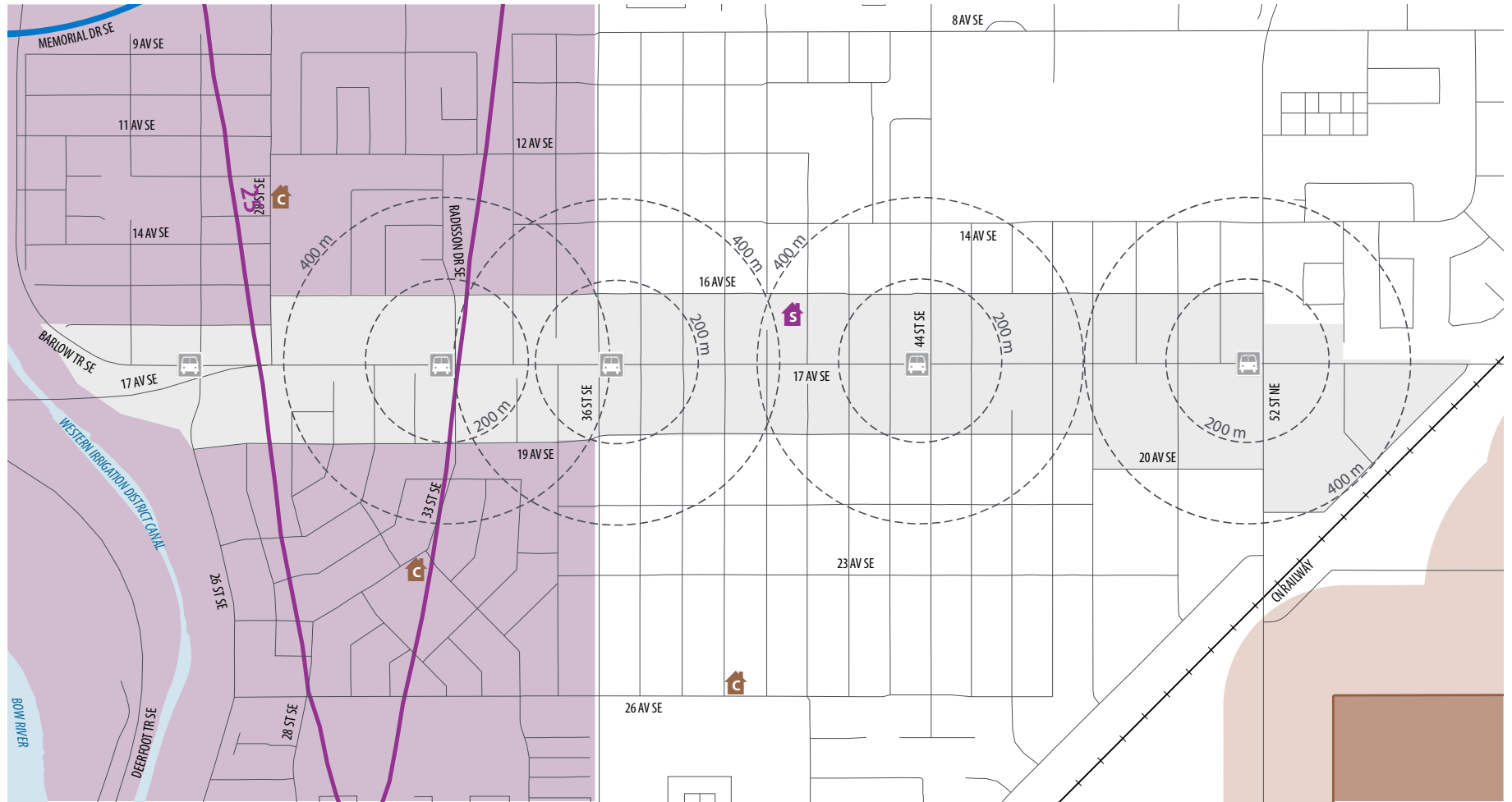
9.1.4 Freight Corridor









The International Avenue Plan Area includes a freight corridor. Any development in proximity to a freight railway property must conform to all City requirements at the time of application due to the proximity to the railway right-of-way.

9.1.5 Landfill Setback

Although there are no Landfill within the Plan Area, East Calgary Landfill is in relatively close proximity to the International Avenue boundary. The Subdivision and Development Regulations prohibits specific uses, including hospitals, schools, residences and food establishments.

