

Draft

Southeast 17 Main Street

Area Redevelopment Plan

DRAFT

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1.0 Introduction

1.1 Purpose and Objectives

The Southeast 17 Main Street: Land Use and Urban Design Concept (“the Main Street Concept Plan” or “the Plan”) is a **non-statutory** Local Area Plan that establishes a long-range framework for land use, urban design and mobility for the Southeast 17 Main Street. The Plan is in alignment with Council’s “Sustainability Principles”, the Municipal Development Plan (MDP), the Calgary Transportation Plan (CTP), and the Southeast 17 Corridor Transportation Plan. The Plan was developed with input from earlier studies and stakeholder engagement sessions as per the Public Engagement Summary Report (2009). The Plan provides guidance for development planners, community representatives, local businesses, property developers and local residents for the review of development permit and land use redesignation applications. The Plan aims to achieve the following objectives:

- To develop a future land use framework, which prioritizes growth and redevelopment
- To provide land uses that support community development, economic vitality, and sustainable transportation modes including walking, cycling and transit
- To link land use decisions in the short- and medium-term with the long-term transportation plans for the 17 Avenue SE Main Street
- To reinforce the positive character, quality and stability of existing neighbourhoods in the surrounding area
- To assist in achieving complete communities where people can live, work, learn, shop and find recreation
- To identify strategies for facilitating public improvement and infrastructure upgrading
- To provide guidance for developing local area plans, policies, and programs in the area.

The successful implementation of the Plan will contribute to the revitalization of the area.

1.2 Plan Location and Context

1.2.1 17 Avenue SE and Greater Forest Lawn

Located approximately 5 kilometres from downtown Calgary, 17 Avenue SE is one of the major corridors that provides for east/west commuting in and out of the city (Map 1: Location and Context). 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.

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 Law incorporated as a Town in 1952. 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 (Appendix 1: Southeast 17 Corridor Heritage

Planning Review). Since 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”.

1.2.2 International Avenue Business Revitalization Zone and Southeast 17 Corridor

The portion of 17 Avenue SE from 26 Street SE to 61 Street SE is formally known as International Avenue and the businesses in this area are within the International Avenue Business Revitalization Zone (BRZ). It has hosted the Greater Forest Lawn Parade and Festival, Around the World Food Tours and other events to promote the uniqueness and special character of the shopping street. The BRZ’s 2001 Mural Project has been a source of pride in the community, celebrating its history and cultural diversity. In addition, the BRZ has worked with City departments and area communities to improve the urban landscape and the pedestrian environment by installing benches, providing receptacles for refuse, planting trees and undertaking other initiatives. From a community and business building perspective, the International Avenue BRZ is a significant contributor to the vitality and livability of the area.

The Southeast 17 Main Street referred to in this document coincides generally with the International Avenue BRZ boundaries on the west and east, but includes additional parcels to the north and south (Map 2: Corridor Concept Plan Area).

1.2.3 Southeast 17 Main Street Plan Area (refers to concept plan)

The Main Street Plan Area, shown in Map 2, 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 SE. The Plan Area was determined by considering the following factors:

- 1) The area was identified as a priority for intensification during the public consultation.
- 2) It is generally consistent with the physical boundaries of the Urban Main Street along 17 Avenue SE identified in the Municipal Development Plan.
- 3) Concentrating jobs and population in this area, rather than diluting it throughout a larger area, helps achieve the targeted growth threshold set by the MDP.
- 4) It encompasses the majority of the existing International Avenue BRZ, where the intensification supports the economic viability of the businesses.
- 5) Designating a confined growth area helps contribute to the stability of the adjacent neighbourhoods where no significant intensification is proposed.
- 6) Barlow Trail and the Canadian National Railway line are major physical features that constitute logical boundaries at the west and east ends of the corridor.

It is important to acknowledge that the Plan Area cannot be examined in isolation. Matters such as mobility, street connectivity and public improvements affect a wider area and should be addressed at a larger scale by considering the adjacent communities (the Contextual Area).

1.2.4 Existing Land Use and Development in the Plan Area

The existing development pattern in the Plan Area generally features small-scale local-oriented retail/commercial uses along most of the Main Street (Map 3: Existing Development Pattern). Conversely, large-scale commercial developments are located at the east and west portions of the Plan Area (Map 4: Existing Building Footprint). This pattern reflects the historical development and function of the corridor as both highway commercial and local retail. The street pattern in the area is based on a standard north/south, east/west rectangular grid. The north/south streets provide for excellent accessibility and interconnectivity between the commercial corridor and the adjacent residential communities. A typical block in the 17 Avenue SE Main Street has 1 to 3 storey local retail and office uses with residential development on the opposite side of the east/west lane. This pattern presents an early form of a retail 'street wall'; however, the achievement of a more vibrant and walkable commercial street has been compromised by substantial areas of surface parking in front of many buildings and the concentration of auto-oriented uses along some parts of the corridor. The existing inventory of recreational use and open space is limited. Some multi-residential development has taken place over the past two decades on the blocks behind the commercial corridor, but low-density residential development is still the predominant land use in these areas.

In general, based on planning analysis of the existing development patterns (Map 3: Existing Development Pattern and Appendix 2: Existing Site Analysis), this area has major development/redevelopment potential.

1.3 Policy Context

1.3.1 Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP)

The Municipal Development Plan (MDP) proposes a compact urban form for Calgary by encouraging increased population and job growth to occur in the existing, built-up areas of the city. In particular, activity centres, corridors, and other areas that are well connected to the existing and future Primary Transit Network are identified as the primary areas to accommodate significant residential and employment growth.

The MDP identifies the Plan Area as "Urban Main Street" with emphasis as a multi-modal environment fronted by a mix of higher intensity residential and business uses that foster a vibrant street environment.

The MDP also establishes a minimum intensity threshold of 200 jobs and population per gross developable hectare for an Urban Main Street. In order to recognize the local context and create an urban environment that supports and integrates new development with existing communities, the specific density target for each corridor must be established through a Local Area Plan.

The MDP identifies the remainder of the community of Forest Lawn within the Contextual Area as "Inner City". This land use is intended to experience gradual intensification over the next 60 years. Other parts of the Contextual Area are identified as "Established" or "Standard Industrial" with no significant changes anticipated.

The Calgary Transportation Plan (CTP) identifies 17 Avenue SE as an Urban Boulevard. An Urban Boulevard is described as giving the highest priority to walking, cycling and transit, and accommodates reasonably high volumes of vehicular traffic.

