

CURRIE BARRACKS

PROPOSED
AMENDMENT
TO CFB WEST
MASTER PLAN

March 2015





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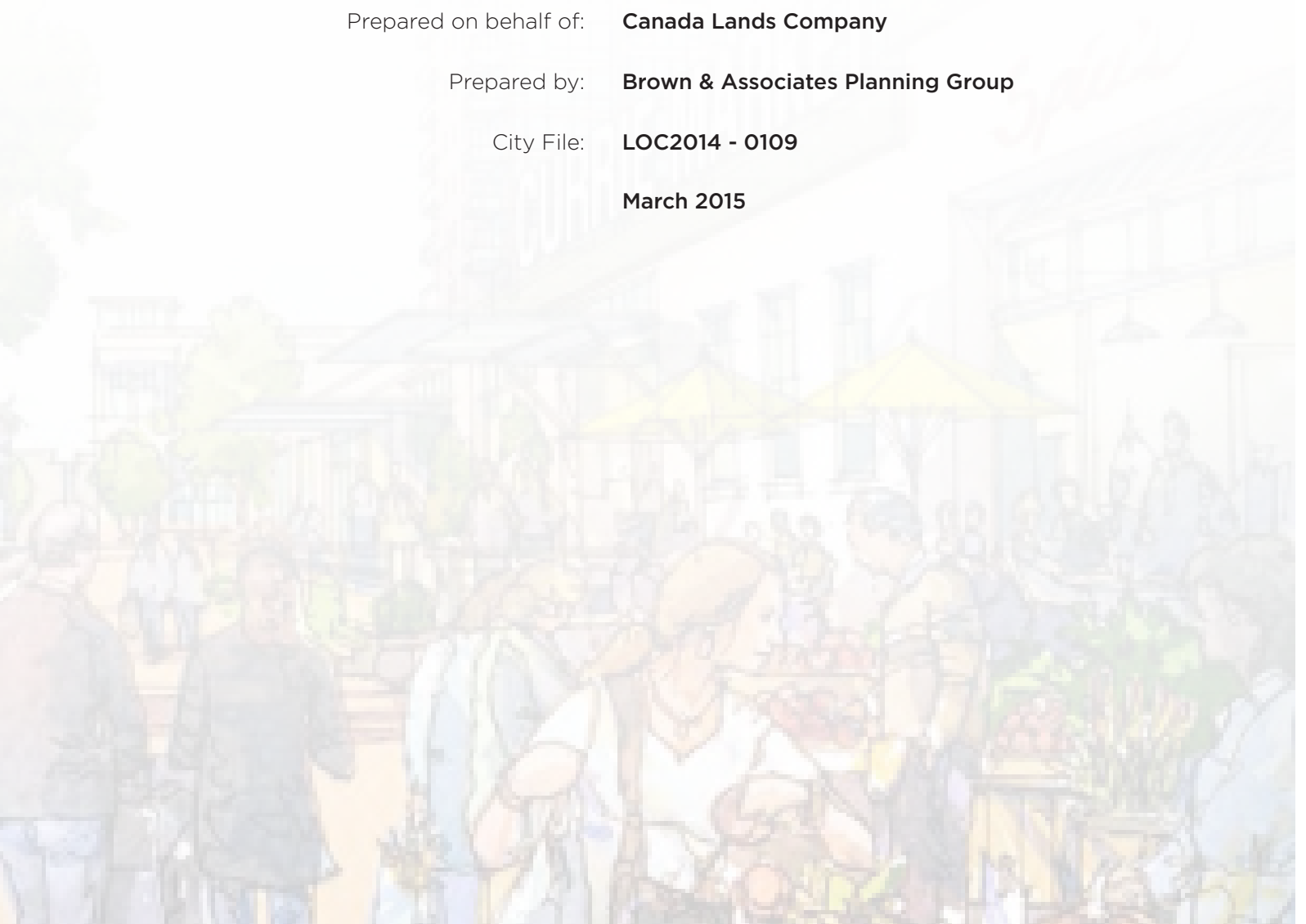
Prepared for: **The City of Calgary**

Prepared on behalf of: **Canada Lands Company**

Prepared by: **Brown & Associates Planning Group**

City File: **LOC2014 - 0109**

March 2015





Preamble

In order to facilitate the Outline Plan and Land Use Amendment application for Currie Barracks, an amendment to the CFB West Master Plan is required. This document contains the proposed amendment for consideration. The amendment is intended to provide specific guidance for the implementation of the Currie Barracks lands and includes:

- updated figures that highlight the proposed changes
- a new Chapter 13: Land Use Density
- a new Chapter 14: Built Form and Site Design
- a new Appendix III: Block Plans
- a new Appendix IV: Supporting Analysis.

Under the heading, “**How to Use This Plan**,” rename chapter 9 entitled “**Mixed Use**” to “**Mixed Use Commerical**,” renumber **Chapter 13.0** entitled “**Road Network**” to Chapter 15.0 and renumber subsequent chapters; insert a new Chapter – **Chapter 13.0** entitled “**Land Use Density**,” and renumber **Part IV** to **Part V** and subsequent parts respectively, insert a new **Part IV** entitled “**Urban Design Framework**” and descriptive content; and insert a new **Chapter 14.0** entitled “**Built Form and Site Design**” as follows:

Part III - Land Use Policy Areas.....

- 8.0 Residential
- 9.0 Mixed Use **Commercial**
- 10.0 Business / Office
- 11.0 Institutional
- 12.0 Parks, Open Space and Schools
- 13.0 **Land Use Density**

Deals with specific areas, setting out the appropriate land uses for each area and the policies that govern them.

Part IV - Urban Design Framework.....

- 14.0 **Built Form and Site Design**

Guidelines specific to Policy Area B to establish standards for the physical formation of public space.

Part ~~IV~~ V - Circulation.....

- ~~13.0~~ 15.0 Road Network
- ~~14.0~~ 16.0 Transit Network
- ~~15.0~~ 17.0 Pedestrian and Bicycle Network

Outlines the circulation system, which includes the road, transit, pedestrian and cyclist networks.

Part ~~V~~ VI - Servicing and Implementation.....

- ~~16.0~~ 18.0 Servicing
- ~~17.0~~ 19.0 Planning Approvals/ Special Information Requirements
- ~~18.0~~ 20.0 Customized Infrastructure
- ~~19.0~~ 21.0 Phasing of Development
- ~~20.0~~ 22.0 Infrastructure Funding
- ~~21.0~~ 23.0 Monitoring of the Plan

Outlines the servicing system for the area and describes the various mechanisms that will be used to ensure that the goals, principles and policies of the Plan are implemented through subdivision, land use redesignation, and development decisions.

Proposed Amendment: A Vision for the Future

Under the heading, “**A Vision for the Future**,” paragraph 9 (page 5) is amended as follows (changes in red):

The community incorporates Parade Square and its adjacent buildings as an important focal point. *The buildings provide spaces for ~~offices, classrooms, restaurants, stores and apartments~~ a mix of learning institutions, and offices while ~~their the~~ external appearance of retained buildings is preserved. The square itself ~~is landscaped and designed to accommodate activities ranging from people watching and walking to playing games~~ includes stormwater, landscaping, cultural programming and recreational opportunities that complement surrounding uses and the community as a whole. ~~People live in the immediate area in seniors’ housing, townhouses and apartments.~~ Parade Square is an attraction for local residents and all Calgarians. Bus routes, pathways and streets are aligned to bring people to this active, thriving place.*

Under the heading “**A Vision for the Future**,” after paragraph 9 (page 5) insert the following paragraph:

The community has a wide range of retail, office, arts and entertainment, hotel and residential development oriented along the main streets. *Flanders Point Centre is the mixed use “heart” for the community. This commercial and residential centre will serve the residents, students and faculty of Mount Royal University, office employees from Parade Square, Westmount and the ATCO site business park areas along with residents from surrounding neighbourhoods. It will be where residents complete many of their daily needs; the region’s employment sector entertain and lunch; patrons of Mount Royal’s cultural and sporting offerings come before and after events; and it’s a place that people come to walk, watch, shop and socialize.*

Throughout the CFB West Master Plan delete the words “**Mount Royal College**” and replace with “**Mount Royal University**.”

Under the heading “**A Vision for the Future**,” existing paragraph 11 (page 6) is amended as follows (changes in red):

The community enables people to live in close proximity to their work. *People can choose to work from home. They can work within their building in mixed-use areas like ~~the Parade Square Precinct~~ Flanders Point Centre. They can live near existing schools and Mount Royal ~~College~~ University. They can also live near the office parks. This close proximity helps to reduce the number of times and the distances people need to drive their cars. It also allows people to replace commuting time with time spent with their families, pursuing hobbies, or leading active lifestyles.*

Executive Summary

Under the heading “**Executive Summary**,” fifth listed item under the heading “**What’s Special About this Plan?**” (page 10) is amended as follows (changes in red):

The Plan creates a special place on and around Parade Square. This area’s ~~mix of retail, office, institutional, residential and open space is unusual in the city outside the downtown core~~ emphasizes the unique history of the land by incorporating the historical open space and retaining designated historic buildings as part of an unique mix of office and institutional uses in immediate proximity to the commercial centre and residential development.

Under the heading “**Executive Summary**,” last listed item under the heading “**What’s Special About this Plan?**” (page 11) is amended as follows (changes in red):

The Plan provides for approximately 35 acres of local parks and open space, in addition to the approximately 80 acres of local and regional parkland and school yards that already exist within the planning area. The open space is designed to accommodate a wide range of formal and informal uses. Parks include a range of environments, from manicured to natural, and a range of sizes, from large spaces to more intimate urban parks. The two Calgary school boards have determined that they can serve the future population of this area by using existing schools in adjacent neighbourhoods ~~and, if needed, through the development of an urban school in proximity to Parade Square. Therefore,~~ ~~n~~None of the new open space is required for school buildings.

Under the heading “**Executive Summary**,” paragraph 3, subsection entitled “**Planning Framework**,” (Page 11) is amended as follows (changes in red):

The Master Plan area is expected to accommodate a population ranging from approximately ~~6,600~~11,100 to ~~9,100~~21,300 people and to provide up to ~~11,600~~14,800 jobs. These estimates include the 1,900 people who already live there and the existing 3,400 jobs which will remain or be replaced.

Under the heading “**Executive Summary**,” paragraphs 4 and 5, subsection entitled “**Land Use Policy Areas**,” (page 13) is amended as follows (changes in red):

The second mixed use area, ~~is proposed for the Parade Square precinct. Flanders Point Centre, This area~~ will include a more concentrated, comprehensively designed mix of commercial and residential uses and will serve as the “**heart**” for the community providing everyday services and amenities for local residents. ~~The Plan’s policies provide for the Parade Square precinct to include residential, retail, institutional, office and other services; and to preserve and reuse the significant historic buildings adjacent to the square. The aim~~

~~is to create a special place with variety, vitality and character, to animate the streets, and to provide convenience and security to residents, employees and visitors.~~

Most of the retail stores and services for the local community will locate ~~along the main entrance into the community from Crowchild Trail, along a realigned Caen Avenue.~~ **around Flanders Point, the community civic centre, and at the west end of Flanders Avenue.** Retail stores and services will also be located south of Flanders Avenue along Currie Street. **At Flanders Point and A** ~~along this “Main Street”~~, **Currie Street**, retail and service uses will occupy the main floors of buildings, and offices and apartments will occupy the upper storeys.

The aim is to create a special place with variety, vitality and character, to animate the streets, and to provide convenience and security to residents, employees and visitors.

Under the heading “**Executive Summary**,” paragraph 9, subsection entitled “**Land Use Policy Areas**,” (page 14) is amended as follows (changes in red):

~~Film and television production businesses, which have been successful as interim uses, are encouraged to continue to use the former hangars north of Richardson Way and to add new development as necessary to this area.~~ **Office and institutional uses are encouraged to locate in the proposed Parade Square historic precinct. This learning/business centre will enhance the precinct through the retention and re-use of buildings, while allowing sensitive infill to take advantage of the historic setting. The Plan’s policies, depending on market conditions and development timeframe, provide flexibility for additional employment uses along the eastern perimeter fronting Richard Road.**

Under the heading “**Executive Summary**,” (2) under subsection “**Circulation**,” (page 15) is amended as follows (changes in red):

- (2) **To promote the use of transit**, the Master Plan includes policies providing for direct, convenient and efficient bus service serving CFB West. The result is a community where virtually all residences are within a five minute walk of a transit stop, and where transit routes connect people to the rest of the city, including to the downtown and to the ~~Chinook Heritage and Westbrook~~ **Heritage and Westbrook** LRT stations.

Part I Context

Under the section entitled “**Part I, Context**,” subsection “**1.6 Organization of the Plan**,” (page 21) is amended as follows (changes in red):

The CFB West Master Plan is organized into the following sections:

Part I, Context. Chapters 1 and 2 provide an introduction and background information about the planning area, its history and the planning process to provide a context for the Plan.

Part II, Planning Framework. Chapters 3 to 7 cover the planning goals and principles, describe the development concept, and outline the policies on urban design, heritage conservation, the military legacy, and the environment. These policies apply generally to the entire planning area.

Part III, Land Use Policy Areas. Chapters 8 to ~~12~~ 13 contain the specific land use policies which address the development of residential, mixed use **commercial**, business / office, institutional uses, parks, open space and schools, **and land use density**.

Part IV, Urban Design Framework. Chapter 14 provides urban design guidelines for the North Central Currie, North East Currie, South Currie residential cells, the Business / Office Parade Square Park, and Flanders Point Centre that comprise Policy Area B. The Guidelines establish standards for the physical formation of public space by regulating elements such as building placement (building setbacks and frontages zones), building heights and parking forms. Specific setback and frontage information by block may be found in Appendix III.

Part ~~IV~~ V, Circulation. Chapter ~~13~~ 15 to ~~15~~ 17 contain policies addressing the road network, public transit, and the pedestrian and bicycle network. These circulation systems provide a unifying framework for the land uses and also contribute significantly to the character of the community. While the inter-related nature of the transportation system and the open space system is recognized, they are discussed in separate parts for purposes of this Plan.

Part ~~V~~ VI, Servicing and Implementation. Chapter ~~16~~ 18 contains policies addressing the servicing system and infrastructure requirements for the planning area. Chapters ~~17~~ 19 to ~~21~~ 23 address the measures required to implement the Plan, including information requirements, as well as the phasing and funding of infrastructure within CFB West. Ongoing monitoring of the Plan is also addressed.

Under the section entitled “**Part I, Context,**” at the end of subsection entitled “**2.2 Plan Preparation Process,**” (page 30) insert the following:

Then, in the fall of 2002, Canada Lands Company began preparation of the detailed planning for the lands north of Richardson Way SW, the Currie Barracks lands. A concept plan was created and prepared for the outline plan and land use application, which was approved in 2007. Phase 1 & 2 of the outline plan and land use application were near completion when Canada Lands Company commenced a visioning and planning process for the remaining 60+/- ha (166 ac+/-). As development patterns had evolved since the outline plan and land use approval throughout the CFB West region, it was clear that the proposed scale, character and land use balance within Currie Barracks needed to be updated to reflect the ongoing urbanization occurring in and around the site. The completion of the Westmount Corporate Campus; the emergence of the ATCO site as a second employment hub; the built-out neighbourhoods of Garrison Woods, and Garrison Green, and the ongoing expansion of Mount Royal University were having a profound impact on the context for the next phases of development within Currie Barracks.

In 2013, a revised vision for these remaining lands was developed. Although not all the modifications to the vision were significantly different from that adopted in 2007, the vision did change such that the neighbourhood layout, land use, and intensity provided a new vision that takes better advantage of a changing real estate market in Calgary. The refined design incorporates the principles and objectives articulated in the Municipal Development Plan approved in 2009 and the CFB West Master Plan as a basis for redesigning the physical plan, as well as reconceiving the optimal land use, density, and employment intensity for these lands.

Proposed Amendment: Chapter 4.0 Development Concept

Section entitled “**4.0 Development Concept**,” delete the artist’s rendering (page 37) and insert the following:



Section entitled “**4.1 Introduction**,” paragraph 6 (page 38) is amended as follows (changes in red):

The development concept, shown on Figure 4, is based on the goals and principles in the previous chapter, and on the planning framework described in Chapters 5.0 to 7.0. The concept is described in detail in the specific land use policies contained in Chapters 8.0 to ~~12.0~~ **13.0, built form and site design policies contained in Chapter 14.0** and in the specific circulation policies contained in Chapters ~~13.0~~ **15.0 to 15.0** ~~15.0~~ **17.0**.

Section entitled “**4.2 Land Uses,**” paragraphs 1, 2 and 3 (page 39) are amended as follows (changes in red):

Figure 4 shows the General Development Concept for CFB West. It includes areas for residential, mixed use **commercial**, institutional, business / office uses, and parks and open space.

The planning area is expected to accommodate approximately ~~3,400~~**4,800** to ~~5,200~~**9,100** dwelling units, which represents an anticipated population ranging from approximately ~~6,600~~ **11,100** to ~~9,100~~ **21,300** people, and to provide up to ~~11,600~~ **14,800** jobs. These estimates are based on the preferred lands uses illustrated on Figure 4. They include the 1,900 people who already live there and the 3,400 existing jobs which will remain or will be replaced. ~~The population will be distributed within the residential and mixed use areas. The jobs will be distributed within the business / office, mixed use, and institutional areas.~~

~~The population estimates are based on an overall gross density ranging from a minimum of 9 units per acre to a maximum of 16 units per acre. The minimum population estimates for the planning area is based on an overall 22.3 units per gross developable hectare. The maximum population estimates for these areas are 62 units per gross developable hectare.~~ Experience suggests that the densities actually achieved will fall below the maximum. How far below depends upon many factors, including market conditions. Employment estimates are also subject to market conditions. They are based on market analyses and on the expansion plans of major, existing, on-site employers like ATCO and Mount Royal ~~College~~ **University**.

Section entitled “**4.2 Land Uses,**” paragraph 7 (page 39) is amended as follows (changes in red):

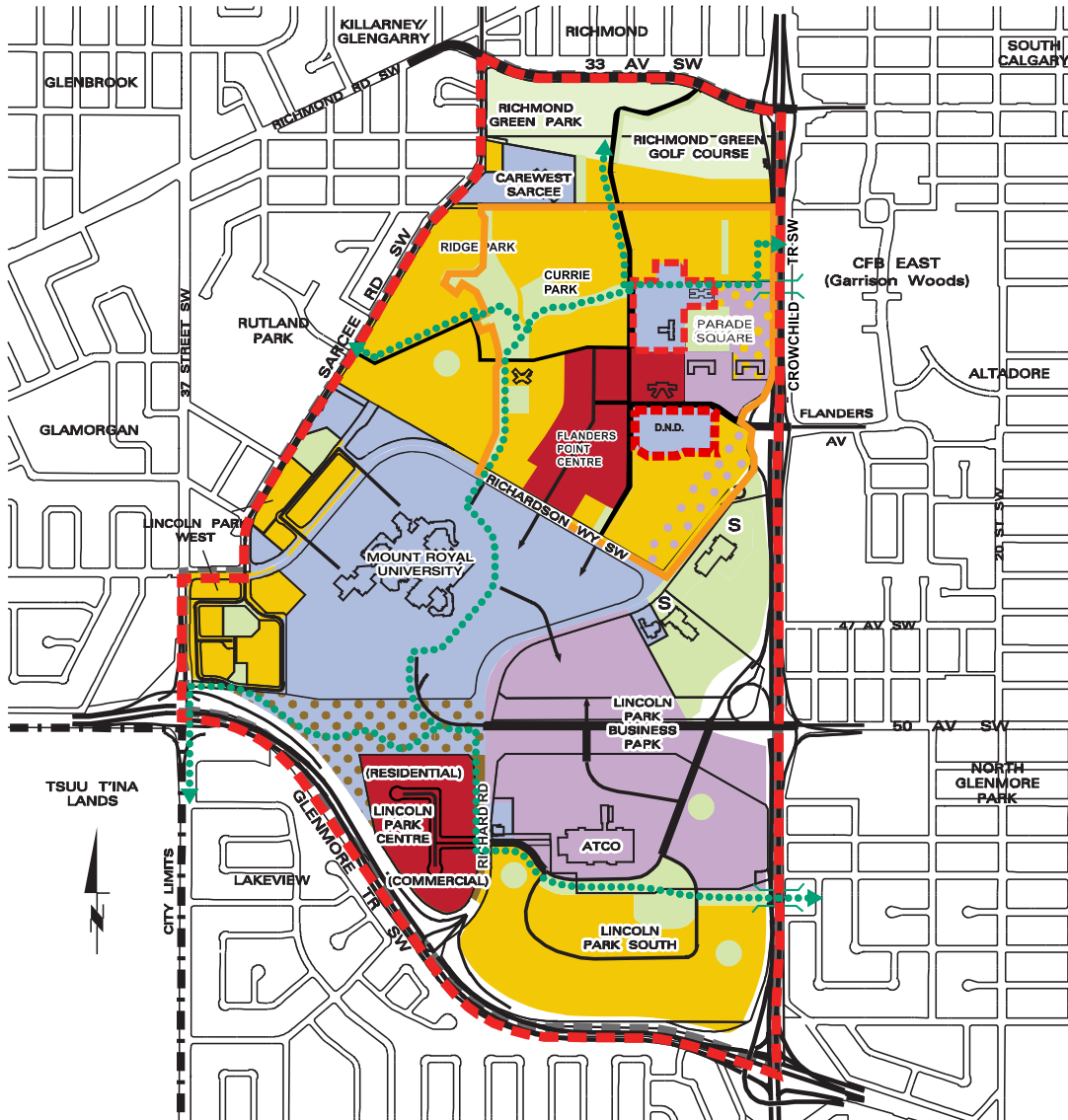
The concept identifies a number of areas designed to accommodate mixed use **commercial** developments. These provide opportunities for a fine grained mix of retail, commercial, office, recreational, institutional and residential use. These purposely-designed mixed use **commercial** areas create centres of activity for the community, and meet a range of needs within a convenient, pleasant walking environment. The result is a community where the need to use a car every day is reduced.

Figure 4 entitled **“GENERAL DEVELOPMENT CONCEPT,”** (page 40), is amended as illustrated below to update the Currie Barracks area as per the proposed Outline Plan. The following changes are only within the lands north of Richardson Way SW described as Policy Area B and a revision to the land use title “Mixed Use Commercial.” The following changes within Policy Area B are as follows:

- road network,
- parks and open space, and
- regional pathway
- land uses

Lincoln Park Centre within Policy Area A is amended from “Mixed Use ” to “Mixed Use Commercial.”

This base road network, open space, and regional pathway are amended throughout all figures in the Master Plan.



Land Use Areas

- Residential
- Residential (Alternate Use - Business / Office)
- Mixed Use Commercial
- Business / Office
- Business / Office (Alternate Use - Residential)
- Institutional
- Institutional (Alternate Use – Mixed Use Commercial)
- Parks and Open Space
- S** School
- POLICY AREA A
- POLICY AREA B

Circulation

- Skeletal Road
- Arterial Road
- Other Roads
- Local Access Point
- Regional Pathway
- Pedestrian & Bike Overpass

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 4
GENERAL DEVELOPMENT CONCEPT



THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 14-FEB-2001 Draw No. CFBSTUDY:stfrep

Delete **Table 1** entitled, “**CFB West Land Use Area Estimates**,” **Table 2** entitled, “**CFB West Dwelling Unit and Population Estimates**” and **Table 3** entitled, “**CFB West Employment Estimates**” (page 41) and replace with the following tables:

Table 1 CFB West Land Use Area Estimates

Land Use	Policy Area A		Policy Area B	
	Hectares	%	Hectares	%
1. Residential	43	17%	22	37%
2. Mixed Use	9	4%	9	14%
3. Business/Office	39	15%	4	6%
4. Institutional	59	24%	5	8%
5. Open Space	34	14%	9	14%
6. Existing & Proposed Local Roads	38	15%	13	21%
7. Expressway ROW	28	11%	0	0%
TOTAL DEVELOPABLE AREA (1-6)	221	89%	63	100%
TOTAL	249	100%	63	100%

Table 2 CFB West Dwelling Unit & Population Estimates

	Policy Area A		Policy Area B	
	Minimum	Maximum	Minimum	Maximum
Units	2,900	3,300	1,900	5,800
Population	6,500	7,400	4,600	13,900
TOTAL UNITS	4,800 - 9,100			
TOTAL POPULATION	11,100 - 21,300			

Includes all institutional units

Population estimated at 2.4 persons per unit

Table 3 CFB West Employment Estimates

Employment Areas	Policy Area A		Policy Area B	
	Minimum	Maximum	Minimum	Maximum
Existing	5,400		200	
Proposed	3,000	5,000	1,600	4,200
	8,400	10,400	1,800	4,400
TOTAL JOBS	10,200 - 14,800			

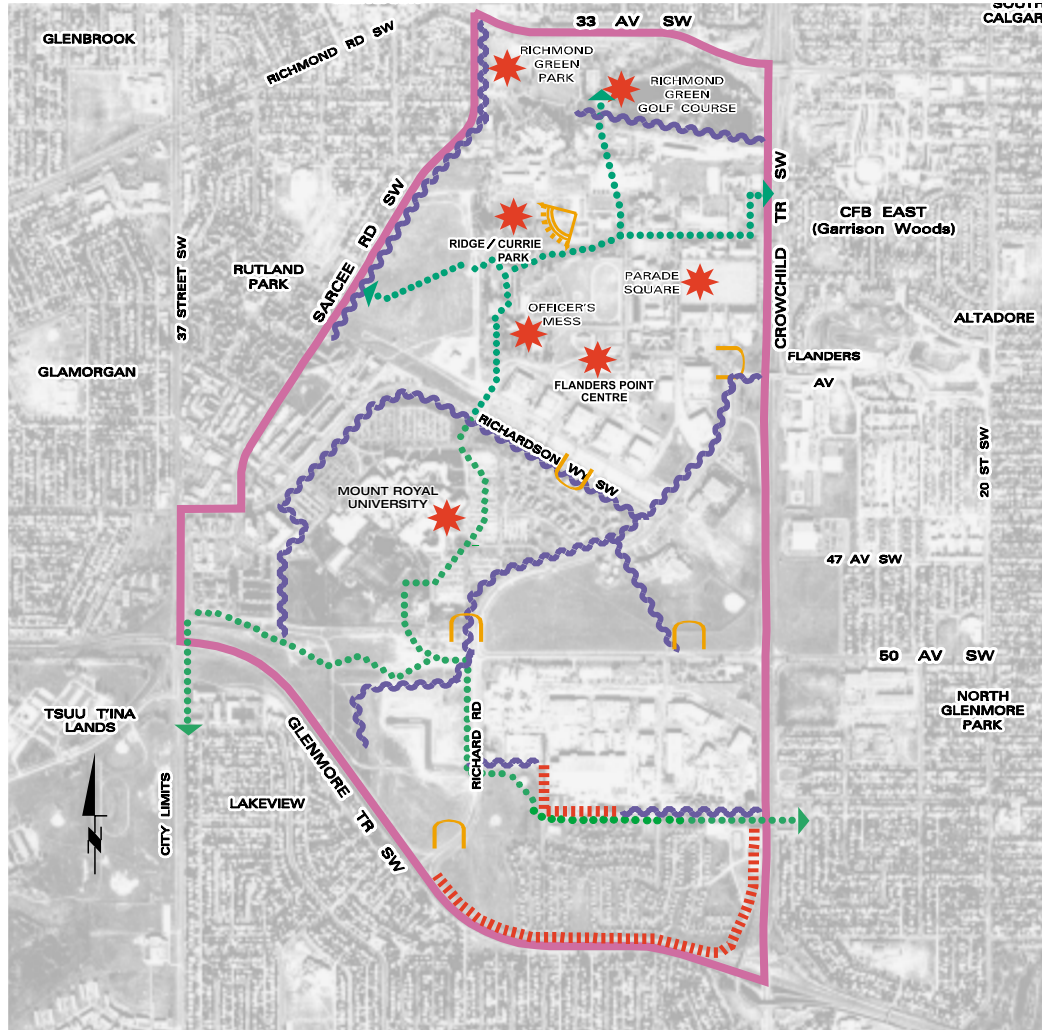
Section entitled “**4.2 Land Uses,**” paragraphs 8 and 9, (page 42) are amended as follows (changes in red):

Each of the two mixed use **commercial** policy areas has a different character and function. The Lincoln Park Centre area in the south has previously approved land use designations and development permits for residential, office, commercial and retail uses. The mixed use area in ~~the Parade Square historic precinct accommodates office, residential, institutional uses, and supporting services, as well as commercial and retail to serve the local community. Allowing for a wide range of uses maximizes the opportunities for adapting and reusing the historic buildings in this area, and helps create a special place for the community. Portions of the Parade Square itself will provide an important open space for the community and the city.~~ **Flanders Point Centre accommodates a wide range of retail, office, hotel, and arts and entertainment uses to serve the local community and surrounding neighbourhoods. The Centre will also feature a range of residential building types.**

Providing places of employment within a community contributes to its sustainability. Business/office employment areas are proposed in the central and southern portions of the planning area. The locations of business/office areas have been chosen to take advantage of existing major roads and to steer the traffic they generate to the major expressways as directly as possible. **The Parade Square historic precinct is intended for business/office and institutional uses within heritage and new buildings. Portions of the Parade Square itself will provide an important open space for the community and the city.** The policy areas also recognize existing employment uses, including the ATCO manufacturing building in the south ~~and the use of the hangars north of Richardson Way by the film production industry.~~ Policies for the major business/office area located around 50 Avenue provide for its transformation into a comprehensively designed, high quality office park.