Map 9 | Attributes

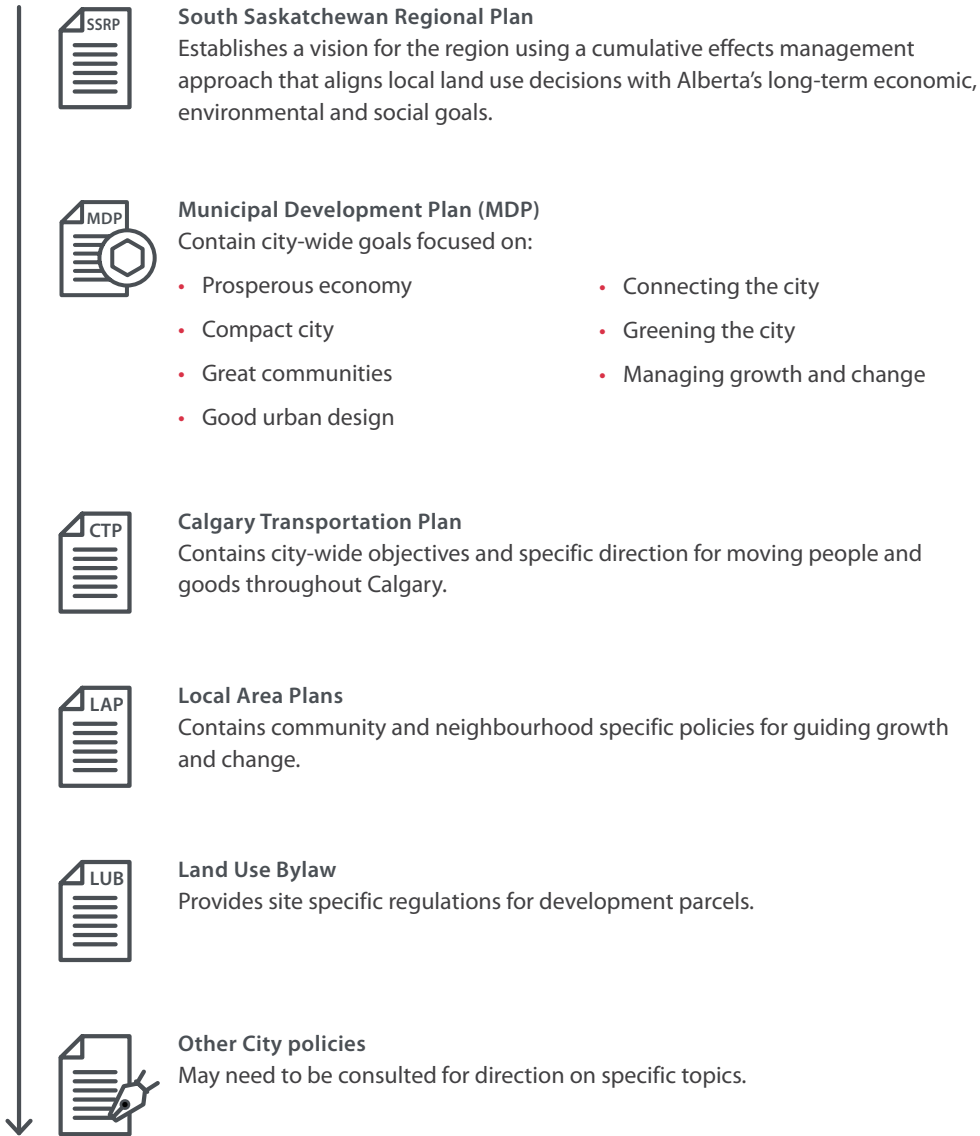


- | | | | | | | | | | |
|---|------------------|---|------------------------|---|---------------|---|----------------------|---|-------------|
|  | Community centre |  | Rapid Transit Bus Stop |  | LRT Alignment |  | Landfill Site |  | NEF Contour |
|  | school |  | Distance From BRT Stop |  | AVP Area |  | Landfill 300m Buffer |  | Study Area |



10 Implementation and Interpretation

Accurate interpretation is paramount to achieving the goals of this Plan. The intent of this section is to provide policy necessary for plan implementation, such as interpretation, limitations, amendments, monitoring and growth management.



10.1 Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The Southeast 17 Main Street Area Redevelopment Plan (ARP or the Plan) is a statutory document that establishes a long-range framework for land use, urban design and mobility for the Southeast 17 Main Street. This Plan has considered and is in alignment with the South Saskatchewan Regional Plan. The ARP must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2 Part 3: Developed Areas Guidebook; the Calgary Transportation Plan (CTP); and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between this Plan and the Developed Areas Guidebook, the policy of the Plan will prevail.

10.2 Area Redevelopment Plan Interpretation

Map Interpretation

10.2.1

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 or road 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.

10.2.2

No measurements of distances or areas should be taken from the maps in this Plan.

10.2.3

All proposed land use areas, 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.

10.2.4

Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

Policy Interpretation

10.2.5

The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use 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.

10.2.6

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.

10.2.7

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 MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

10.2.8

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.

Illustration and Photo Interpretation

10.2.9

All illustrations and photos are intended to illustrate concepts included in the ARP 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.

Figure Interpretation

10.2.10

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.

10.2.11

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

10.2.12

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

10.2.13

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.

10.3 Area Redevelopment Plan Implementation

Monitoring, Review and Amendments

10.3.1

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 Section 2, 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.

10.3.2

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. Where an amendment to the ARP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

Freight Corridor

10.3.3

Any development in proximity to a freight railway property must conform to all requirements of the City at the time of application due to the proximity to the rail right-of-way.

Airport Vicinity Protection Area (AVPA)

10.3.4

The Airport Vicinity Protection Area Regulation (AVPA) governs land use development close to the Calgary International Airport to ensure that compatible land uses are adopted. Some areas within the Southeast 17 Main Street Area are designated by the AVPA regulation as Noise Exposure Forecast (NEF) 25–30 areas. Properties lying within these areas may be subject to certain development restrictions or conditions. This may include a requirement for all buildings constructed in a NEF area to comply with the acoustical requirements of the Alberta Building Code.

Appendix

- A. Urban Design Direction
- B. Existing Characteristics & Development Potential

A. Urban Design Direction

The objectives in each Character Zone will be achieved over a long-term timeframe and should be phased. The following plan (Map 8: Southeast 17 Main Street Urban Design Concept) provides users with a better understanding of the key recommendations of the Land Use and Urban Design Concept.

