

## **Proposed Amendment to the Keystone Hills Area Structure Plan**

1. The Keystone Hills Area Structure Plan attached to and forming part of Bylaw 15P2012, as amended, is hereby further amended as follows:
  - (a) In the Table of Contents, for section 6.8, delete “Major Activity Centre” and replace with “Keystone Hills Core Area”.
  - (b) In the Table of Contents, delete section “6.9 Urban Corridor” and renumber the following sections accordingly.
  - (c) In the Table of Contents, update and renumber the List of Maps to include the new maps provided within Schedule “A”.
  - (d) Throughout the document delete the word “corridor” and replace with “Main Street” wherever it appears.
  - (e) Throughout the document, delete the words “urban corridor” and replace with “Urban Main Street” wherever it appears.
  - (f) In the Introduction, in the second paragraph of 2.1.1, delete the words “Section 6.8, Major Activity Centre” and replace with “Section 6.8, Keystone Hills Core Area”.
  - (g) In Section 2.3, subsection 1., in the second sentence, delete the words “Urban Corridor (as defined in Section 6.9, Urban Corridor)” and replace with “Urban Main Street (as defined in Section 6.8, Keystone Hills Core Area)”.
  - (h) Delete existing Section 6.8 and Section 6.9 and replace with revised Section 6.8 (entitled “Keystone Hills Core Area”) attached hereto as Schedule “A”. Renumber all the following sections and maps accordingly.
  - (i) In Section 6.10.1(1), delete bullet point c. and replace with the following:

“c. Within the designated Keystone Hills Core Area, plans shall comply with applicable policies found in Section 6.8, Keystone Hills Core Area.”
  - (j) In Section 6.10.1(1) d., delete the words “Major Activity Centre and Urban Corridor” and replace with “Keystone Hills Core Area”.
  - (k) In Section 8.2.3, delete the words “Major Activity Centre, the Urban Corridor” and replace with “Keystone Hills Core Area”.
  - (l) In Section 9.3, in the Purpose paragraph, delete the last sentence.
  - (m) In Section 9.3.1(2) c., delete the final sentence.

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- (n) In Section 9.3.1(3) b., delete bullet point i. and replace with the following:
- “i. serve High-Density Mixed-Use development in Activity Centres (such as in the Keystone Hills Core Area, Community Activity Centres and Neighbourhood Activity Centres), schools, major institutional uses, industrial and commercial uses and standard suburban residential uses in the Plan Area;”
- (o) In Section 9.3.1(3) f., delete the words “separate Centre Street Corridor and MAC Special Study and /or”.
- (p) In Section 9.5.1(1) b., delete the words “separate Centre Street Corridor and MAC Special Study and/or”.
- (q) In Section 9.5.1(2) e., delete the words “separate Centre Street Corridor and MAC Special Study and/or”.
- (r) Delete Section 9.5.1(2) f. in its entirety.

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SCHEDULE A

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6.8 Keystone Hills Core Area

6.8.1 Introduction

6.8.1.1 Background

In 2012 Calgary City Council approved this Plan and included basic policy criteria and ideas for a Major Activity Centre (MAC) and Urban Main Street located on Centre Street North between Stoney Trail and 60 Avenue North (Map 7: Keystone Hills Core Area). The intent of the policies were to serve as the framework for the development of the subsequent Centre Street Corridor and MAC Special Study.

In 2015 the Keystone Hills Core Plan (KHCP) was completed after engagement with City Departments, land owners, developers and consultants. Based on City Council approved policies from the Municipal Development Plan, Calgary Transportation Plan and the Keystone Hills Area Structure Plan, the KCHP translated these policies into specific proposals for lands in the defined Special Study area.

In 2019 City Council adopted amendments to this Plan to provide policy guidance for the Keystone Hills Core Area (or Core Area). The policies within this Section are based on the work undertaken as part of the KHCP, as well as additional work with key area stakeholders. The subsequent policies and guidelines contained in this Section are specific to the Core Area while also supplementing the general area-wide policies in this Plan.

6.8.1.2 Policy Context

The ASP identified two typologies within the Core Area as defined by the Municipal Development Plan (MDP). The MAC, as shown on Map 7, is located south of 144 Avenue N and includes land on both sides of Centre Street N surrounding the future LRT station. As defined by the MDP, it is intended to serve as a catalyst for commercial, residential, institutional and business growth. It will be the centre of activity for the Core Area and beyond, fulfilling a role similar to a town centre area for the greater Keystone communities.

North of 144 Avenue N is the Urban Main Street extending along Centre Street from the MAC to the northern Plan Area boundary, 160 Avenue N. The Urban Main Street will provide a variety of housing and commercial opportunities with a transit supportive uses and active street frontages along strategic east-west streets and surrounding the future LRT station.

The MDP sets out a minimum intensity target for both the MAC and the Urban Main Street of 200 jobs and people per gross developable hectare. These intensity targets are intended to be met when the Core Area is fully built out. Land use districts within these areas should provide for a density that will allow for high levels of residential and employment intensification throughout the Core Area to be achieved over time. As a large-scale use is a critical component for the success of the MAC, should this use not be possible in the area, an amendment to this Plan may be required to re-evaluate the function and the potential intensity of the area in the future.