1.3.2 Other City Wide Policies

A number of other city wide policies were reviewed and considered during the preparation of the Concept Plan, including:

- Sustainability Principles (2007)
- Calgary Transportation Plan (2009)
- Transit Oriented Development (TOD) Guidelines (2004)
- Triple Bottom Line Policy (2006)
- Calgary Heritage Strategy (2008)
- Public Art Policy (2004; updated 2009)
- City of Calgary Affordable Housing Strategy (2002)

1.3.3 Local Area Policy Plans

In addition to city wide policies that establish strategic direction for the city, the following plans and documents currently provide land use, transportation and other related policies for lands within both the Plan and Contextual Areas:

- Albert Park/Radisson Heights Area Redevelopment Plan (Approved in 1989, Bylaw 15P88)
- Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan (Approved in 1995, Bylaw 27P94)
- Applewood Park Area Structure Plan (Approved in 1985, Bylaw 14P85)
- Forest Lawn Design Brief (Approved in 1975)
- Marlborough Design Brief (Approved in 1971 and Revised in 1974)

1.4 Growth Target

The Plan Area currently has approximately 3,000 residents and over 4,000 jobs serving local businesses. The ultimate build-out of the proposed concept (30+ years) will bring approximately 13,000 more people and 9,000 more jobs to the area. These projections are in line with the MDP's target for an Urban Corridor of 200 jobs and population per gross developable hectare.

Specific density targets will be determined at the local Area Redevelopment Plan stage, as decisions on phasing are made following the adoption of this document. It is estimated that density expressed in floor area ratio (FAR) will range from 2.0 to 6.0 FAR, depending on location.

Water Resources has undertaken a preliminary assessment of water and sanitary servicing capacity necessary to support the ultimate build-out of the SE 17 Corridor Concept and has found that upgrades will be required to support the ultimate development. More detailed assessment and identification of needed upgrades is required prior to the approval of ARP policies or land use redesignations. Stormwater quality and quantity need to be addressed as redevelopment occurs.

1.5 Role of the Concept Plan *(rewrite - refers to concept plan)*

The Corridor Concept Plan should be used in concert with the existing city-wide policies and relevant local area plan policies. As a non-statutory, visionary document, the boundaries separating different land uses and height ranges are conceptual only. Although this Plan provides guidelines and visual illustrations for development, the framework does not address the specific situation or condition of each site within the Plan Area. The suitability of any proposed development will be determined by Council or the Development Authority at the time of a land use and/or development permit application.

The Southeast 17 Corridor Land Use and Urban Design Concept does not supersede any existing approved area redevelopment plans. The Plan will be used as a guide to the on-going review and amendment of these documents, where required, in order to implement specific policies or actions.

2.0 Vision and Guiding Principles

The Vision and Guiding Principles represents the community values as identified through various public engagements. The guiding principles provide guidance for development 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 guiding principles should be used in concert with the Corridor Concept Plan, applicable local area plans, and the Developed Areas Guidebook.

2.1 The Vision

The Vision for the Southeast 17 Corridor was developed to achieve the Municipal Development Plan's vision.

- The Southeast 17 Corridor is the **core of the Greater Forest Lawn community**. The corridor functionally links the communities together and provides an important destination for both local residents and residents of the city at large.
- 17 Avenue SE functions as a **multi-modal urban boulevard** and one of the City's Main Streets where walking, cycling and transit are the priorities, though it continues to accommodate moderately high volumes of traffic serving the needs of both local residents and businesses and the needs of those commuting through the area to the Downtown and connecting to Deerfoot Trail.
- The Southeast 17 Corridor gives the community a strong and vibrant **sense of identity**. The east and west gateways are designed to welcome visitors and to promote the community and the culturally diverse image of the area.
- As a **shopping avenue**, the Southeast 17 Corridor serves both the daily shopping needs of local residents as well as attracts shoppers throughout the city to the specialty shops. Storefronts are well kept and contribute to a distinctive visual character of the area. The variety of products and services ensures there is something for everyone.
- The Corridor is a **showcase** for the cultural diversity of the area. By providing a rich variety of services and community activities, the Corridor lives up to its name as Calgary's International Avenue. The population diversity of the area is evident by the diverse shops and restaurants, the public art, the eclectic building designs, and the public gathering places. Mural art, galleries, street performances and speciality shops create an inviting and welcoming environment. People throughout the city are attracted to the corridor to dine, shop, be entertained or just people watch and enjoy the experience of the area's authentic international culture. Year round events and festivals maintain and enhance the characteristics of the area.
- The Corridor acts as both a **job hub and a place to live**, with higher density developments clustered along the corridor and job nodes close to key transit intersections. High quality mixed use development with retail shops at grade are continuous along the Corridor. The highest buildings are located around the transit nodes or gateways. Housing is diversified with a range of forms and architectural styles.

- The Southeast 17 Corridor is **a safe place**. The roads are safe for pedestrians to cross. Shoppers and residents have safe places to congregate and interact. Sidewalks are buffered from the traffic by trees and bike lanes. Children play freely in the parks and open spaces. All new developments will incorporate Crime Prevention through Environmental Design (CPTED) principles.
- The Southeast 17 Avenue Corridor is **a green and walkable community**. Elliston Park and the Bow River escarpment act as two 'green anchors' for the communities. Low Impact Development (LID) features connect to parks and open spaces throughout the community. Flower beds, street corner planters and attractive and appropriately scaled signage contribute to the pedestrian scale and comfort. Green technology such as green roofs, geothermal heat and solar energy are some of the initiatives used to reduce the ecological footprint of the area.

1.1 Core Ideas 2.2 Guiding Principles

2.2 Guiding Principles

The following principles provide guidance for future new development and redevelopment across the Plan Area and can be used to direct future policy formulation and municipal efforts throughout the community.

1. Create an Attractive, Distinctive Community

- Celebrate community diversity by providing more public gathering places
- Enhance and initiate social events that are centred on cultural activities, public art and building community
- Encourage building design to incorporate individualized architectural styles and to reflect cultural diversity
- Provide sufficient community services to serve community residents

2. Create Memorable and Inviting Public Spaces

- Create distinctive, multi-functional east and west entryways into the community
- Upgrade and improve existing open spaces to create attractive, useable community public spaces where people can meet, sit down, or just watch the world go by
- Incorporate interesting, high quality architectural designs and public art that reflects the community values and identity
- Provide connections for pedestrian and cyclists to the Bow River escarpment and Elliston Park
- Improve the aesthetics, safety and public function of rear lanes
- Improve connectivity between open spaces
- Create or enhance open spaces to have a human scale and flexible uses, including:

- i) appropriately scaled buildings and newly planted trees that help define secure, comfortable and protected outdoor spaces
- ii) adaptive design to accommodate a range of activities

3. Create a Multi-Modal Boulevard

- Support a variety of transportation options, with particular emphasis on walking, bicycling and transit
- Ensure connectivity between pedestrian, bicycle, transit and road facilities
- Encourage safe movement along the Corridor, within the area, and amongst the various transportation modes
- Add transit priority measures to make transit services faster and more reliable
- Accommodate the needs of both local and regional transit
- Provide adequate short term parking facilities
- Provide safe and high quality bicycle storage facilities
- Improve sidewalks along the Corridor and at other key places within the surrounding areas
- Create a tree-lined boulevard along the length of the Corridor
- Consider landscape features, historical interpretive elements, public art to activate the public realm.

4. Promote a Vibrant and Vital Mixed Use Commercial Corridor Provide a mix of complementary land uses including residential, retail, live/work and office along the Corridor and promote higher densities at key nodes and gateways.