Proposed Amendment: Chapter 5.0 Urban Design

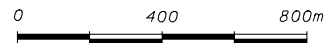
Figure 5 entitled “URBAN DESIGN ELEMENTS,” (page 47), is amended to replace “Main Street” with “Flanders Point Centre”; change “Currie Park” to “Ridge / Currie Park,” correctly place “Ridge Park” on the figure; remove the “Integrating Edge” north of the previously referred to Hangar Row location and along Crowchild Trail, add an “Integrating Edge” along Richmond Road; relocate “Major View;” reorient and add a “Gateway,” and revise the regional pathway way north of Richardson Way.



- CFB West Master Plan Boundary
- ⋯ Regional Pathway System
- ★ Special Place (Includes Significant Open Space & Heritage Resources)
- U Gateway
- ☀ Major View
- - - - Buffering Edge
- ~ Integrating Edge

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 5
URBAN DESIGN ELEMENTS



THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plan Date: 08-08-2011 Draw No. CFBSTUDY:map5

Section entitled “**5.3 Policies**,” subsection entitled “**5.3.2 Built Form and Compatibility**,” policies (5) and (6) (page 49) are amended as follows (changes in red):

- (5) ~~All~~ Buildings and primary entrances should be oriented to adjacent ~~public~~ streets, ~~mews, or public spaces~~ to help define the streetscape, reinforce pedestrian activity and provide a sense of continuity. ~~Main entrances should not be oriented to interior blocks or parking lots.~~
- (6) Any building facade that faces a ~~public~~ street, ~~mews~~ or public open space should be treated architecturally as a front elevation.

Section entitled “**5.3 Policies**,” subsection entitled “**5.3.4 Special Places/Areas**,” (page 51), is amended as follows (changes in red):

The Master Plan promotes a number of special places and enhances others. Elements of urban design, as described in this chapter and elsewhere in the Plan, shall be taken into consideration to reinforce the special character of the following special places/areas.

- Parade Square precinct
- Ridge / ~~Currie Park~~
- ~~Main Street (along Caen Avenue)~~ ~~Flanders Point Centre~~
- Officers’ Mess and formal gardens
- Mount Royal ~~College~~ ~~University~~
- Richmond Green Golf Course
- Richmond Green Park
- ~~Richardson Way~~

Proposed Amendment: Chapter 7.0 Heritage Conservation & Military Legacy

Section entitled “**7.3 Policies,**” subsection entitled “**7.3.2 Heritage Sites,**” policy **(2)** (page 65 & 67) is amended as follows (changes in red):

- (2)** The Plan supports the removal of three buildings: the Forage Barn, Supply Depot and Motor Transport Garage in order to accommodate construction of a re-aligned main access road from Flanders Avenue to CFB West. These are Category C buildings in The City’s inventory, and are not designated or under consideration for designation by The Province. ~~The new access road is important to facilitate the redevelopment of CFB West. In particular, it will allow the development of a mixed use “Main Street” as the commercial heart of the community and it will bring people closer to the Square, thereby enhancing the viability of the entire historic precinct.~~

Section entitled “**7.3 Policies,**” subsection entitled “**7.3.2 Heritage Sites,**” policy **(4)** (page 67) delete in its entirety and replace as follows (changes in red):

- (4)** ~~Development of heritage resources should conform to the land use policies for the area within which they are located.~~ Where historic resources are retained, the Development Authority may consider uses outside of the Land Use Area that are appropriate for re-purposing the building and the relaxation of parking requirements.

Section entitled “**7.3 Policies,**” subsection entitled “**7.3.4 Heritage Character,**” policy **(1)** (page 68) is amended as follows (changes in red):

- (1)** The existing street names in CFB West commemorate significant battles fought by units stationed at Currie Barracks. The Plan supports the Heritage Advisory Board’s recommendation to retain the existing street names in future redevelopment of CFB lands. The street names to be retained include:

- ~~• Battleford Avenue~~
- Breskens Drive Street
- ~~• Caen Avenue~~
- Calais Avenue Drive
- Dieppe Avenue Drive
- ~~• Hochwald Avenue~~
- ~~• Mono Drive~~
- Normandy Drive
- Quesnay Wood Drive
- Trasimeno Crescent

Figure 8 entitled “**LEGACY WALK**,” (page 69) is amended to delete Hangar Row and re-align the interpretive walk as shown below.

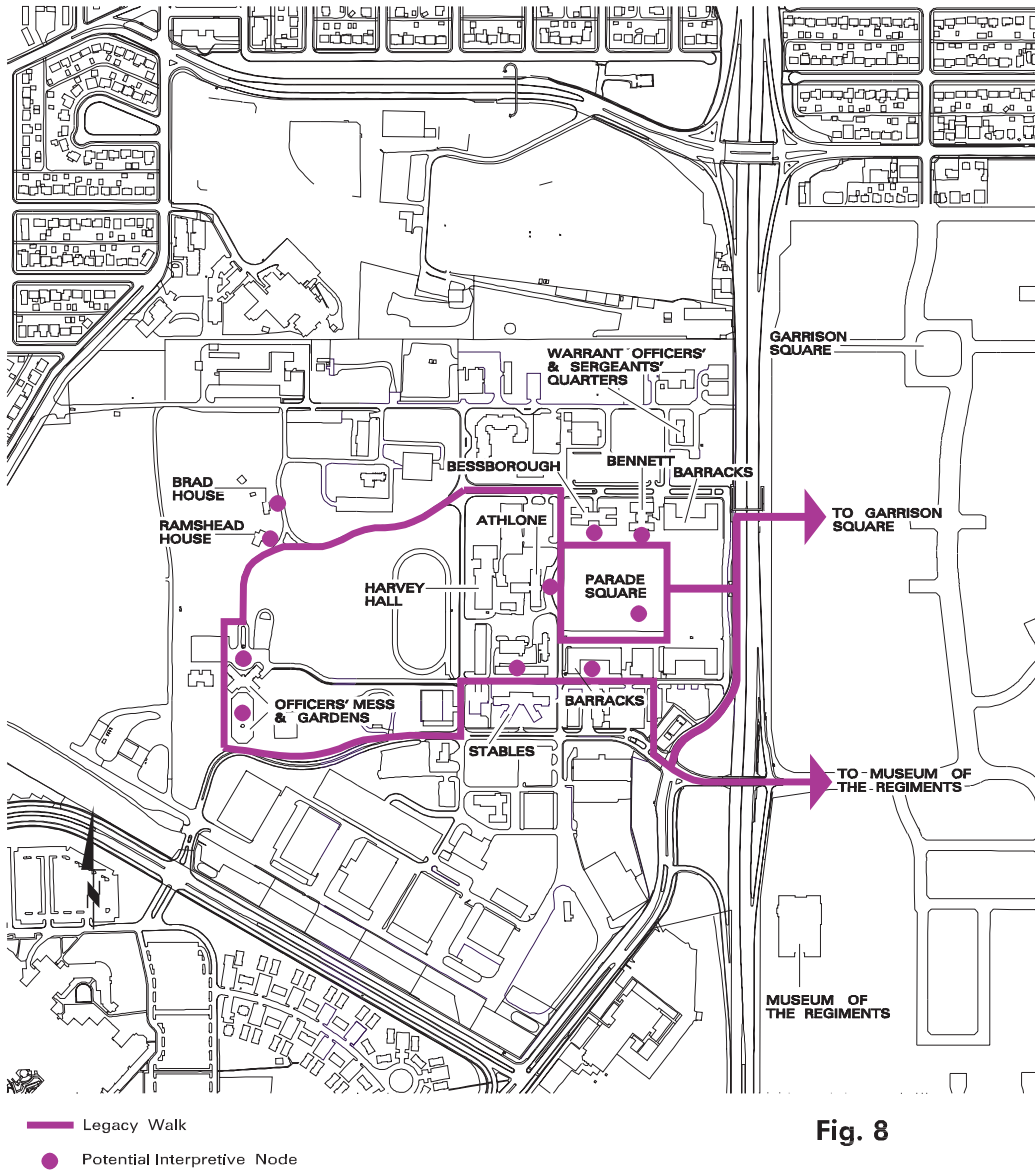


Fig. 8

LEGACY WALK



THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 13-FEB-2001 Draw No. CFBSTUDY:legacy

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Amend the title page “**Part III, Land Use Policy Areas**” (page 71) as follows (changes in red):

Part III, Land Use Policy Areas

Chapter 8 - Residential

Chapter 9 - Mixed Use **Commercial**

Chapter 10 - Business / Office

Chapter 11 - Institutional

Chapter 12 - Parks, Open Space and Schools

Chapter 13 - **Land Use Density**

Proposed Amendment: Chapter 8.0 Residential

Section entitled “**8.1 Context**,” delete paragraph 1 (page 73) in its entirety.

Section entitled “**8.1 Context**,” paragraph 2 and 3 (page 73) is amended as follows (changes in red):

The CFB West Plan area includes existing residential development which is primarily located in the south and west portions of the site. The south portion comprises former military housing stock in the form of detached and semi-detached units. The western areas are characterized by a mix of residential uses that vary from single-detached units to multi-family residential uses and special care facilities. The Plan area is also surrounded by a number of inner city and inner suburban communities which contain a mix of low and medium density residential uses.

Opportunities are provided for a variety of new housing as well as opportunities to retain and upgrade existing buildings to accommodate residential uses. New residential development is located in the north portion of the Plan area and is of a design and character which will complement the surrounding communities and the site’s inner suburban context. Housing opportunities are also provided in the south portion of the Plan area and within mixed-use commercial areas. ~~The Master Plan recognizes existing residential areas and integrates these into the CFB West community. A transition in housing density will ensure compatibility with the edge conditions, particularly along Sarcee Road, and adjacent to existing development on the site.~~

Section entitled “**8.2 Purpose**,” paragraph 1 (page 75) is amended as follows (changes in red):

The purpose of the residential policies is to accommodate a diversity of residential development in a form that minimizes land consumption and servicing costs and promotes a transit, bicycle and pedestrian supportive development pattern. A broad range of housing forms, ~~predominately in the low to medium density range,~~ of varying densities is proposed throughout the area. Housing will include single-detached, semi-detached, townhouse, and a mix of low, medium and high-rise apartment forms. Multi-family housing will be developed in locations and at densities which will support frequent and convenient transit services.

Section entitled “**8.2 Purpose**,” after paragraph 1 (page 75) delete the quote and source (William Lieberman, “*Charter for the new Urbanism*, 1991, page 101”) in its entirety.

Section entitled “**8.3 Policies**,” subsection entitled “**8.3.2 Land Use**,” insert a new sub subheading entitled “**Residential Policy Area A and B**,” (page 76) before policy (1) and amend as follows (changes in red):

Residential Policy Area A and B

- (1) ~~The predominant use of land within the Residential Policy Area will be low to medium density residential development.~~ The Residential Policy Areas will accommodate low, medium and high density residential development.
- (2) Accessory uses which are compatible with and supportive of the local residential community, such as home occupations, daycare, recreational, special care, institutional and other community oriented facilities shall also be allowed where considered appropriate and compatible.
- (3) Accessory uses, including a medical facility may be allowed within the former Base hospital, provided the exterior of the building can be upgraded to be compatible with the proposed adjacent development.

Section entitled “**8.3 Policies**,” subsection entitled “**8.3.2 Land Use**,” insert a new sub subheading entitled “**Residential Policy Area B**,” and new policies (1) to (3), as follows (changes in red):

Residential Policy Area B

- (1) A limited range of neighbourhood supporting commercial uses such as services, professional offices, food and beverage uses may be integrated within residential neighbourhoods.
- (2) As development is expected to take many years to build-out, interim uses should be considered to allow for some activity to occur prior to and during the development phases. These interim uses could include seasonal markets, pop-up events/uses, surface parking lots or other temporary uses that do not require permanent structures or services.
- (3) Stand-alone parking structures shall not be allowed within Residential Policy Area B.

Delete subsection entitled “**8.3.4 Residential Density**,” (page 78) and all policies in its entirety, and renumber all subsequent subsections.

Existing section entitled “**8.3 Policies**,” subsection entitled “**8.3.5 Multi-family Development**,” policy **(2)** (page 78), is amended as follows (changes in red):

- (2)** Multi-family residential development should be located adjacent to transit routes, open spaces, community/activity centres and nodal points (e.g. Parade Square).

Existing section entitled “**8.3 Policies**,” subsection entitled “**8.3.6 Building Heights**,” insert a new sub subheading entitled “**Residential Policy Area A**,” (page 78) and amend as follows (changes in red):

Residential Policy Area A

- (1)** The maximum building height for residential development shall be four storeys ~~except as allowed under Policy 8.3.9,(5)(b) the South Currie Residential Development Cell.~~
- (2)** Building heights on any block face may vary within the building height limit, in order to create interest and variety within the development.

Existing section entitled “**8.3 Policies**,” subsection entitled “**8.3.6 Building Heights**,” (page 78) insert a new sub subheading entitled “**Residential Policy Area B**,” and new policy **(1)** after “**Residential Policy Area A**” policy **(2)** as follows (changes in red):

Residential Policy Area B

- (1)** A range of building heights for residential development shall be allowed as identified in Chapter 14. In order to achieve a compatible interface, buildings may be required to step down in height in proximity to lower profile areas.

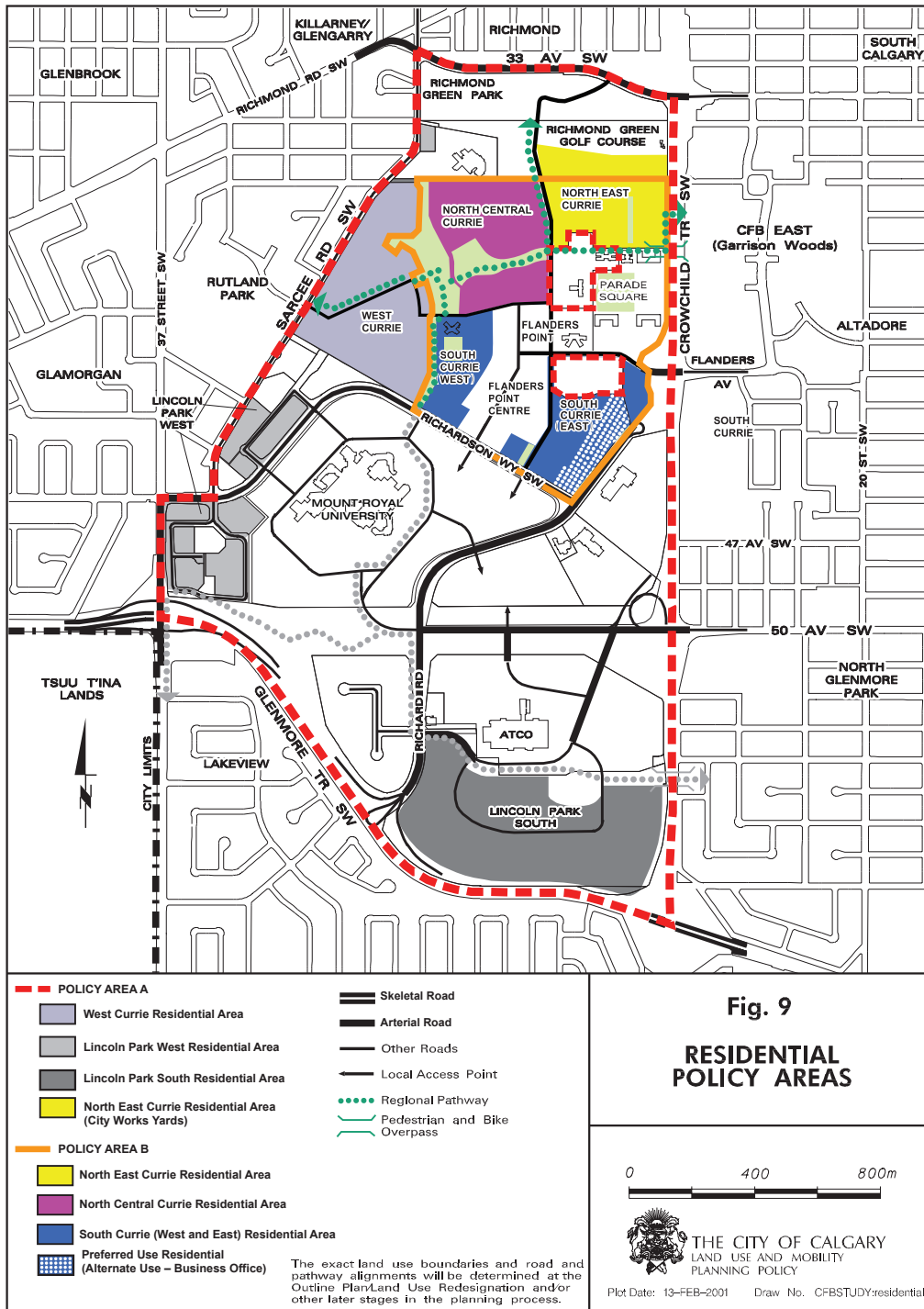
Existing section entitled “**8.3 Policies**,” subsection entitled “**8.3.8 Residential Design Criteria**,” policy **(1) (d)**, (page 81) is amended as follows (changes in red):

- (d)** Rear lanes ~~or mews~~ should be provided in the majority of situations in order to accommodate vehicular access and parking, consistent with the area’s inner-suburban context.

Existing section entitled “**8.3 Policies**,” subsection entitled “**8.3.8 Residential Design Criteria**,” policy **(1) (e)**, (page 81) is amended as follows (changes in red):

- (e)** In those situations where rear lanes ~~or mews~~ are not provided, front driveways and garages should be designed to be unobtrusive.

Figure 9 entitled “RESIDENTIAL POLICY AREAS,” (page 80), is amended to re-define the Residential Policy Areas in Currie Barracks to: North East Currie, North Central Currie, West Currie, and South Currie (West and East) and establish Policy Area A and Policy Area B.



Existing section entitled “**8.3 Policies,**” subsection entitled “**8.3.9 Residential Development Cells,**” paragraph 1, (page 83) is amended as follows (changes in red):

The Residential Policy Area comprises ~~four~~ **five** cells which will accommodate new or redeveloped housing, and one which recognizes the existing residential development area of Lincoln Park West. These residential areas are illustrated on Figure 9. ~~One of these cells, South Currie, could be expanded to include Hangar Row which is identified for business/office development as the preferred use and residential as the alternate use. This latter area is shown on Figure 11. While~~ **the primary use of the cells is residential, the Plan allows for a limited range of neighbourhood supporting commercial uses, where appropriate, throughout the North Centre Currie, North East Currie, and South Currie residential cells.**

Existing section entitled “**8.3 Policies,**” subsection entitled “**8.3.9 Residential Development Cells,**” insert a new sub subheading entitled “**Residential Policy Area A,**” before policy **(1)**, (page 83), move policy **(5)** and supporting images (on page 87) after policy **(2)** and renumber as policy **(3)** and insert new policy **(4)** as follows (changes in red):

Residential Policy Area A

(1) Existing Lincoln Park West

Low and medium density multi-family housing as currently exists is affirmed for the existing residential development cell of Lincoln Park West. Compatible and complementary recreational, institutional and other land uses are also considered appropriate.

(2) West Currie

West Currie accommodates new low density residential development in the west portion of the former Currie Barracks site.

- (a)** A variety of housing types shall be allowed within the West Currie development cell, including single-detached, semi-detached, and street and block townhousing on a variety of lot sizes.
- (b)** Notwithstanding (a) above, dwellings immediately adjacent to Sarcee Road should be limited to single-family and semi-detached forms and a maximum building height of two storeys to ensure a compatible land use transition to development on the west side of Sarcee Road.
- (c)** The West Currie residential development cell should be designed to preserve some mountain views from portions of Ridge Park through such techniques as open space development and dedication, road layout, siting of buildings on the lots and building heights.

- (d) Existing mature vegetation in West Currie should be retained and sensitively integrated into the development, in accordance with Section 6.36.

(5) (3) Lincoln Park South

Lincoln Park South accommodates a variety of housing types including the re-use of a portion of the existing housing stock.

- (a) A variety of housing types shall be allowed within the Lincoln Park South residential development cell including single-family, semi-detached, townhouse and apartment uses. This area shall also allow for the re-use and retention of a portion of the existing single and semi-detached housing stock in the central portion of the area, together with selective new residential infill development in the form of new single and semi-detached units..
- (b) Small-scale multi-family residential development in the form of townhouse or apartment buildings shall be allowed within the reuse areas provided that they can be sensitively integrated with the low-density housing stock in form and scale.
- (c) Low to medium density multi-family housing forms shall be allowed in the eastern and western portions of the cell.
- (d) The reuse portion of the cell shall meet the following performance criteria:
- re-use areas should be intensified over current development levels;
 - exterior treatment of all retained units should be upgraded to the satisfaction of the Approving Authority;
 - the existing mature vegetation should be retained wherever possible; and
 - the reuse area should contain a mix of unit types (i.e. single, semi-detached) and unit sizes.
- (e) Live/work space is encouraged especially near the interface with the business/office area to the north.

(4) North East Currie (City Works Yards)

The City works yards located in the north portion of the North East Currie residential development cell should be relocated to a more appropriate location in the city and these lands redeveloped for residential uses, in the low to medium density range. [See Section 11.3.5.(2).]

Where contamination is an issue on these lands, the owner shall be responsible for ensuring that the land is suitable for its intended purpose. A site remediation plan shall be prepared where appropriate, and reviewed by Alberta Environmental Protection and Calgary Health Services.

Existing section entitled “**8.3 Policies,**” subsection entitled “**8.3.9 Residential Development Cells,**” insert a new sub subheading entitled “**Residential Policy Area B,**” before existing policy **(3)**, (page 84), renumber policies **(3)** and **(4)**, (pages 84 and 85) and insert a new policy **(7)** as follows (changes in red):

Residential Policy Area B

(3) (5) East North Central Currie

East North Central Currie accommodates a variety of housing types in the low to medium density range in the ~~east and north~~ central portions of the former Currie Barracks site.

(a) A variety of housing types shall be allowed within the **East North Central** Currie residential development cell, including single-detached, semi-detached, street and block townhousing, stacked townhousing and apartments on a variety of lot sizes.

(b) Multi-family housing forms in the medium density range are encouraged ~~adjacent to the Parade Square mixed use precinct in order to support transit and help ensure the viability of uses within the Parade Square precinct.~~ **as an appropriate transition between low and higher density forms of residential development and to create a context for supporting retail and commercial services in a form that is transit supportive.**

~~**(c)** The City works yards located in the north portion of the East Currie residential development cell should be relocated to a more appropriate location in the city and these lands redeveloped for residential uses, in the low to medium density range. [See Section 11.3.5.(2).]~~

~~Where contamination is an issue on these lands, the owner shall be responsible for ensuring that the land is suitable for its intended purpose. A site remediation plan shall be prepared where appropriate, and reviewed by Alberta Environmental Protection and Calgary Health Services.~~

~~**(d)**~~ **(c)** The outstanding natural and cultural features (e.g. topography, natural vegetation, and heritage buildings) contained within the **East North Central** Currie cell should be retained, **to the extent possible**, and sensitively integrated into the overall design of this cell. Where appropriate, the Approving Authority may consider relaxations to building locations, setbacks and other requirements to ensure the preservation of these features.

(4) (6) South North East Currie

~~South North East~~ Currie provides for ~~predominately~~ **predominantly** multi-family residential development in the ~~medium~~ **low to high** density range with opportunity for larger scaled, comprehensively designed projects. ~~This residential development cell~~

~~comprises two sites: South Currie (West), located west of the Hangar Row precinct and South Currie (East), located east of the Hangar Row precinct.~~

(a) A variety of multi-family housing types shall be allowed in this area including semi-detached, duplex, fourplex, townhouse, stacked townhouse, ~~and mid-rise and high-rise~~ apartment development. Single-detached housing may be allowed provided it does not dominate the area and can be sensitively integrated with adjacent residential development.

(b) Higher density multi-family residential uses with a maximum building height of ~~12~~ 18 storeys may be developed within the ~~South~~ North East Currie residential development cell provided the proposal is

- ~~• sensitively integrated with adjacent residential uses;~~
- ~~• located in proximity to a transit route; and~~
- ~~• where buildings are greater than four storeys in height, they should be developed as part of a comprehensive design that consists of a variety of building heights and forms.~~

(c) ~~While the preferred use of the South Currie (East) lands is for residential development, the Plan recognizes the potential conversion of this area or a portion of this area for business / office uses associated with the expansion of the Hangar Row area, depending on the success of the movie / television industry within this area.~~

~~If this occurs, the policies of the Business / Office area and Hangar Row shall apply and the area shall be designed to integrate with and form a logical extension of Hangar Row.~~

(d) ~~(c) The South Currie (West) area shall be designed to gain access from the south (i.e. Richardson Way S.W.) in order to prohibit direct access to Sareee Road.~~

~~Hotel, local commercial and ancillary commercial uses may be allowed where deemed compatible and appropriate by the Development Authority.~~

(7) South Currie (West and East)

South Currie provides for multi-family residential development in a variety of densities with opportunity for larger scaled, comprehensively designed projects. This residential development cell comprises two areas: South Currie (West), located west of Flanders Point Centre and South Currie (East), located east of Flanders Point Centre. South Currie (West) will have lower-scaled building types to ensure a compatible land use transition to existing communities and historical resources while South Currie (East) will have the highest density and building forms in Currie Barracks as shown on Figure 16.

- (a) A variety of multi-family housing types shall be allowed in this area including townhouse, stacked townhouse, and mid- to high-rise apartment development.
- (b) The highest development intensities will be focused towards South Currie (East); building heights and densities should taper down toward the medium density residential neighbourhoods. Land use along the westerly boundary of South Currie (West) should be in the low to medium density range.
- (c) While the preferred use of the South Currie (East) lands is for residential development, the Plan recognizes the potential for a portion of this area (directly adjacent to Richard Road and Crowchild Trail) to be used for business/office uses. If this occurs, the policies of the Business / Office shall apply and the area shall be designed to integrate with the residential area.