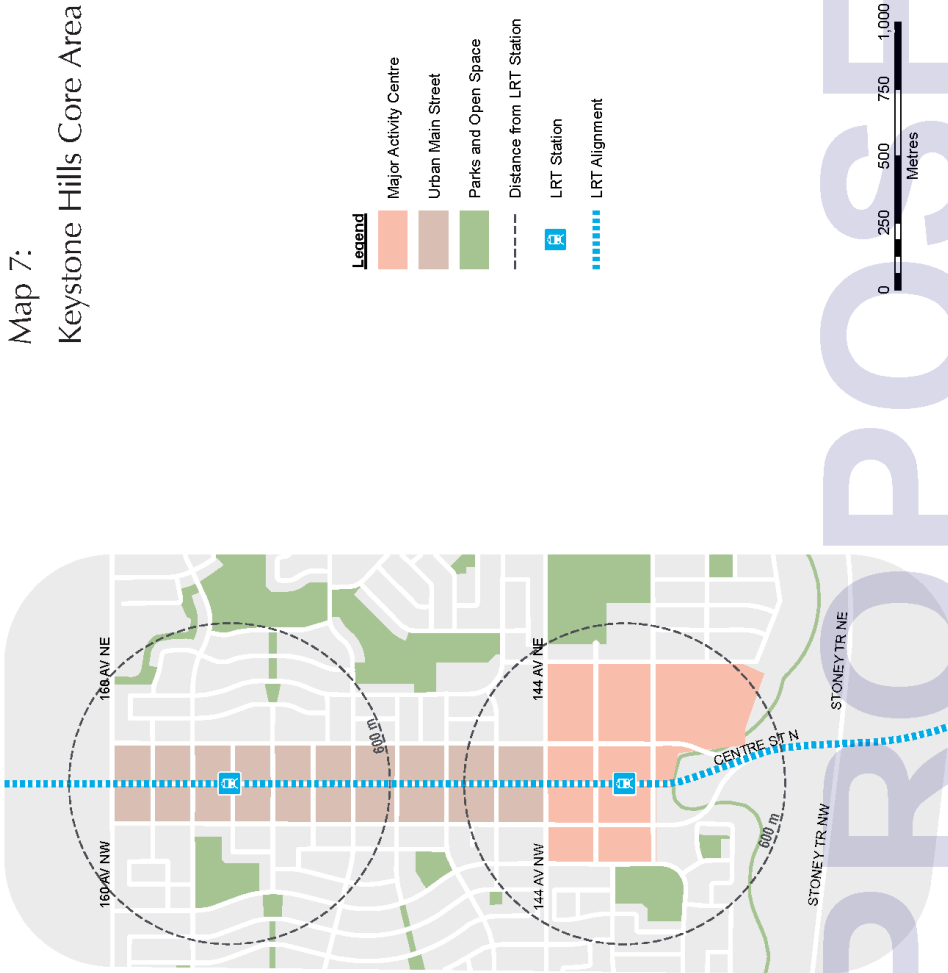


The following is a development concept for the Keystone Hills Core Area that was developed as part of the Keystone Hills Core Plan 2015.

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Map 7:  
Keystone Hills Core Area



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#### Keystone Hills Core Plan

The Keystone Hills Core Plan (KHCP) was completed by The City of Calgary in collaboration with consultants and local land owners. The goal of the project was to plan a Major Activity Centre (MAC) and Urban Main Street that consists of high-density residential, institutional, employment and local commercial uses with a sustainable transportation system that supports all modes including pedestrians, cyclists and public transit.

The key components and features of the KHCP that influenced the policies within this section include:

- Intensity planned in nodes – the primary node at the transit station within the MAC and a series of secondary nodes at important intersections and the northern transit station;
- Accommodation within the MAC of a combination of a major institutional use, small-, medium and large-format retail, flex uses and medium and high density multi-residential;
- A grid of streets, designed to provide balanced access to these land uses for all modes in attractive streetscapes;
- Centre Street as the focal point of the area, functioning as the transit spine and bicycle and pedestrian corridor, while also providing for limited vehicular mobility function;
- A road framework predicated on separating the traffic mobility function from Centre Street by distributing most of the vehicular traffic to two adjacent north/ south collector roadways, parallel to Centre Street;
- A robust east-west grid network crossing the Urban Main Street allows traffic to circulate within the area or distribute throughout the adjacent neighbourhoods.

#### 6.8.1.4 Vision

The Keystone Hills Core Area is intended to be centralized around the future Green Line and form a high employment hub, including services, and higher density housing. It is integrated into a grid street pattern creating strong pedestrian connectivity and quality public spaces. The Core Area is an area that will be highly supportive of sustainable travel choices for pedestrians, cyclists, and transit customers. It is an area for people of all ages and lifestyles and provides residents the opportunity to live, work, shop, socialize, gather and recreate locally.

The Urban Main Street will primarily consist of medium-density residential, employment and local commercial uses with a strong pedestrian environment providing active street frontages. The Major Activity Centre is anticipated to incorporate a significant institutional use either a major hospital or post-secondary institution, in addition to other high-intensity uses including residential, retail, entertainment and employment uses focused around the future LRT station.

The Green Line is planned to be the central spine of the Keystone Hills Core Area. Direct connections to major employment, retail, recreation and entertainment will be provided by this important new corridor. BRT should be coordinated with the initial development within the Core Area and in adjacent communities to encourage transit use early rather than establish car commuter behavior patterns.

The ultimate vision for the Core Area will happen over a longer-term development plan which will likely be phased over time with the eventual construction of the LRT. Interim uses and lower intensity development typologies will be considered appropriate initially, while still protecting for the higher intensity development envisioned in this Plan in the future.

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6.8.1.5 Guiding Principles

*The Core Area is a Place*

The development of the Core Area will create a place that has a distinct identity and promotes a clear sense of place in its residents, employees and visitors. The Core Area will not simply be an area to travel through, but instead a neighbourhood that people desire to live and work, where people come to spend leisure time, and which becomes well known locally and throughout the city.

Through the development of a connected, diverse and attractive residential and urban environment, the Core Area will complement the lifestyle that Calgary's value making it an attractive area to residents and visitors alike. A high quality of design, a strong sense of place, and multiple mobility options will attract current city residents to this inner city location.

*Development will transition over time*

A key consideration in the overall development of the Core Area is time. This is a long-term Plan – it is expected to unfold over the next few decades. Allowing for appropriate phasing of the development process is essential to ensure the feasibility of the development and future redevelopment of the area. While the policies in this section will establish the guiding framework for the realization towards the ultimate development of a complete community, it will also incorporate sufficient flexibility for the design and character of development to evolve according to market requirements.

Some land uses such as retail, are dependent on a critical mass of residential land uses providing an adequate market to support retail. As such, the initial phases of development on a block may be of a lower intensity level than what is required overall at built-out. In the initial stages of development, the Core Area will still require pedestrian-oriented design and a street network with connections through the area but will not require the ultimate intensity levels of development everywhere. However, certain key blocks are required to build-out to the desired intensity and interim building and parking forms are not appropriate. Ultimately, to ensure the most valued elements of this new neighbourhood endure, the public realm and the built form of new development must be designed to last through time, meeting the needs of today's and tomorrow's generations.