- Optimize the potential for a mix of diverse, compatible uses by:
 - i) promoting uses that are mixed both within buildings and the area
 - ii) encouraging grade oriented design and uses that support pedestrian activities on the street
 - iii) maximizing each site's potential to contribute to the vitality of the street.
- Encourage building design that responds sensitively to the planned scale, massing, setback, setbacks, materials and height of adjacent developments and respects the general character of the area by incorporating distinctive design elements (e.g., façades) that reflect the area's identity as "International Avenue".
- 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.

- Maximize the amount of active street frontage.
- Support the transit nodes along the corridor through the strategic location of higher density, mixed use development.

5. Respect and Enhance the Existing Historical Retail Street Character

- Identify and preserve the existing “Main Street” character streetscape, open spaces and buildings or building elements, which have historical value
- Encourage smaller scale, narrow frontage retail stores and restaurants along the “Main Street” area.
- Direct larger scale buildings to major transit hubs or larger parcels of land
- Encourage uses that provide goods, services and amenities in response to the needs of local residents

6. Increase in Housing and Promote Housing Diversity

- Promote retail/multi-residential mixed-use development along the Corridor wherever practical to create a vibrant retail environment and to increase housing in close proximity to transit and other services
- Promote a range of housing types to suit all income levels, ages, lifestyles, and family needs
- 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

7. Strategically Directed Intensification

- Identify key commercial and transit nodes along the Corridor and locate the most intensive development at these nodes
- Design nodes with different scales and characters depending on the location, density and types of jobs
- Locate the highest density landmark buildings at the nodes and gateway locations
- Direct large scale office uses to the transit and commercial nodes identified in the Concept Plan
- 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

- 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.

8. Promote Safe and Walkable Neighborhoods

- Ensure walkable, comfortable urban streets with special attractions and public places
- Promote safe neighbourhoods by incorporating C.P.T.E.D (Crime Prevention Through Environmental Design) principles into the design of public and semi-public places
- Improve connectivity and route choice on the surrounding road and pedestrian networks
- Support the restoration and improvement of pedestrian connectivity through large parcels as part of any redevelopment
- Reduce the amount of auto-service uses along the Corridor and avoid interruption of auto-service uses to pedestrian activities wherever possible
- Provide frequent at-grade pedestrian crossings
- Promote uses and building designs that generate desirable street activities
- Integrate necessary access for emergency vehicles into building and site design
- 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.

9. Preserve and Enhance Biodiversity and Green Spaces

- Celebrate and improve the connectivity to the two major natural areas (Elliston Park and the Bow Valley)
- Provide stormwater treatment and volume control for parks, open spaces and streets
- Create a green street network featuring trees and planted boulevards
- Protect and improve existing boulevards along the Corridor and residential streets
- Incorporate Low Impact Development (LID) solutions into the design of buildings and public places, wherever possible. These solutions include all kinds of stormwater volume and quality control devices that are designed to minimize impact to the environment from new and retrofit development projects, such as green/brown roofs, vegetated/living walls, natural boundaries (e.g., hedges rather than fencing), Natural Water Balance Modelling (e.g., as part of the Stormwater Site Implementation Plan), xeriscaping, stormwater capture & reuse, permeable surfaces, bioretention, bioswales, wetlands and vegetation strips etc.
- 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

- Design buildings abutting open space with active ground floor uses that integrate and animate the open space.

10. Promote Sustainable Building Design and Innovation

Promote energy efficiency, water efficiency and waste minimization solutions through the use of sustainable building design. Such design measures could include, but are not limited to:

Energy:

- increased insulation & minimized air leakage
- passive solar design
- renewable energy (ground and air source heat pumps/ geothermal, solar thermal, photovoltaic, hydroelectric, biomass, wind turbines)

Water:

- green roofs
- rainwater harvesting
- grey-water recycling
- efficient water fittings (e.g., low flow devices)

Waste & Materials:

- High recycled material content in buildings
- Space and provision of recycling facilities
- Use of natural, healthy, renewable, and local materials in construction and refurbishment

3.0 Corridor Land Use and Urban Design Concept

3.1 Introduction of the Corridor Concept

This Section introduces the Land Use, Mobility and Urban Design Plan for the Southeast 17 Main Street. The Southeast 17 Main Street Plan is based on a 30 year time frame and envisions the corridor 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 is the largest, and 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 proximity to the future reserved Transit Way station areas, smaller transit hubs are also identified. 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 (**Corridor Mixed-Use**) with retail at-grade and residential/office on the upper storeys is proposed on most parcels fronting the Corridor. Auto service uses (**General Mixed-Use**) or residential-only uses (Multi-Residential) 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, multi-residential developments are proposed for the parcels to the north and south of the **mixed-use corridor**. **Corridor Mixed-Use** 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 developments are directed to transit hub areas or existing large parcels. These large parcels provide opportunities for comprehensive redevelopment to create “Special Areas” and to strengthen the characters of each zone (Special Mixed-Use).

The Concept Plan sensitively increases the current residential density with a range of heights from low-rise to high-rise. Most neighbourhood commercial developments have a maximum height of four storeys to transition down to the low-density residential areas beyond the corridor. 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 (“Special Areas”) and to achieve the three distinctive Character Zones that are recommended.

The following sections outline a series of “overlays” that are the “building blocks” used to develop a comprehensive framework to guide development of a future land use pattern. The five overlays should be used in an integrated and comprehensive way when reviewing land use or development proposals. Making reference to some overlays and not others may result in decisions that are not in alignment with the Corridor Concept. The five overlays of the Corridor Concept are:

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3.2 Overlay One: The Character Zones

The three Character Zones (Western Gateway, Central Boulevard and Eastern Parkway) are designed to help achieve the Vision and implement the Guiding Principles outlined in Section 2.0. A Character Zone is an area within the Plan area that has distinct, recognizable attributes that set it apart and distinguish it from other areas. The distinctive attributes may be associated with a pattern of development, building form and site utilization as well as the functions and activities that typically take place within the particular Character Zone. These existing physical patterns have informed the development potential and the planned long-term character of each zone (see Appendix 2: Existing Site Analysis).

3.2.1 Character Zone 1 - Western Gateway (from 26 Streets SE to 36 Street SE)

3.2.1.1 Western Gateway Characteristics

The Western Gateway (Character Zone 1) is a gateway district with strong visual impact, which when experienced, evokes a sense of arrival to the Southeast 17 Main Street.

It has the effect of:

- welcoming visitors
- reducing traffic speed
- visually defining the entranceway through building design and a pedestrian-friendly streetscape

The area features:

- high-quality visually prominent landmark buildings by Barlow Trail and 26 Street SE at the west end of this Zone, with views to the Downtown and the mountains
 - enhanced “Main Street Village” on the south side of 17 Avenue, with distinctive building designs and streetscape features
 - Active frontage zone, flanked by Neighbourhood – Mid Rise (up to 6 storeys) and Community – Mid Rise. Community (up to 6 storeys) –specialty shops and a linear park
 - a mixture of diverse but compatible land uses and building heights
 - improved pedestrian and cyclist connections
 - The eastern edge of this Character Zone at 36 Street SE intersection will be demarcated by Community Centre (6-10) storeys.
- #### 3.2.1.2 Western Gateway Objectives
- Create a stronger gateway with landmark buildings and traffic management strategies
 - Enhance the “Main Street Village” by preserving existing streetscape features (e.g., angled parking and a service road) and reinforce the village character by ensuring the appropriate land uses and building designs

- 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.
- Provide good pedestrian connections within and through large parcel development
- Encourage design and site layout that contribute to the character and function of the area
- Improve pedestrian crossings of 17 Avenue SE
- Create memorable and engaging public open spaces
- Encourage refurbishment or upgrading of existing retail buildings and façades
- Respect existing boulevard and open spaces during planning and redevelopment

3.2.2 Character Zone 2 - Central Boulevard (Between 36 Street SE and 52 Street SE)

3.2.2.1 Central Boulevard Characteristics

This Zone is the retail hub and the core area for community activities.