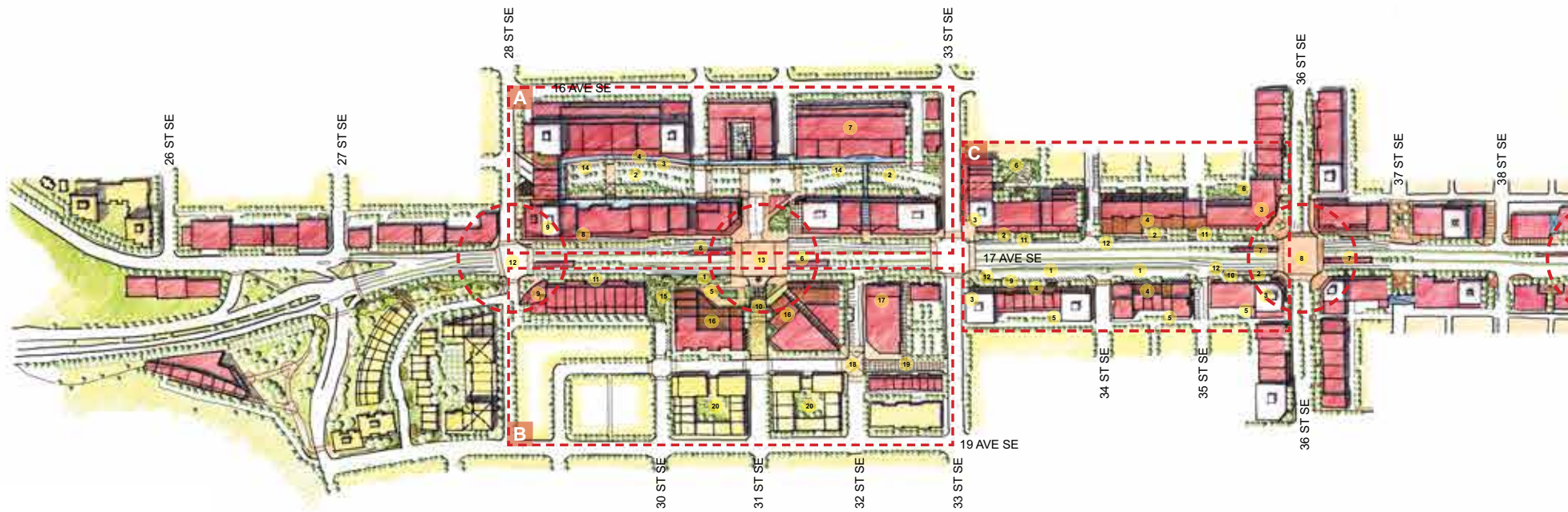
Within this plan “Distinct Areas” have been identified by incorporating public/quasi-public places into areas with significant redevelopment potential (such as large “block” parcels or parcels located at major intersections). Many most of these “Distinct Areas” are ideal for fostering community activities. The design and implementation of a “Distinct Area” will likely be a joint effort among the municipality, the individual landowners and the community.

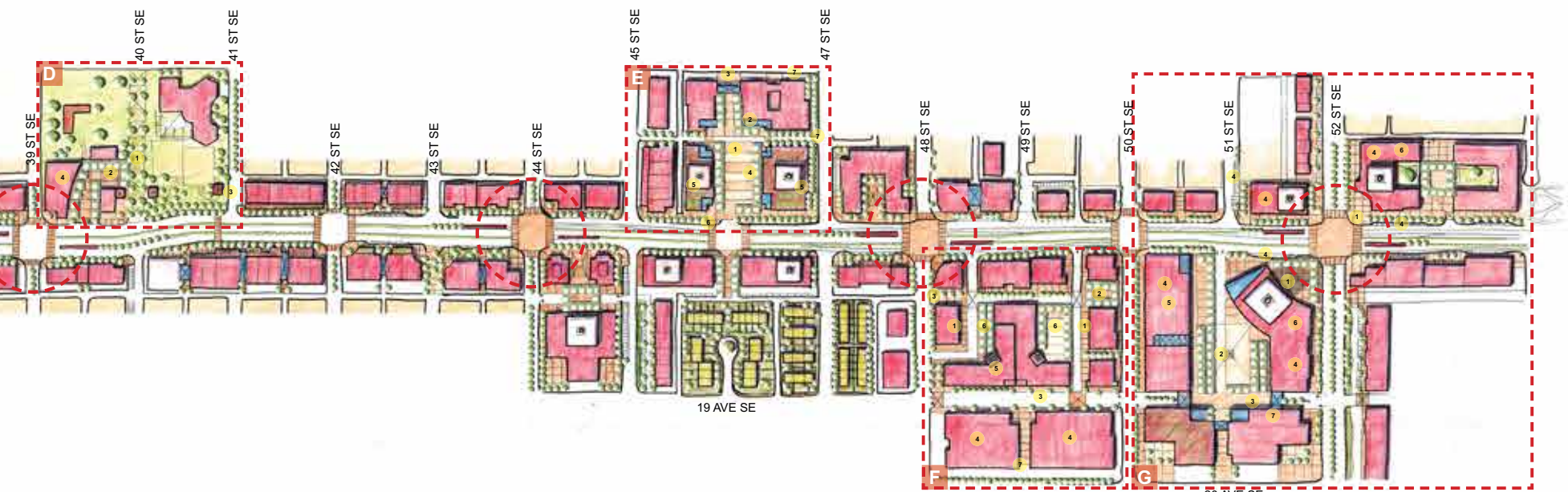
This plan also directs The City of Calgary to determine future actions and initiatives required to implement the “Main Street Concept Plan” and to provide a useful reference for the review of development proposals. Therefor this plan explores and recommends a variety of possible site conversion solutions based on these factors:

A.1 Parcel Development Typologies 1-6;

A.2 Distinct Area Typology A to G;

Map 10 | Southeast 17 Main Street Urban Design Concept





A.1 Parcel Development Typologies

A key item of determining parcel development typologies is the parcel size for any location adjacent to 17 Ave SE as its size determines build-form, density, massing and transition. There are several parcel size typologies along 17 Ave SE available which allow for development opportunities of various size, use and intensity. The table below lists typical parcel types:

Commonalities of Development Typologies

- Combination of two adjacent parcels into one development.
- On-site parking along back-lane.
- Shared publicly accessible space between two buildings for outdoor use (plaza).