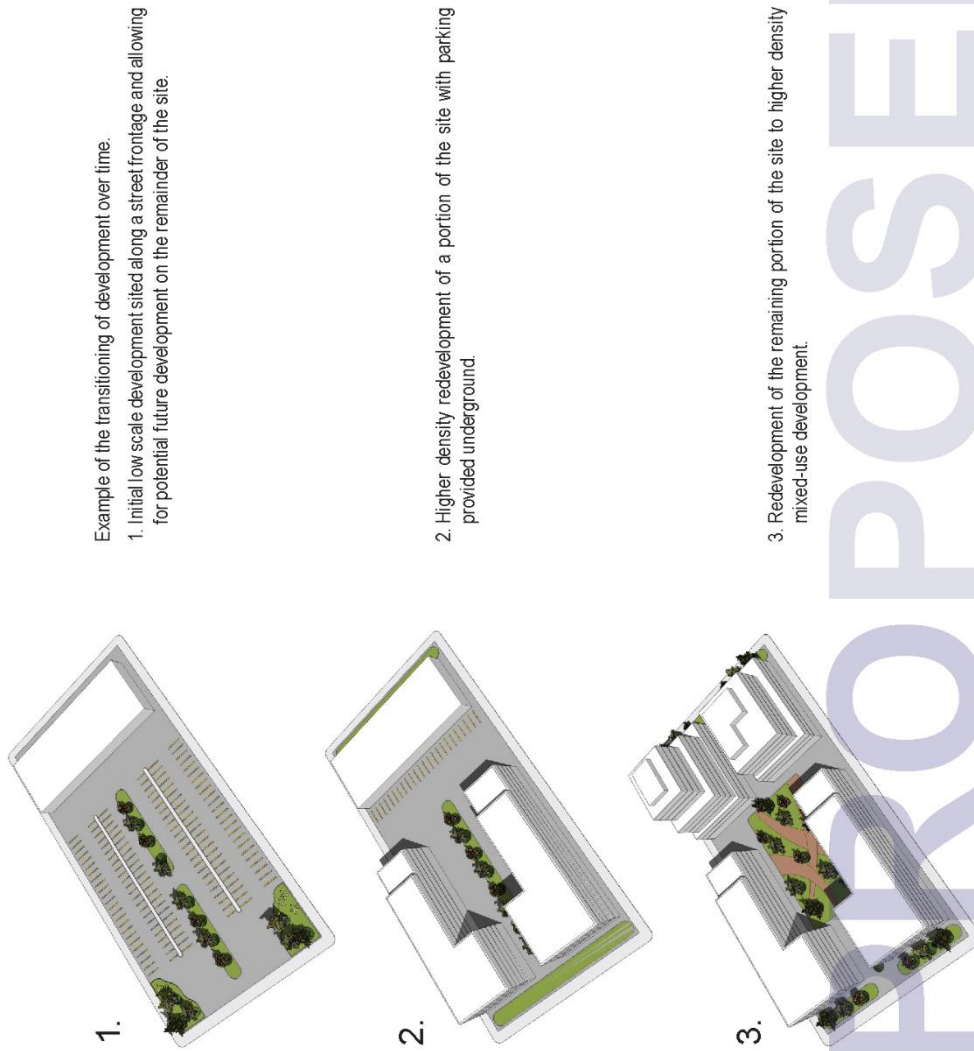


Public plaza along with high density mixed-use development adjacent to a LRT Station.

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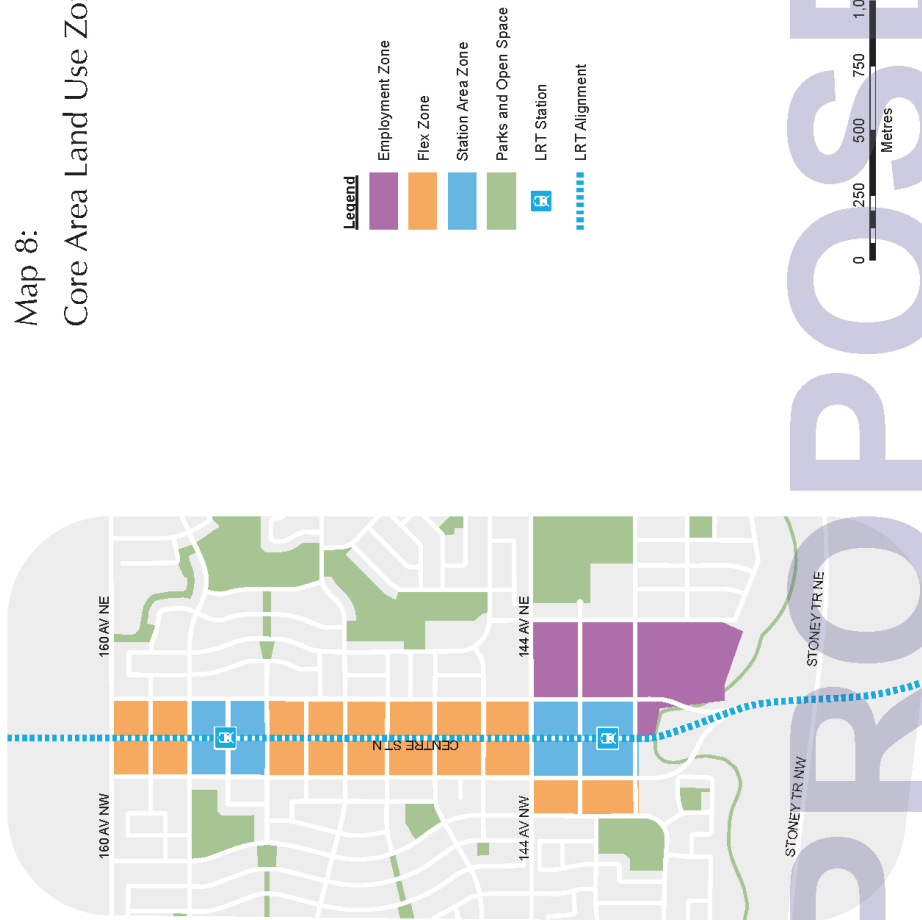
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Map 8:  
Core Area Land Use Zones





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#### 6.8.2 Land Use

This section provides direction for the land use areas identified on Map 8: Core Area Land Use Zones. It also provides policy direction to implement the vision and intent of the Core Area. Each of the Land Use Zones provide a structure to achieve the overall vision of the Core Area, at present and with the construction of the Green Line in the future. All Land Use Zones can facilitate a mix of uses including institutional, office, retail and residential. Some Zones will focus on certain uses more than others based on their location within the Core Area. Specific land use designations will be determined at the land use amendment and outline plan stage.

Allowing for a wide variety of uses, at an appropriate level of density, is necessary to achieve a development pattern that encourages walking, transit and bicycle trips and provides convenience for local residents. This higher density mix of uses will support increased levels of street activity and provide for a range of amenities and services for local residents. While a mix of uses is encouraged, certain inappropriate uses are discouraged in order to achieve a desirable development outcome of use, scale and mix.

As the Core Area is expected to take many years to build-out, policies within this section are intended to allow for market changes over time that cannot be predicted today. By having flexibility of use, office, higher density multi-residential and commercial can be provided if market demand is more robust in any one category while also allowing for development to transition over time.

#### 6.8.2.1 General Policies

1. Land use redesignations should be consistent with the Land Use Zones shown on Map 8: Core Area Land Use Zones. Refinements may be made at the Outline Plan/ Land Use Amendment stage if the intent and overall balance of elements is maintained in the overall Core Area.
2. Uses that are encouraged throughout the Core Area include, but are not limited to:
  - a. Employment uses such as offices and research facilities;
  - b. Institutional uses such as hospitals, places of worship and educational institutions;
  - c. Residential uses including low-rise townhomes and rowhouses, mid-rise buildings and high rise towers;
  - d. Services including hotels, daycares and medical clinics;
  - e. Retail uses, either standalone or integrated into mixed use buildings; and

- f. Entertainment uses including recreation and culture facilities, theatres, fitness centres and libraries.
  3. Uses that are discouraged throughout the Core Area, unless specifically mentioned in the following sections, include:
    - a. Vehicle oriented uses such as gas stations, automobile repair and service, car washes, drive-throughs and vehicle sales;
    - b. Low intensity industrial uses including bottle depots, warehouses and storage facilities; and
    - c. Low density single or semi-detached housing.
  4. Interim uses may be considered within the Plan area including such opportunities such as seasonal markets, events or other temporary uses that do not require permanent structures or services.
  5. The provision of a broad range of residential housing types is encouraged throughout the Core Area, for different types of households, income levels, age groups and lifestyles; including older adult housing. Provision of larger unit sizes appropriate for families with children are particularly encouraged.