It has the effect of:

- creating a vibrant, active and pedestrian-oriented retail environment
- providing places for social interaction and community engagement
- building a compact, dynamic and mixed-use urban centre

The area features:

- multiple small-scale, active store frontages
- short-term on-street parking
- a tree-lined boulevard and a number of compact street parks (street corner parks or pocket parks between buildings)
- a continuous and unbroken sidewalk system with a range of supportive street furniture
- clustered restaurants and outdoor cafes
- continuous 'street wall' development
- residential intensification providing patronage in support of local retail uses
- Community – Centre building blocks (6-10 storeys) will be located adjacent to the 36 Street SE and 52 Street SE transit hubs which will support higher density landmark buildings at the Major Transit Hub areas
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3.2.2.2 Central Boulevard Objectives

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

3.2.3 Character Zone 3 - Eastern Parkway (East from 52 Street SE to Stoney Trail)

3.2.3.1 Eastern Parkway Characteristics

The characteristics of this 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.

It has the effect of:

- Providing a smooth transition from the urban corridor Main Street to a suburban thoroughfare
- Providing good connectivity to the major recreational destination, Elliston Park
- Accommodating land uses or housing types that may not be accommodated in a compact urban form
- Allowing for efficient regional commuting
- Providing locational choices for low density residential development

This area features:

- a wide road right-of-way an extended linear park connecting to Elliston Park and other pathways or walking systems a wide range of housing types including low profile residential built forms such as singles, semi-detached, duplex, suites, row house and townhouse and low-density multi-residential buildings a variety of compatible land extensive uses (e.g., horticultural, storage buildings, community garden, urban agriculture, industrial parks)

3.2.3.2 Eastern Parkway Objectives

- Maintain and increase existing landscaped areas
- Establish good pedestrian and cyclist connections to Elliston Park
- Discourage high density residential or intensified commercial development, except for areas within the 52 Street SE transit hub

- Emphasize uses that contribute to improving energy efficiency, improving air quality, minimizing water and soil pollution and minimizing the ecological footprint
- Consist of Neighbourhood – Limited (1-3 storey-singles, semi-detached, duplex, suites, row house, town houses) and Neighbourhood Mid-Rise (up to 6 storeys)

3.2.4 Main Street Village

3.2.4.1 Introduction of Main Street Village

The “Main Street Village” refers to the commercial parcels with façades fronting the southside of 17 Avenue SE between 28 Street SE and 36 Street SE, and includes a continuous sidewalk, angled parking, a service road and a linear park. The service road, angled parking and modestly sized lots with small frontages between 31 Street SE and 36 Street SE, were developed when Forest Lawn was a separate municipality on the outskirts of Calgary (prior to annexation). It is a pattern that is typical in small Alberta towns. The traditional small town service road and angled parking is now found only in a few places within the city of Calgary. It is visually and functionally distinctive and has been identified as an urban feature with historical value that is worthy of preservation (Appendix 1: Southeast 17 Corridor Heritage Planning Review). The current retail developments fronting onto the service road were mostly built between 1946 and 1961. During the Heritage Planning Review, some retail signs were identified as having heritage value. The “Main Street Village” represents part of the history of the Greater Forest Lawn area, diversifies the retail business options and creates an identifiable, memorable, unique place for the Western Gateway Character Zone and for the community at large.

3.2.4.2 Main Street Village Characteristics

Cozy, local, convenient, human-scaled, sunny, green, vibrant, life-styled, distinctive, sense of “urban village”

Except for the areas adjacent to the major intersections of 28 Street SE and 36 Street SE, buildings are generally one to two storeys in height. Active retail frontages are required at ground level. Mixed uses are generally not required for buildings recommended as “Main Street Retail” use, (refer to Map 6: Land Use Concept Plan). Where higher buildings are developed adjacent to the “Main Street Retail” uses, they 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.

3.2.4.3 Main Street Village Policies

- 1) Preserve the existing street park, angled parking and service road
- 2) Provide sizable landscaping and street furniture areas (preferably a linear park) as a buffer between sidewalks and the angled parking
- 3) Encourage retail uses that contribute to street activities during both the day and evenings
- 4) Encourage small, infill projects that contribute to the “urban village” atmosphere and the street life in the area
- 5) Maintain continuous 1 to 2 storey storefronts with building façades that are designed to add scale, rhythm and character to the streetscape

- 6) If higher buildings are permitted on parcels within the area identified as a “Main Street Village”, the portion of the building above two storeys should be set back substantially behind the retail frontages to maintain the low profile character along the Corridor
- 7) Provide building design, building height and site layout that can be integrated with the street activity, the public realm features and the unique streetscape within this area
- 8) Provide a sensitive transition between the Main Street Retail parcels and the adjacent multi-residential uses or other commercial mixed uses
- 9) To maximize the pedestrian feel along the corridor, encourage signage that is scaled to be viewed by the pedestrian on the sidewalk (rather than from passing vehicles on the road) and that is visually interesting within the context of the small town character of this area (signage on canopies and/or projecting signs)
- 10) Develop strategies to preserve the landmark buildings and heritage signage that are identified in Appendix 1, wherever practical.

DRAFT

3.3 Overlay Two: Streets and Streetscape Design

3.3.1 Streetscape

The MDP and CTP describes a complete street as a street designed and operated to enable safe, attractive and comfortable access and travel for all users, including pedestrian, cyclists, public transit and private vehicles. A complete street incorporates green infrastructure and public spaces and amenities where possible. The proposed streetscape, as per the Southeast 17 Transportation Study and recent functional plans, incorporates the essential design elements referenced in the MDP. It features a reserved central transit way, two traffic lanes in each direction, dedicated bike lanes, continuous boulevard and street furniture areas, and uninterrupted pedestrian sidewalks abutting active storefronts. The implementation of this streetscape and the urban design strategies outlined in this section will help to achieve the objectives set by the MDP for Urban Boulevards and help to realize the ultimate vision for Southeast 17 Main Street. This will provide a safe and accessible pedestrian environment for people of all ages and abilities.

The Southeast 17 streetscape cross section includes three sub-sections based on locational criteria:

- 1) Roadway including a central transit way and four traffic lanes as well as bike lanes and street parking where appropriate
- 2) Roadside including street furniture, landscaping area (which can take the forms of boulevard, open spaces or parks where applicable), and sidewalks
- 3) Building interface including building setback area and building façades

During the preparation of this Plan and the Southeast 17 Corridor Transportation Plan, the alignment of the roadway was shifted to the South to facilitate redevelopment of parcels on both sides of the Corridor.