- Activated at-grade at building ends facing public streets.
- Cohesive architecture and comprehensive theme along 17 Ave SE within a full street-block width.
- Fine-grain retail frontage with outdoor use capability facing the public boulevard of 17 Ave SE.

Type 1 offers the smallest parcel configuration along the 17 Ave SE corridor. It is available in multiple locations within the Special Typology Areas A to G. Historically these small parcels defined the character of 17 Ave SE with their 1-storey buildings, frontage parking, narrow building format and several small commercial units within one building. A redevelopment

Development Typology Type 1-6

Parcel Development Typology	Frontage /width In meters	Depth In meters	Frontage/width In ft	Depth In ft	Character
Type 1	Up to 45 m	Up to 26 m	Up to 148 feet	Up to 98 feet	Frontage parking
Type 2	45 m	30 m	148 feet	98 feet	Back lane access
Type 3	90 m	45 m	295 feet	148 feet	Half street-block frontage with back lane access
Type 4	180 m	45 m	590 feet	148 feet	Full street-block frontage with back lane access
Type 5	180 m	70 m	590 feet	230 feet	Full street-block frontage with partial street- block depth
Type 6	180 m	300 m	590 feet	984 feet	Full street-block frontage with full street block depth

of these parcels is very limited due to the lack of available space for on-site surface parking or no existing back-of-house parking with lane access. These parcels can maintain their current built-form and use while leaving their on-site frontage parking unchanged until a redevelopment occurs - see [Figures 1, 2 and 3](#).

This development suggestion applies to parcels with existing frontage parking and rear lane with parking:

- Provide for one-sided frontage parking which will be made accessible by a frontage lane. The

frontage lane will be separated from 17 Ave SE by a landscaped edge which can include tall prairie grass, decorative markers and lighting.

- Provide curbside parking along the lane.
- Activate short sides of a building facing a street.
- Connect adjacent 1-storey retail or commercial buildings at-grade with a mini-plaza or canopy for venues see - [Figure 1](#):

Figure 1: Parcel Development Type 1



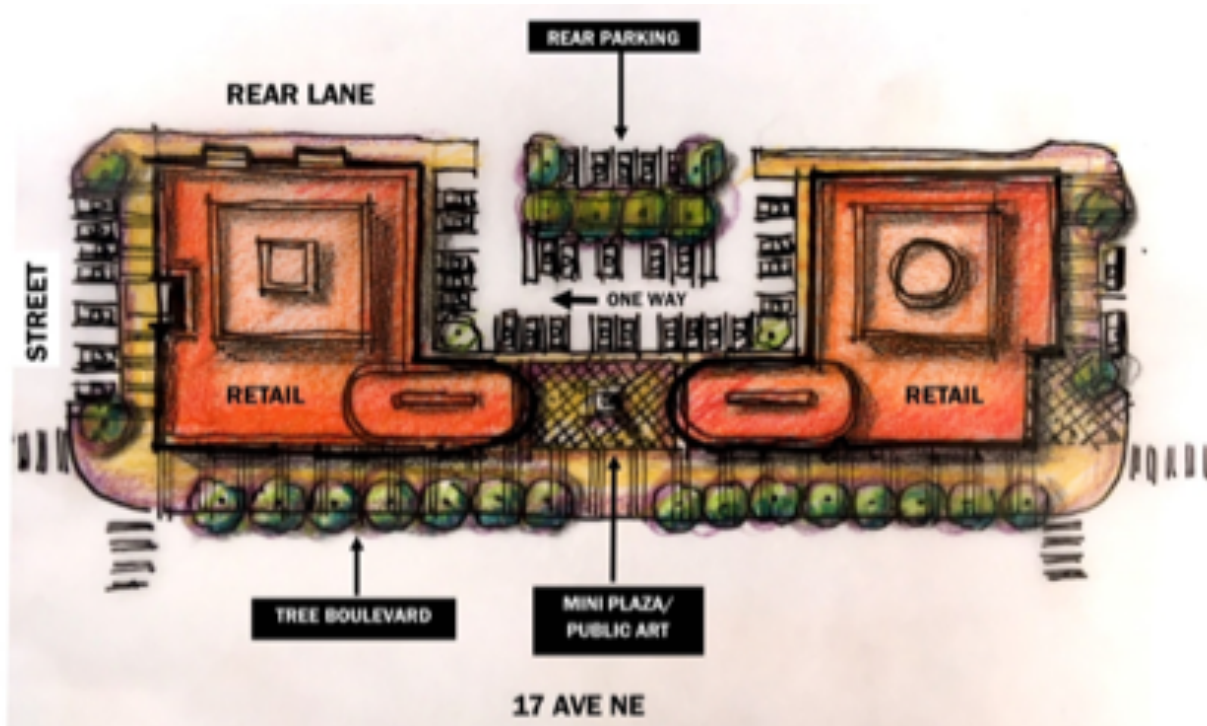
Figure 2: Parcel Development Type 1



This development suggestion applies to parcels with existing frontage parking and rear lane without parking:

- Provide for a double-sided frontage parking which will be made accessible by a frontage lane for parcels which do not have a land access. The frontage lane will be separated from 17 Ave SE by a landscaped edge which can include tall prairie grass, decorative markers and lighting.
- The frontage lane will be separated from 17 Ave SE by a landscaped edge which can include tall prairie grass, decorative markers and lighting – see [Figure 2](#):

Figure 3: Parcel Development Type 1



This development suggestion applies to parcels without existing frontage parking and no back-lane access:

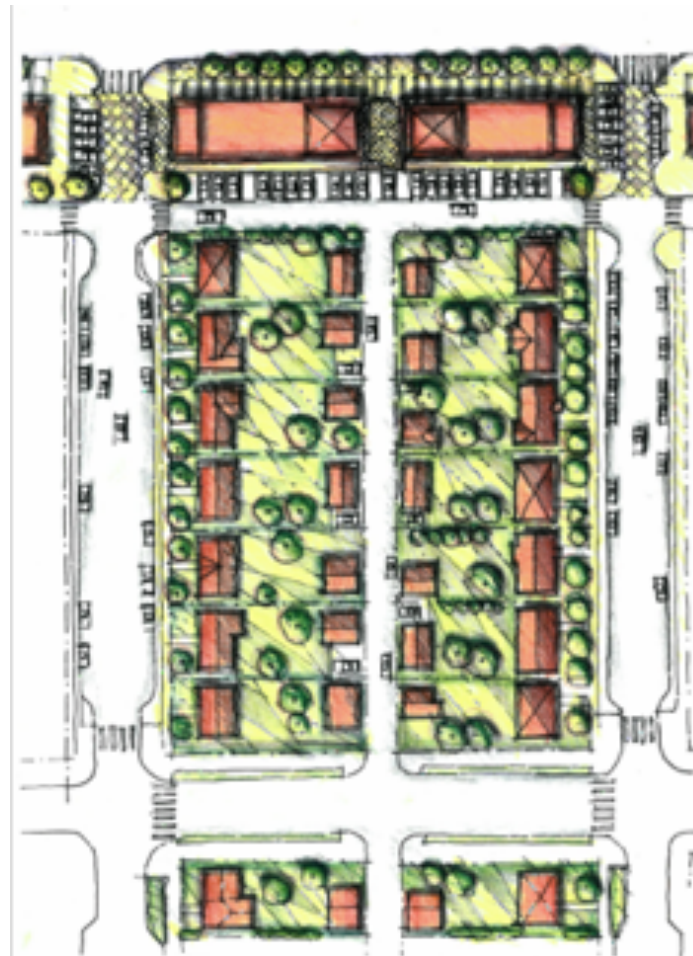
- Provide parking area with back-lane access.
- Activate short sides of a building facing a street.
- Connect adjacent 1-storey retail or commercial buildings at-grade with a mini-plaza for venues -see [Figure 3](#):

Type 2 offers the same configurations as Type 1 but with the added advantage of a back-lane access. A redevelopment of these parcels above 1-storey is limited as the available parking space on site is limited and at-grade. However, these parcels allow for a variety of redevelopment opportunities – see **Figure 4**:

In addition to the commonalities of Typologies A to G **Type 2** provides:

- On-street frontage public parking where available
- One-level underground parking where feasible
- Smooth integration into single-family context with landscaped parking, shared lane configuration and step-backs of upper floors to transition towards residential parcels.

Figure 4: Parcel Development Type 2



Type 3 offers a parcel width and depth combined with back-lane access which allows the construction of underground parking and an efficient parcel redevelopment. This parcel type is available in multiple locations within the Distinct Areas Typology 1-6. These parcels allow for significant redevelopments and densifications – see **Figure 5:**

Figure 5: Parcel Development Type 3



In addition to the commonalities of Typologies 1-6 **Type 3** provides:

- On-street frontage public parking where available
- one-level underground parking where feasible
- Option 1: Shifting of back-lane to accommodate rear parcel access, combined with additional at-grade parking by integration of adjacent existing single-family lots into the development transformation
- Option 2: Underground parking when combining two adjacent parcels
- Smooth integration into single-family context with landscaped parking, landscaped buffer between residential and parking, shared lane configuration and step-backs of upper floors to transition towards residential parcels.

Types 4 and 5 offer parcel widths and depths which could allow the integration of a half or a full street block into a comprehensive corridor redevelopment. This parcel type is available at most public transit stops within the Special Typology Areas A to G. These parcels allow for strategic and key redevelopments and densifications – see **Figures 6:**