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#### 6.8.2.2 Station Area Zone

The Station Area Zone is found in two locations in the Core Area. One of these is south of 144 Avenue surrounding the future LRT Station and the second is located north along Centre Street N around the second future LRT Station. Lands within these areas should ultimately accommodate higher density development with a mix of uses, including multi-residential, office and retail/commercial. These areas should feature wider sidewalks and buildings set close to the public realm to support higher levels of commercial and residential intensity that will help generate daytime and evening activity.

1. New development within the Station Area Zone should incorporate a mix of land uses. The mix of uses should include ground floor retail / commercial development, office and multi-residential.
2. Residential development within this area should be limited to medium to high-density multi-residential developments and includes townhouses, apartments, and live/work units.
3. Retail / commercial development should be provided on sites facing the LRT Station or along active frontages identified in Section 6.8.3.1 and is optional elsewhere in the area. It is recognized that the demand for retail in this area may not occur in the short term. Therefore, other uses may be acceptable at the street level, but buildings should be designed to allow conversion to retail in the future.
4. Small-scale retail / commercial establishments are encouraged to be located in this area especially fronting the future LRT Stations or active frontages. Larger retail / commercial establishments should limit the store frontage by locating a portion of their floor area on upper stories or by wrapping it behind other units in order to maintain the small-scale, pedestrian oriented retail character at street-level. Exceptions should be made for uses such as supermarkets, pharmacies and other similar uses which provide various daily goods and services for residents. Exceptions may also be allowed in the initial stages of development with the consideration of conversion to more active uses in the future.



Mixed-use high intensity development.

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6.8.2.3 Flex Zone

The Flex Zone areas are located adjacent to the Station Area Zones and act as a transition from these higher intensity mixed-use areas to the lower intensity of the adjacent residential areas outside of the Core Area. The Flex Zone areas will consist of a wide variety of uses including multi-residential of different levels of intensity, as well as a range of retail, services, office uses. Institutional uses, such as private schools or places of worship as well as low intensity industrial and support commercial uses, may be located in the Flex Zone area where they meet the Built Form and Urban Design policies of within this Section and do not preclude future higher intensity development.

1. Residential development within this area should be limited to low to medium-density multi-residential developments and includes townhouses, apartments, and live/work units.
2. Commercial development within this area should primarily be intended to serve the day-to-day needs of residents and be compatible with the adjacent residential uses.
3. Institutional uses, such as private schools or places of worship, may be appropriate in the Flex Zone area where they are of high quality design and meet the intent of the Core Area policies. Applications for such uses should demonstrate how these sites can be developed over time to higher intensity development.
4. Low intensity industrial uses as well as vehicle-oriented uses may be allowed in this area where they are located away from LRT stations and active frontages and meet the Built Form policies of this Plan. Where possible such uses should be incorporated into buildings with other uses and should not negatively impact adjacent residential developments.

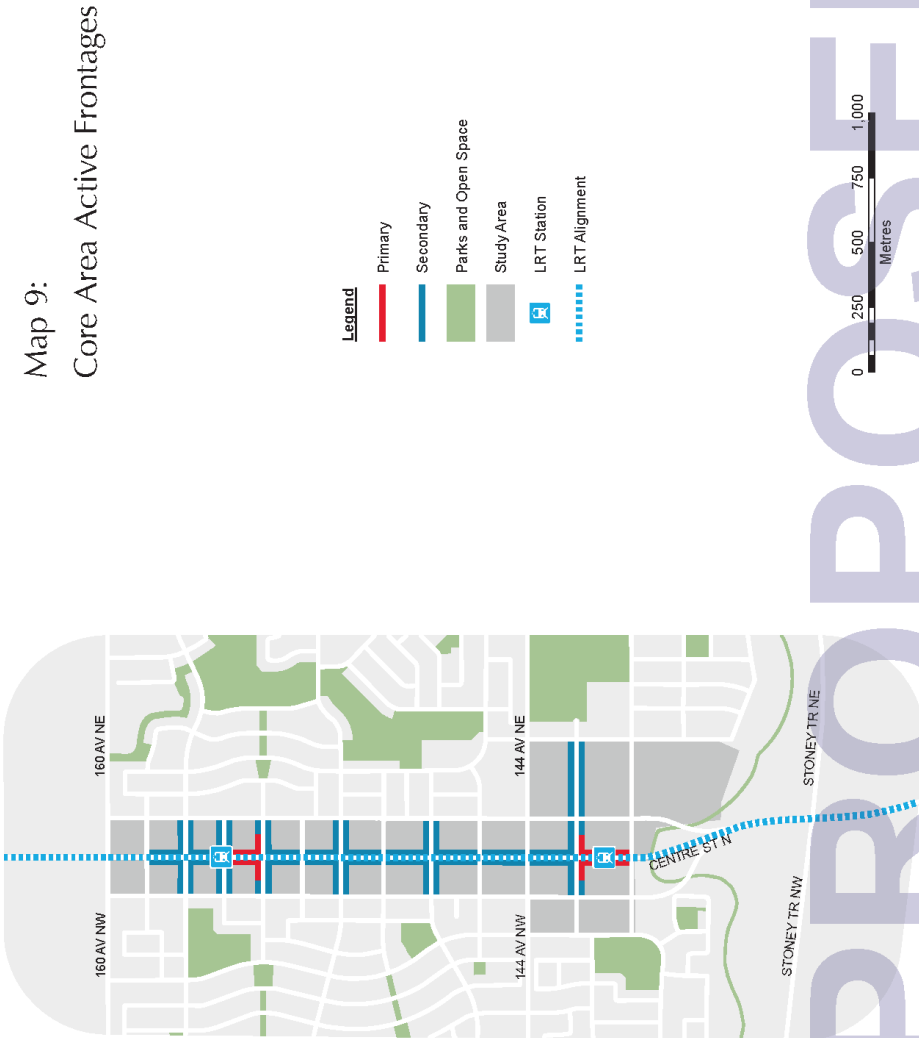
6.8.2.4 Employment Zone

The Employment Zone area is located within the MAC, east of the future LRT Station. This area is specifically located to accommodate convenient access from Stoney Trail, Centre Street N and the future LRT Station. The area is made up of larger parcels of land and may accommodate a larger scale institutional use such as a hospital or a post-secondary institution, which is a critical component for the success of the MAC. Large format retail stores will also be allowed to locate in this area in order to facilitate future redevelopment of the lands. This type of retail can be a catalyst that helps create a vibrant and successful retail area and can complement the retail uses provided within the Station Area Zone. Entertainment uses are encouraged to locate in this area in order to stimulate nighttime activity in the area.