3.3.2 Roadway

3.3.2.1 Central Transit Way

The transportation corridor includes a reserved transit way in the median. Where space allows, the median should be designed to accommodate one or more of the following features depending on the local character of the street: bus stop, street furniture, landscaping, planters, banners, and public art. The pedestrian connection from transit stops to the nearest crosswalk or sidewalk should be safe, convenient and comfortable.

Transit routes will be located as shown on the streets identified on Map *** ____ ***: Exact routes and stop locations will be refined at the applicable development stage or through the redesign of existing local routes.

KEEP3.3.2.2 Traffic Lanes

Two traffic lanes in each direction will be maintained in the corridor to accommodate moderately high traffic volumes along the corridor. Intersections are consolidated to ensure smooth traffic flow and left turn lanes with traffic lights are provided at a number of intersections (at intervals of 2 to 3 blocks). The left turn lanes help to minimize traffic congestion at peak times along the corridor and assist in preventing short-cutting by vehicles through local streets.

Principles of the *Complete Streets Policy* must be applied when reconfiguring existing streets and designing new ones. Residential street network classifications shall comply with the *Residential Street Design Policy*.

3.3.2.3 Dedicated Bike Lanes

Dedicated bike lane with a minimum width of 1.3 metres is provided on both sides of the road. The final location of the bike lanes shall be determined at the detailed design stage.

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 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 17th Avenue corridor 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.

3.3.2.4 Street Network (see below for Legend for Street/Road Classifications)

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.

1. 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 well connected to the existing network.
- c. New local streets will be established as part of a 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*.
- a. Principles of the *Complete Streets Policy* shall be applied when reconfiguring existing streets and designing new ones.
- e. Direct pedestrian, cycling, vehicular and transit connections should be provided between Forest Lawn and destinations throughout the adjoining communities.

3.3.2.5 Parking Framework

The angled parking and service roads in the “Main Street Village” area are derived from the historic street layout, prior to annexation by The City of Calgary. This “Main Street” character should be preserved and maintained to enhance the character of the area and to help create special, memorable places.

Except for the angled parking, most sections along the corridor are provided with parallel street parking that supports the businesses along 17 Avenue SE. However, from 36 Street SE to 44 Street SE, due to the narrower right-of-way, on-street parking may be accommodated only in limited areas in order to provide space for other design components such as street furniture and landscaping.

Additional parking may be provided by on-street parking on the north-south streets. There are opportunities to create more parking spaces where roads are proposed to be closed on the south-north streets but, where this occurs, these parking areas must be sensitively designed to complement adjacent developments and not unduly disrupt pedestrian continuity along 17 Avenue SE.

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.

1. 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 and direct vehicular access to 17th Avenue S.E. should not be allowed as they are disruptive to a pedestrian-oriented

- streetscape. Front yard parking is prohibited within the **areas XXX**. Rear lane access to commercial properties will be allowed.
- d. Developing parking on appropriate portions of the local road Right of Way is shown on **Map T: Urban Design Map**.
 - e. Parking relaxations should be granted where historic buildings are being protected.

Map **T**: Urban Design Map

3.3.3 Roadside

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.

3.3.3.1 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:

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

3.3.3.2 Sidewalks/Regional Pathways

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

A public sidewalk with a minimum width of 3 metres on each side of the street should be provided for unobstructed pedestrian circulation. Adjustments to the sidewalk width may be made to address constrained areas. The continuity and connectivity of the sidewalk through the corridor is critical. The boundaries of sidewalks should be clearly defined. Sidewalks should be visually distinct so the public area is clearly identifiable and separated

from adjacent private areas. In the Eastern Parkway Character Zone, the sidewalks transition into a regional pathway connecting with the existing pathways in Elliston Park.

The pedestrian and cyclist circulation network should adhere to Map *** _____ **: Pedestrian and Cycling Network. 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.

3.3.3.3 Crosswalks

A pedestrian crossing should be provided at all intersections to ensure safe crossing across 17 Avenue SE and across the streets connecting to 17 Avenue SE. In situations where a block length exceeds 300 metres, a mid-block crossing should be provided.

Curb-cuts and pavement with decorative materials are encouraged at mid-block crossings. Suitable traffic control devices should assist in the convenient and safe use of any mid-block crossing locations

The crossings of 17th Avenue 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.

Map Q: Pedestrian and Cycling Network

3.3.3.4 Curb Extension

Wherever applicable, curb extensions may be provided at all street corners and mid-block crossing areas in Character Zone 1 and 2 to reduce crossing distance through the corridor, to reduce traffic speed, and to provide extra space for street furniture and landscaping.

3.3.4 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.

3.3.4.1 Building Setback

- 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.

- 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. Should be identified in the land use designation rules: If a patio is wanted, setback is required. If a setback is not designed as patio will not be permitted without analysis of pedestrian flow movement.)
- 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).
- 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.
- At street intersections, buildings are encouraged to provide additional setback from the corner to facilitate pedestrian movement around the corner and to help create a distinctive place at the street corner.
- 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 Southeast 17 Corridor Transportation Plan.

3.3.4.2 Right-of-Way Setback Area Design Principles

As the Southeast 17 Corridor Transportation Plan has proposed a new right-of-way to accommodate the street design components, additional setback areas are required to meet the future road widening requirements. Creative design concepts to use these setback areas efficiently are encouraged, prior to the actual widening of 17 Avenue SE. Options include, but are not limited to:

- Urban plaza or pocket park if deemed suitable
- Outdoor seating or performance area
- Seasonal farmer's market
- Retail or food kiosk or vendor
- Angled parking and service road

If surface parking is permitted in the right-of-way setback areas as an interim strategy, appropriate design treatments should be utilized to maximize pedestrian comfort level and minimize auto-pedestrian conflicts. This objective can be achieved through:

- landscaping that effectively reduces the visual impacts of the parking area

- adequate, human-scaled lighting that contribute to a safe and secured pedestrian environment
- well-defined pedestrian pathways connecting the parking to surrounding destinations.

The surface parking provision in this section is an interim strategy intended to apply only prior to the acquisition of the right-of-way setback lands. As part of the development permit application submission, supporting materials should illustrate both the interim and ultimate site design of the parking provisions. Alternative solutions for on-site parking, such as rear surface, underground parking and podium parking, are highly recommended wherever practical. Above-grade structured parking may be allowed in strategic locations if the parking structure is compatible with the overall site design and the larger surroundings. An example of structured parking is show in Figure 24: An example of Special Mixed-Use Concept.

3.3.4.3 Building Façade

- Buildings should provide entrances that are visible, identifiable and accessible at the street level
- 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
- 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”.
- 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
- Building façades should incorporate different scales, colours, materials, and architectural articulation, which add proportion, rhythm and character to the streetscape
- 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

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.