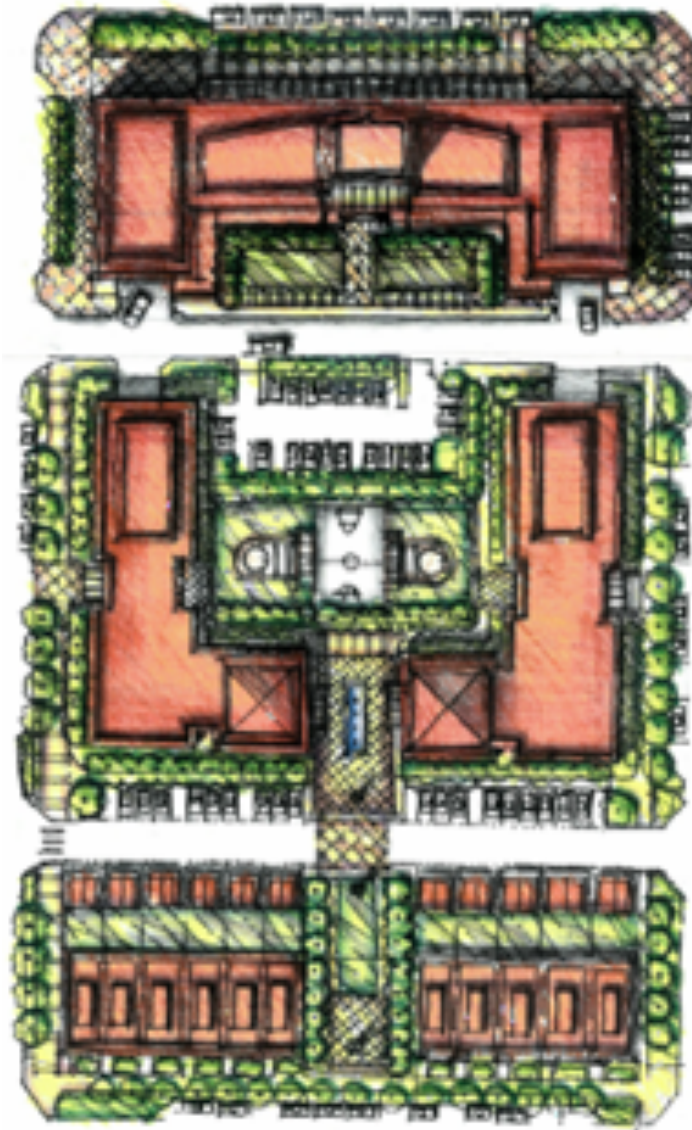
In addition to the commonalities of Typologies 1-6 **Types 4 and 5** provide:

- On-street frontage public parking where available
- Utilization of existing back-lane to accommodate rear parcel access, combined with additional transformation of adjacent residential parcels into the redevelopment
- Underground parking
- Transition into single-family context with landscaped buffer towards existing residential and step-backs of upper floors
- integration of street-block internal north-south street into a comprehensive development.

Figure 6: Parcel Development Types 4 and 5



Figure 7: Parcel Development Type 6



In addition to the commonalities of Typologies 1-6 **Type 6** provides:

- On-street frontage public parking where available
- Utilization of existing back-lane to accommodate rear parcel access, combined with additional transformation of adjacent residential parcels into the redevelopment
- Underground parking
- Integration of partial or full street block into development and densification of residential into multi-family building locations
- Comprehensive integration of public streets into the block redevelopment with green courtyard configurations and shared street design – see [Figure 7](#).

A.2 Distinct Area Typology A to G

A – Gateway Area

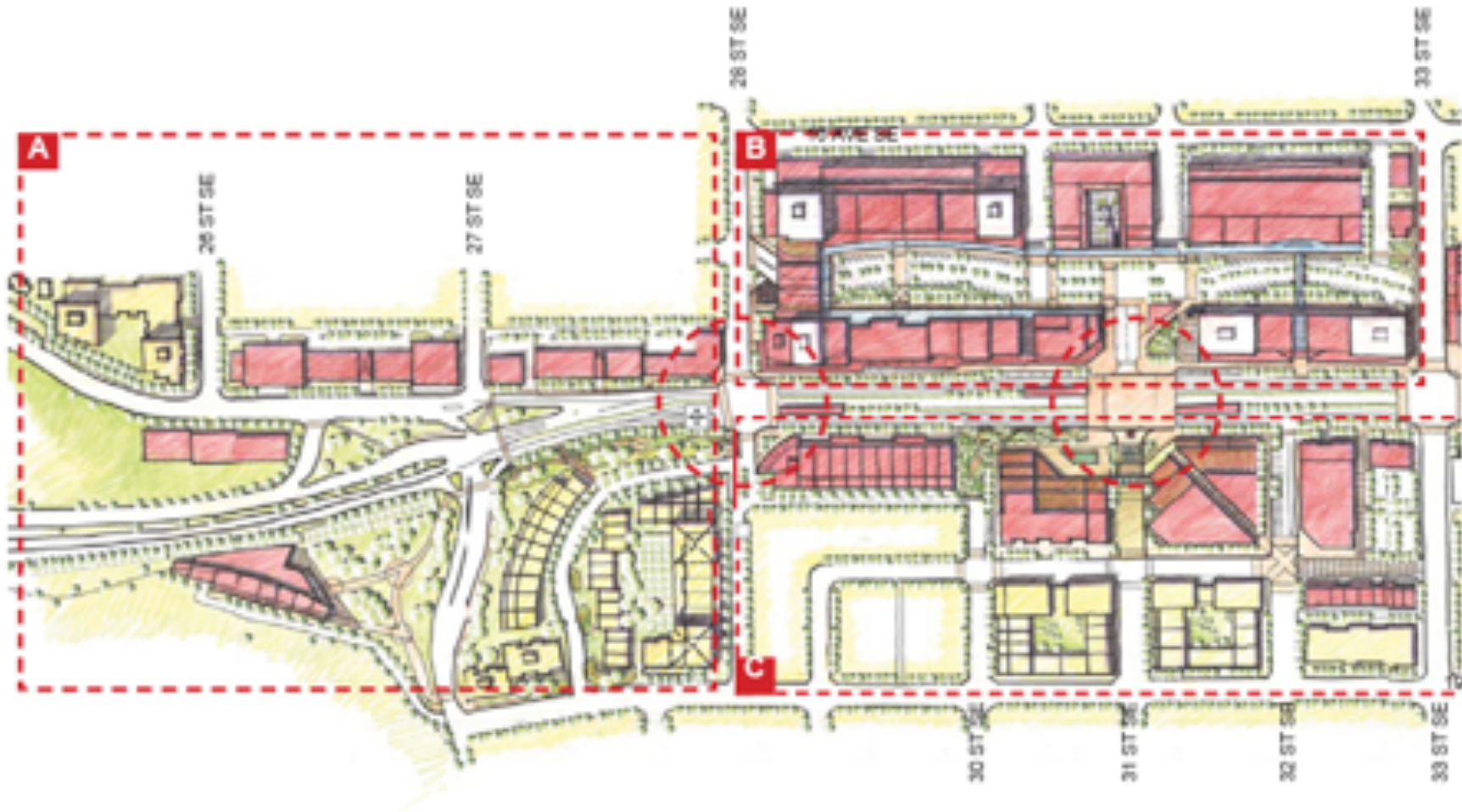
- Landmark buildings
- Improved pedestrian connectivity