1. A major institutional use, such as a hospital, recreation or cultural use or educational facility, is encouraged within this area in order to provide for significant employment as well as support for other land uses within the MAC.
2. This area is encouraged to become a regional retail destination by allowing a variety of retail and service uses, including large and midsize format retail and entertainment uses.
3. A diverse range of retail and commercial establishment sizes are encouraged provided they are well-integrated within the larger building, maintain a pedestrian-orientation and contribute to active street frontages.
4. Development in this Zone may accommodate residential and / or office development. Along active frontages office development should not be located on the ground floor. Exceptions may be allowed in the initial stages of development with the consideration of conversion to more active uses in the future.
5. Residential development within this area should be limited to medium-density multi-residential developments and includes townhouses, apartments, and live/work units.
6. Institutional uses, such as private schools or places of worship, may be appropriate in the Employment Zone area where they are of high quality design and meet the intent of the Core Area policies. Applications for such uses should demonstrate how these sites can be developed over time to higher intensity development.
7. Low intensity industrial uses as well as vehicle-oriented uses may be allowed in this area where they are located away from the future LRT station and active frontages and meet the Built Form policies of this Plan. Where possible such uses should be incorporated into buildings with other uses and should not negatively impact adjacent residential developments.

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#### 6.8.3 Built Form and Urban Design

The intent of this section is to define important built form and design elements of the Core Area to ensure high quality streetscapes and public realm that encourages social interaction among residents, shoppers and employees. A certain degree of flexibility will be applied to ensure the intent of the Core Area is achieved in a manner that responds to the context.

##### 6.8.3.1 Active Frontages

Active frontages are identified on Map 9: Core Area Active Frontages, and are defined as the portions of buildings where the ground floor faces a public sidewalk. Buildings, when located along an active frontage, should be sited and designed properly to create a more vibrant pedestrian environment and contribute to activity on the streets throughout the day and evening. Two types of active frontages have been identified for the Core Area, primary and secondary. Primary active frontages are the higher activity areas with the secondary active frontages being less active, more flexible with a greater variety of uses. Exceptions to the policies for secondary active frontages may be allowed in the initial stages of development where buildings are designed with the consideration of conversion to a finer grained frontage with more active uses in the future.

1. Along all identified active frontages development should do the following:

- a. Locate buildings and building entrances close to the street. Buildings may be set back from the street if the space between the building and the street is utilized for outdoor cafés, pedestrian plazas or other areas that can be occupied by pedestrians;
- b. Provide public entrances for uses along a public street, while also minimizing long expanses of building frontage without any entrances along street;
- c. Provide for individual entrances oriented towards the street for ground floor residential dwellings. Increased setbacks may be appropriate to ensure adequate security and amenity space;
- d. Limit the frontage for large commercial uses, such as grocery stores, large format retail and department stores or provide for multiple entrances or incorporate smaller commercial units along the street frontage;
- e. Ensure that landscaped areas are designed to allow for convenient movement of pedestrians between the sidewalk and building entrances; and
- f. Keep vehicular access along active frontages to a minimum except where required. Where vehicular access is located along an active frontage it should be designed to provide pedestrian priority.

2. Along primary active frontages new development should be designed to do the following:

- a. Provide active commercial uses at grade, including but not limited to retail, personal services, consumer services, supermarkets and restaurants, and community service uses, including child care. Other uses that may not generate significant pedestrian activity may also locate on the ground floor provided buildings are designed to allow conversion to commercial in the future, frontages are limited in length and the frontage is designed to enhance the pedestrian experience (e.g. use of transparent glazing or provision of amenity space or seating);
- b. Create a finer-grained building frontage with multiple uses and entrances along the ground floor. Larger uses should limit the frontage by locating a portion of their floor area on upper stories or by wrapping it behind other units in order to maintain a small-scale, pedestrian oriented character at street-level;
- c. Provide a minimum building height of two (2) storeys in order to establish a consistent streetwall and ensure that new development will contribute sufficient activity to the area; and
- d. Minimize the width of entrances to lobbies for multi-floor buildings so as not to take up a large amount of space along the street.

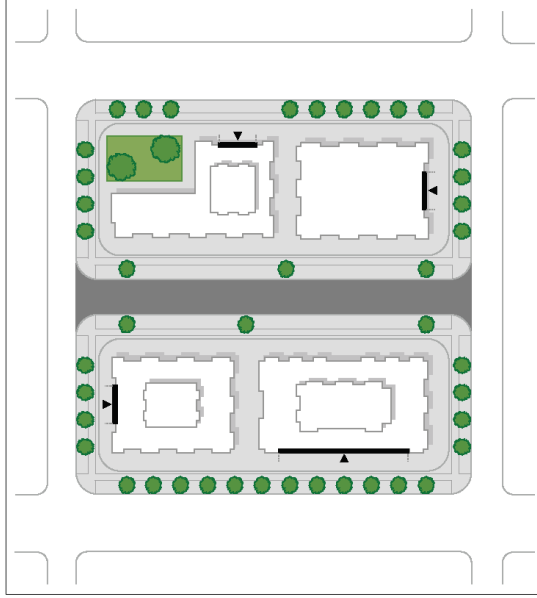
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#### 6.8.3.2 Site & Building Design

Buildings within the Core Area will ultimately establish a continuous streetwall with building frontages sited along streetfronts. Higher buildings should be strategically located on sites that are chosen for their development potential and context. Building facades should be designed and located such that they generate a sense of enclosure around public spaces and streets, provide for active streetwalls and contribute to comfortable and inviting pedestrian experience.

1. Larger sites should be designed to provide direct, convenient and accessible pedestrian connections across and through the site to allow for connections to transit service, open space and other community services and amenities.
2. Mid-block breaks, lanes or mews are encouraged where possible to allow for pedestrian and vehicular connections and a finer grain of circulation.
3. Buildings should be sited close to public streets, with primary entrances accessed from the public sidewalk.
4. Where development is low intensity (e.g. single story, standalone uses) the design of the site and the location of buildings should consider potential redevelopment in the future.
5. Longer building facades should develop front facade articulation including changes in massing, height, materials or other architectural techniques to reduce the overall bulk and length of the building and enhance visual variety.
6. Larger mid-rise (six storeys or greater) and high-rise/low-rise developments should provide a podium-tower format with a two to three storey podium. Step-backs should be provided on upper floors to mitigate massing and shadowing.
7. Building heights should be sensitive to the surrounding context of the site and consider such features as adjacent uses, pedestrian connections, public spaces and access to sunlight.
8. Prominent corners of mid-rise and higher intensity buildings should be architecturally distinct, emphasize a pedestrian scale and be clearly articulated on the street facing building facade.
9. Residential units at ground level facing a street or lane should be provided with front entrances with direct connections to the public sidewalk.
10. For multi-residential development primary common building entrances should be oriented towards a public street or internal drive aisle.
11. Commercial units on the ground floor should utilize transparent glazing to allow visibility between the building and the street.