3.3.5 Transit Network

The intent of the transit network is to facilitate the seamless integration of the SE 17 Busway into the community and to allow transit to 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 stations are planned to be integrated into the 17th Avenue corridor, Internal to the ROW (centrally positioned BRT) with accompanying curb side local transit provisions.
- b) In addition to serving the local area the BRT Transit way is designed to serve:

- a. Local travel collecting and distributing customers to the last mile of their travel.
 - b. Sectoral travel to and from destinations in the local communities along the 17th Avenue corridor.
 - c. Quadrant travel to and from the downtown and further afield within the SE quadrant of the City.
 - d. Regionally, from the downtown to the furthest reached of the easterly new communities of Belvedere and;
 - e. If and or when directed to also serve the regional planning vision of the City of Chestermere, Town of Strathmore and any additional regional centres 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 Busway 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) Forest Lawn is currently served by **two Calgary Transit BRT routes and multiple local routes.**
- e) Transit routes will be located as shown on the streets identified on Map R: Transit Network are required to be transit supportive. 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) Priority Measures shall be included to ensure safe, convenient and efficient transit travel

Map R: Transit Network

3.4 Overlay Three: Land Use Concept

The Land Use Concept for the Southeast 17 Corridor establishes five land use categories that responds to the local conditions and contexts along the Corridor.

3.4.1 ~~Corridor Mixed Use Community – Mid Rise~~ (although Sec 3.1, p 27 makes reference to 52 ST SE having heights of between 8-12 storeys which would put it into the **Community –Centre? building block. This either has to be referenced here or Sec 3.1 on p 27 has to be brought into compliance with the **Community –Mid-Rise heights**)**

3.4.1.1 General Description

~~Corridor Mixed Use Community-Neighbourhood~~ **– Mid Rise (if that's what they want – see above comment)** areas are characterized by retail uses at grade level and residential/office uses on the upper levels. Parcels are generally small and shallow, separated from other uses (usually multi-residential) by a rear lane. The ground-level retail uses are typically pedestrian-oriented with small, individualized frontages. Uses such as restaurants, cafés, small-scale retail and grocery stores are ~~highly recommended~~ encouraged for the at-grade level of the buildings as they attract and create street activity, especially during the evenings.

3.4.1.2 ~~Corridor Mixed Use Development Policies~~

- 1) ~~auto-service uses, drive-throughs and large-scale regional development (“big-box development”)~~ **is this called large format development now?** are prohibited
- 2) Surface parking in front of buildings and vehicular access directly from 17 Avenue SE is discouraged ~~unless it is permitted on a temporary basis for the right-of-way setback areas; wherever possible, provide vehicular access to sites from side streets or rear lanes~~
- 3) At-grade uses that contribute to street-activities and promote natural surveillance shall be provided.
- 4) Where a ~~Community - Neighbourhood~~ **Mid-Rise** area directly abuts residential uses (i.e., where there is no intervening street or lane), a buffer area with landscaping or a stepping down of building height shall be provided to reduce the impacts of commercial activities on other uses.
- 5) Consolidation of existing small parcels is discouraged unless the existing lots are too small to achieve the recommended building heights of this Plan and subsequent density targets in this plan

3.4.2 ~~Special Areas (or Community – Mid-Rise - Special Areas?)~~

3.4.2.1 ~~General Description~~

In some strategic locations along 17 Avenue SE, ~~Community – Mid-Rise - Special Areas~~ **General Mixed Use areas** allows auto-service uses or drive-throughs. 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. Some typical uses are: car wash, auto paint shop, car sales, gas station, oil change, or any kind of vehicle maintenance shops. By including auto-service

uses, the General Mixed Use the Community – Special area provides for a wider range of uses and acknowledge the existence of and continuing need for local auto-oriented services.

3.4.2.2 Policies

- 1) Reduce the presence and amount of surface parking visible from 17 Avenue SE
- 2) Reduce the number of vehicular access points to 17 Avenue SE
- 3) Where driveways cannot be avoided, use of screening, alternative or shared vehicular access, or separating the parking area into smaller, enclosed compartments is encouraged.
- 4) 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.
- 5) 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.
- 6) Stand-alone surface parking or outdoor storage is not permitted.

3.4.3 Special Mixed Use (*why is this here – it's not a building block... or is it part of Community – Special areas?*) **Future Comprehensive – lite???**

3.4.3.1 General Description

Special Mixed Use areas apply to the existing large parcels along the ~~Corridor~~ Main Street and may be ~~Some of these parcels encompass an area the size of two or more standard city blocks. They are, in some cases, they are~~ 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.

3.4.3.2 Policies

- 1) Where large regional mixed use parcels are proposed for redevelopment, ensure the proposed development includes two or more buildings, where at least one is a small-scale, pedestrian-oriented mixed use building (equivalent to ~~Corridor Mixed Use~~ Community - Mid-Rise) along 17 Avenue SE.
- 2) Encourage a mix of uses within a site and within a building.
- 3) Single purpose buildings fronting on 17 Avenue SE are generally not encouraged. The development of a single purpose use (“big box” development) should be undertaken in a manner that permits or facilitates future conversion or redevelopment for a multi-use development.

- 4) Where developments are in phases, ensure the small-scaled buildings along 17 Avenue SE are developed in the first phase or phases.
- 5) Prohibit on-site surface parking adjacent to 17 Avenue SE and wherever possible, minimize the visual appearance of surface parking from flanking streets
- 6) Design buildings and sites to provide for strong pedestrian connectivity and interaction with the public realm and other non-vehicular destinations.
- 7) 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 Corridor.
- 8) Extensive surface parking adjacent to 17 Avenue is not allowed.#5?
- 9) The maximum height allowed is 6 storeys but, where higher buildings are developed, the overall site development must provide for a "stepping down" that achieves a good transition with all adjacent uses and the streets.

The large "block" parcels classified as a Special Mixed Use area have shown the highest redevelopment potential along the corridor. Together with other public/quasi-public improvements such as street parks and sidewalk improvement (refer to Section 3.6), these parcels/blocks provide the opportunity to create special places to enhance the Character Zone in which they are located. A concept plan should be developed either in conjunction with the preparation of an Area Redevelopment Plan (if applicable) or upon the submission of a development proposal for sites classified as a Special Mixed Use area. Figure 24 shows an example of a Special Mixed Use development. Future Comprehensive - lite The City may seek public-private partnership for the redevelopment of Special Mixed Use sites to:

- 1) Provide design solutions for retrofitting some existing auto-oriented shopping centres on large "block" parcels
- 2) Create opportunities for additional recreational or public gathering places
- 3) Create identifiable and memorable places that promote local businesses and provide an authentic, unique experience.

3.4.6 Area Under Special Study

The Land Use Concept Map indicates an "Future Comprehensive Plan Area Area Under Special Study". The long-term development potential of this site should be determined in a separate planning study. Consideration should be given to this site's landmark potential at the most western edge of the Southeast 17 Corridor.

3.4.4 Neighbourhood – Low Rise

3.4.4.1 General Description

Neighbourhood – Low Rise areas (up to 4 storeys) are proposed along much of the Main Street Corridor 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.

3.4.4.2 Policies

- 1) a wide range of multi-residential built development forms are encouraged, including, but not limited to low scale multi-residential-apartment buildings, townhouses, row houses and stacked townhouses.
- 2) A mix of residential-development built forms on larger sites where more than one residential building can be accommodated, is encouraged.
- 3) Comprehensive site layouts and phasing for larger site developments shall be provided to ensure sufficient landscaping, at-grade-ground-level amenity areas and good pedestrian connectivity to sidewalks or other public realm.
- 4) Consolidation of small parcels to help achieve height or density objectives is encouraged..