Existing section entitled “**8.3 Policies,**” subsection entitled “**8.3.10 Non-Market Housing,**” policy (2) entitled “**Legacy,**” (page 89) is amended as follows (changes in red):

(2) Legacy

- (a) As part of a legacy in CFB West for all Calgarians, The City is prepared to assist and participate in the development of a legacy housing project or projects, subject to budget considerations and partnership arrangements with other levels of government and/or non-profit and other housing providers, in accordance with the criteria in Section 8.3.10.9.(1).
- (b) The Plan recommends that Council establish a “CFB West Non-market Housing Steering Committee” which may include members from the CAR and/or other interested citizens, representatives from municipal, provincial and federal government agencies, and others to pursue the provision of non-market housing in CFB West. In addition, the Committee is required to report to Council on the progress with respect to a legacy non-market housing project within two years’ time after the Plan approval.
- (c) The City shall forward a copy of the approved CFB West Master Plan to the provincial and federal governments inviting them to participate in the CFB West Non-market Housing Steering Committee, and requesting resources, such as funding, land or other means, that will be needed to provide non-market housing in CFB West.

Note: The CFB West Citizens' Advisory Roundtable (CAR) places a high priority on the provision of affordable housing, particularly non-market housing, in CFB West. CAR suggests that the legacy housing project or projects referenced in 8.3.109.2(a) be built in the initial phases of development with a target of at least 60 non-market units.

Proposed Amendment: Chapter 9.0 Mixed Use

Replace the chapter title “**Chapter 9.0 Mixed Use,**” with “**Chapter 9.0 Mixed Use Commercial;**” replace section title “**9.0 Mixed Use,**” (page 91) with “**9.0 Mixed Use Commercial**”

Section entitled “**9.1 Context,**” paragraphs 1 and 2 (page 91) is amended as follows (changes in red):

Mixed use **commercial** developments can be within a single building on a single site or in several buildings within the same district where compatible land uses, such as residential, office, educational, recreational, retail and other services are located in close proximity to each other. Mixed use **commercial** areas are often focal points because of the variety of activities and special character they usually offer to a community.

In light of the more intensive level of activities in mixed use **commercial** areas, these areas often function as transit nodes, where a higher level of transit service and/or a number of routes will usually be co-ordinated with the development in the area to better serve residents, workers, and visitors.

Section entitled “**9.2 Purpose,**” paragraph 1, (page 92) is amended as follows (changes in red):

The purpose of the policies for the mixed use **commercial** areas is to provide opportunities within the community for a fine-grained mix of residential, retail, office, institutional and other services. This will add variety, vitality and character to the community and promote special places; support transit nodes; animate streets with a variety of uses, make streets active for more hours of the day; and provide convenience and security to residents, employees, and visitors.

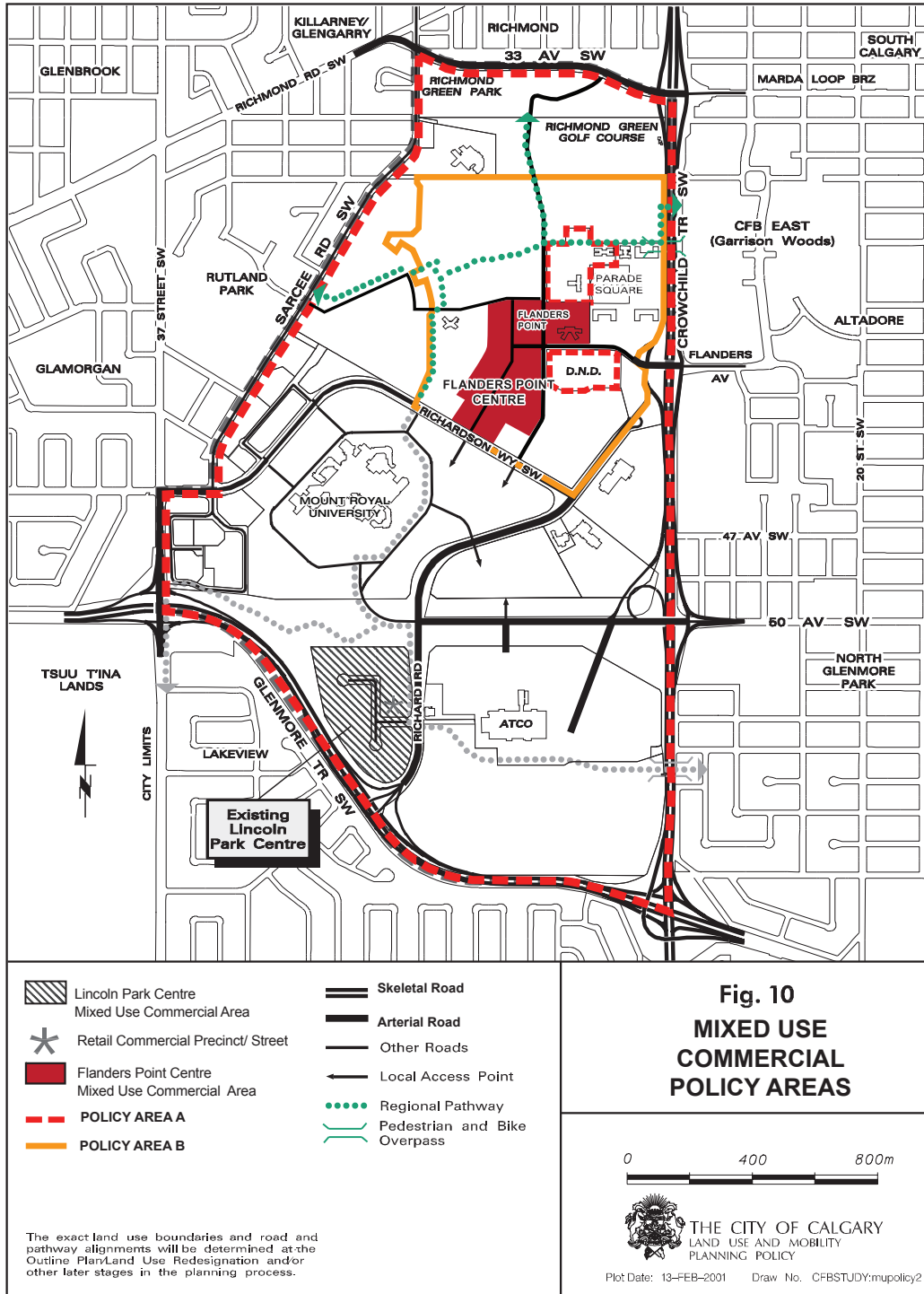
Section entitled “**9.3 Policies,**” subsection entitled “**9.3.1 General,**” paragraph 1, (page 92) is amended as follows (changes in red):

The following policies apply to the mixed use **commercial** areas shown on Figure 10. They shall be considered in conjunction with the goals, principles and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit Stages, as appropriate.

Section entitled “**9.3 Policies,**” subsection entitled “**9.3.2 Land Use,**” policy (1 to 3) (page 92) is amended as follows (changes in red):

- (1) Mixed use **commercial** development shall be transit supportive and pedestrian-oriented and should include a variety of land uses within convenient walking distance of each other.

Figure 10 entitled “**MIXED USE POLICY AREAS,**” (page 93), is amended as illustrated below to relocate the mixed use area to Flanders Point Centre from Parade Square precinct and introduce Policy Area A and Policy Area B.



- (2) Mixed use **commercial** development should include compatible and mutually supportive land uses.
- (3) The mixed use **commercial** policy areas are suitable for a mix of uses which may include residential, live/work, retail commercial, office, special care facilities, institutional, open space and recreational uses. **In addition, hotel use is allowed within the Mixed Use Commercial Policy Area B.**

Section entitled “**9.3 Policies**,” subsection entitled “**9.3.2 Land Use**,” renumber policy (4) to (5) and renumber policy (5) to (6) (page 94); insert a new policy (4) and amend the newly renumbered policy (5) and (6) as follows (changes in red):

- (4) Light industrial operations that are small-scale in nature and can demonstrate that they have a low impact on adjacent uses may be allowed in the Mixed Use Commercial Policy Area B under the following conditions:
 - (a) the operation can be fully enclosed within a building with no outside storage of materials or products; and
 - (b) any noise, odour, vibration, heat, high illumination levels or waste that are associated with the light industrial use are not disruptive to adjacent uses and are, to the extent possible, mitigated through Development Permit approval requirements.
- ~~(4)~~ (5) The Plan discourages additional auto-oriented uses in mixed use **commercial** areas, including auto sales and service centres, gas service stations, drive-in or drive-through businesses, big box retail, (power centre forms of development) or businesses with outside storage requirements.
- ~~(5)~~ (6) Direct Control District(s) should be used in the Mixed Use **Commercial** Policy Areas and contain guidelines that reflect the policies of this Plan.

Section entitled “**9.3 Policies**,” subsection entitled “**9.3.2 Land Use**,” insert a new policy (7), (8) and (9) (page 94) as follows (changes in red):

- (7) As the Mixed Use Commercial Policy Area B is expected to take many years to build-out, interim uses should be considered to allow for some activity to occur prior to and during the development phases. These interim uses could include seasonal markets, pop-up events / uses, parking lots or other temporary uses that do not require permanent structures or services.

- (8) Stand-alone parking structures shall not be allowed within Mixed Use Commercial Policy Area B.
- (9) Surface parking lots shall not be allowed on a permanent basis within the Mixed Use Commercial Policy Area B, and will be subject to approval for a limited time Development Permit for a surface parking lot at the development permit stage.

Delete subsection entitled “**9.3.3 Density**,” (page 94) and all policies in its entirety, and renumber all subsequent subsections.

Existing section entitled “**9.3 Policies**,” subsection entitled “**9.3.4 Mixed Use Design Criteria**,” (page 95) rename to “**9.3.3 Mixed Use Commercial Design Criteria**,” and amend policy (1), (2) and (3) as follows (changes in red):

- (1) Mixed use **commercial** areas should be designed to provide safe, direct, and convenient connections between uses. Connections among buildings could take the form of exterior arcades, sidewalks, **or pathways, or a** Above-ground climate-controlled **links structures are permitted if they link together like uses (i.e., office space or residential floors) and can be demonstrated to not negatively affect street-level activity.**
- (2) Mixed use **commercial** areas should have a co-ordinated system of **way finding** signage, lighting, and other design elements such as street furniture, landscaping, information kiosks and others to create an attractive appearance in the area, and tie the various mixed use components together.
- (3) To maintain a pedestrian-orientation, and to encourage street front activities, buildings that face streets in the ~~mMixed Use Commercial Policy Areas A~~ **Mixed Use Commercial Policy Areas A** may have a zero setback for buildings with at grade retail uses. The built form shall be oriented to ground-level entry, providing easy and legible access to sidewalks, pathways and transit.

Existing section entitled “**9.3 Policies**,” subsection entitled “**9.3.6 Mixed Use Development Cells**” rename to “**9.3.5 Mixed Use Commercial Development Cells**.”

Existing section entitled “**9.3 Policies**,” newly named subsection entitled “**9.3.5 Mixed Use Commercial Development Cells**,” paragraph 1 (page 98), is amended as follows (changes in red):

The Mixed Use **Commercial** Policy Area comprises two development cells: the ~~Parade Square Precinct~~ **Flanders Point Centre** and an existing previously approved cell at Lincoln Park Centre. These areas are shown on Figure 10. A third cell, on the 50 Avenue right-of-way, west of Richard Road S.W., is identified for institutional development as the preferred land use and mixed use as the alternative. If this occurs, the policies of the Mixed Use **Commercial** Area should apply to this development cell. This latter area is illustrated on Figure 12.

Existing section entitled “**9.3 Policies,**” newly named subsection entitled “**9.3.5 Mixed Use Commercial Development Cells,**” policy **(2)** (pages 98-99) is deleted in its entirety and replaced with the following (changes in red):

(2) Flanders Point Centre

Flanders Point Centre is the commercial centre that will meet daily retail and service needs of the local residents and provide for cultural entertainment uses to appeal to a broader audience. A mix of uses is envisioned with retail / commercial uses accessed directly at street level with the possibility of residential / office opportunities above. Commercial development will frame a central civic plaza and extend along a “Main Street” and a portion of Flanders Avenue.

- (a)** Flanders Point (the west end of Flanders Avenue) is the “heart” for the community where a fine-grained mix of retail, office, residential and other services are located. Mixed use development within Flanders Point Centre will emphasize retail development at the ground floor level. Offices, services and residential may be located on the floors above the retail development.
- (b)** The Plan encourages local commercial development to focus at Flanders Point and along Currie Street. Retail is also permitted to front along Flanders Avenue east of Currie Street.
- (c)** A civic urban plaza should be located at Flanders Point serving as a focal point and terminus for Flanders Avenue and a central feature for the commercial uses to locate around.
- (d)** The mix of uses with Flanders Point Centre shall include retail / commercial, residential, office, and open space. It may also include hotels, educational, cultural, arts and entertainment, seasonal markets, pop-up / temporary uses, and small-scale, low impact, light industrial uses.
- (e)** Cultural, arts and entertainment uses, including recreation, theatres, eating and drinking establishments, are encouraged to locate close to the ‘heart’ of Flanders Point Centre and only within the first and second storeys of buildings.
- (f)** Only primary commercial uses are allowed at-grade along a commercial street, except in such areas where lobbies for parking and uses above retail are required or service / parking access points are necessary for ingress and egress.
- (g)** No more than 25% of the retail may have a gross floor area of greater than 465 meters.

- (h)** Large retail uses, such as supermarkets and pharmacies are encouraged to incorporate in a more urban format using strategies such as

 - utilizing smaller floor plate sizes by locating on upper and lower floors
 - designing façades to create smaller storefronts with multiple entry points
 - utilizing smaller retail uses as street-adjacent liners
 - integrating into mixed use buildings.

- (i)** The building façade of large businesses should be modulated in width such that the façade is designed to read as a series of articulated bays with a high percentage of transparency and a maximum width of 12 meters.

- (j)** The width of individual entrance lobbies, whose only function is to provide access to upper or lower level uses, should be minimized so as not to create major gaps in activity and should not exceed 12 meters in width. Where the lobby serves as the principal entrance lobby for a residential building or hotel, the width may be exceeded to the satisfaction of the Development Authority.

Proposed Amendment: Chapter 10.0 Business / Office

Section entitled “**10.1 Context**,” paragraph 5 (page 102) is amended as follows (changes in red):

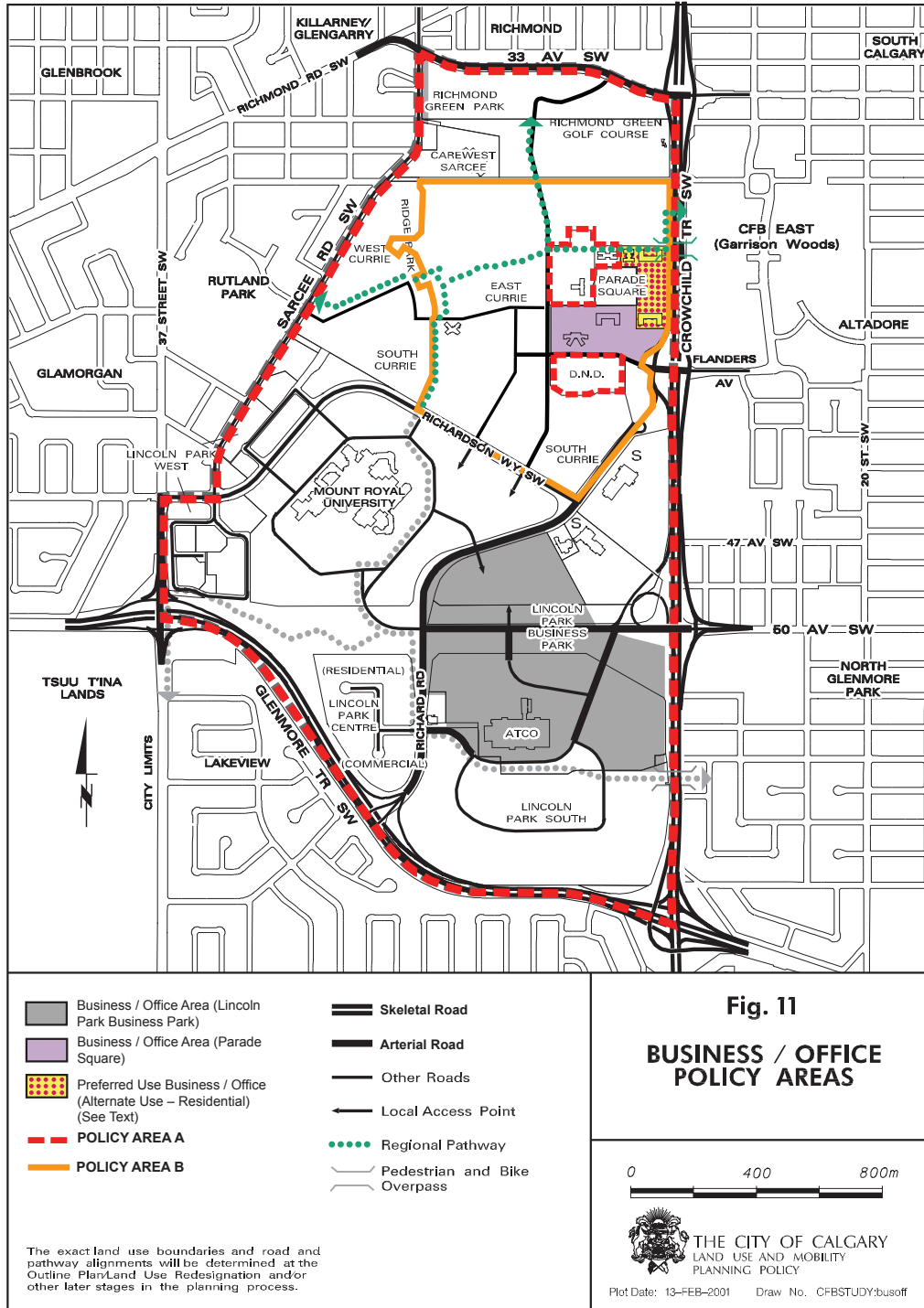
If the Master Plan is to implement City Council’s strategic policies on mobility and achieve a reasonable jobs target, the majority of future jobs in CFB West will have to be based on employment intensive activity such as office employment. Office development, as well as the high technology-based uses, ~~and movie and television industry uses,~~ tend to be efficient utilizers of space, yield a higher number of employees for an equivalent amount of building and land area compared to other commercial / industrial users, and are also “clean”. Office, ~~and high technology, and movie and television~~ employment can integrate well into a residential context and create an acceptable level of impact.

Section entitled “**10.3 Policies**,” subsection entitled “**10.3.2 Land Uses**,” policies **(1)** and **(3)** (page 104), are amended as follows (changes in red).

- (1)** The predominant use of land within these areas shall be intensive, non-retail, employment-generating uses. These may include office only or substantial offices with ancillary uses, such as clean manufacturing and high technology uses in the same building or a major hospital. ~~Movie and television production is encouraged in the Hangar Row Precinct.~~ Institutional uses may also locate in Business / Office Policy Area B.
- (3)** All business-related uses, including vehicle maintenance and the storage of vehicles, not used by employees for their journey to work, should take place underground or within buildings or structures. Outdoor storage of equipment, materials and products shall not be permitted, except as provided for in Section ~~10.3.8(1)(a)(iii) and 10.3.87(2)~~ (a)(iii) and (iv).

Section entitled “**10.3 Policies**,” (page 104), delete subsection entitled “**10.3.3 Density**,” and all policies in its entirety, and renumber all subsequent subsections.

Figure 11 entitled “**BUSINESS / OFFICE POLICY AREAS,**” (page 103), is amended to delete Hangar Row and to highlight the Parade Square Precinct, and introduce Policy Area A and Policy Area B, as shown below.



Existing section entitled “**10.3 Policies,**” subsection entitled “**10.3.5 Building Height,**” (page 105) is amended as follows (changes in red):

(1) Lincoln Park

Buildings up to four storeys in height are allowed within ~~the Lincoln Park Business Park Business/Office areas,~~ except that building heights up to a maximum of eight storeys may be allowed to accommodate landmark buildings at major entrances located along 50 Avenue S.W. and Richardson Way S.W.

Where buildings are located immediately adjacent to residential areas, a lower buildings height may be approved to ensure compatibility.

(2) Parade Square

Buildings directly fronting the Parade Square shall maintain the massing height of the historic buildings to reinforce the scale of the open space and the original built form.

Buildings up to 12 storeys in height are allowed in the most southern portion of the Parade Square Business/Office area, provided the development is compatible with the surrounding built form and is consistent with the evolving character of the area. Refer to Section 14.3.4.

In recognition of the historic character of the precinct, new development should respect the following guiding principles:

- maintain existing front elevation setbacks and heights around Parade Square; and
- respect existing roof-lines and geometry along the Parade Square elevation.

Existing section entitled “**10.3 Policies,**” subsection entitled “**10.3.8 Business / Office Development Cells,**” paragraph 1 (page 107), is amended as follows (changes in red):

The Business / Office Policy area comprises two development cells. They are the ~~Hangar Row~~ **Parade Square** precinct and the Lincoln Park Business Park. These areas are shown on Figure 11. A third cell at South Currie ~~(East), east of Hangar Row,~~ is identified for residential development as the preferred land use and business / office as the alternative use. This latter area is shown on Figure 9.

Existing section entitled “**10.3 Policies,**” subsection entitled “**10.3.8 Business / Office Development Cells,**” (page 108) policy **(1)** entitled “**The Hangar Row Precinct,**” and all images on pages 108-110 are deleted in their entirety and replaced with the following (changes in red):

~~**(1) The Hangar Row Precinct**~~

~~The Hangar Row precinct accommodates employment opportunities using new and existing hangar buildings for movie and television production studios, associated activities and business/office uses.~~

(a) Land Uses

- ~~(i) Movie and television production studios and associated uses and support services are strongly encouraged to continue using the existing buildings. One or more of the hangars could be redeveloped to accommodate a range of compatible business/office uses.~~
- ~~(ii) Other uses which are complementary to and compatible with the uses proposed in the hangars are encouraged. These might occur within the hangar row precinct in the form of mixed use development oriented to and adjacent to Richardson Way. These uses could include office, support services, restaurant, retail commercial, personal service uses, and a limited range of light industrial uses which are related to film and television production uses (e.g. graphic studios, model building shops).~~
- ~~(iii) General and heavy industrial uses, and those requiring outside storage are prohibited except that outside storage may be permitted in association with movie and television production studios, provided that it ensures that the outside storage is:

 - ~~• directly related to the movie and television production studios;~~
 - ~~• located and landscaped so as to be visually screened from public thoroughfares and from adjacent uses to the satisfaction of the Approving Authority; and~~
 - ~~• subject to performance standards to avoid conditions which may be objectionable beyond the boundary of the site containing the storage area.~~~~

(b) Future Alternative Use

~~Should the long term viability of Hangar Row for movie and television production and associated uses not be realized, the Plan recognizes the potential conversion of this area or a portion of this area to residential use. If this occurs, it should be through a comprehensive plan for the whole development cell prepared in accordance with the policies of the Residential Area and the South Currie development cell.~~

(c) Retention of the Existing Buildings

- ~~(i) The Plan encourages the retention and reuse of the existing hangars. However, the Plan recognizes the existing hangars may be demolished to accommodate long term development.~~
- ~~(ii) The Plan recognizes the unique architecture, character and historic legacy of the hangars and supports the opportunities these buildings offer for developing a special “focus” or use in this precinct.~~
- ~~(iii) Creative and special treatment of the large hangar walls, such as murals or other decorative features are encouraged to create a special and festive spirit for the precinct.~~

~~**(d) New Buildings**~~

- ~~(i) The Plan also supports the development of new buildings within the Hangar Row precinct. These new buildings may either infill among the existing hangars or occur adjacent to and orient to Richardson Way.~~
- ~~(ii) New buildings located adjacent to a public street should be scaled to the pedestrian (e.g. reduced building setback).~~

~~**(e) Access**~~

~~Vehicular access to Hangar Row may be provided from Richardson Way and/or from the east and west boundaries of the Hangar Row precinct.~~

(1) The Parade Square Precinct

The Plan encourages development of the historic Parade Square precinct as one of the major focal points and special places in CFB West. The Parade Square precinct will accommodate employment opportunities in new and existing buildings for predominantly business / office / institutional uses around the historic Parade Square. This will be a distinct business centre integrated with the current institutional uses. The business centre will enhance the precinct through building reuse and sensitive, high-quality designed office buildings and connections.

(a) Land Uses

- (i)** The predominant use of land within this area shall be business / office / institutional with ancillary uses in the same building.
- (ii)** Business / office uses, associated uses and support services are strongly encouraged within the existing buildings.
- (iii)** While the preferred use of the Parade Square Precinct is for business / office / institutional, the Plan recognizes the potential conversion of this area or a portion of this area for residential uses. If this occurs, the policies of the Residential Policy Areas shall apply and shall be designed to integrate with the adjacent uses.
- (iv)** The mix of uses includes approximately 1.6 ha^{+/-} (4.0 ac^{+/-}) of parkland on Parade Square, designed to be used year round and to accommodate community activities and special events [see Section 12.3.6 (1)(b)].
- (v)** The Plan supports preservation and adaptive re-use of existing historic structures while allowing sensitive infill to take advantage of the historic setting.
- (vi)** Consideration should be given to providing opportunities for live/work space to accommodate such uses as artist studios and incubator space, especially near the interface with the surrounding residential areas.
- (vii)** Light industrial operations that are small-scale in nature and can demonstrate that they have a low impact on adjacent uses may only be allowed under the following conditions:
 - the operation can be fully enclosed within a building with no outside storage of materials or products; and

- any noise, odour, vibration, heat, high illumination levels or waste that are associated with the light industrial use are not disruptive to adjacent uses and are, to the extent possible, mitigated through Development Permit approval requirements.
- (viii)** While the preferred use of the Parade Square precinct is for business / office development, the Plan recognizes the potential conversion for residential uses north of Flanders Avenue.
- (ix)** As development is expected to take many years to build-out, interim uses should be considered to allow for some activity of occur prior to and during the development phases. These interim uses could include development such as seasonal markets, pop-up uses / events, sales centre, parking lots or other temporary uses that do not require permanent structures or services.
- (x)** Stand-alone parking structures shall not be allowed within the Parade Square precinct.
- (xi)** Surface parking lots shall not be allowed on a permanent basis, and will be subject to approval for a limited time Development Permit at the development permit stage.

(b) Retention of the Existing Buildings

- (i)** The Plan encourages the retention and reuse of the existing buildings. However, the Plan recognizes that some of the existing buildings may be demolished to accommodate long-term development.

(c) New Buildings

- (i)** The west boundary of the Business / Office area fronting onto the eastern portion of Parade Square, and the amount of permanent physical development on the square will be determined after consultation with and approval from Alberta Community Development in compliance with the Provincial Historic Resources designation. (See Section 7.3). Approval of development on the Parade Square will also be subject to The City's Outline Plan / Land Use Amendment process, with its related provisions for public input.
- (ii)** The Development Authority should consider how development around Parade Square may be designed or modified to frame the public open space and incorporate connections to create a well-integrated precinct without detracting from the historical significance of Parade Square;

(d) Access

- (i)** The primary access to the Parade Square precinct will be through the Flanders Avenue connection from Crowchild Trail with secondary access points off Quesnay Wood Drive to 33 Avenue and Richardson Way.
- (ii)** Bus access (ingress only) tertiary vehicle access may be allowed from Richard Road.