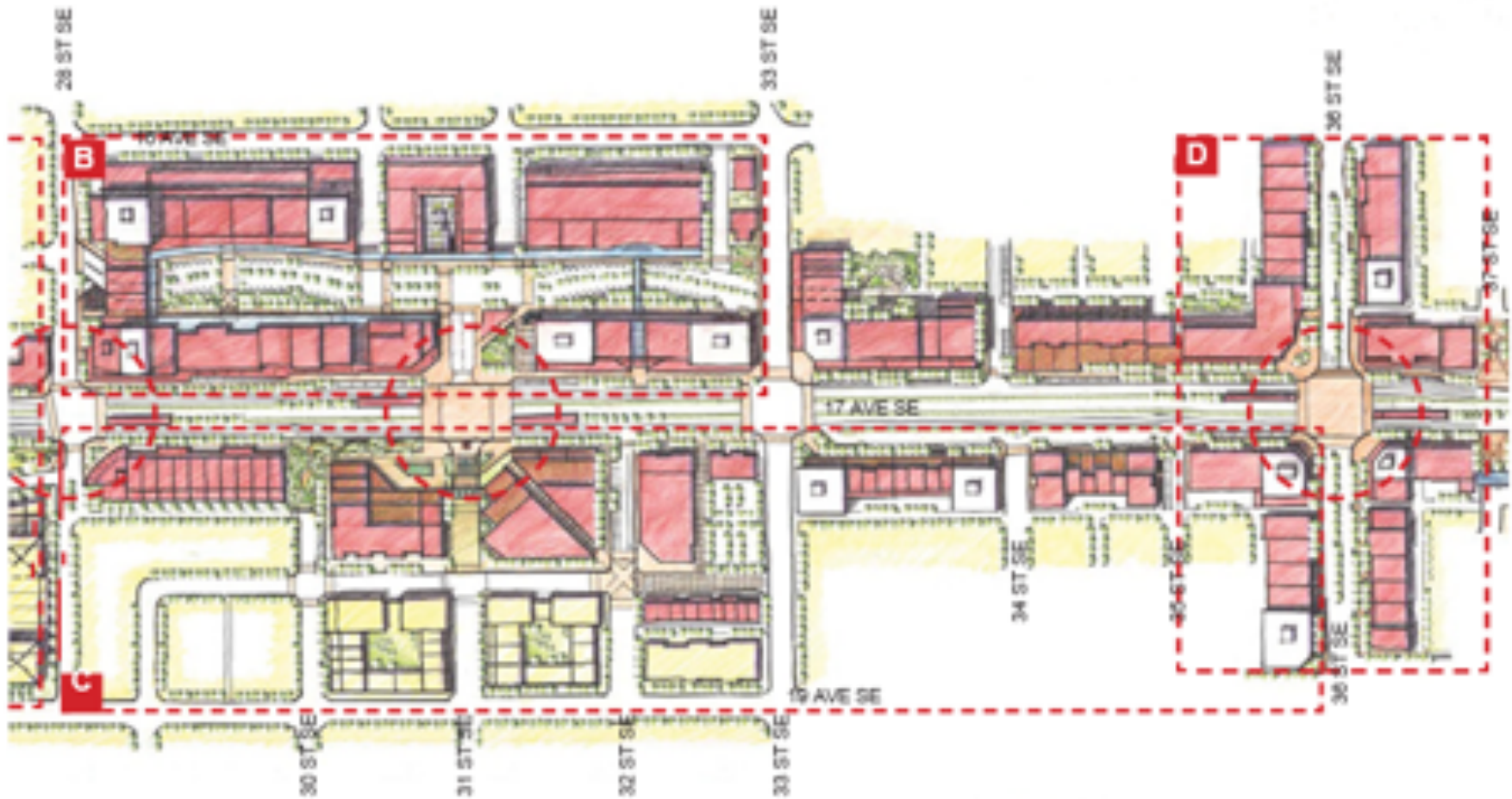
B – Potential for Innovative Redesign – Commercial/ Activity Node Concept