3.4.5 Community – Active Frontage

Active Frontage applies specifically to the area classified as “Main Street Village” (Section 3.2.4 Main Street Village).

Policies

3.5 Overlay Four: Building Height

Map 7 provides five types of buildings, which differ according to height. The appropriateness of any proposed mixed-use buildings with heights at variance from those shown on Map 7 may be considered by Council or the Development Authority at the time of a land use or development permit application.

1. Village-Scale Building

Village-scale buildings with a height of no more than 2 storeys are allowed in the "Main Street Village" area. Height variance may be considered in areas close to the 28 Street SE intersection provided that the buildings are designed to preserve the small village character and to allow maximum sun penetration for the public realm planned for this area. Detailed development policies are provided in Section 3.2.4 for the "Main Street Village" area.

2. Low-Rise Building

Low-rise buildings are small-scale developments that are up to 4 storeys in height. A block containing low-rise buildings typically has mixed-use developments along 17 Avenue SE with multi-residential development across the lane. Low-rise buildings apply to most parcels of Character Zone 2 and some parcels of Character Zone 1 and contribute to the continuous street wall along the 17 Avenue Main Street. To encourage residential development and local commercial uses at the locations classified as Low-Rise, uses above three storeys should be residential only.

3. Medium-Rise Building

Medium-rise buildings may have a height up to 6 storeys. They are developed primarily at major intersections, on larger parcels and in transition areas between higher buildings and low-rise buildings. The higher density associated with medium-rise development allows for greater numbers of people to live and/or work in close proximity to public transit.

4. Medium High-Rise Building

Medium high-rise buildings may have a height up to 8 storeys. They are located at gateway locations, adjacent to major intersections and adjacent to existing high-rise buildings. Medium-high buildings may also serve as major landmark buildings where they are developed on sites of locational significance.

5. High-Rise Building

High-rise buildings may have a height up to 12 storeys. The Plan provides for high-rise buildings in only three locations: at the western gateway, at the eastern gateway and at the southeast corner of Radisson Dr. and 16 Avenue SE (an existing residential high-rise building). High-rise buildings should provide enough setback area from adjacent developments and should have a "stepping down" form to reduce the massing impacts.

3.6 General Public and Quasi-Public Open Space Policies

1. Public and quasi-public open spaces can be located on City owned parcels, road right of ways, or on privately owned land
2. Public and quasi-public open spaces should be publically accessible **at all times**
3. Public accessibility of quasi-public open spaces should be ensured by:
 - a) The provision of a public access easement on privately owned lands
 - b) Dedication or donation of land to the City by private landowners
4. Provision of quasi-public open space should be encouraged through density bonusing or other means
5. The portion of a quasi-public open space provided on private land should be calculated as part of the required landscaped area/amenity space for a proposed development
6. Public and quasi-public open spaces shall;
 - a) Be designed to be universally accessible
 - b) Be designed to maximize sunlight exposure
 - c) Be well connected to adjacent pedestrian facilities such as sidewalks and pathways

3.6 Overlay Five: Urban Design for Public and Quasi-Public Places

3.6.1 Public/Quasi-Public Places Typology

Generic urban design criteria are discussed in all previous overlay sections. However, the creation of individualized character zones requires guidelines for place making. Defining public/quasi-public places and providing design criteria are important for achieving the objectives of each character zone, diversifying streetscapes and realizing the overall vision for the Main Street. Quasi-public places normally refer to the open spaces that are under private ownership but accessible by the public (all times or during certain hours of a day).

Five types of public/quasi-public places are identified for future place-making improvement:

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

This section includes several design and locational criteria for these places, but may be developed in greater detail through future planning and design exercises.

3.6.2 Transit Hub

Section 3.3.2.1 indicates provisions for a reserved Transit Way in the median along with essential design elements. The transit hubs are the intersection areas where major stations are provided, which include the intersections at 28 Street SE, 33 Street SE, 36 Street SE, 39 Street SE, 44 Street SE, 48 Street SE and 52 Street SE. Of these station areas, 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. The future transit hubs are designed to provide efficient service to the people of the community; therefore, the areas around these stations are also the key nodes for redevelopment and community activity.



Figure 25 - An example of Transit Hub Concept

3.6.2.1 Transit Hub Characteristics

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

3.6.2.2 Design Policies

7. ~~A transit hub generally covers the intersection and the full blocks (four in total) at each of the street corners.~~
8. The station design shall incorporate pedestrian-focused elements such as transit lanes, waiting platforms, seating area, shelters, street lighting, wayfinding signage, hard and soft landscaping, pedestrian crossings.
9. Transit-supportive, higher density developments shall be implemented at 36 Street SE and 52 Street SE.
10. Secondary transit hubs, including intersections at 28 Street SE, 33 Street SE, 39 Street SE, 44 Street SE, and 48 Street SE should provide denser development ~~but some are more suitable for generating community activities.~~
11. Surrounding developments and the public realm within a transit hub shall be integrated functionally with the Transit Way station.
12. 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.
13. ~~A transit hub is a prime location for incorporating an urban plaza. Urban plazas should be incorporated at transit hubs.~~

3.6.3 Urban Plaza

An urban plaza is an open space designed for public use and defined by surrounding buildings and/or streets. It functions to encourage a diversity of opportunities for social interaction and activities, to provide relief and relaxation, to expand and reinforce the public realm and to contribute to the livability and general amenity of the urban area. It is essential that an urban plaza has a purpose that it is fully integrated with surrounding buildings and spaces, and that it is not 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).

3.6.3.1 Urban Plaza Characteristics

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

3.6.3.2 Design Policies

1. ~~An urban plaza should reflect and reinforce the character of its location~~
2. An urban plaza shall provide pedestrian linkages to its surrounding open spaces and buildings
3. The design of a plaza shall provide for safety including provision for natural surveillance (“eyes on the plaza”), clear sightlines, good lighting and alternate “escape” paths
4. An urban plaza should be characterized by activity in both the daytime and the evenings
5. An urban plaza shall provide easy and direct access to all users, and adhere to the concept of universal accessibility.
6. An urban plaza should be designed to maximize the access to sunlight
7. An urban plaza shall include furniture and landscaping that is appropriate for the purpose of the plaza, such as seating, lighting, information kiosks, telephone booths, flower beds, trees, tables, signage, etc
8. Urban plazas should be located at gateways, major intersections, street corners, transit hubs and areas classified as Special Mixed-use ~~are all ideal locations for urban plazas~~. Public art should be incorporated into the design of urban plazas where feasible.
9. The portion of an urban plaza provided on private land should be calculated as part of the required landscaped area/amenity space for a proposed development
10. If a proposed development provides an urban plaza on private land and the size of the park exceeds the bylawed requirement for landscaped area, a bonus for higher density should be considered
- 11.