Existing section entitled “**10.3 Policies,**” subsection entitled “**10.3.8 Business / Office Development Cells,**” policy **(2) (a) (iii)** (page 112) is amended as follows (changes in red):

- (iii)** The Plan recognizes the retention of the existing ATCO Structures manufacturing operation. Measures need to be taken to minimize the potential negative impact of the manufacturing operation on the character of the balance of the Lincoln Park Business Park and on other adjacent land uses. Implementation of these measures shall commence no later than 2003/2004 in recognition of existing lease agreements between The City of Calgary and ATCO, and shall include:
- upgrading of the external appearance of the building itself;
 - control of outside storage associated with the existing use of the building in accordance with Section 10.3.87(2)(a)(iv);
 - landscaping and/or berming to buffer the building from future surrounding uses; and
 - direct access for traffic serving the building from Richard Road (a right-in / right-out driveway north of and adjacent to the existing firehall).

The Plan also recognizes that the existing manufacturing facility may prove to be incompatible with long-range development and it may become cost-effective to relocate it in the future.

Proposed Amendment: Chapter 11.0 Institutional

Section entitled “**11.1 Context**,” paragraph 2 (page 116), is amended as follows (changes in red):

There are many regional and neighbourhood institutional and community facilities within the planning area which provide city services, learning, social, recreational, and health-related services to the area. Other community facilities and services such as police, library, community associations and their related programs are accessible to CFB residents in the surrounding communities. Policies regarding the existing schools operated by the Calgary Catholic School District are included in Chapter 12: Parks, Open Space and Schools. The Calgary Catholic School District and the Calgary Board of Education have reviewed the school requirements of the planning area, and concluded that no new facilities are required. Children living in the area can be accommodated in existing schools within the planning area and in the adjacent communities. **If needed, school requirements could also be addressed through the development of an urban school in proximity to Parade Square.** Figure 12 and 13 shows the major institutional and community facilities in CFB West.

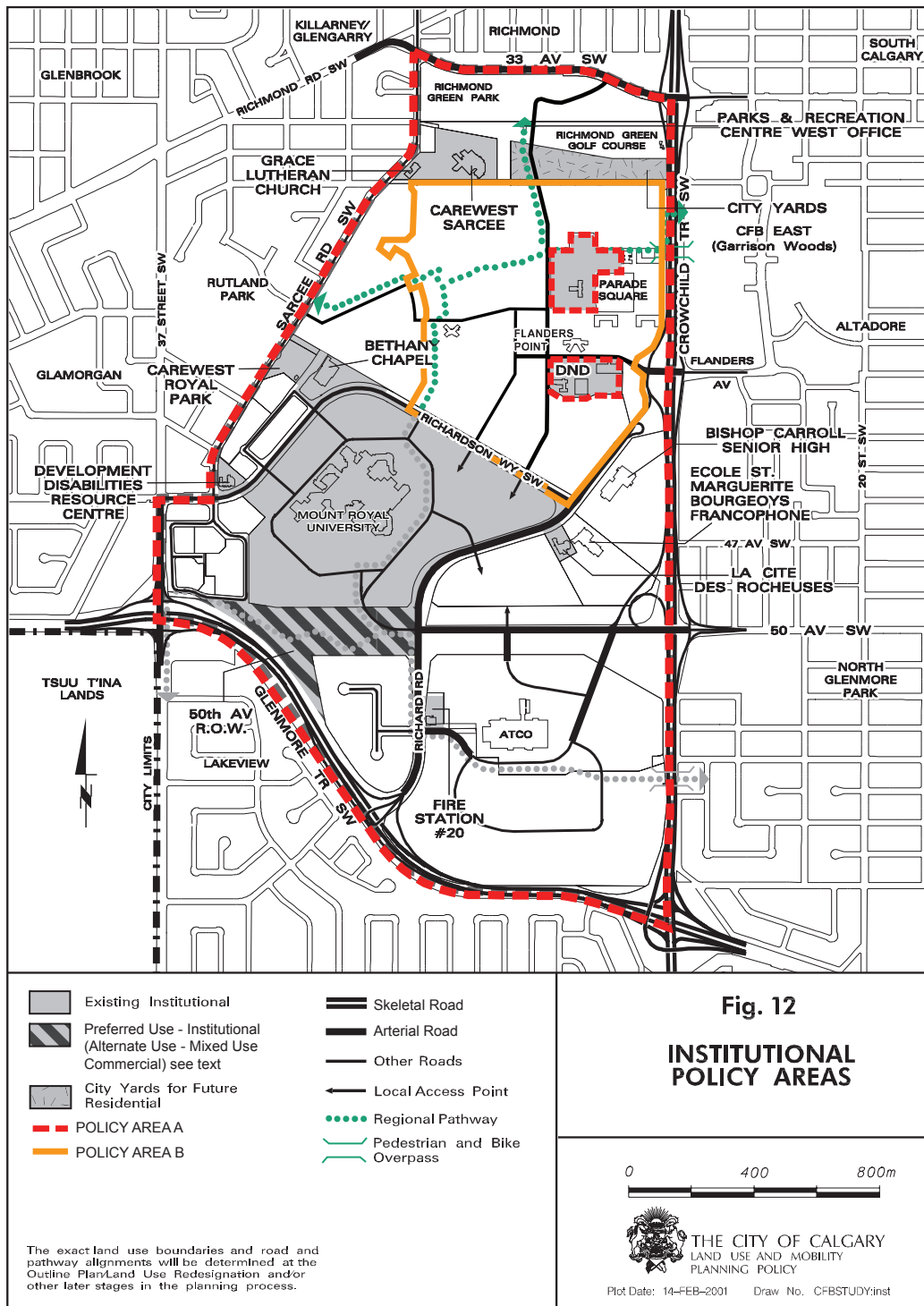
Section entitled “**11.3 Policies**,” subsection entitled “**11.3.2 Mount Royal ~~College~~ University**,” policy **(2)** under subsection (page 119), is amended as follows (changes in red):

- (2)** The Plan’s preferred use for the 50th Avenue right-of-way is institutional, to accommodate the expansion of Mount Royal ~~College~~ **University**. If the expansion of Mount Royal ~~College~~ **University** does not occur on the 50th Avenue right-of-way, the policies of the Mixed Use **Commercial** Areas shall apply.

Section entitled “**11.3 Policies**,” subsection entitled “**11.3.2 Mount Royal ~~College~~ University**,” policy **(5)**, third bullet under subsection entitled “**Land use**,” (page 120), is amended as follows (changes in red):

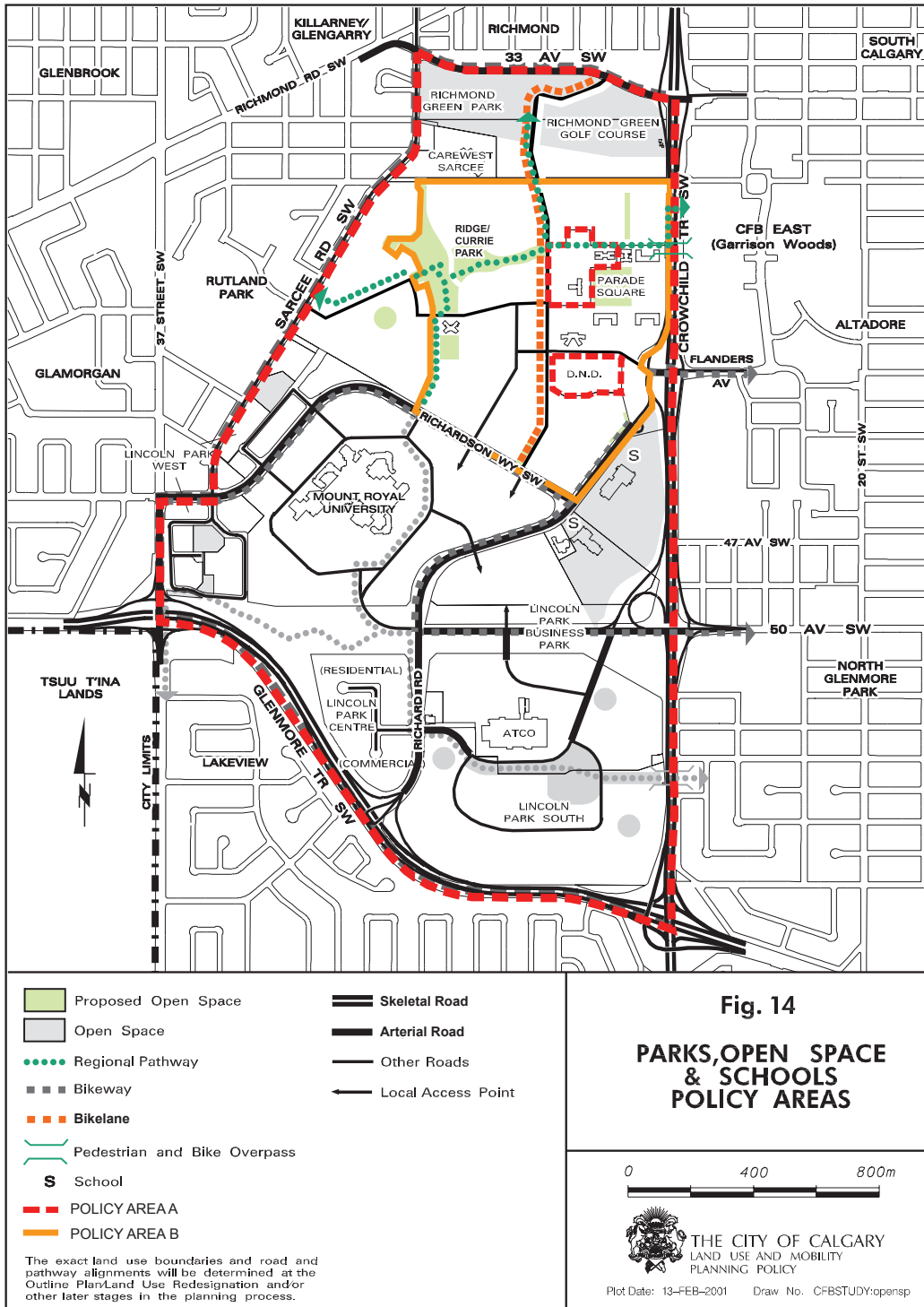
- In the longer-term, the current student housing area is envisaged as a mixed use area, suitable for academic and research, local commercial, office space, partnership buildings and residential uses. This area will be fronting onto Richardson Way, complementing the uses ~~in the Hangar Row area~~ **and form of development to the north**. Some limited amount of mixed use adjacent to the West Gate could be developed over time.

Figure 12 entitled “**INSTITUTIONAL POLICY AREAS,**” (page 118), is amended to reflect change to road network and regional pathway, introduce Policy Area A and Policy Area B and amend the legend to reflect revised policy title as shown below.



Proposed Amendment: Chapter 12.0 Parks, Open Space & Schools

Figure 14 entitled “PARKS, OPEN SPACE & SCHOOLS POLICY AREAS,” (page 128), is amended to update the base road network, the open space areas, and regional pathway system, introduce Policy Area A and Policy Area B, and delete Hanger Row.



Section entitled “**12.1 Context**,” paragraph 4 (page 126) is amended as follows (changes in red):

Schools often serve as important physical and social focal points of a neighbourhood, fostering a sense of community and identity. The Plan area includes two existing schools operated by the Calgary Catholic School District. Bishop Carroll High School draws students from all parts of the city for its program of individualized instruction, while École Ste. Marguerite Bourgeoys is a French language school serving Francophone students from kindergarten to grade 12. Both the Calgary Board of Education and the Catholic District have reviewed the school requirements of the planning area and have concluded that no new facilities are required. **If a school is needed, an urban school can be accommodated in proximity to Parade Square.** The play fields associated with these schools can also be booked for use by the general public and include space for football, soccer and baseball. The Plan, therefore, recognizes the two existing schools as important components of the open space system.

Section entitled “**12.3 Parks and Open Space Policies**,” subsection entitled “**12.3.6 Public Parks / Pathways**,” policy **(1) (a)** and **(b)** (page 130) is amended as follows (changes in red):

(1) Parks

In addition to the existing open space, the major components of the public open space system include the following:

(a) ~~A natural park~~ Parks of approximately ~~4.0 ha +/- (10.0 ac +/-)~~ **5.0 ha +/- (12.5 ac +/-)** in size should be provided and include a north/south pathway roughly along the ridgeline **and Trasimino Crescent** in the western portion of the Plan area. The site should be configured to preserve the existing mature tree stands and native plant communities and, where possible, maintain views of the mountains to the west **and Downtown to the northeast.**

(b) A park of approximately 1.6 ha +/- (4.0 ac +/-) in size should be provided on the Parade Square site. The park should be designed to be used year round and accommodate community activities and special events (see Section ~~9.3.6(2)(b)~~ **10.3.7(1) (a) (iv)**).

~~Underground parking may occur beneath the Parade Square Park.~~

Section entitled “**12.3 Parks and Open Space Policies,**” subsection entitled “**12.3.6 Public Parks / Pathways,**” as policy **(1) (c)** (page 130) is deleted in its entirety and subsequent policies are renumbered follows (changes in red):

~~(c)~~ A formal urban park of approximately 0.4 ha+/- (1.0 ac+/-) in size should be provided in the northern portion of the Plan. This park should be configured to function as a town square or meeting place in order to add variety to and complement other traditional park spaces within CFB West.

~~(d)~~ **(c)** A neighbourhood park of approximately 2.4 ha+/- (6.0 ac+/-) in size should be provided in the south portion of the Plan area, straddling the Lincoln Park south residential cell and the Lincoln Park Business Park lands. This site should be configured to accommodate multipurpose fields for a range of active recreational use and passive, informal activities. This site should also be central and located adjacent to the east/west regional pathway proposed through this area to connect to the regional parks and pathway system by means of the Crowchild Trail pedestrian overpass.

~~(e)~~ **(d)** A park of approximately 0.8 ha+/- (2.0 ac+/-) in size should be considered within the City-owned Lincoln Park Business Park lands. This site should be configured to accommodate a range of community oriented formal or informal activities and should not be used to accommodate an entrance feature to the business park.

~~(f)~~ **(e)** Smaller neighbourhood parks should be provided and located within the residential cells in the north and south portions of the plan area to serve the recreational and open space needs of local residents. These sites should be located and configured to provide for a range of activities, possibly including playgrounds and sited to maximize each service radius. The size and location of these parks will be determined at the Outline Plan/Land Use Amendment stage.

Section entitled “**12.3 Parks and Open Space Policies,**” subsection entitled “**12.3.6 Public Parks / Pathways,**” policy **(2)** (page 131) is amended follows (changes in red):

(2) Pathways

Pathways are components of the open space system that promote opportunities for an active lifestyle and also provide physical connections throughout a community. Policies regarding regional and local pathway are addressed in Chapter 15 17, Pedestrian and Bicycle Network.

Proposed Amendment:
Chapter 13.0 Land Use Density

In Part IV, entitled “**Circulation**,” Renumber “**Chapter 13.0**” to “**Chapter 15.0**” and all remaining sections accordingly. Renumber **Figure 15** to **Figure 17** and all remaining figures accordingly.

Insert a new “**Chapter 13.0**” in Part III entitled “**Land Use Density.**”

Part III, Land Use Policy Areas

Chapter 13.0 Land Use Density

13.0 Land Use Density



Development intensification to create a compact, urban mixed-use community (concept).

“Appropriate building densities and land uses should be within walking distance of transit stops, permitting public transit to become a viable alternative to the car.”

William Lieberman, Charter for the New Urbanism, 1999, page 101

13.1 Context

The CFB West Master Plan responds to The City’s strategic objectives by creating a compact, urban mixed-use community where people live, learn, work and play. The distribution of residential densities is designed to encourage transit ridership and provide for a variety of housing types, affordability levels and lifestyles to meet the changing needs of residents over time.

The Master Plan recognizes existing residential areas and integrates these into the CFB West community. A transition in housing density will ensure compatibility with the edge conditions, particularly along Sarcee Road, and adjacent to existing de-

velopment on the site.

13.2 Purpose

The purpose of the land use density policies is to provide a framework for individual land use policy areas for the entire CFB West Master Plan area. A range of densities, including minimum and maximum densities has been established for the Plan area. There are two Policy Areas within the Plan Area: Policy Area A and Policy Area B. Policy Area A contains the densities approved by Council in 2000; Policy Area B is envisioned as a more dense community. The policies reflect a flexibility of densities to achieve the desired vitality and character within these Policy Areas. Densities for Policy Areas A and B are described below.

A minimum density has been set in order to ensure that new development will contribute sufficient activity to the area and to achieve the applicable intensity threshold of the Municipal Development Plan. The maximum development threshold that can be accommodated in Policy Area B is based upon

the available transportation capacity. The Land Use Density framework for Policy Area B also contains provisions allowing for a density increase to occur.

13.3 Policies

13.3.1 General

The policies in chapters 8 through 10 apply to the Residential, Mixed Use Commercial and Business / Office areas within the CFB West Master Plan Area. They should be considered in conjunction with the goals, principles, and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as appropriate.

13.3.2 Density

(1) Residential Policy Area A

- (a) A transit and pedestrian orientated development pattern is supported within the Residential Policy Area through a compact development pattern and sensitive intensification.
- (b) The overall average residential density to be achieved within the entire Residential Policy Area shall range between a minimum of 9 units per gross developable acre and a maximum of 16 units per gross developable acre. Residential density should not be measured on an individual cell but on an area basis, in accordance with (d) below.
- (c) Development forms and densities for specific residential development cells shall be sensitive and integrated with adjacent land uses.
- (d) At the Outline Plan / Land Use Amendment stage, a developer shall submit information to demonstrate that the density range within the entire Residential Policy Area will be complied with, as detailed under residential density analysis in the Implementation part of the Plan.

(2) Mixed Use Commercial Policy Area A

- (a) An overall average floor area ratio (F.A.R.) of up to 2.0 (i.e. a building floor area equal to twice the site area) is permitted based on the developable lands within the Mixed Use Commercial Policy Area
- (b) This overall average density limit may be varied where the Approving Authority considers it appropriate to achieve the purpose of the Mixed Use Commercial Policies and provided that the development is determined to be:
 - compatible with the surrounding land uses;
 - consistent with the evolving character of the area;
 - suitable in terms of parking, landscaping and design; and
 - adequately serviced by roads and utilities.

(3) Business / Office Policy Area A

- (a) An overall average floor area ratio (F.A.R.), up to 1.0 (i.e. a building floor area equal to the site area) is permitted based on the developable lands within the entire Business / Office Area, except as provided for in (b) below.
- (b) The overall average density limit may be varied where the Approving Authority considers it appropriate to achieve the purpose of the Business / Office policies and provided the development is determined to be:
 - compatible with the surrounding land uses;
 - consistent with the evolving character of the area;
 - suitable in terms of parking, landscaping and design; and
 - adequately serviced by roads and utilities.

Part III, Land Use Policy Areas

Chapter 13.0 Land Use Density

(4) Policy Area B

(a) The minimum required and maximum allowable densities for each land use category should be in accordance with Table 5.

(b) Minimum Density Requirements

(i) The minimum density requirement shown in Table 5 represents the mandatory amount of development for that land use category that must be provided within the Plan area in order to achieve the objectives of the CFB West Master Plan.

(ii) The minimum density requirements for each land use category shown in Table 5 apply.

(iii) A transfer of density from one block to another block so as to comply with the minimum density requirements on a subject block or combination of blocks as identified in Appendix III, shall be allowed.

(c) Maximum Density Threshold

(i) The maximum density threshold shown in Table 5 represent the maximum density for various land use categories that should be allowed under a predetermined development scenario and is consistent with the Transportation Impact Assessment (TIA) approved at the time of adoption of this amendment.

(ii) The density thresholds may be adjusted or increased for all or any of the land use categories as the Policy Area develops, subject to the submission and approval of a revised TIA, as required.

(d) To assist in the evaluation and tracking of density, a Density Audit prepared in accordance with Appendix IV may be required in conjunction with a Development Permit or Land Use Amendment application.

Land Use Category	Minimum Density Requirement	Maximum Density Threshold
Residential	174,248 m ² (1,894 units)	533,048 m ² (5,794 units)
Primary Commercial	11,678 m ²	22,790 m ²
Office	26,558 m ²	70,030 m ²
Institutional ¹	11,664 m ²	17,319 m ²

The "Maximum Density Threshold" is based on the maximum projected in the Development Plan and modeled in the TIA. Reaching this maximum density threshold may require additional monitoring, analysis, and the implementation of measures as outlined in Chapter 19.0 of this Plan.

¹ Includes Clear Water Academy

Table 5: Minimum and Maximum Density.

Proposed Amendment:
Chapter 14.0 Land Use Density

Renumber **Part IV**, entitled “**Circulation**,” to “**Part V**” and renumber **Part V** entitled “**Servicing and Implementation**,” to **Part VI**, insert a new **Part IV** entitled “**Part IV, Urban Design Framework**,” as follows.

Insert a new title page entitled “**Part IV, Urban Design Framework** ” as follows:

Part IV, Urban Design Framework

Chapter 14 - Built Form and Site Design

Insert a new Chapter 14.0 entitled “**Chapter 14.0 Built Form and Site Design**” as follows:

Part IV, Urban Design Framework Chapter 14.0 Built Form and Site Design

14.0 Built Form and Site Design



The Illustrative Plan translates the vision into a conceptual design for the Policy Area B lands (concept).

“Successful urban space (including street space) is designed and enclosed by buildings, structures and landscape. The relationship between buildings on a street and between buildings and a street, are the key to this. Buildings which follow a continuous building line around a street block and contain the private space within backyards or courtyards are

often more successful than individual buildings that stand in the middle of a site. Buildings with live edges, such as shopfronts, doors directly to the street, or residential upper floors, enable people to keep an eye on public space and make it feel safer.”

By Design, Commission for Architecture and the Built Environment, 2000

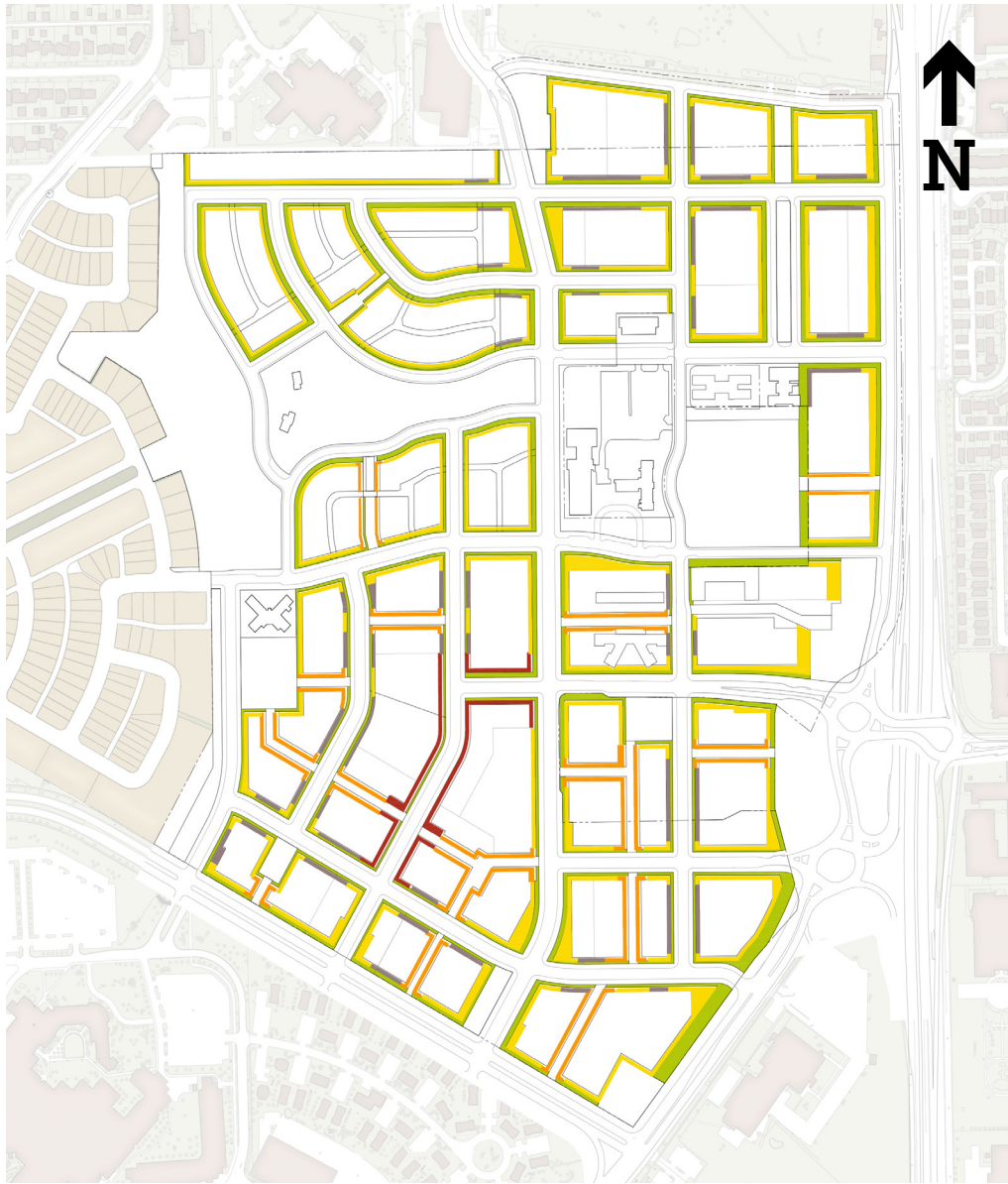
Chapter 14.0 Built Form and Site Design Part IV, Urban Design Framework**14.1 Context**

Human-scaled streets, squares and plazas are essential elements to the creation of functional, aesthetic, and vibrant public space. Urban design is the comprehensive and cohesive combination of building, open space, street and sidewalk design which has as its objective the creation of “functional and memorable public space.” The essence of good urbanism is determined by the relationship between the public and the private realm at the street level.

14.2 Purpose

The purpose of these policies is to guide development within the blocks of Policy Area B as shown in Figure 15 to ensure that development within these blocks have a high quality of design while allowing for flexibility. This section is comprised of building placement (building setbacks and frontages), building heights, and parking forms.

Part IV, Urban Design Framework Chapter 14.0 Built Form and Site Design



- Setback
- Retail Frontage
- Primary Frontage
- Mews Frontage
- Secondary Frontage

Fig. 15
BUILDING PLACEMENT

Chapter 14.0 Built Form and Site Design Part IV, Urban Design Framework

14.3 Policies

14.3.1 General

The following policies apply to Policy Area B shown on Figure 15. They shall be considered in conjunction with the goals, principles, and policies contained in the rest of the Plan and shall be addressed at the Outline Plan, Land Use Amendment or Development Permit stages, as appropriate. Appendix III contains block specific information that has been distilled down to the block for ease of use.

14.3.2 Building Placement

Safe, secure, and active ground floors that are clearly articulated and define public and private realms are essential to any successful urban environment. Policy Area B relies on frontage zones to ensure that coherent ground floor frontages are properly established and minimize incompatible frontage relationships. The frontage zone is the area on a parcel as measured from the setback line that the façade of a building is required to sit. There are four frontage types: Retail, Primary, Mews, and Secondary. Each type has specific policies for creating the urban edge to streets and other public spaces. Together with building setbacks, the frontage zones will help define a building's relationship to the street.

- (1) Setbacks shall be consistent with the specific Block Plans identified in Appendix III.
- (2) The Development Authority may allow building elements such as porches, balconies, bays, and arcades to encroach into the setback, where appropriate.
- (3) Frontage zone and type requirements should be consistent with Figure 15 and the specific Block Plans identified in Appendix III.
- (4) The majority of a building's façade should locate within the frontage zone.
- (5) The hierarchy of frontage types is Retail, Primary, Mews, and Secondary as identified in Figure 15.
- (6) Buildings should be designed and sited to place emphasis on the most important frontage that a parcel addresses such as the street, mews, or open space.