Development of a mid-block break or lane to allow for pedestrian and vehicular access.



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6.8.3.3 Public Realm

Ensuring a quality public realm that encourages walking and community activity is essential to the success of the Core Area. Streets are an essential part of the public realm and lively streetscapes comprised of a variety of design elements are key to a pleasurable pedestrian experience. Collectively, these design elements are the physical infrastructure of placemaking throughout the pedestrian realm.

Parks and open spaces are also key public realm components, providing valuable spaces for outdoor activity and leisure as well as social interaction and community participation. These spaces should be designed as part of a safe and comfortable pedestrian realm and as important elements in the overall placemaking strategy for the area.

1. Street furniture, lighting, signage and landscaping should be oriented towards the pedestrian and the cyclist where applicable.
2. Disruptions to the pedestrian network from curbscuts, parking access or above ground utilities should be minimized or consolidated where possible.
3. Weather protection should be incorporated into streetscape design such as the use of canopies, shelters, and street trees.
4. Developments should include strategically located bicycle parking posts or racks. Bike racks should be located in visible areas with adequate nighttime lighting in accordance with the provisions of the Bicycle Parking Handbook and the Land Use Bylaw.
5. Opportunities for public art should be incorporated throughout the pedestrian realm as part of the streetscape design.
6. Bus zones, including waiting and amenity areas, should be carefully designed as part of the streetscape. Amenities may include shelters, benches, garbage cans, electronic fare machines and next bus information displays. Waiting areas should be separate from pedestrian through space.
7. The Access Design Standards of The City of Calgary should be applied in all streetscape designs.
8. The design of the streetscapes are encouraged to consider incorporating features that enhance the environmental performance of the streetscape. This could include low impact development measures such as bioswales and permeable paving.
9. Both private and public open space are encouraged within the Core Area. Private landscaped and amenity areas are encouraged to complement the public open space system.

10. Encourage the addition of open space throughout new development through the use of publicly accessible plazas, courtyards and pocket parks.
11. Development is encouraged to provide for open spaces or plazas in proximity to the future LRT Stations. The design and programming of these spaces should be based on the intended uses and character of the adjacent blocks. The spaces may be retained as private land provided that they are publicly accessible and designed in conjunction with the private development.
12. Municipal reserve dedication is required within the Core Area and should be provided adjacent to Centre Street N within close proximity of the future LRT Stations.
13. Parks and open spaces should be located and designed:
  - a. To be accessible to people of all ages and abilities, and to a wide variety of interests;
  - b. For a variety of recreation functions and may include active recreational areas, informal passive space, natural landscapes and formal urban parks;
  - c. With adequate street frontage in order to provide an interactive streetscape that enhances visibility, safety and security; and
  - d. To accommodate the anticipated activity and intensity of use in a manner that complements the character of the surrounding area.

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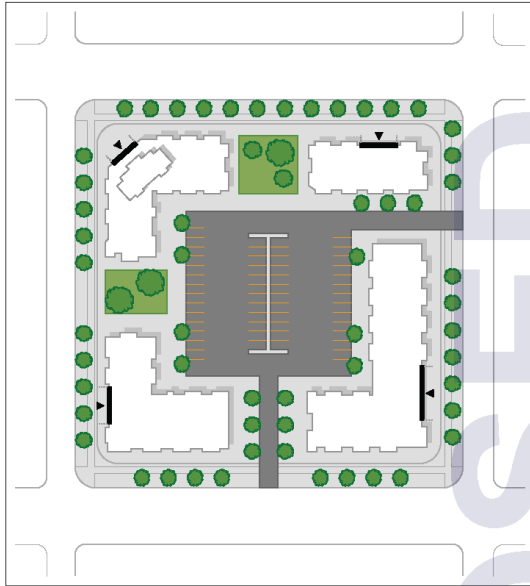
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#### 6.8.3.4 Parking & Loading

The purpose of the Core Area policies is to provide a land use and urban structure that supports transit use and other alternatives to private automobile trips. Although the Core Area will still accommodate personal vehicle use for occasional trips and tasks, it is not the intent to provide an oversupply of parking for every possible use and trip. Providing too much parking may promote further use of the automobile, diluting the intent of creating a walkable, transit-oriented area. Parking should be well managed to reduce demand and be in balance with other travel modes and urban design goals.

1. Minimum and maximum parking requirements may be evaluated on a site-by-site basis without a precedent-setting implication.
2. Developments in close proximity (150 metres) to an LRT Station should provide only the minimum number of parking spaces required by the Land Use Bylaw or less. If parking stalls exceed these minimum requirements, they should be accommodated in a structured and/or underground parking facility, unless otherwise determined by the Development Authority.
3. Parking relaxations for small-scale, ground floor commercial uses should be supported, particularly where they are located in mixed-use buildings and close to transit. This should include no minimum parking requirement for smaller ground floor uses (less than 465 square meters).
4. Developers are encouraged to adopt Transportation Demand Management (TDM) measures such as transit reimbursement, van/car pool programs, car co-ops and telecommuting. Reductions in required parking rates will be considered with the adoption of proven and effective TDM measures.
5. Parking requirements may be further reduced, subject to the discretion of the Development Authority, by providing parking facilities that serve multiple uses with peak parking demands at different times of the day.
6. Shared parking facilities are encouraged to reduce the total number of spaces required, reduce development costs and reduce the amount of space required to facilitate parking.
7. All new development should make provisions for the common private parking and storage of bicycles. Developments are encouraged to provide showers and lockers for use by active mode commuters. Where bicycle parking is provided in excess of the Land Use Bylaw consideration should be given to reductions in the required number of parking spaces.
8. Loading and service entrances for buildings should be located internally within a site, away from public sidewalks.

9. Surface parking should be provided internally to a site and not between a building and a street. Where surface parking is provided it should be located and designed to allow for future redevelopment.
10. Where surface parking lots are provided, the design shall include provision for pedestrian circulation within and outside of the site.
11. For residential developments above six storeys, the majority of off-street parking should be provided underground.
12. Above grade parking structures should be screened from streets with active uses at grade such as commercial or residential. Architectural treatments should be used that make the parking areas indistinguishable from other buildings.