A pocket park with sense of enclosure

Source: "Pocket Park", New York City

Photo credit: psu9jm85100, webshots.com

3.6.4 Pocket Park

A pocket park or mini-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. Efforts should be made to create a series of pocket parks throughout the 17 Avenue Corridor where they intersect the public sidewalks and other pathway systems.

The difference between an urban plaza and pocket park is mainly the scale. Where space is limited, a pocket park can be very useful to create a useable publicly accessible space without significant public investment. In addition, while an urban plaza is generally on land under public ownership, a pocket park can be privately-owned but publicly-accessible (“quasi-public place”), as a component of the public space requirement of large building projects. From this perspective, pocket parks can best integrate the street and building interface areas, seamlessly transition public realm to private realm, and provide an option of public-private partnership.

3.6.4.1 Pocket Park Characteristics

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

3.6.4.2 Design Policies

1. ~~A pocket park can function as a small event place, a children's play area, a place for relaxing or meeting friends or a place for a lunch break~~
2. 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
3. ~~Pocket parks can take a variety of forms;~~ Innovative design solutions are encouraged that can efficiently use the land and incorporate the park into adjacent developments
4. The portion of a pocket park provided on private land should be calculated as part of the required landscaped area/amenity space for a proposed development
5. If a proposed development provides a pocket park on private land and the size of the park exceeds the bylawed requirement for landscaped area, a bonus for higher density should be considered
6. A pocket park should be located at a street corner, adjacent to a sidewalk or in a location with connectivity to major activity destinations
7. ~~Use of the required right-of-way setback to create a pocket park (prior to the actual road widening) is highly recommended wherever possible~~
8. A pocket park shall be accessible to the public and well connected to adjacent public places
9. The design of a pocket park shall consider its safety, particularly if a pocket park is not accessible during certain hours of a day

Note: Stylistically the Urban Plaza and Pocket Park sections read differently. Within the Urban Park section several individual policies are included about design of the plaza, whereas in the Pocket Park section there is one policy (#2) that has sub points (a-e) that speak to design. We should be consistent throughout this document with how we present design criteria.

3.6.5 Linear Park

A linear park is an elongated area, which features treed landscaping and open space that provides 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. A linear park is ideal for promoting biodiversity and applying Low Impact Development solutions.

3.6.5.1 Characteristics of Linear Park

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

3.6.5.2 Design Policies

1. A linear park should incorporate landscaping, , space for passive use, and a sidewalk or pathway to facilitate movement through the space.
2. Low Impact Development features should be included only where these features would not diminish the overall function of the linear park.
3. Linear parks should connect to or act as anchors for pedestrian pathways or sidewalks
4. A linear park should have a minimum width of 10.0m where possible.
5. Linear parks are encouraged in the following locations:
 - a. Main Street Village: The area between 28 Street SE and 36 Street SE, south of 17 Avenue SE, is recommended for enhanced Main Street features. Wherever the right-of-way allows, designing a linear park with extensive open space between the angled parking and the sidewalk will further promote this area as a primary community engaging place and add to the appeal of the businesses in this area.
 - b. Eastern Parkway Character Zone: Linear parks can be developed in this area within and beyond the Plan Area linking easterly to Elliston Park.
 - c. Canadian National Railway Line: If in the future, the railway lands are available for redevelopment, they are ideal for use as a linear park. No discussion has taken place with the Canada National Railway at this time, with regard to their future plans for the right-of-way lands through the corridor study area.

3.6.6 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.

3.6.6.1 Characteristics of Street Park

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

3.6.6.2 Design Criteria

1. A street park should be located on a low traffic volume street, preferably a north-south street, with temporary or seasonal road closure opportunities
2. The design of a street park should allow maximum integration with the adjacent public realm system and connectivity to major pedestrian destinations such as transit hubs
3. The specific locations for street parks should be determined once the recommendations for road closure are made to and approved by City Council

3.7 Urban Design Initiatives

The objectives in each Character Zone will be achieved over a long-term timeframe and should be phased. The following map (Map 8: Southeast 17 Main Street Urban Design Concept) is an urban design exercise to assist users with a better understanding of the key recommendations of the Land Use and Urban Design Concept. “Special Areas” are created by incorporating public/quasi-public places into areas identified as having significant redevelopment potential (such as large “block” parcels or parcels located at major intersections). Most of these “Special Areas” are ideal for fostering community activities. The design and implementation of a “Special Area” will likely be a joint effort among the municipality, the individual landowners and the community. This map aims to help Administration determine future actions/initiatives required to implement the Main Street Concept Plan and to provide a useful reference for the review of development proposals. However, this Plan does not prescribe or mandate specific design of each site. Implementation of these Special Areas will depend on the many factors such as decisions on infrastructure investment, market for redevelopment and the development of public-private partnerships.

Map 8: Southeast 17 Main Street Urban Design Concept

Enlarged Special Areas A and B

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)

3.8 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:

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.

2. 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*.

3. 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*.

4. School Sites

Schools have traditionally been the institutional, recreational and social focus of a community. If school sites are deemed surplus, their re-use as venues for community programs and services is encouraged.

5. 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.

4.0

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

4.1 Water

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

4.2 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.

4.3 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.

5.0 Interpretation and Implementation

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.

5.1 Policy Framework

The *Municipal Government Act* (MGA) outlines the purpose and scope of powers for municipalities. The Inglewood Area Redevelopment Plan (ARP or the Plan) is a statutory document that designates an area within the city for redevelopment. 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 2: *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.

5.2 Map Interpretation

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. They 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.
2. No measurements of distances or areas should be taken from the maps in this Plan.
3. All proposed land use areas, neighbourhood boundaries, 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 refinements may require an amendment to this Plan.

5.3 Interpretation

1. 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, including environmental constraints, must be assessed on a case-by-case basis as part of an application for outline plan, land use amendment, subdivision or development permit application.
2. 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.
3. 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.

4. 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 the MDP and CTP policies and guidelines to the satisfaction of The City with regard to design and performance standards.
5. 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.
6. All illustrations and photos are intended to illustrate concepts included in this Plan and are not an exact representation of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan’s policies and guidelines.
7. 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.
8. 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.

5.4 Review and Amendments

1. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.
2. 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, 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.
3. 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.

5.5 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 energy, potable water, wastewater removal, stormwater management and flood protection. In addition to the policies of the *Developed Areas Guidebook*, the following policies apply:

1. Where district energy system opportunities exist, design new buildings to be easily connectable to the district energy system by considering mechanical room location and mechanical equipment compatibility.
2. Renewable and low carbon energy technologies should be included in new buildings not located within a Future Comprehensive Plan Area. A technology feasibility assessment examining viable building scale technologies where significant cooling is required should be provided in accordance with a scope and terms of reference to be provided by The City. The feasibility assessment should be provided as part of the development permit application for buildings with a floor area over 5,000m² where significant energy loads are anticipated or where significant amounts of industrial waste heat are generated. Where studies exhibit strong environmental benefit and simple payback on capital investments of less than 10 years, applicants will be strongly encouraged to proceed with these technologies.
3. The City should ensure a suitable and efficient potable water system is provided to serve the Plan Area.
4. The City should ensure a suitable and efficient sanitary sewer system is provided to serve the Plan Area.
5. 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.