Retail



Primary



Mews



Secondary

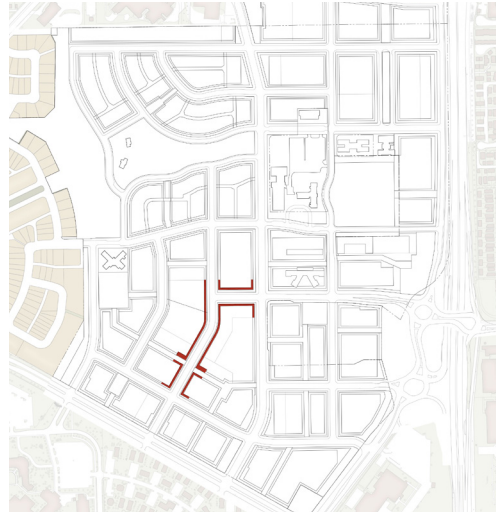
Part IV, Urban Design Framework Chapter 14.0 Built Form and Site Design

14.3.3 Frontage Types and Zones

(1) Retail Frontage

Retail frontages are intended to be the most vibrant of the frontage types with a focus on pedestrian movement and activity. They typically include mixed-use buildings with active, retail-oriented uses on the ground floor and office, residential, or hotel uses in the upper stories. The Frontage Zone is shown in Figure 15 and should be designed as follows:

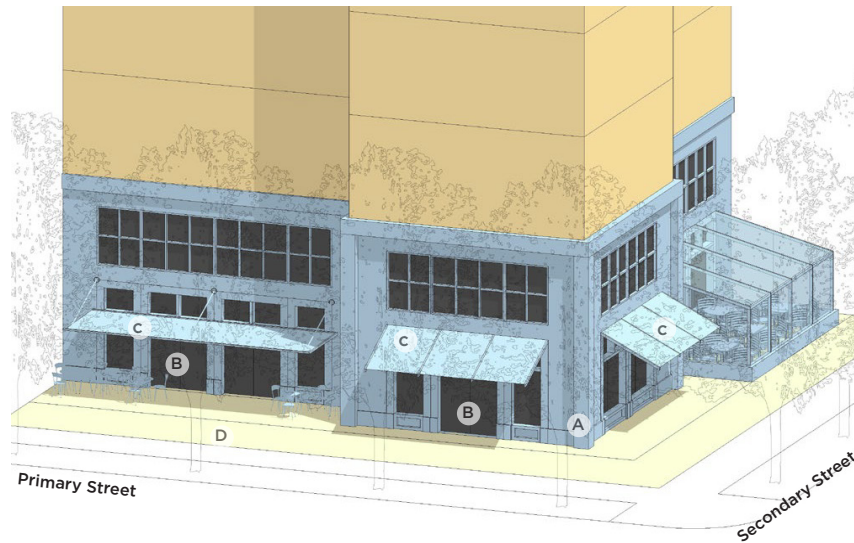
- (a) The Frontage Zone allows for the flexible placement of the primary façade in order to animate the building edge at the sidewalk and physically define the street as an outdoor room; 80% of the buildings façade must be located within the retail frontage zone. See Building Façade Occupancy Calculation Illustration in Appendix I.
- (b) Large recessed entryways should be avoided where possible.
- (c) Vehicle access and servicing is strongly discouraged. Where required, access should be designed to convey priority to pedestrians and cyclists.
- (d) Awnings, canopies and porte cocheres add character to storefronts, provide shelter for pedestrians, and are encouraged.
- (e) Colonnade and upper storey facades may be built within the Frontage Zone to maintain a consistent building line while providing for additional pedestrian circulation and outdoor space. Vertically proportioned arcades maintain a consistent building line with regularly spaced columns.
- (f) Shopfronts within the arcade shall maintain a visual presence on the street.
- (g) Visually permeable shopfronts, small shopfront modules, and regularly spaced entryways to allow for an active, pedestrian scaled streetscape should be provided.



Retail Frontages

Chapter 14.0 Built Form and Site Design Part IV, Urban Design Framework

Table Retail Frontage Characteristics	
Characteristics	
Permitted Ground Floor Uses	Primary Commercial, Residential Lobby, Hotel Lobby
Minimum Building Façade Frontage (A)	80%
Entrances and Openings (B)	Street Facing, Maximum 18m Spacing
Appropriate Building Element Examples (C)	Shopfront, Arcade, Gallery, Awning, Porte Cochere, Enclosed or Outdoor Dining Area
Setback Treatment (D)	Designed Hard Surfaced Landscaping from Building Face to Back of Sidewalk
Vehicular Access and Servicing	Vehicular access designed as bay of façade, servicing internal to building; Access points designed to convey priority to pedestrians and cyclists by minimizing and consolidating breaks in the sidewalk and public realm and reducing and/or containing queuing associated with vehicle entry/exit and driver payment.

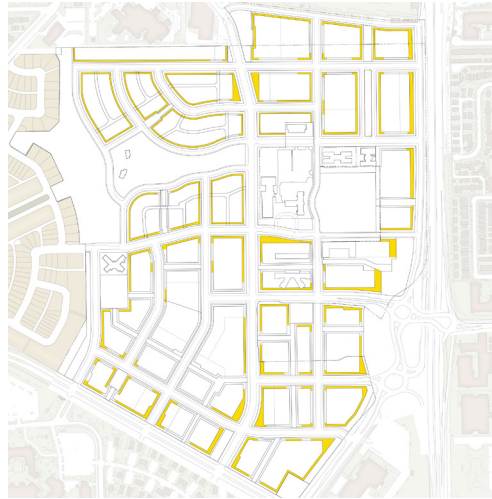


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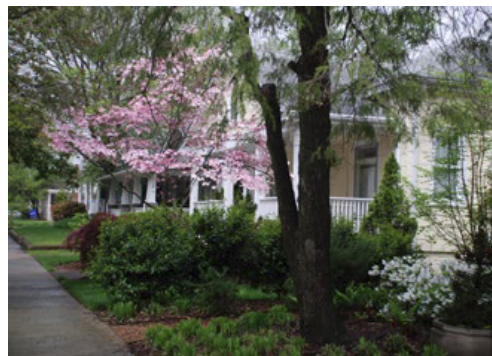
(2) Primary Frontage

Primary Frontages are the most diverse frontage type in terms of allowable uses, building types, and recommended elements. Primary frontages are intended for high-visibility streets and sites and call for high-quality materials and detailed articulation.

- (a) 60% of the building façade must reside within the primary frontage zone. See Building Façade Occupancy Calculation Illustration in Appendix I.
- (b) Vehicle access and servicing is discouraged. Where required, access should be designed to convey priority to pedestrians and cyclists.
- (c) Buildings should physically define the street as an outdoor room and provide for surveillance. The Frontage Zone provides for the flexible placement of the primary façade allowing for a small yard and a separation of private residential uses from the public street.
- (d) An elevated ground storey allows for additional privacy in residential uses.
- (e) A garden wall along the frontage line clearly delineates the public sidewalk from the private yard and reinforces the physical definition of the street.
- (f) Regularly spaced entries and windows facing onto the street provide for an active streetscape and increased surveillance.
- (g) To create a consistent street wall, facades should typically be parallel to the frontage line.
- (h) All buildings shall have their principal entry onto the street.
- (i) Low impact commercial uses may be located within the ground storey and light court levels. In order to allow for a variety of live/work possibilities.

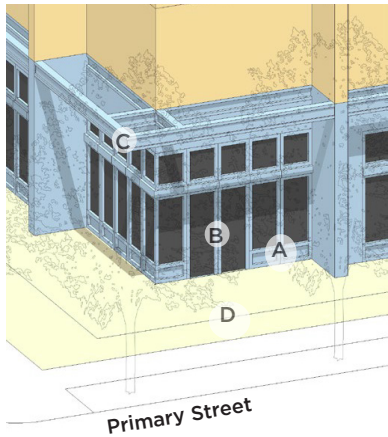


Primary Frontages

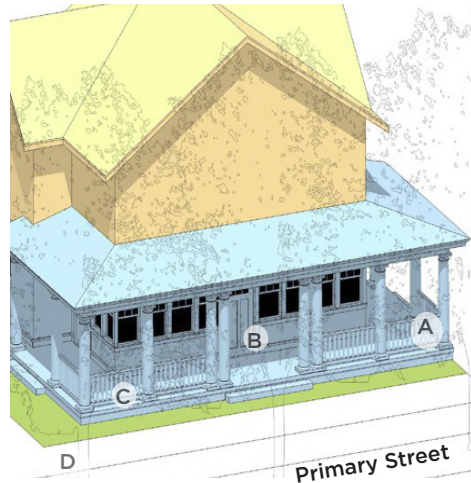


Chapter 14.0 Built Form and Site Design Part IV, Urban Design Framework

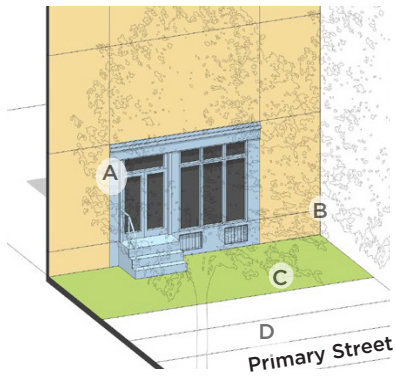
Table Primary Frontage Characteristics	
Characteristics	
Permitted Ground Floor Uses	Primary Commercial, Service-oriented Office, Residential Lobby, Hotel Lobby, Civic
Minimum Building Façade Frontage (A)	60%
Entrances and Openings (B)	Street Facing
Appropriate Building Element Examples (C)	Forecourt, Porch, Balcony, Shopfront, Arcade, Gallery, Awning, Stoop, Porte Cochere
Setback Treatment (D)	Designed Hard Surfaced or Soft Surfaced Landscaping
Vehicular Access and Servicing	Vehicular access designed as bay of façade, servicing internal to building; Access points designed to convey priority to pedestrians and cyclists by minimizing and consolidating breaks in the sidewalk and public realm and reducing and/or containing queuing associated with vehicle entry/exit and driver payment.



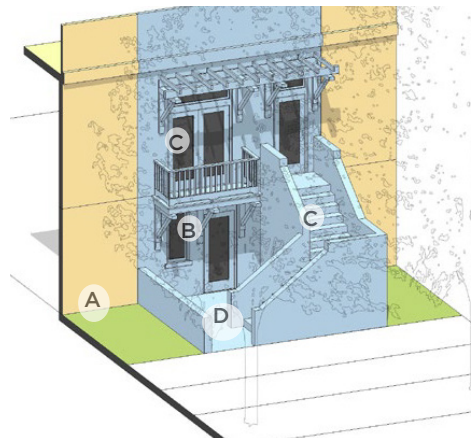
Lobby Entry



Single-Detached Entry



Live/Work Ground Floor Commercial

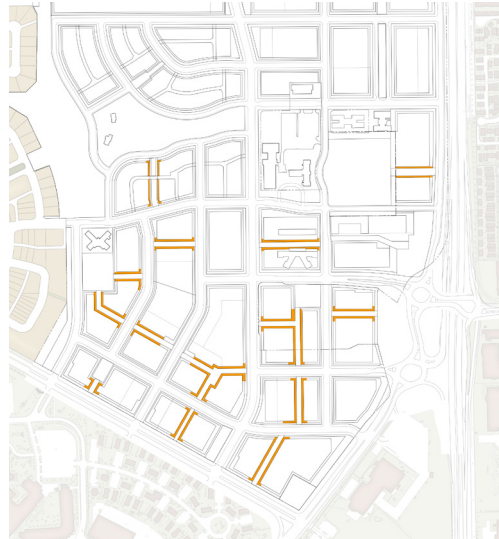


Townhouse Entry

Part IV, Urban Design Framework Chapter 14.0 Built Form and Site Design

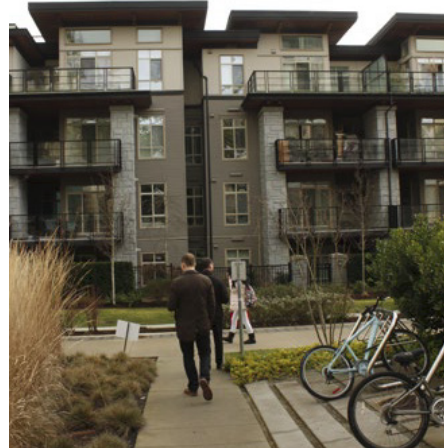
(3) Mews Frontage

Mews Frontages are intended to create intimate spaces within Policy Area B that break down the scale of large blocks. A mews is a narrow, intimate street balancing the access and service functions of a lane with active building frontages, accessory units, and a carriageway shared by cars and pedestrians. Mews are generally lined with smaller scaled building types such as townhouses, which front onto the mews. Frequent openings and residential building elements will ensure that mews frontages are a safe, vibrant, and people-oriented network within Policy Area B. Frequent building entries and the inclusion of amenity spaces in mews areas with non-residential uses will help to create visual connections to the mews and will keep these spaces active during business hours.



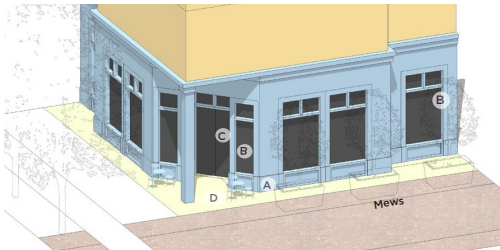
Mews Frontage

- (a) Mews frontages are allowed throughout Policy Area B and strongly recommended on superblocks in order to provide a more permeable block structure and allow for unique development opportunities, and provide for a more pedestrian friendly, permeable block structure.
- (b) 60% of the building façade must be located within the mews frontage zone. See Building Façade Occupancy Calculation Illustration in Appendix I.
- (c) Building entries may be from internal courts.
- (d) Primary service functions should be to the rear of the building.

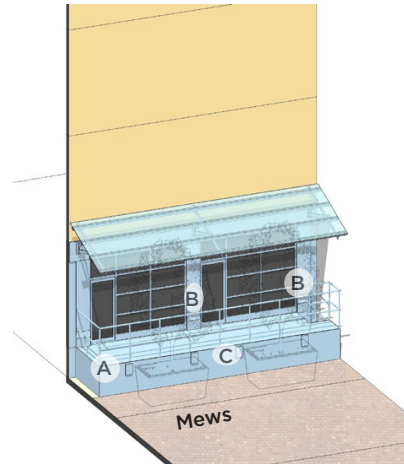


Chapter 14.0 Built Form and Site Design Part IV, Urban Design Framework

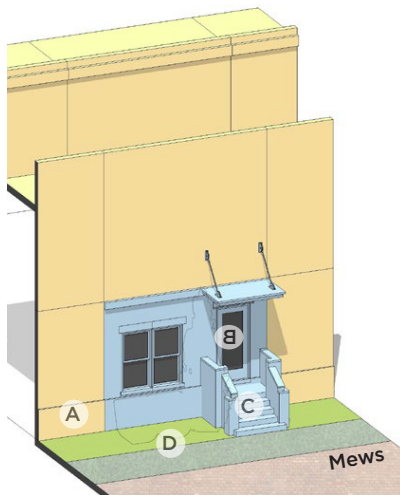
Table Mews Frontage Characteristics	
Characteristics	
Permitted Ground Floor Uses	Residential, Residential Lobby, Hotel Lobby, Retail, Office
Minimum Building Façade Frontage (A)	60%
Entrances and Openings (B)	Mews Facing
Appropriate Building Element Examples (C)	Porch, Balcony, Shopfront, Awning, Stoop, Terrace
Setback Treatment (D)	Designed Hard Surfaced or Soft Surfaced Landscaping
Vehicular Access and Servicing	Vehicular access designed as bay of façade, servicing internal to building



Store Front



Residential Entries on Loading Dock



Townhouse Entry

Part IV, Urban Design Framework Chapter 14.0 Built Form and Site Design

(4) Secondary Frontage

Secondary Frontages are intended to provide the least amount of regulation in order to encourage vehicular access and servicing to occur along these frontages, particularly where there is no service lane available. However, as Policy Area B matures over time, developers/owners may choose to locate secondary retail, lobbies, etc. on the secondary frontage.

- (a) 40% of the building façade must be located within the secondary frontage zone. See Building Façade Occupancy Calculation Illustration in Appendix I.

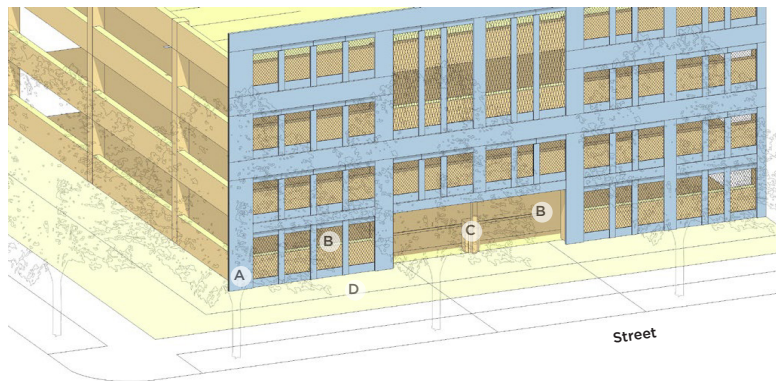


Secondary Frontage

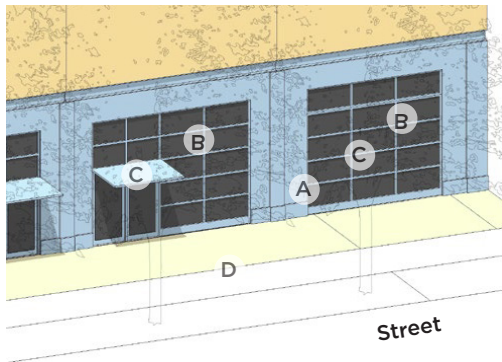


Chapter 14.0 Built Form and Site Design Part IV, Urban Design Framework

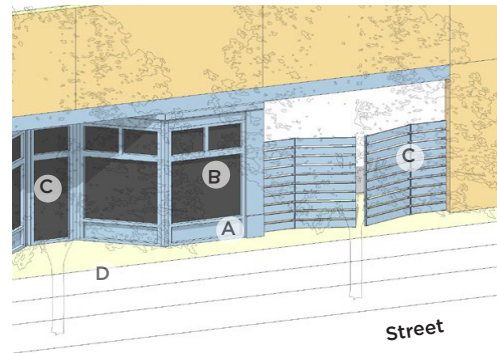
Table Secondary Frontage Characteristics	
Permitted Ground Floor Uses	Residential, Residential Lobby, Hotel Lobby, Primary Commercial, Office
Minimum Building Façade Frontage (A)	40%
Entrances and Openings (B)	Mews Facing
Appropriate Building Element Examples (C)	Porch, Balcony, Shopfront, Awning, Stoop, Terrace
Setback Treatment (D)	Designed Hard Surfaced or Soft Surfaced Landscaping
Vehicular Access and Servicing	Vehicular access designed as bay of façade, servicing internal to building



Structured Parking Screened Behind an Architectural Façade



Garage Entry Designed as Bay



Screened Servicing Adjoining Retail

Part IV, Urban Design Framework Chapter 14.0 Built Form and Site Design

14.3.4 Building Heights

The building heights policies are intended to contribute to the envelope into which buildings massing must fit. The various height sectors are generally laid out such that maximum height is only allowed selectively in Flanders Point Centre and in the north-eastern and southeastern parts of Currie Barracks.

(1) Height Allowance Zones

Development should refer to height allowances zones specified in Figure 16.

(2) Shadowing

In order to minimize the shadowing on the streets, neighbouring parcels, and surrounding neighbourhoods to the maximum extent possible, parcels should generally have a 3-4 story base creating the street walls, with mid-rise buildings and residential tower rising out of the base.

(3) Height Requirements

- (a) Where a building spans multiple height zones, the maximum height of the zone in which at least 60 per cent of the building is located will apply.
- (b) Notwithstanding the maximum height allowed in a zone, in order to achieve a compatible interface buildings may be required to step down height in proximity to lower profile buildings.
- (c) Minor increases in building height in the Height Allowance Zone should be considered where the buildings are sensitively and compatibly designed in relation to adjacent development.

(4) Low Profile Height Allowance Zone

- (a) In order to recognize and protect the buildings in and around Parade Square and in defined low density areas, a height limit of 1 to 3 storeys (approximate 12.0 m maximum) should apply to buildings in proximity to heritage buildings and the lower density residential areas, as shown with the Low Profile Height Allowance Zone.

(5) Contextual Building Height

- (a) A building height of up to 6 stories (approximately 20.0 metres) should apply to buildings in proximity to existing communities, lower density residential areas, historical resources and podium development for towers as shown within the Contextual Building Height Allowance Zone.
- (b) Buildings within the Contextual Building Height Allowance Zone should be
 - (i) a minimum of three storeys in height within the Retail Frontage Area along the commercial street, and
 - (ii) compatibly designed in relation to heritage buildings.

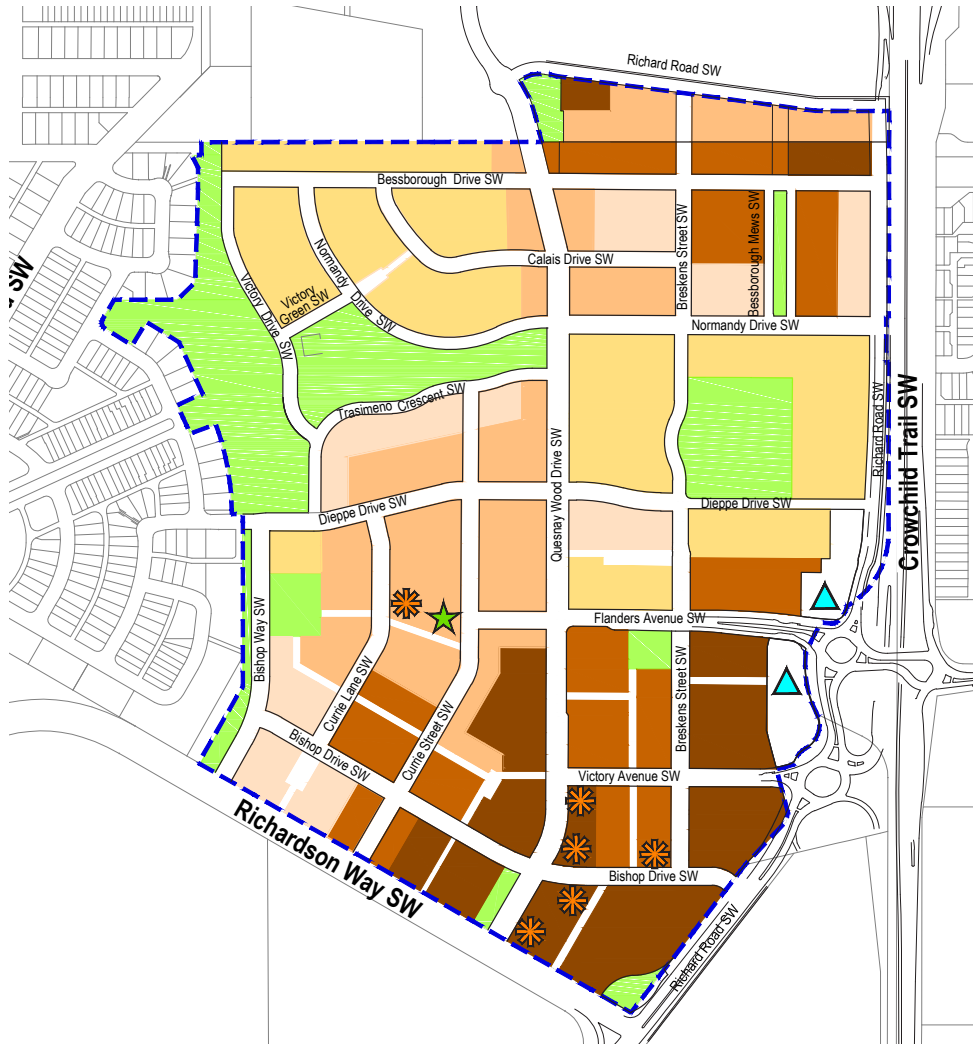
(6) Mid-Range Building Height Allowance Zone

- (a) A building height of up to 8 stories (approximately 26.0 metres) should apply to buildings within the Mixed Use Commercial area and at key roadways as shown within the Mid-Range Building Height Zone.

(7) Upper Mid-Range Building Height Allowance Zone

- (a) A building height of up to 12 storeys (approximately 40.0 metres) in height should apply to buildings in proximity to higher buildings particularly toward the eastern and northern portion of the site within the Upper Mid-Range Building Height Allowance Zone.

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- Legend:
- Plan Area Boundary
 - Parks and Open Space
 - ★ Urban Plaza
 - ▲ Future Storm Pond

- Minimum & Maximum Building Height Zones
- Storeys
- 1-3 Low Profile Height Allowance Zone
 - 1-6 Contextual Height Allowance Zone
 - 3-8 Mid-Range Height Allowance Zone
 - 3-12 Upper Mid-Range Height Allowance Zone
 - 3-18 Prominent Building Height Allowance Zone
 - ✱ Tower
up to 30 storey Tower Height Allowance

Fig. 16
BUILDING HEIGHT &
TOWER LOCATION



This figure is conceptual only.
No measurements of distances or
areas should be taken from this figure.

Part IV, Urban Design Framework Chapter 14.0 Built Form and Site Design

(8) Prominent Building Height

A building height up to 18 storeys (approximately 60.0 metres in height) should apply to buildings within the Prominent Building Height Allowance Zone.

(9) Towers

(a) Towers should generally be located in those areas identified by the “tower” symbol on Figure 16, with some latitude to adjust the exact location at the Development Permit stage.

(b) Tower building heights shall exceed eight-teen stories, and be developed on a podium that complies with the height zone in which the tower symbol is located.

(c) Where a tower is not the preferred development form, the building height requirements of the height allowance zone in which the tower symbol is located will apply.

(d) In order to reduce the massing impact of a tower, and achieve visual permeability for the project, the maximum floorplate of a tower, above the building height requirements of the height zone within which the tower symbol is located, should be

(i) 930 square metre gross floor area for a residential tower, and

(ii) 2000 square metre gross floor area for an office tower.

(e) Only one tower shall be allowed to be developed for each tower ‘symbol’ shown on Figure 16.

(f) Tower must be located at least 24 metres from the nearest tower.

(g) Tower should:

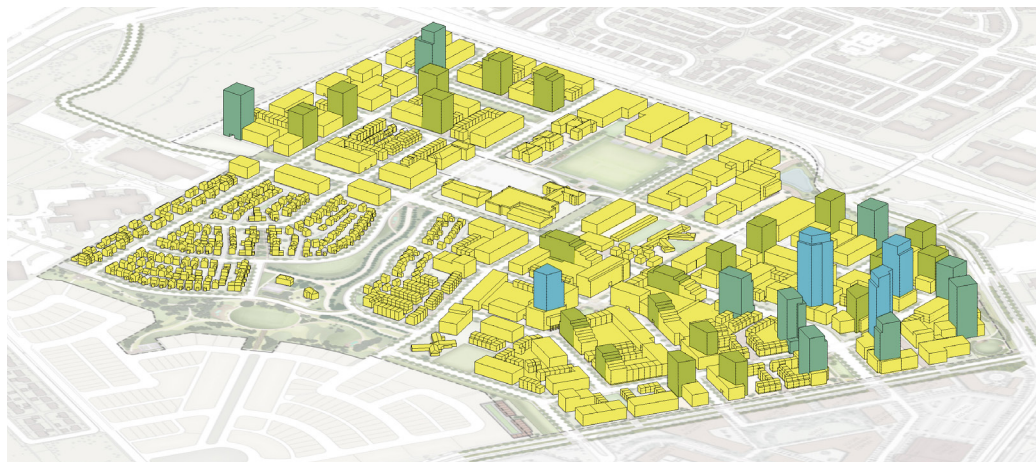
(i) exhibit exceptional signature architecture design;

(ii) provide for articulation of upper storey elements;

(iii) be oriented to contribute to the development of a distinctive skyline;

(iv) stepped back or otherwise located on the podium to allow sunlight to permeate to the street level; and

(v) treat upper storey elements, including penthouse floors and mechanical rooms, with expressive architectural forms.