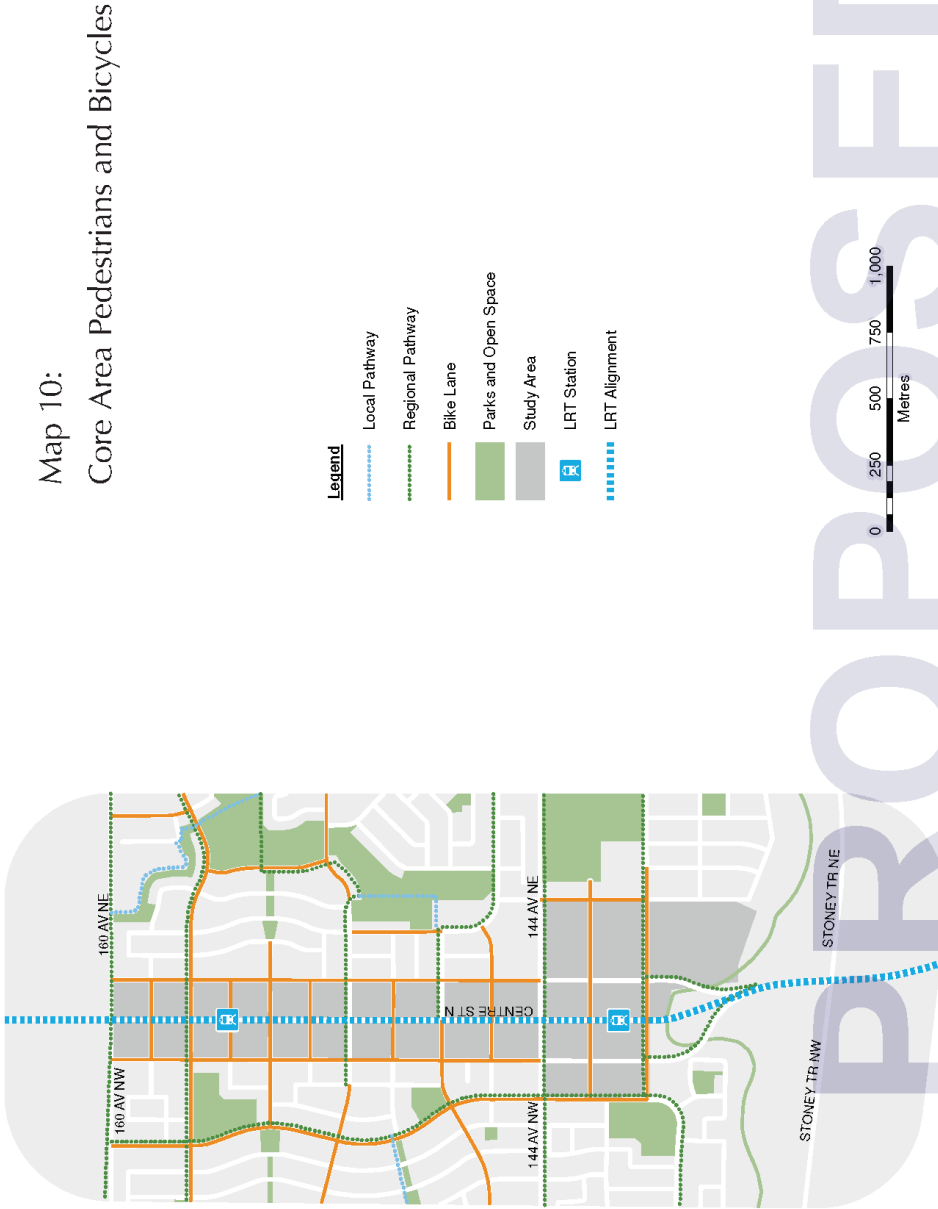


Surface parking provided internally on the site and behind buildings.



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6.8.4 Mobility

The street network is one of the most important pieces of the Core Area. The street network is primarily a grid of streets, with Centre Street as the focal point of the Core Area, functioning as the transit spine as well as a bicycle and pedestrian corridor, while also providing the vehicular mobility function. Streets are planned to be pedestrian-friendly and well connected to adjacent pathways, schools, parks, and community facilities. Bicycle infrastructure is provided throughout the Core Area including shared multi-use pathways and bike lanes providing connections within and to the adjacent communities.

Accommodation of vehicles within the Core Area is based on separating most of the vehicular traffic to the two-adjacent north-south roadways and away from Centre Street. The east-west grid network crossing Centre Street allows traffic to circulate within the Core Area as well as to and from the adjacent neighbourhoods.

6.8.4.1 Pedestrian Circulation

Walking as a choice mode is an underlying principle in the Core Area. Streets are planned to be pedestrian-friendly and connected to the facilities and amenities of the adjacent communities. Pedestrian linkages that dead-end or are discontinued through parking lots, peripheral roadways, landscaping, either at the periphery or within the site should be avoided. Midblock breaks, pedestrian news and laneways can provide for an additional route added to the grid structure on blocks.

1. Public sidewalks should provide a pedestrian pathway clear of utility poles, trees, bicycle racks and other impediments for the entirety of the block.
2. A minimum throughway zone dimension of 2 metres should be provided for all sidewalks. More clear width may be required in certain locations within the Core area to accommodate to higher pedestrian volumes.
3. Crossings for pedestrians and cyclists should incorporate the use of distinctive pavement treatments that may include enhanced paint marking and differentiated paving materials to enhance crossing visibility.
4. Wayfinding to transit stops and key pedestrian and bicycle routes should be incorporated into the Core area.

6.8.4.2 Cyclist Circulation

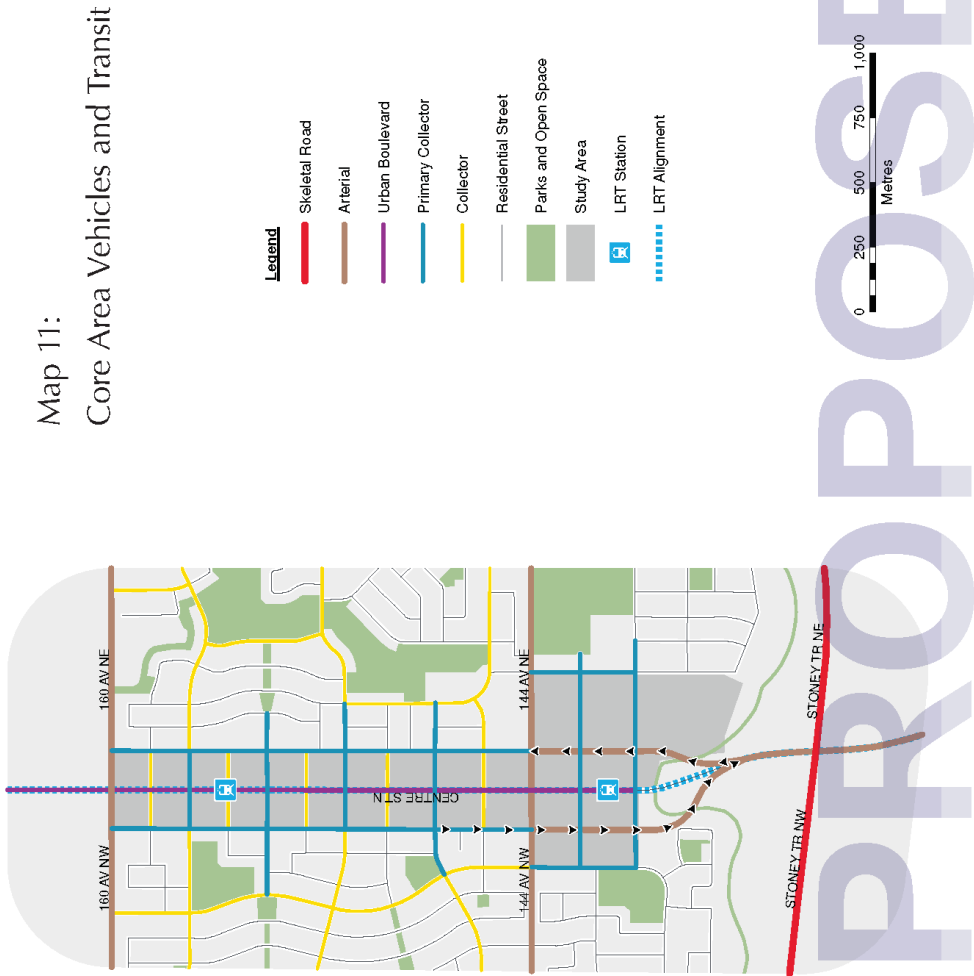
Calgary's regional bike network connects through Keystone Hills and specifically, the Core Area. The street typology includes a variety of bike facilities from shared multi-use paths for the Primary Cycling Network on 144 Avenue to cycle tracks associated with Regional Pathways on the east-west Collector system. Bicycling will be an important local and regional travel mode in the Core Area. A range of bike parking facilities are encouraged from ground-mounted racks along sidewalks to lockers and covered bike sheds near the transit stations and within development.