- Retrofitting existing shopping mall
- Open air mall with focus on pedestrian connectivity
- Internal street increasing retail frontages
- Continuous ‘street wall’
- Angled parking along internal street of the ‘open air mall’
- Future transit station
- Publicly accessible plaza for community gathering
- Concentrated parking structure (above grade with retail shops at grade)
- Comprehensive pedestrian walkway system (at grade and at upper level)

C – Main Street Village

- Extension of the existing community park
- Character buildings defining public realm
- Grocery store with green parking lot
- Residential courtyard development
- Service road with angled parking
- Specialty shops between 28 Street SE and 36 Street SE
- Linear park
- Trees between angled parking and sidewalk
- Street park for community events



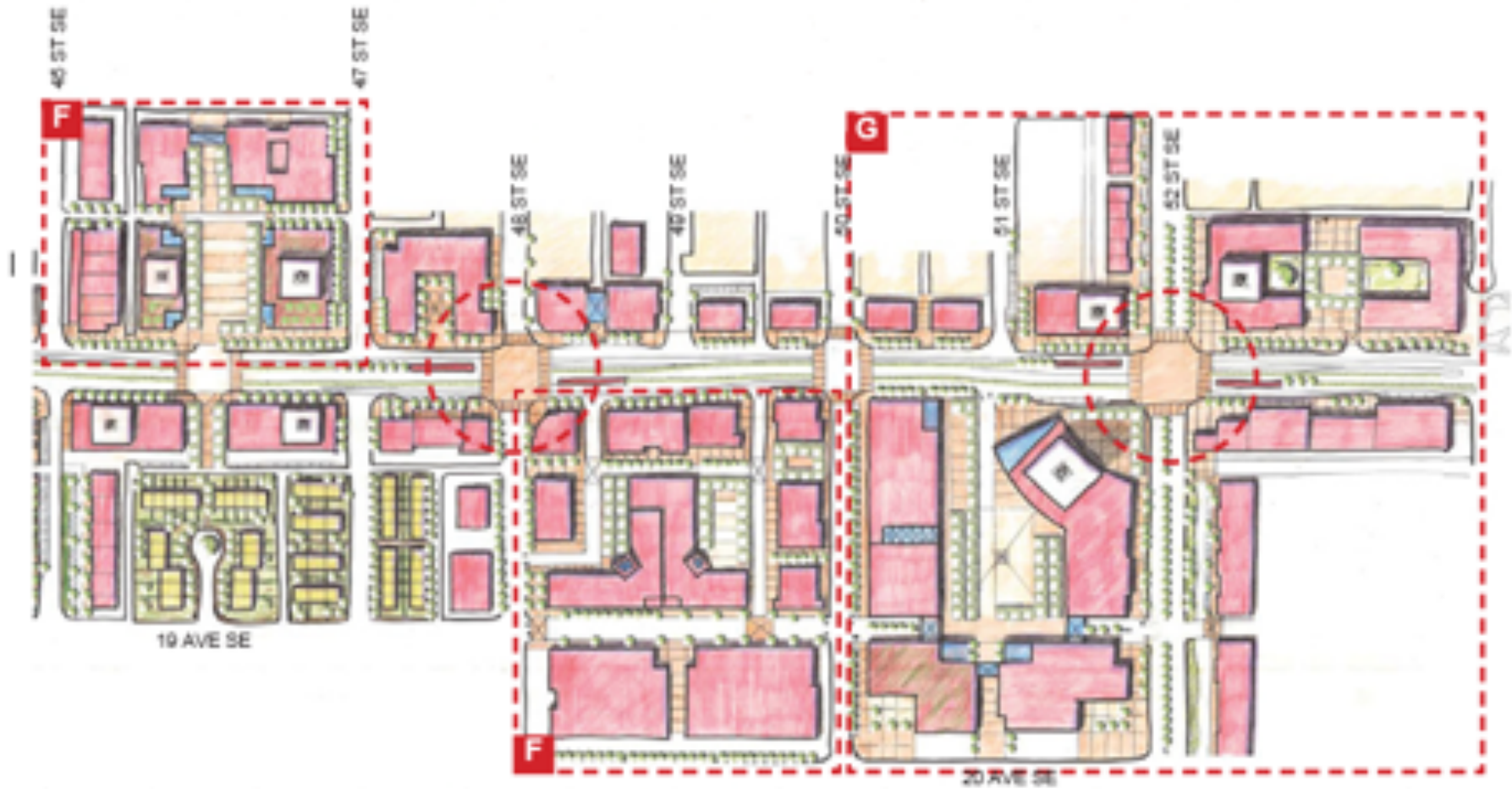


D – 36 Street Transit Hub

- High density mixed use development
- Buildings fronting on 17 Avenue SE and 36 Street SE
- Street corner to facilitate pedestrian activities
- Boulevards on 17 Avenue SE and 36 Street SE

E – Potential for Innovative Redesign – Community Recreation Centre Concept

- Street Park on 40 Street SE (north of 17 Avenue SE)
- Public square with social facilities & playgrounds
- Tree-lined landscaping buffering playgrounds from street.
- Additional organization buildings providing community services



F – Potential for Innovative Redesign – Special Mixed Use Concept

- Open air mall concept with double sided retail frontage
- Retrofitting existing shopping mall
- Connectivity to residential areas
- New lane for access
- Squares or plazas for community activities
- Mix of parking solutions: on-street, podium parking, roof-top, underground
- Extension of 19 Avenue SE

G – Transit Hub

- High density development/ landmark building design
- Retrofitting existing shopping mall
- Corner plaza
- Extension of 19 Avenue SE
- Mix of parking solutions: on-street, podium parking, roof-top, underground