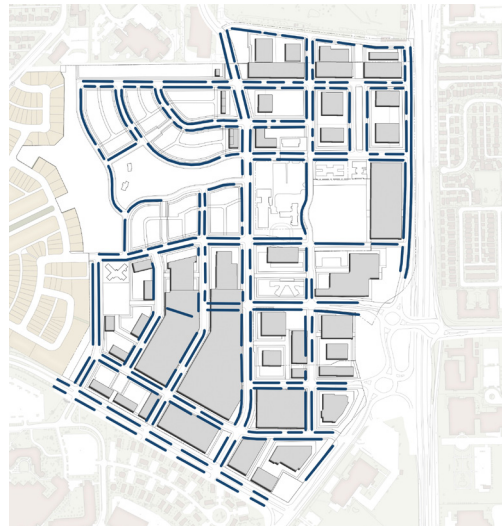
 1-6 Stories	 13-18 Stories
 7-12 Stories	 19-30 Stories

Chapter 14.0 Built Form and Site Design **Part IV, Urban Design Framework**

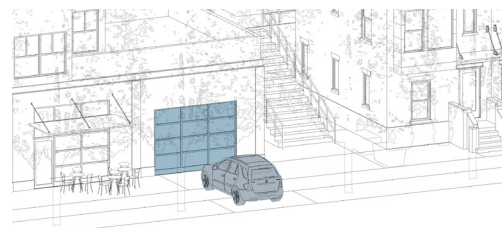
14.3.5 Parking Formats

Parking should be designed such that it is seamlessly integrated into Currie Barracks, that is, screened from public view; protected from the elements; and located to allow maximum flexibility in purpose and duration of stay. Not all parking formats are appropriate for Currie Barracks. Surface parking is only appropriate as an interim solution or where existing landholders are constrained by historic buildings or landscapes. Many parking formats are however appropriate for Currie Barracks and will add to the realization of the vision. The parking formats, although not exhaustive, provides a visual library of how parking and parking access is intended to function within Currie Barracks.

- (1) Access to podium and under-ground parking should be designed as a bay of the building façade - its entry may either be screened or not depending on the context.
- (2) Private garages - whether detached or tuck-under - should be accessed from a lane or mews.
- (3) To the maximum extent possible, on-street parking should be utilized for visitor and short-term parking.



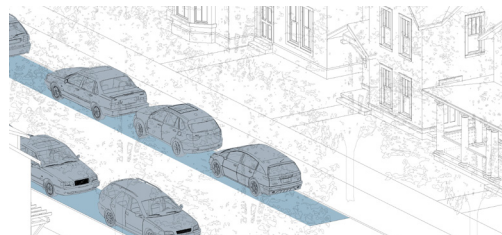
On Street and Structured Parking



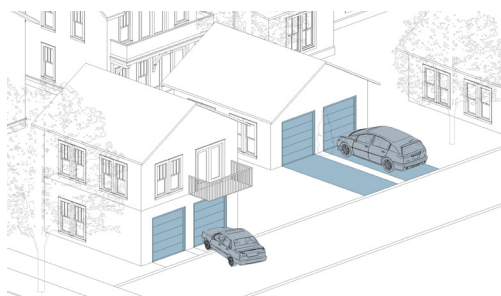
Structured Parking



Tuck Under Parking



Street Parking



Detached Garage Parking

Part IV, Urban Design Framework Chapter 14.0 Built Form and Site Design**14.3.6 Mid-Block Connections****The Mews**

The mid-block mews connections are intimate spaces with a human-scaled proportion and a mix of building types (primarily townhouses) addressing onto them. The ground surfaces will range from an urban hardscape to softer, planted gardens. Residential stoops and terraces will provide a degree of separation from the through movements of pedestrians and vehicles and the more private residential quarters. Each space will be carefully designed to afford a suitable balance between sun access and enclosure.

The mews network will serve as a complementary public realm. These spaces will provide unique passageways and plazas to provide local access into buildings, parkades, and front doors and add connections through urban blocks to the larger network of public parks and open spaces.

Principles

- (1) Create intimate connections through large block parcels.
- (2) Expand the diversity of street, open space and pathway types.
- (3) Provide possible locations for lower-scale building types.
- (4) In some cases, allow for access;
- (5) Permit additional routes for emergency and accessible access.

Policies

- (1) Mews should generally align with the concepts shown on the Block Plans.
- (2) Mews should be designed and maintained to create usable public space for the community and should allow for unobstructed, universal, and barrier-free access at all hours.
- (3) Mews should complement the public street network to the satisfaction of the Development Authority.

Amend the existing title page entitled “**Part IV, Circulation**” (page 136) as follows (changes in red):

Part ~~IV~~^V, Circulation

Chapter ~~13~~¹⁵ - Road Network

Chapter ~~14~~¹⁶ - Transportation Network Land Use Density

Chapter ~~15~~¹⁷ - Pedestrian and Bicycle Network Road Network

Proposed Amendment:
Chapter ~~13.0~~ 15.0 Road Network

All remaining parts, chapters, sections and subsections are to be renumbered accordingly. Existing **Figures 15 to 24** and all references to these figures are to be renumbered as follows.

Existing Figure 15 to be renumbered to Figure 17

Existing Figure 16 to be renumbered to Figure 18

Existing Figure 17 to be renumbered to Figure 19

Existing Figure 18 to be renumbered to Figure 20

Existing Figure 19 to be renumbered to Figure 21

Existing Figure 20 to be renumbered to Figure 22

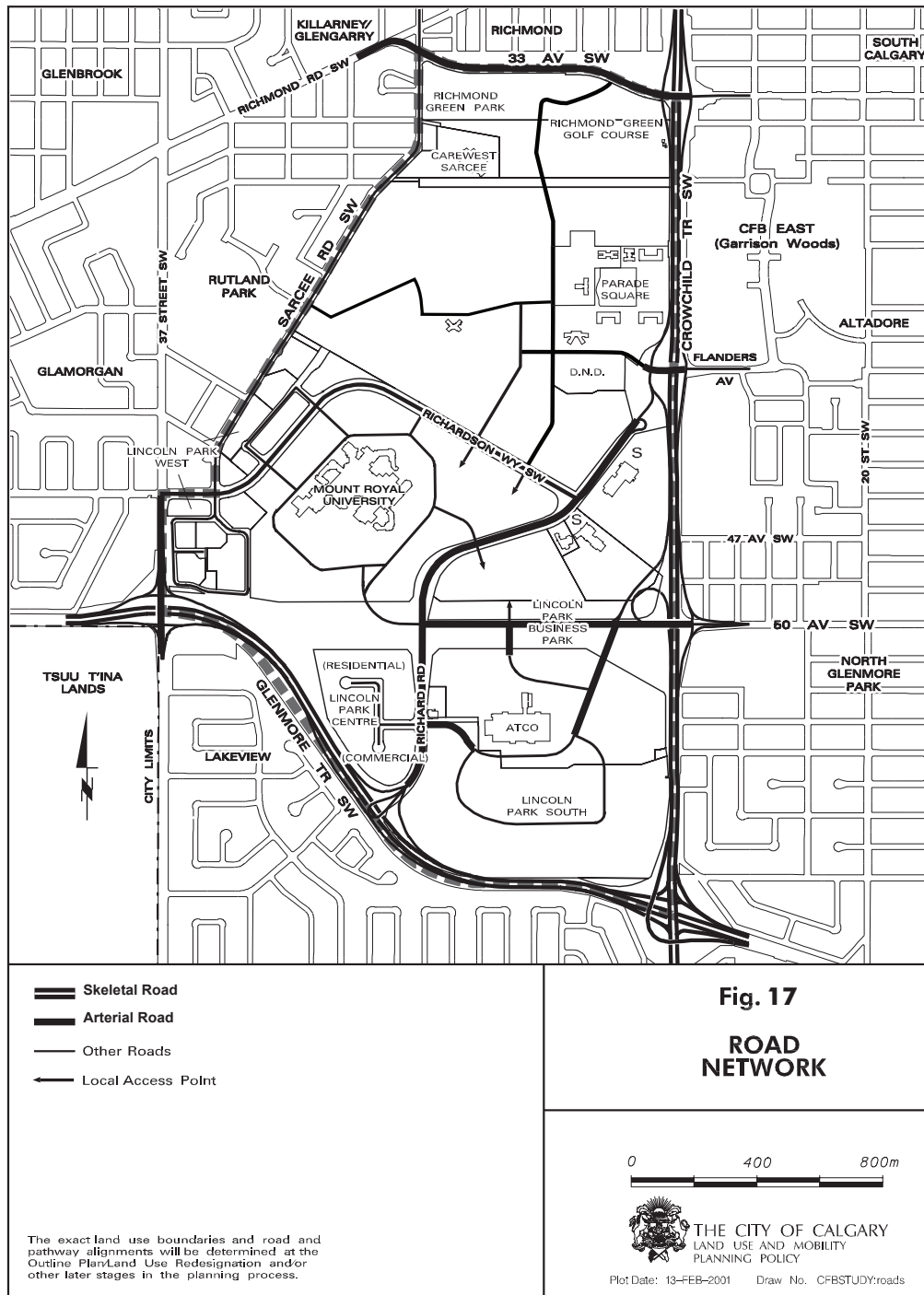
Existing Figure 21 to be renumbered to Figure 23

Existing Figure 22 to be renumbered to Figure 24

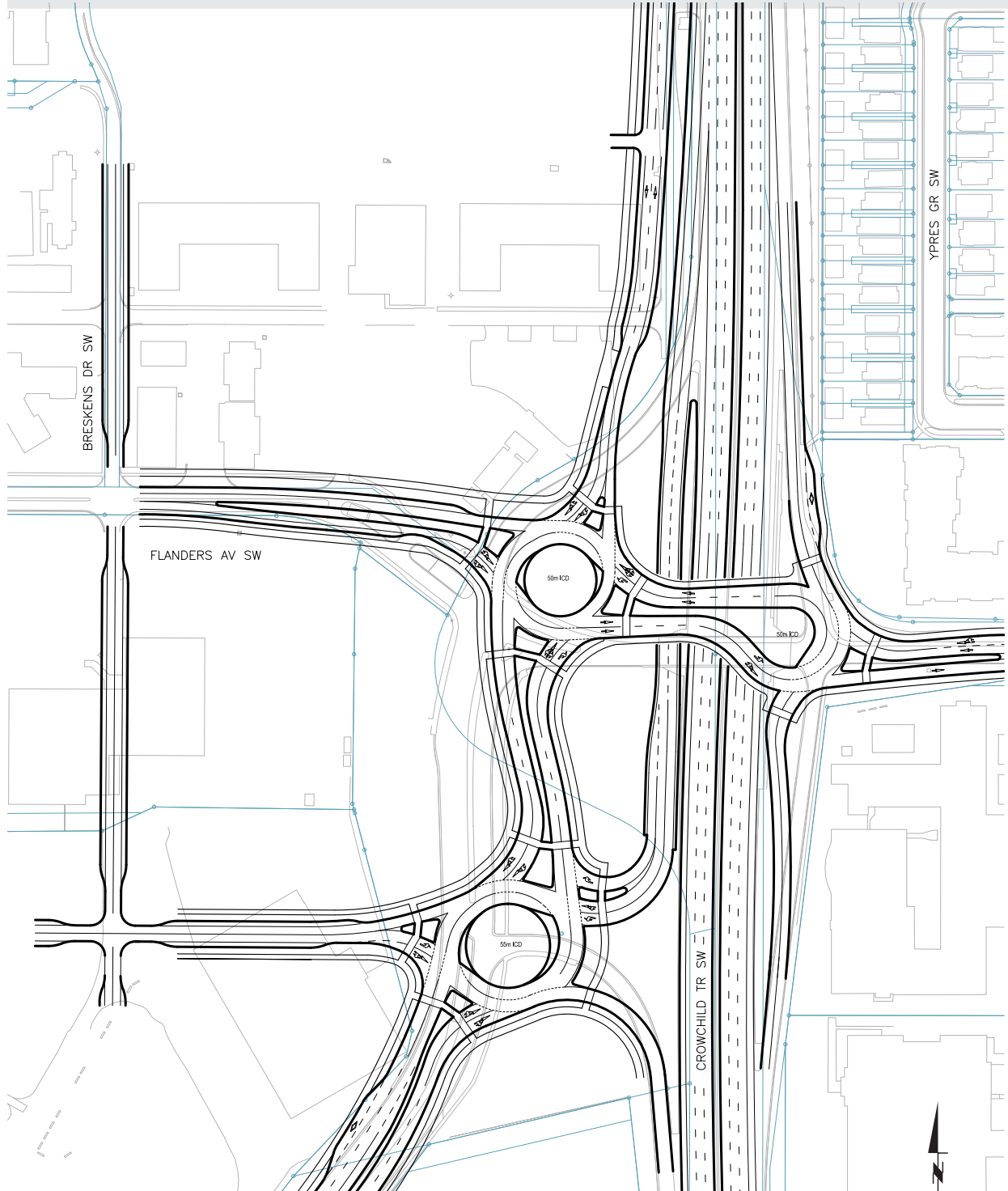
Existing Figure 23 to be renumbered to Figure 25

Existing Figure 24 to be renumbered to Figure 26

Figure 15 entitled “**ROAD NETWORK,**” (page 145) is amended as illustrated below to revise the road network and delete the speed for the designed road in Policy Area B. Figure entitled “**Fig. 15**” to be renumbered to “**Fig. 17.**”



Existing section entitled “13.3 Policies,” subsection entitled “13.3.2 External Road Connections,” **Figure 16** (page 146) is deleted and replaced with the following:



Existing section entitled “**13.3 Policies,**” subsection entitled “**13.3.2 External Road Connections,**” policy **(3) (b)** (page 148), is amended as follows (changes in red):

(3) Secondary External Connections

(b) 33 Avenue - The existing road which provides access to Richmond Green and the City works yards shall be replaced. The existing intersection with 33 Avenue does not meet today’s standards for visibility and is considered unsafe. This replacement road is not only an important secondary connection to the north sub-area for cars, but is also critical to the operations of Calgary Transit. Efficient transit service is essential to satisfy several goals of the Plan.

The replacement road shall not be built at a standard greater than a two-lane road on a north-south alignment. ~~The road shall be designed to promote lower speeds (i.e. 30 kph) and a high quality pedestrian environment, appropriate to its open space surroundings. A safe pedestrian crossing for the regional pathway should be provided. The replacement road is envisioned to be constructed so part of the replacement road will use the existing road alignment and part will be new construction. Finally, the replacement road ultimate alignment shall consider the needs and desires of the nearby stakeholders including, but not limited to, City Parks, Recreation, Roads, and Golf Course Operations.~~

~~The timing of construction of the ultimate replacement road will be determined by pace of development of Currie Barracks. As this road is not part of the Outline Plan, revisions to the alignment of the road will not necessitate an Outline Plan amendment. However, prior to the approval of a revised alignment, appropriate consultation of area stakeholders should occur.~~

~~east of the existing tennis courts between the golf course and the park. Part of the replacement road should use the existing road alignment and part should be new construction.~~

~~The road shall be designed to promote lower speeds (i.e. 30 kph) and a high quality pedestrian environment, appropriate to its open space surroundings. A safe pedestrian crossing for the regional pathway should be provided. The recommended concept for the 33 Avenue access road and the intersection design concept are illustrated on Figure 20.~~

~~This intersection shall be signalized, with turning movements limited to right in, right out, and left in. This will facilitate access to and from Crowchild Trail for both buses and cars, while the absence of a left out will minimize the downstream impact on Richmond Road from traffic originating in CFB West.~~

~~Any future proposal to introduce a left turn out at this intersection or build more than a two lane road will require an amendment to this Plan, and shall be circulated for comment to the adjacent community associations.~~

Existing section entitled “13.3 Policies,” subsection entitled “13.3.3 Internal Road Network,” policy “(2) Components of the Network” (page 150), is amended as follows (changes in red):

(2) Components of the Network

- (a) ~~Richardson Way, Richard Road and 50 Avenue and a re-aligned Caen Avenue~~ should be retained ~~as major roads providing~~ to provide primary access to the site.

Existing and future major arterial roads are intended to carry moderate to high traffic volumes and should be designed in a way that is compatible with pedestrian and cyclist traffic. These roads should not provide a convenient through route alternative for traffic originating outside the Plan area.

- (b) The remainder of the internal roads shown on Figure 15 17 should ~~function as collector roads and be designed to collect traffic in one area and distribute it~~ traffic to a major road or to the local street network.

These roads are intended to carry low to moderate traffic volumes at lower speeds and should be designed to create a safe and comfortable pedestrian and cyclist environment. Vehicles and pedestrians should be given equal consideration and priority in the design of these roads.

- (c) Local roads will be determined at the Outline Plan stage.

- (d) 50 Avenue, west of Richard Road SW should not be extended through to the Glenmore Trail/37 Street intersection. The road should be developed to serve the local area only and provide for a focal entry point to Mount Royal ~~College~~ University. This will help to ensure the integration of the north and south components of the CFB West Plan area.

- ~~(e) Portions of the 50 Avenue right of way which are not required for road purposes, should be declared surplus and consolidated with adjacent lands. The subject right of way is located west of Richard Road, and north and south of 50 Avenue between Richard Road and Crowchild Trail.~~

- ~~(f)~~ (e) Richardson Way should continue to ~~function as a major roadway but should be considered for redesign~~ accommodate the anticipated traffic volumes and shall be designed as an active transition from the Campus to the neighbourhoods in Currie Barracks. The goal should be to calm the traffic and provide for a better pedestrian and cyclist environment through such mechanisms as placing buildings closer to the street, and planting trees in the median and/or the boulevard. Ultimately, Richardson Way could be redeveloped into a less suburban looking road with mixed use (e.g. commercial/office buildings), located close to the street and the reconstruction of the road surface to an undivided cross-section.

Existing section entitled “**13.3 Policies,**” subsection entitled “**13.3.3 Internal Road Network,**” policy **(3) (a)** (page 151), is amended as follows (changes in red):

(3) Street Design

- (a)** In order to create a unique and special identity for CFB West and protect and retain existing trees, customized road sections, which match street design to function, should be considered for portions of the CFB West Plan area. Customized solutions (e.g. street signs, cross-sections, widths) may be allowed to vary on a sub-area basis to create this special character. As a general guideline, the design of the road should match the proposed function of the road. Customized infrastructure is addressed in Chapter ~~18.0~~**20.0** of this Plan. These revised standards shall be approved by the City.

Existing section entitled “**13.3 Policies,**” subsection entitled “**13.3.5 Parking and Loading,**” policy **(2) (a)** (page 158), is amended as follows (changes in red):

(2) Parking Standards

- (a)** Parking and loading should generally be provided in accordance with the provisions of the Land Use Bylaw. The Approving Authority may consider off-street parking relaxations based on site specific characteristics. For example, parking strategies such as shared parking or a relaxation for on-street parking may be considered in mixed use **commercial** areas such as ~~Parade Square~~ **Flanders Point Centre**, in order to reduce the dominance of parking lots.

Proposed Amendment: Chapter ~~14.0~~ 16.0 Transit Network

Existing section entitled “**14.1 Context**,” paragraph 3 (page 162), is amended as follows (changes in red):

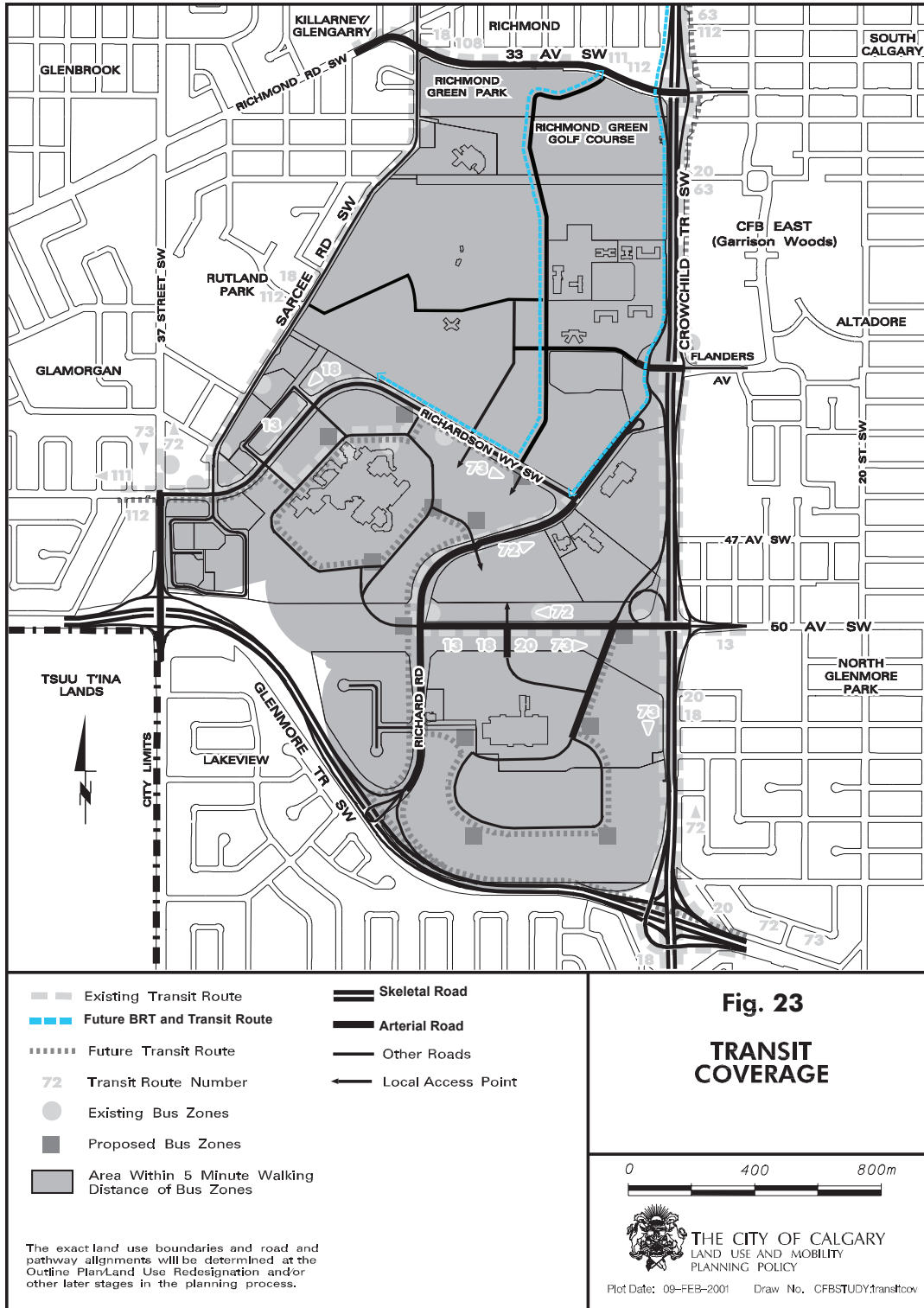
CFB West is well located to make increased use of bus transit. ~~It is about 20 minutes by express bus from the Downtown, it~~ is within walking distance to an existing Bus Rapid Transit (BRT) connection to the Downtown and to the West ~~feeder route distance to the~~ LRT, and it sits astride major crosstown routes. The increase in population and employment envisaged for the planning area can support an enhanced bus service for CFB West and for the surrounding communities.

Existing section entitled “**14.3.3 Route Network Design**,” (page 163), is amended as follows (changes in red):

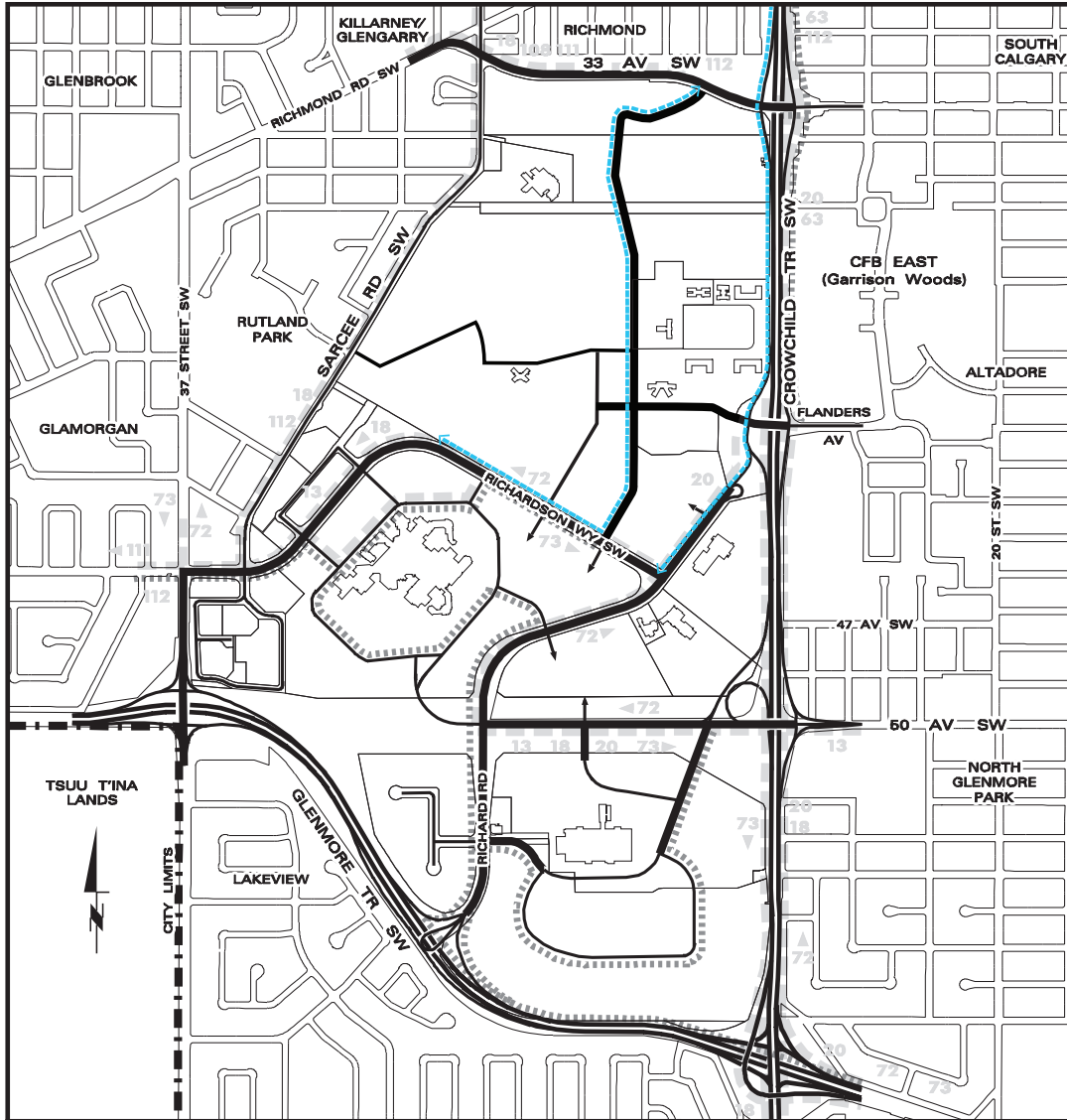
- (1) The Plan supports a new external roadway connections to 33 Avenue and ~~Glenmore Trail and an upgraded connection to Crowchild Trail~~ to provide for direct and efficient transit service to the Downtown and ~~Chinook LRT Station~~.
- (2) Bus routes, as illustrated on Figure ~~2224~~, should be designed to provide convenient and direct access to activities within the Plan area and to link CFB West with other communities and employment areas.
- (3) Increased levels of transit service should:
 - provide improved service, in the form of longer hours and more frequent service to ~~Parade Square~~ Currie Barracks, Mount Royal ~~College~~ University and other activity areas;
 - introduce ~~express bus~~ BRT service to and from the Downtown and the ~~Chinook LRT station~~;
 - introduce new cross town bus connections linking growing areas in the southwest to CFB West; and
 - ~~realign existing routes on peripheral roadways to improve transit access.~~
- ~~(4)~~ Calgary Transit will ~~develop detailed plans and implementation schedules for improved transit services as part of the West Calgary Transit Service Plan.~~
- ~~(5)~~ (4) Transit stops should provide a safe, functional and attractive waiting environment by:
 - locating near building entrances;
 - providing adequate sidewalk space to accommodate walking and waiting pedestrians;
 - providing a solid, slip resistant, level walking surface;
 - providing a barrier-free pedestrian path by locating street furniture to avoid conflicts with pedestrian flow; and

- providing heated and lighted transit shelters and related amenities such as benches, route maps, ~~telephones~~, and secure bicycle storage facilities, at major activity centres.