1. Off-street bicycle routes should be continuous.
2. Where feasible, on-street bike routes should be physically separated from parking lanes with curbs, posts, planters or other devices.
3. On-street bike routes should be provided between the parking lane and the sidewalk, where possible, to avoid conflicts between cyclists and vehicle doors.
4. Bicycle parking facilities should be provided at a variety of locations for year round use and integrated into the overall architecture of the building design or streetscape.

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#### 6.8.4.3 Transit Network

The Centre Street Transit Greenway will be designed for low-floor BRT and LRT. Transit operations will be similar to Downtown Calgary with speeds complementary to adjacent traffic (slower), line-of-sight/un-gated intersections and limited pedestrian barriers along the transitway. BRT station facilities will be designed in a way that can be adapted and extended in the future for LRT. Stations will have a more direct relationship to urban streetscape and adjacent plazas with low platforms. Station design will reflect streetscape scale while still providing comfortable waiting in Calgary's winters. Transfers from Local Feeder Buses will occur from adjacent, intersecting collector streets with bus stops flanking both sides of Centre Street at primary transit stations or on Centre Street itself, near these stations.

1. Centre Street N will be designed for low-floor BRT and LRT, transit operations similar to downtown Calgary with speeds complementary to adjacent traffic.
2. All transit service shall be accommodated within the road right-of-way.
3. Pedestrian connections to transit stops should be as direct as possible.
4. A transit plaza should be located immediately adjacent to each of the LRT stations. These plazas should incorporate heated and sheltered waiting areas, transit route information, bicycle storage and other travel services and amenities for transit users.
5. Public or private art projects should be incorporated into the designs for LRT Stations and adjacent transit plazas.
6. As the LRT is expected to take many years before it is built, the City should consider allowing for activities or uses to occur within the right-of-way prior to design and construction. This could include opportunities such as pop up parks or cafes, seasonal markets, events or other temporary uses that do not require permanent structures or services as well as temporary bicycle facilities.

#### 6.8.4.4 Road and Street Network

A diversity of street types will accommodate a variety of travel modes and purposes. The street network is comprised of streets that have been designed to enhance the quality and character of adjacent developments and land uses such as retail/commercial, residential and parks. Streets will provide a high-quality pedestrian environment that will accommodate bicycles, transit and automobiles. Walking, cycling and transit movements should receive the highest priority, but accommodation of goods and auto performance will also be considered.

As part of the work on this Plan alternative street sections have been developed for Centre Street and 144 Avenue as illustrated in Figures 1 and 2. These street sections are conceptual only and the exact design and dimensions of these streets will be determined at the applicable outline plan stage.

1. The street network shall be provided generally as shown on Map 11: Vehicles and Transit.
2. The Development Authority should consider the approval of customized street cross sections where they will implement the guiding objectives of this Plan.
3. Intersections within the Core Area should be all-turns with turning restrictions only when necessary during peak travel times.
4. Sound attenuation should not be provided along any street within the Core Area.
5. Utility structures and poles should be located to minimize interruptions to the public realm as well as their visual impact along the street edge.



A Transit Plaza should be located central to the Major Activity Centre.

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Figure 1: Centre Street N Section - Potential BRT

- Key Elements:**
- Wide Sidewalks/bike lanes
  - Boulevard trees
  - On street parking
  - Separated transit lanes (BRT)



Figure 2: 144 Avenue N Section – Dedicated Bus Lane

- Key Elements:**
- Wide Sidewalks/multi-use pathways
  - Boulevard trees
  - Landscaped median
  - Dedicated transit only lanes (potential BRT)



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#### 6.8.5 Implementation

Successful implementation is the key to the achievement of the Core Area. This section outlines policies to ensure it is interpreted correctly and implemented in the manner it was intended.

1. Land use redesignations shall meet the intent of the plan. The exact land use districts will be determined at the land use redesignation stage.
2. At full build out, development within the Core Area should achieve a minimum intensity target of 200 jobs and people per gross developable hectare. Each subsequent Outline Plan/Land Use Amendment application shall demonstrate, to the satisfaction of the Approving Authority, that the minimum intensity target for the overall Core Area can ultimately be achieved.
3. Policies within the Core Area recognize that intensification will take place over time. In order to facilitate intensification, applications should provide the following:
  - a. Flexible land use districts that allow for a range of uses;
  - b. Initial development that generates activity by being pedestrian - oriented and facilitating direct and efficient transit connections;
  - c. Site design that enables infilling to occur; and
  - d. Development of an initial built form that facilitates intensification, such as buildings and uses that front onto public streets.
4. Each development block should be comprehensively planned. A concept plan should be submitted to the Development Authority as part of a development permit application within each block, particularly where the development is of a lower intensity (e.g. one storey buildings) or where only partial development of the block is proposed at that time. In such cases it should be shown how the block can be redeveloped over time to meet the intent of the Core Area vision.
5. At the discretion of the Approving Authority, any significant development permit applications located within the Core Area may be reviewed by the Urban Design Review Panel.
6. At the Outline Plan or Subdivision stage, a developer should prepare conceptual development plans for any parks and open space components, in consultation with Calgary Parks. Such plans should conceptually address the park requirements outlined in the 'Development Guidelines and Standards: Landscape Construction' or otherwise in effect at the time of application.

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