Existing **Figure 21** entitled “**TRANSIT COVERAGE**” (page 164), is amended as illustrated below to identify the proposed bus routes for Currie Barracks and to show the area within a 5 minute walk of transit service. Figure entitled “**Fig. 21**” to be renumbered to “**Fig. 23.**”



Existing **Figure 22** entitled “**TRANSIT SERVICE**” (page 165), is amended as illustrated below to identify the proposed bus routes. Figure entitled “**Fig. 22**” to be renumbered to “**Fig. 24.**”



Existing Transit Route	Expressway
Future Transit Route	Major Road
Existing Transit Route Number	Other Roads
Future BRT and Transit Route	Local Access Point

The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Fig. 24
TRANSIT SERVICE

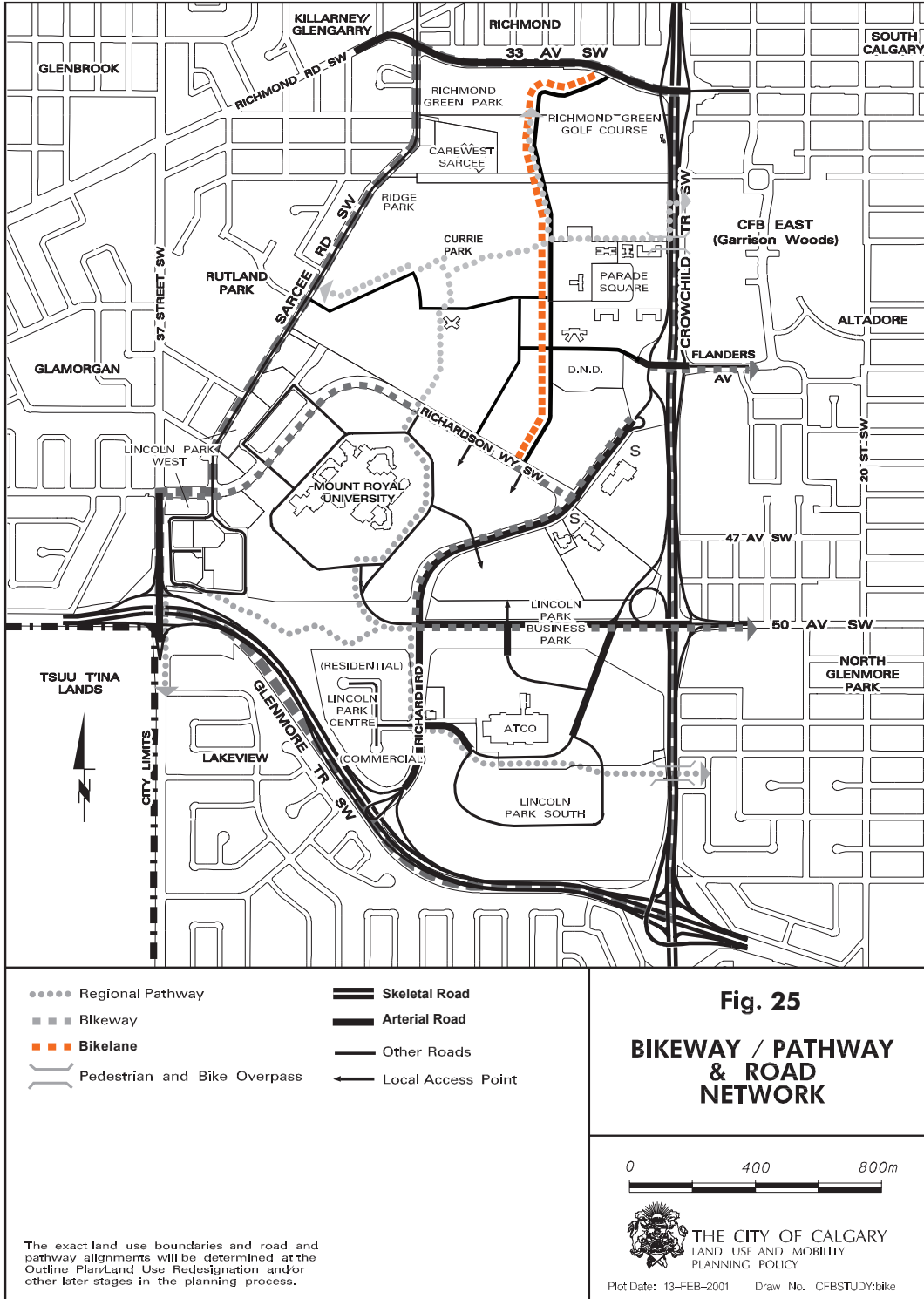
0 400 800m

THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 13-FEB-2011 Draw No. CFBSTUDY:transit

Proposed Amendment: Chapter ~~15.0~~ 17.0 Pedestrian and Bicycle Network

Existing **Figure 23** entitled “**BIKEWAY/PATHWAY & ROAD NETWORK**” (page 169), is amended as illustrated below. Figure entitled “**Fig. 23**” to be renumbered to “**Fig. 25.**”



The exact land use boundaries and road and pathway alignments will be determined at the Outline Plan/Land Use Redesignation and/or other later stages in the planning process.

Existing section entitled “**15.3 Policies,**” subsection entitled “**15.3.2 Pathway and Bikeway Network Design,**” policy **(11)** (page 171), is amended as follows (changes in red):

- (11)** Safe pedestrian and bicycle connections should be provided for in the final design of all new interchanges [see Section ~~13~~**5.3.2(2)(g)**].

Amend the title page “**Part V, Servicing and Implementation**” (page 71) as follows (changes in red):

Part ~~V~~ **VI, Servicing and Implementation**

Chapter ~~16~~ **18 - Servicing**

Chapter ~~17~~ **19 - Planning Approvals/ Special Information Requirements**

Chapter ~~18~~ **20 - Customized Infrastructure**

Chapter ~~19~~ **21 - Phasing of Development**

Chapter ~~20~~ **22 - Infrastructure Funding**

Chapter ~~21~~ **23 - Monitoring the Plan**

Proposed Amendment:

Chapter ~~17.0~~ 19.0 Planning Approvals / Special Information Requirements

Existing section entitled “**17.3 Policies**,” subsection 17.3.3 entitled “**Supporting Information**,” (page 183) policy **(2) (a)** is amended as follows:

(2) Residential Density Analysis

- (a)** At the Outline Plan / Land Use Amendment stage, a developer shall submit a density analysis to demonstrate how the proposed development complies with the residential density requirements in ~~Section 8.3.4~~ **Chapter 13.0**.

Existing section entitled “**17.3 Policies**,” subsection entitled “**17.3.2 Comprehensive Planning**,” insert policy **(3)** (page 182) as follows (changes in red):

- (1)** An Outline Plan / Land Use Amendment should comprise an entire development cell, as a minimum.
- (2)** Where (1) is not achieved, the developer may be required to demonstrate through a conceptual design that residual areas in the rest of the development cell or in the rest of the land use area can be developed in a logical and comprehensive manner.
- (3)** In order to demonstrate that an entire block can be developed in a logical and comprehensively planned manner for Policy Area B, a Development Permit application for less than an entire block must include a concept plan for the balance of the block in accordance with the requirements for Appendix IV.

Existing section entitled “**17.3 Policies**,” subsection entitled “**17.3.3 Supporting Information**,” policy **(6)** (page 184) is amended as follows (changes in red):

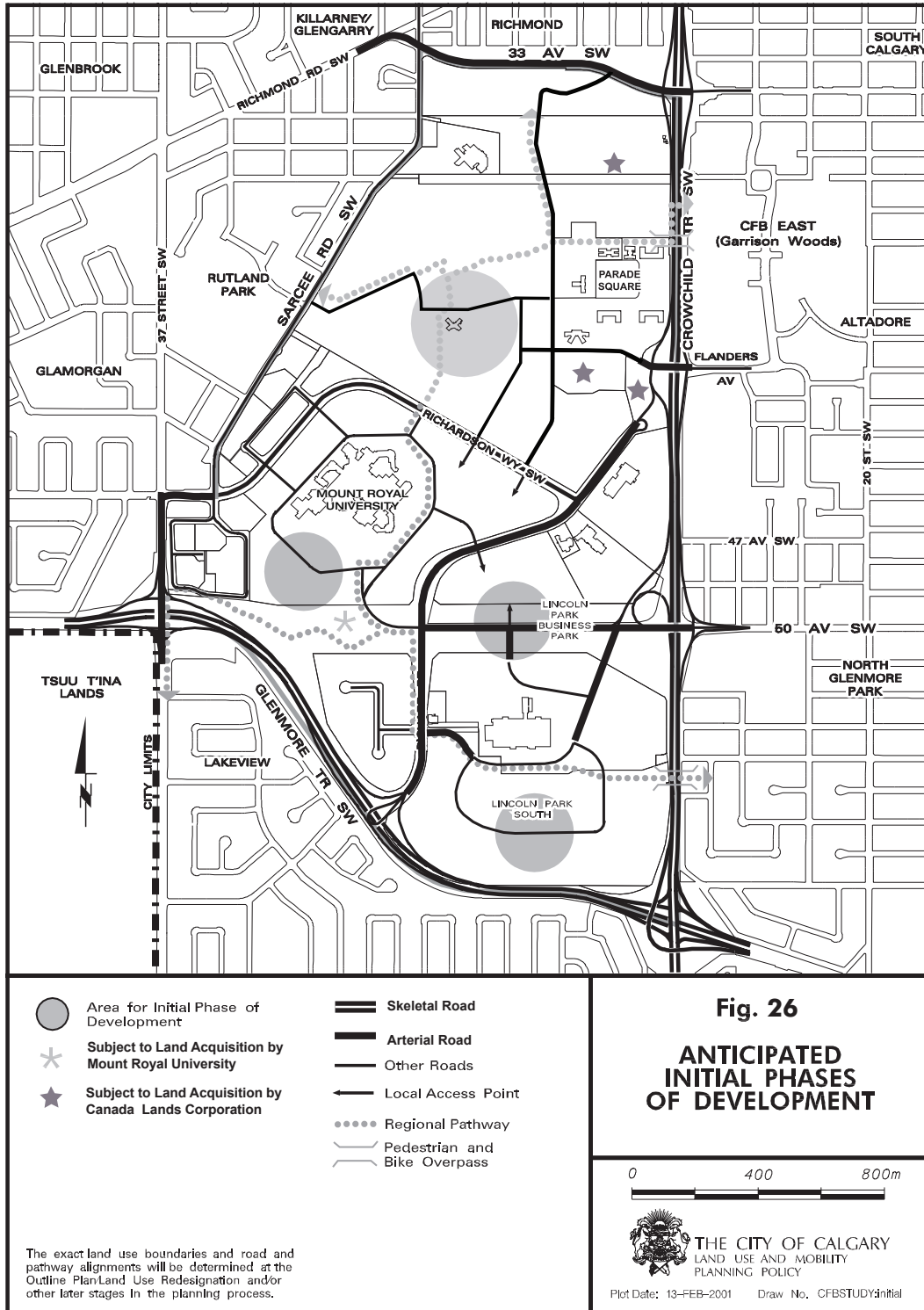
- (a)** At the Outline Plan/ Land Use Amendment stage, a traffic impact assessment should be submitted by the developer determining, among other matters, the impact of the redevelopment of CFB West on the perimeter road network and immediately adjacent community streets and any required off-site improvements.
- (b)** Developer initiated traffic impact assessments shall be made available to the traffic management process outlined in Section ~~13-15.3.4~~.
- (c)** A Density Audit and a Transportation Impact Assessment for Policy Area B may be required to be submitted in conjunction with a Development Permit application to assist in the evaluation of the network capacity available to serve the proposed and future development.
- (d)** The developer and The City will collaborate in the creation of an office development monitoring program for Policy Area B. This program will monitor actual impacts of the

office development and, if and when required, provide for measures to address impacts of the office development on the internal and peripheral transportation network.

- (e)** At or about the time the total office development reaches 45,451 square meters (+/- 500,000 square feet), The City may require an full update to the TIA to assess the performance of the TDM measures. Based on the findings and if required by The City, appropriate measures will be taken by the developer to mitigate against actual or potential future impacts to the transportation network, including but not limited to the implementation or revisions of the TDM measures, transit priority measures and / or modifications or capacity improvements to the road network.

Proposed Amendment: Chapter ~~19.0~~ 21.0 Phasing of Development

Existing **Figure 24** entitled “**ANTICIPATED INITIAL PHASES OF DEVELOPMENT**” (page 195), is amended as illustrated below. Figure entitled “**Fig. 24**” to be renumbered to “**Fig. 26.**”



Existing section entitled “**19.3 Policies,**” subsection entitled “**19.3.2 Phasing,**” policy **(4)** (page 196), is amended as follows (changes in red):

- (4)** The anticipated initial phases of development may occur as conceptually shown on Figure 246. Under this general phasing plan, an early start can be made on the approval process for a variety of residential, mixed use and employment uses, including:
- ~~a portion of the Parade Square Precinct mixed use area, including the construction of a realigned Caen Avenue (Main Street), and the continued use and upgrading of the existing buildings;~~
 - ~~a portion of the East Currie residential area with the possible development of an innovative, bareland condominium form of single family, semi-detached and townhouse development;~~
 - a portion of the West Currie residential area with the development of single family, semi-detached and townhouse dwellings;
 - a portion of Flanders Point Centre, where commercial and mixed use development can establish the centre of the community;
 - a portion of the Parade Square Precinct, including the construction of roadways, temporary storm facility and servicing, and the demolition, continued use and upgrading of the existing buildings;
 - a portion of the North Central Currie residential area with the possible development of single-detached, semi-detached, duplex, rowhouse, carriage house and townhouse units;
 - a portion of the Lincoln Park Business Park area;
 - the south portion of the Mount Royal ~~College~~ **University** area with the development of the first phase of the ~~College~~ **University**’s expansion; and
 - a portion of the Lincoln Park South area, possibly with the refurbishment and infill of residential land in a manner similar to CFB East.

Existing section entitled “**20.3 Policies,**” subsection entitled “**20.3.2 Infrastructure Improvements,**” policy **(2) (a), (b), (c)** and **(e)** (page 200) is amended as follows (changes in red):

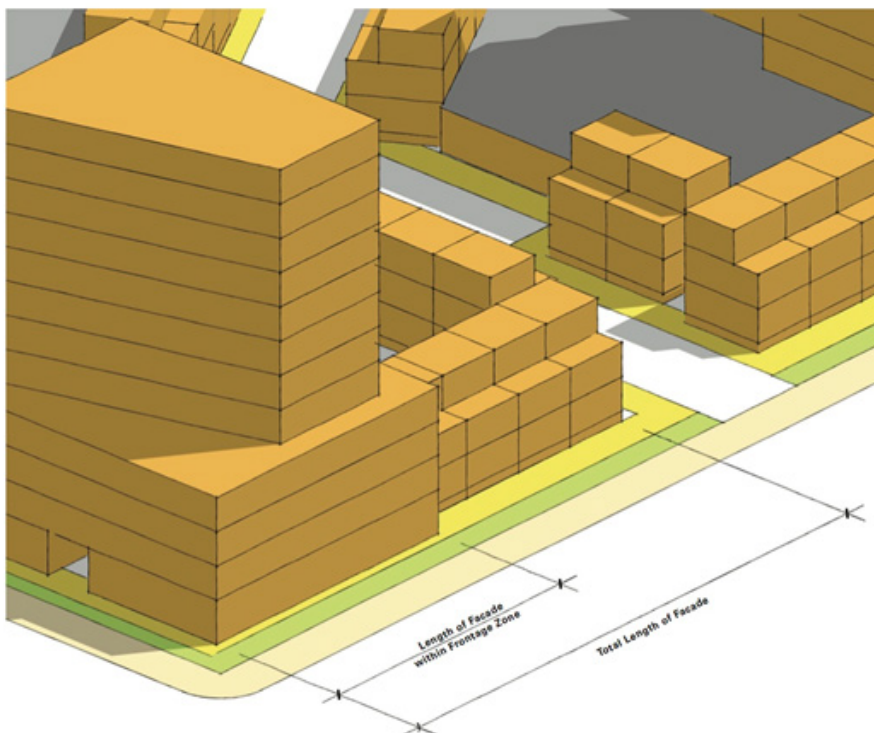
(2) Transportation Improvements

- (a)** The timing of construction of components of the road network, as described in Chapter 135, will be considered at the Outline Plan/Land Use Amendment stage and determined on a phase-by-phase basis, as development proceeds.
- (b)** Construction or upgrading of interchanges at the primary external connections identified in Section 135.3.2(2) will not be required during the initial phases of development, identified in Chapter 1921.

- (c)** The City will consider giving priority in the annual review of its Transportation Infrastructure Investment Plan to the construction or upgrading of interchanges at the primary external connections identified in Section ~~135~~.3.2(2), subject to evaluation of city-wide priorities in the capital budgeting process. Criteria to be considered in the review of the Transportation Infrastructure Investment Plan shall include:
- the contributions which the development of CFB West will make to achieving the City's strategic planning objectives ; and
 - the need to guide the majority of traffic onto Crowchild Trail and Glenmore Trail in order to minimize its intrusion into immediately adjacent communities.
- (e)** After construction of the initial phases of development described in Section ~~1921~~.3.2(4), the following improvements must be constructed at Crowchild Trail and Flanders Avenue, prior to initiating the construction of the 33 Avenue connection through Richmond Green. These improvements include:
- installing of traffic signals at the east ramp intersection; and
 - disconnecting northbound Richard Road from Flanders Avenue.

Appendix I entitled “**Definitions,**” under the subheading entitled “**General Definitions,**” add a new definition entitled “**Building Façade Occupancy,**” after the listed definition entitled “**Bikeways,**” as follows (changes in red):

Building Façade Occupancy - The percentage of a building façade’s horizontal length that is required to sit within the Frontage zone. See Building Façade Occupancy Calculation Illustration below:



Building Façade Occupancy

$$F(\text{Building Façade Occupancy}) = \frac{\text{Length of Façade within Frontage Zone}}{\text{Total Length of Façade}} \times 100$$

- SIDEWALK
- SETBACK ZONE
- FRONTAGE ZONE

Appendix I entitled “**Definitions,**” under the subheading entitled “**General Definitions,**” add a new definition entitled “**Frontage Zone,**” after the listed definition entitled “**Focal Point,**” as follows (changes in red):

Frontage Zone - The area on a parcel as measured from a setback line (or, if none exists, the property line) that the façade of a building is required to sit.

Appendix I entitled “**Definitions**,” under the subheading entitled “**General Definitions**,” add a new definition entitled “**Primary Commercial**,” after the listed definition entitled “**Policy Area**,” as follows (changes in red):

Primary Commercial Use – means the use of land, buildings or structures for the purpose of selling retail goods or services, and also comprises the storage of merchandise on or about the premises in quantities sufficient to supply the premises, and includes, but is not limited to, grocery stores, restaurants, retail stores, entertainment facilities, pharmacies, hotels, personal services and financial institutions.

Appendix I entitled “**Definitions**,” under the subheading entitled “**Street Design Terminology**,” subheading entitled “**Street Types (Hierarchy)**” add a new definition entitled “**Mews**,” after the listed definition entitled “**Major Street**,” as follows (changes in red):

Mews – a narrow, intimate street that balances the access and service functions of a lane with active building frontages, accessory uses, and a carriageway shared by cars and pedestrians.

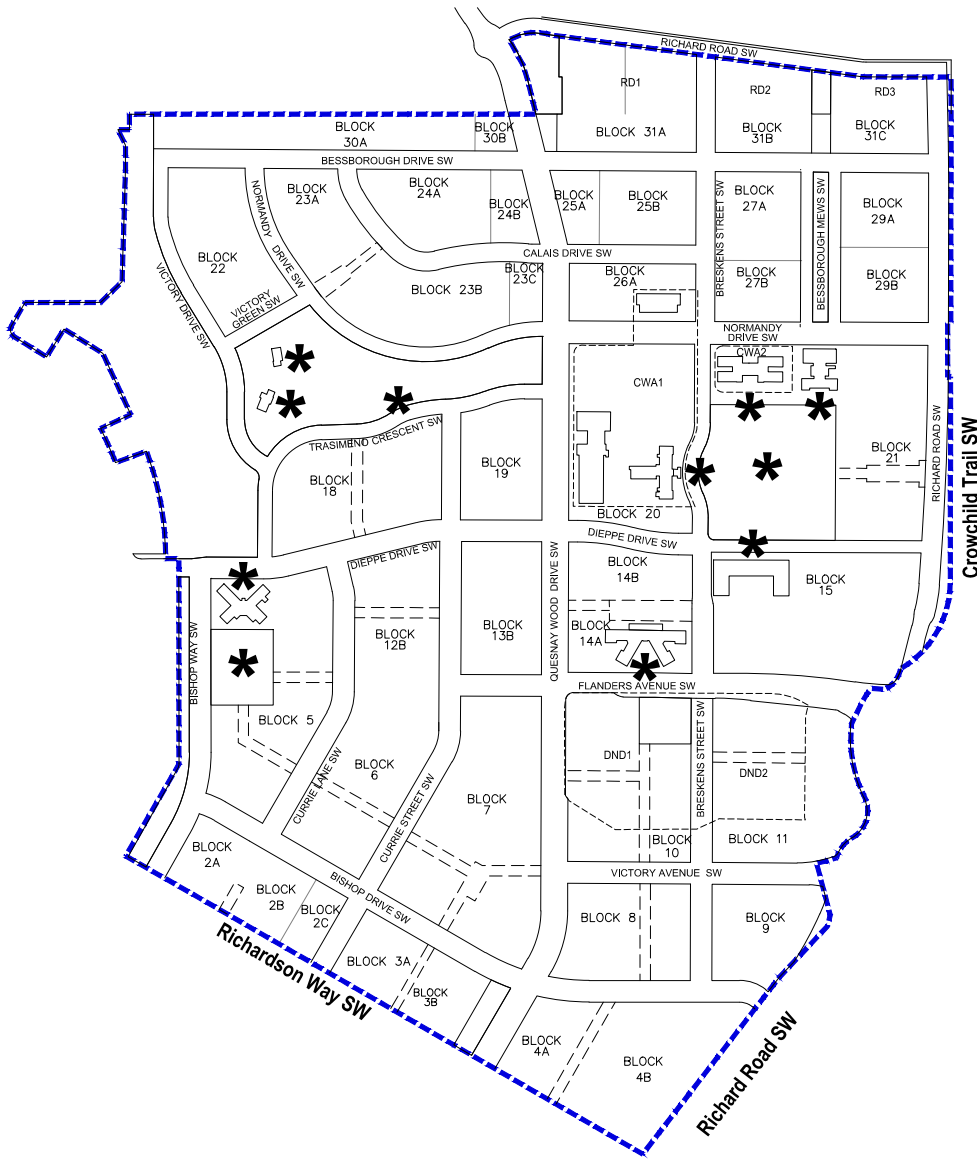
After **Appendix II** insert “**Appendix III: Block Plans**,” as follows :

Appendix III: Block Plans

Block Plans

The breakdown of the development blocks is intended as a quick reference for the type of development envisioned on each block. Each page describes the building heights that are allowed in each portion of a block, setbacks and façade zones. A table of the development program for the parcel is also provided. Each block illustration is shown with amenities that are required or adjacent to the development parcel. This includes items such as open space, mews, and Municipal Reserve spaces.

CURRIE BARRACKS Block Number Key Plan



* Provincial Historic Resource







CURRIE BARRACKS Block Plan 1



Key Plan



Legend

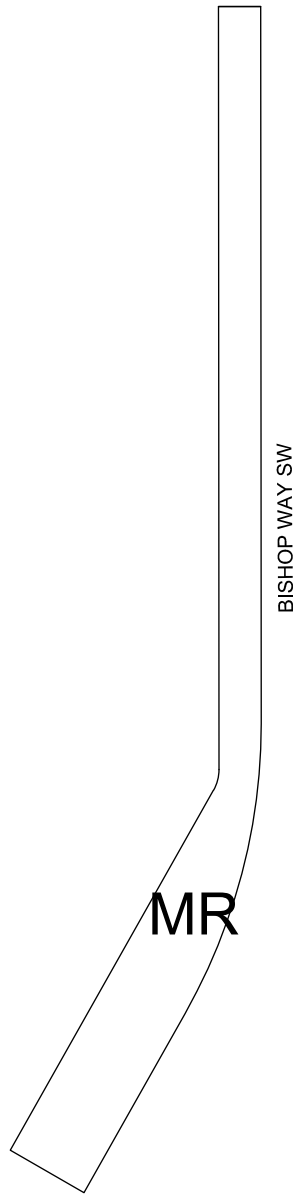
-  SETBACKS
-  RETAIL FRONTAGE
-  MEWS FRONTAGE
-  PRIMARY FRONTAGE
-  SECONDARY FRONTAGE
-  BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	1
Block Area:	0.37 ha (0.91 ac) MR



CURRIE BARRACKS Block Plan 2



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

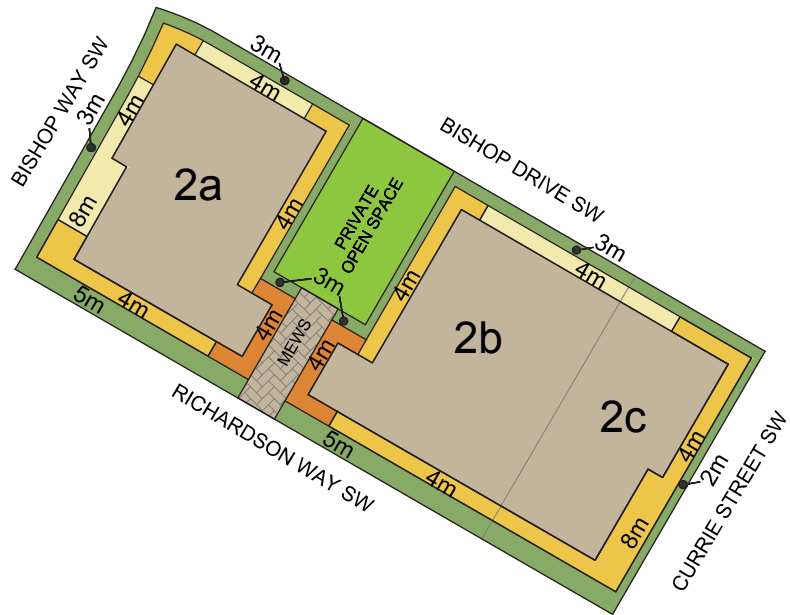
All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	2
Block Area:	2a: 0.48 ha (1.18 ac) 2b: 0.45 ha (1.10 ac) 2c: 0.26 ha (0.63 ac) Total: 1.19ha (2.91 ac)

Development Program

Blocks	Land Use Category	Height
2a, 2b	Residential	1-6 storeys
2c	Mixed Use Commercial	3-12 storeys



CURRIE BARRACKS Block Plan 3



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

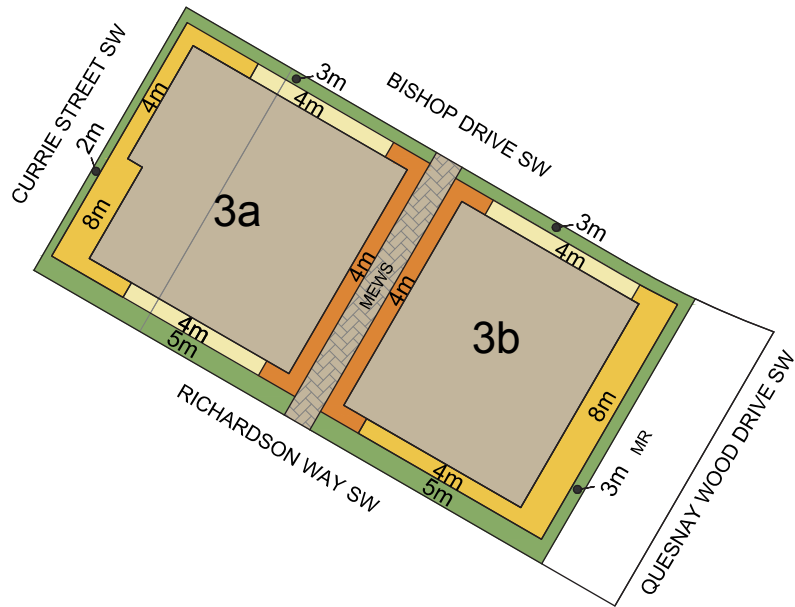
Block Statistics

Block:	3
Block Area:	3a: 0.52 ha (1.28ac) 3b: 0.63 ha (1.55 ac) Total: 1.15 ha (2.83 ac)

Development Program

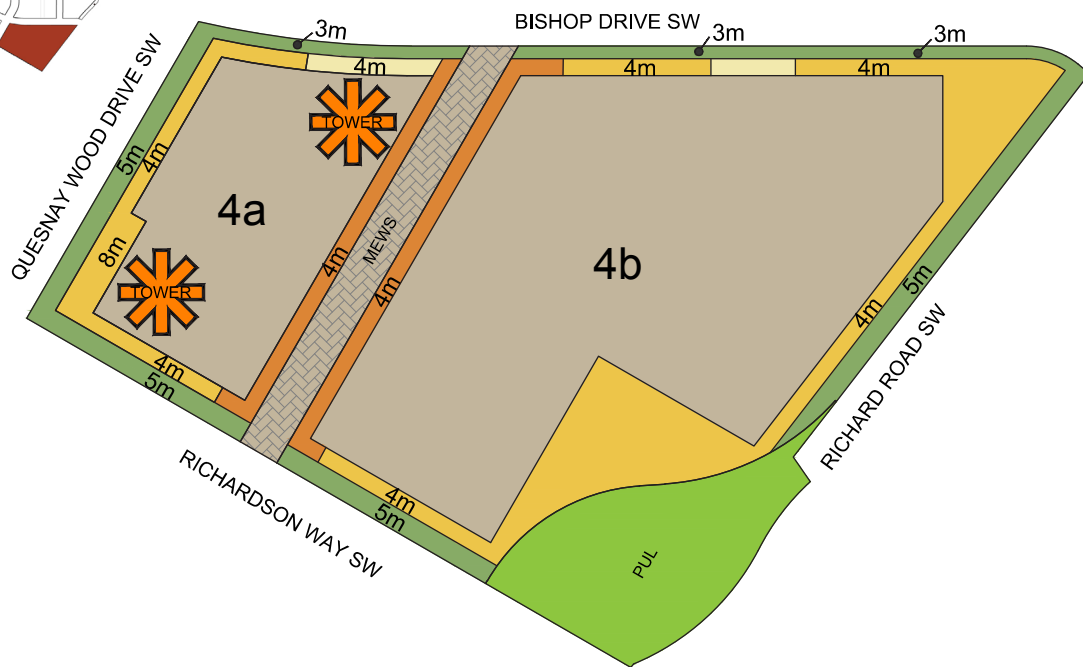
Blocks	Land Use Category	Height
3a	Mixed Use Commercial	3-18 storeys*
3b	Residential	3-18 storeys

*Refer to Figure 16: Building Height and Tower Location



CURRIE BARRACKS Block Plan 4

Key Plan



Development Program		
Blocks	Land Use Category	Height
4a	Residential	3-18 storeys with potential for two towers up to 30 storeys*
4b	Residential	3-18 storeys

*Refer to Figure 16: Building Height and Tower Location

Block Statistics	
Block:	4
Block Area:	4a: 0.60 ha (1.48ac) 4b: 1.46 ha (3.62ac) Total: 2.06ha (5.1ac)

Legend	
	SETBACKS
	RETAIL FRONTAGE
	MEWS FRONTAGE
	PRIMARY FRONTAGE
	SECONDARY FRONTAGE
	BUILDING PLACEMENT/ SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

CURRIE BARRACKS Block Plan 5



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

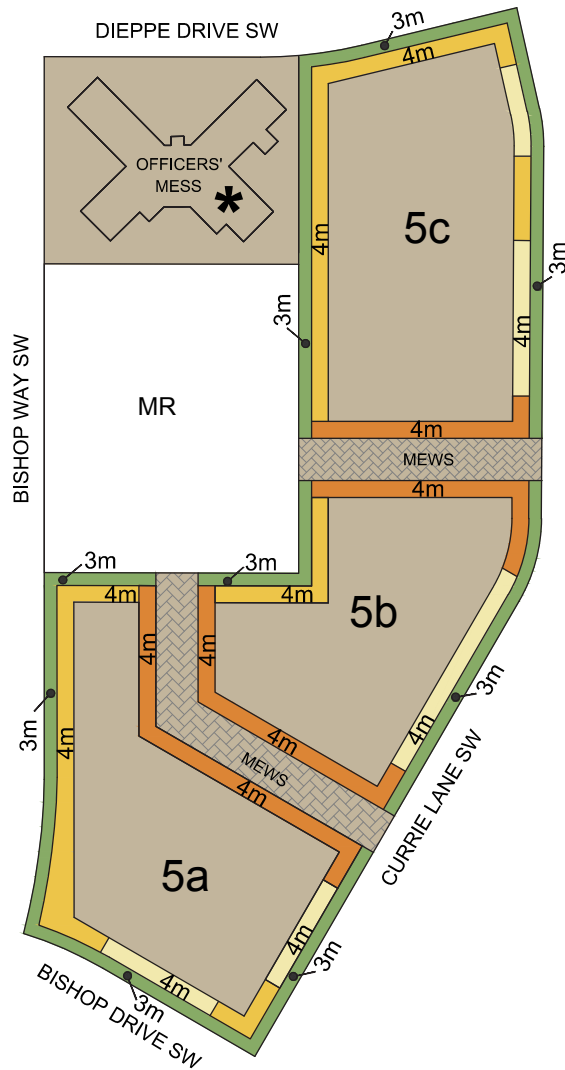
All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	5
Block Area:	5a: 0.54 ha (1.34 ac) 5b: 0.50 ha (1.23 ac) 5c: 0.88 ha (2.16 ac) Total: 1.92 ha (4.73 ac)

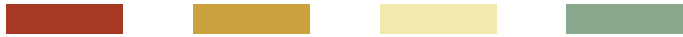
Development Program

Blocks	Land Use Category	Height
5	Residential	Historic Resource (Officers' Mess) 1-3 storeys
		5a: 1-6 storeys 5b, 5c: 3-8 storeys



* Provincial Historic Resource

CURRIE BARRACKS Block Plan 6



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	6
Block Area:	6a: 0.55 ha (1.37ac) 6b: 0.92 ha (2.26 ac) Total: 1.47 ha (3.63 ac)



Development Program

Blocks	Land Use Category	Height
6	Mixed Use Commercial	3-12 storeys*

*Refer to Figure 16: Building Height and Tower Location

CURRIE BARRACKS Block Plan 7

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

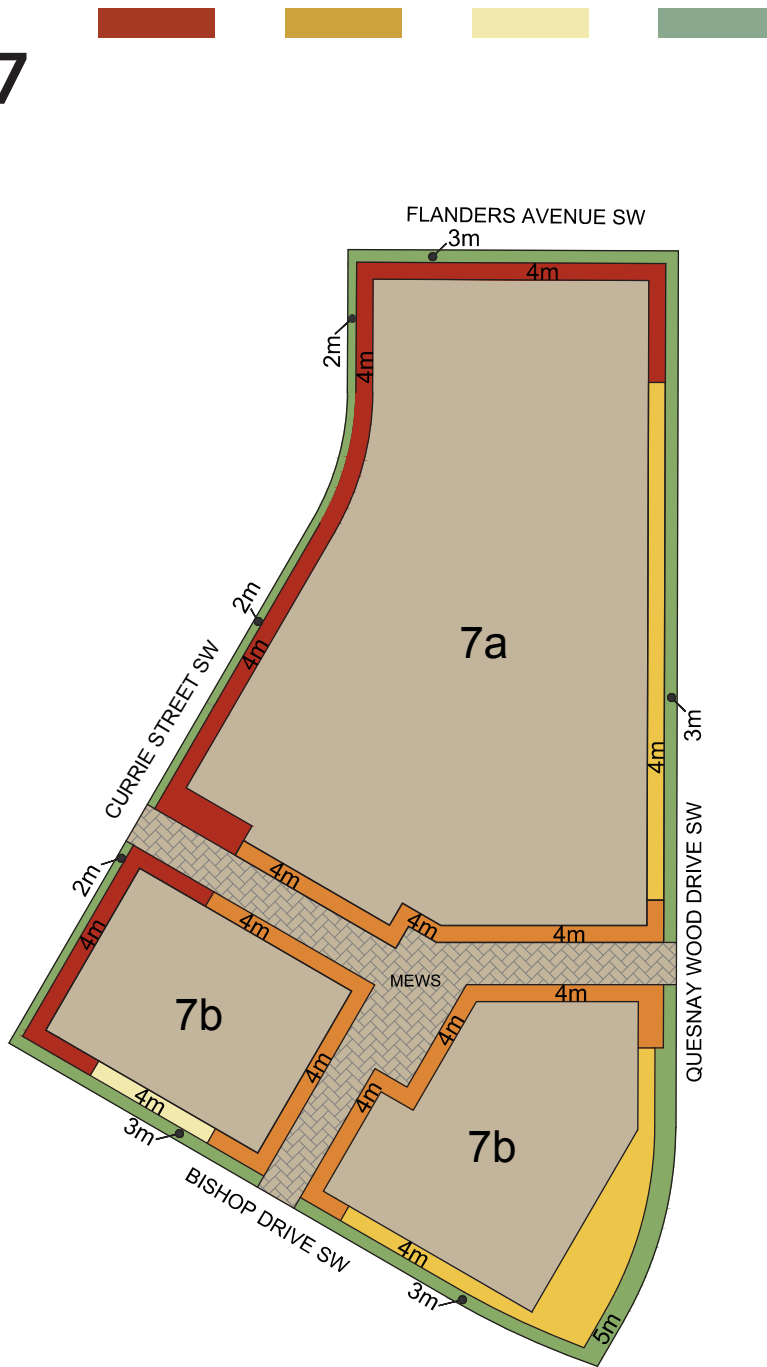
Block: 7

Block Area: 7a: 1.61 ha (3.97 ac)
7b: 1.08 ha (2.67 ac)
Total: 2.69 ha (6.64 ac)

Development Program

Blocks	Land Use Category	Height
7	Mixed Use Commercial	3-18 storeys*

*Refer to Figure 16: Building Height and Tower Location



CURRIE BARRACKS Block Plan 8



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

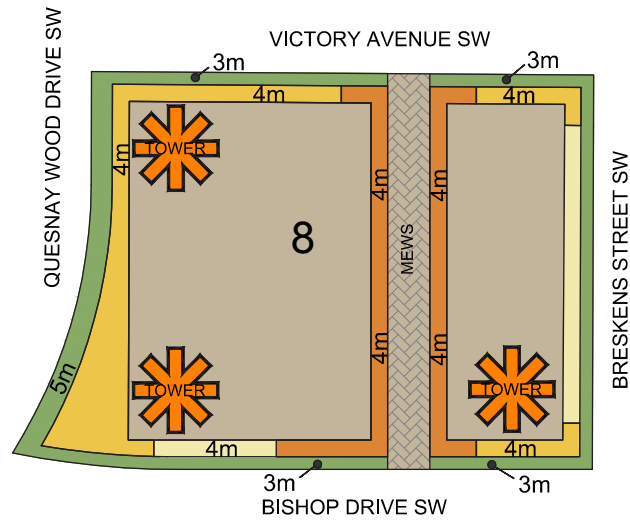
Block Statistics

Block: 8
Block Area: 1.16 ha (2.86 ac)

Development Program

Blocks	Land Use Category	Height
8	Residential	3-18 storeys with potential for three towers up to 30 storeys*

*Refer to Figure 16: Building Height and Tower Location



CURRIE BARRACKS Block Plan 9



Key Plan



Legend

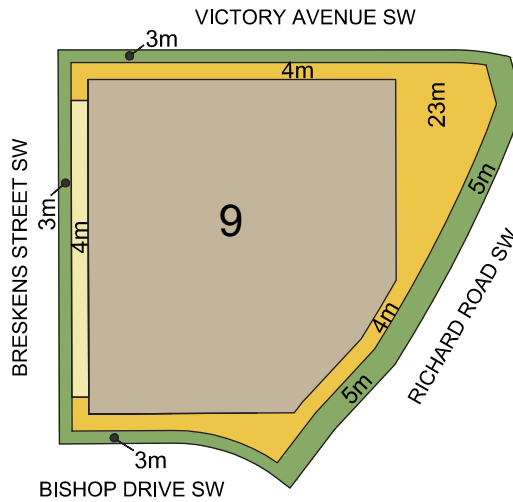
- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block: 9
Block Area: 0.88 ha (2.17 ac)



Development Program

Blocks	Land Use Category	Height
9	Residential	3-18 storeys

CURRIE BARRACKS Block Plan 10 & DND 1

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

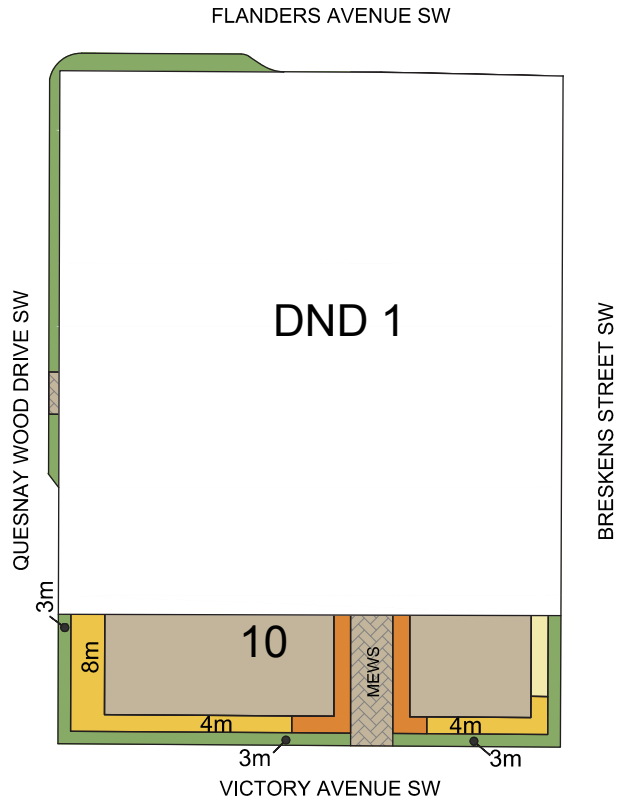
Block Statistics

Block:	10
Block Area:	10: 0.37 ha (0.93 ac) DND1: 1.57 ha (3.87ac) Total: 1.94 ha (4.80ac)

Development Program

Blocks	Land Use Category	Height
10	Residential	3-12 storeys

The frontages, setbacks and density standards of the balance of the block (Site DND 1) will be subject to a Plan amendment at the land use redesignation stage.



CURRIE BARRACKS Block Plan 11 & DND 2

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

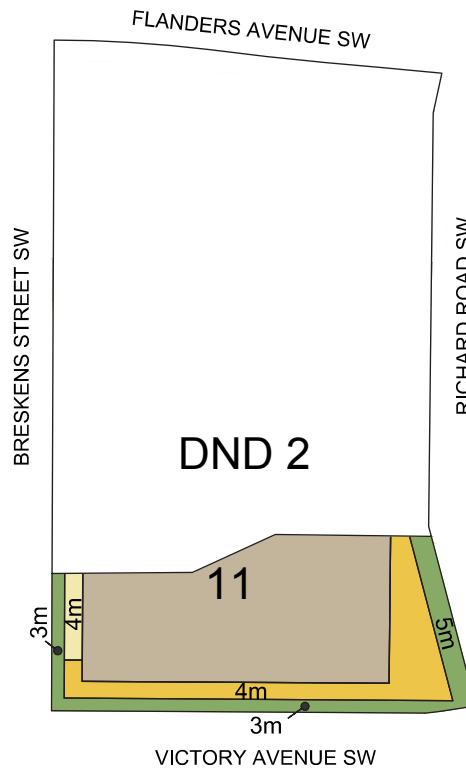
Block Statistics

Block:	11
Block Area:	11: 0.40 ha (0.99 ac) DND2: 1.06 ha (2.63 ac) Total: 1.46 ha (3.62 ac)

Development Program

Blocks	Land Use Category	Height
11	Residential	3-18 storeys

The frontages, setbacks and density standards of the balance of the block (Site DND 2) will be subject to a Plan amendment at the land use redesignation stage.



CURRIE BARRACKS Block Plan 12

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

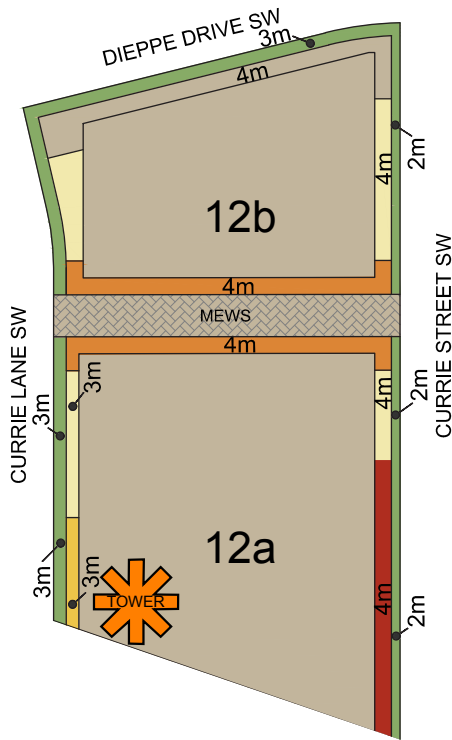
Block: 12

Block Area: 12a: 0.71 ha (1.75 ac)
12b: 0.51 ha (1.27 ac)
Total: 1.22 ha (3.02 ac)

Development Program

Blocks	Land Use Category	Height
12	Mixed Use Commercial	3-8 storeys with potential for tower up to 30 storeys*

*Refer to Figure 16: Building Height and Tower Location



CURRIE BARRACKS Block Plan 13



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

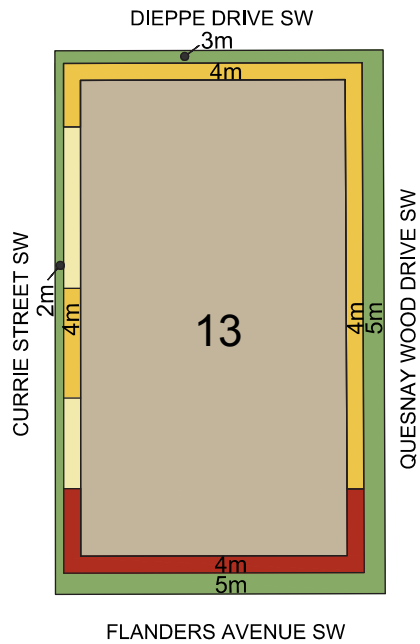
All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

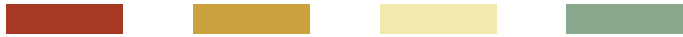
Block: 13
Block Area: 1.0 ha (2.48 ac)

Development Program

Blocks	Land Use Category	Height
13	Mixed Use Commercial	3-8 storeys



CURRIE BARRACKS Block Plan 14



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

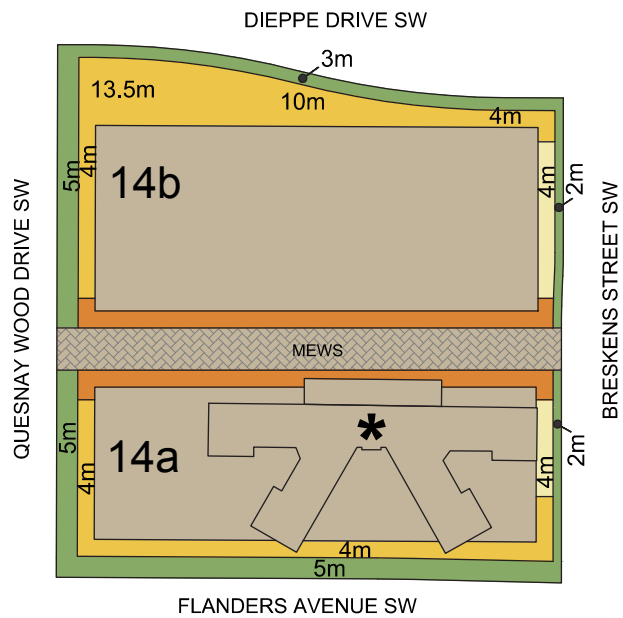
Block Statistics

Block:	14
Block Area:	14a: 0.78 ha (1.93 ac) 14b: 0.66 ha (1.62 ac) Total: 1.44 ha (3.55 ac)

Development Program

Blocks	Land Use Category	Height
14	Mixed Use Commercial	1-6 storeys*

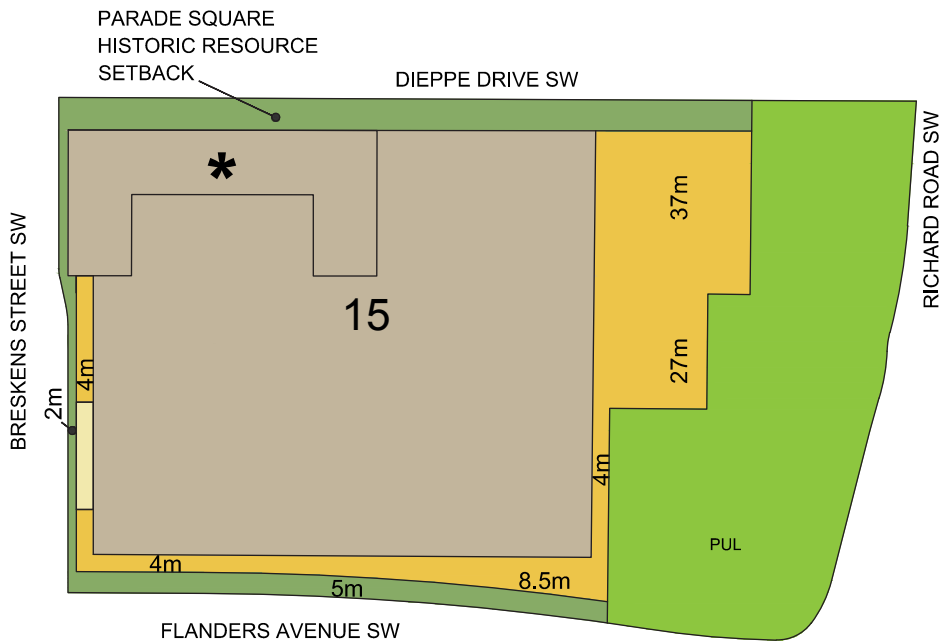
*Refer to Figure 16: Building Height and Tower Location



* Provincial Historic Resource

CURRIE BARRACKS Block Plan 15

Key Plan



*** Provincial Historic Resource**

Development Program		
Blocks	Land Use Category	Height
15	Business / Office	1-12 storeys*

*Refer to Figure 16: Building Height and Tower Location

Block Statistics	
Block:	15
Block Area:	1.77 ha (4.36 ac)

Legend	
	SETBACKS
	RETAIL FRONTAGE
	MEWS FRONTAGE
	PRIMARY FRONTAGE
	SECONDARY FRONTAGE
	BUILDING PLACEMENT/ SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

CURRIE BARRACKS Block Plan 16



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

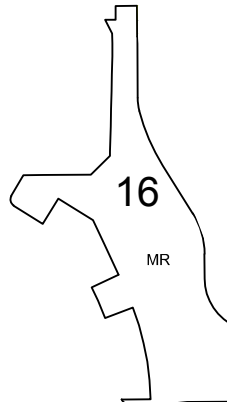
Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block: 16

Block Area: 3.48 ha (8.60 ac) MR



CURRIE BARRACKS Block Plan 17



Key Plan

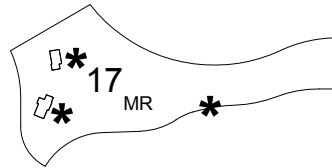


Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.



Block Statistics

Block:	17
Block Area:	1.99 ha (4.91 ac)

* Provincial Historic Resource

CURRIE BARRACKS Block Plan 18

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

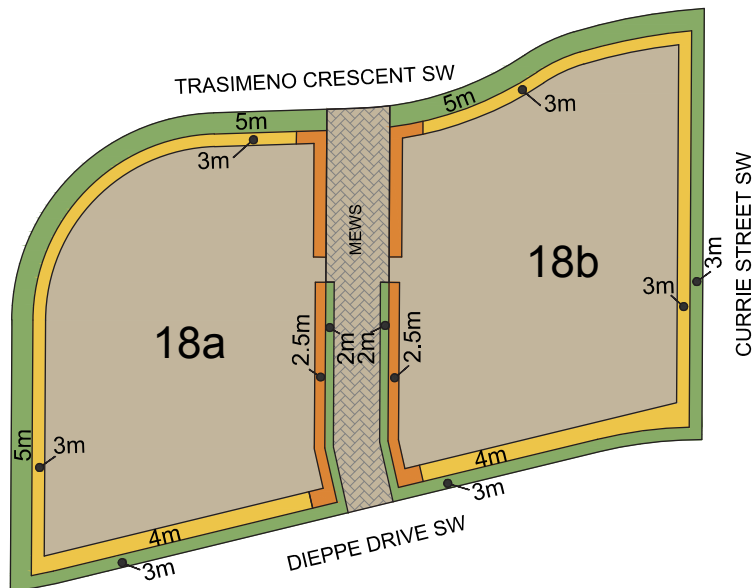
Block Statistics

Block:	18
Block Area:	18a, b: 1.61 ha (3.97 ac)

Development Program

Blocks	Land Use Category	Height
18	Residential	1-8 storeys*

*Refer to Figure 16: Building Height and Tower Location



CURRIE BARRACKS Block Plan 19



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

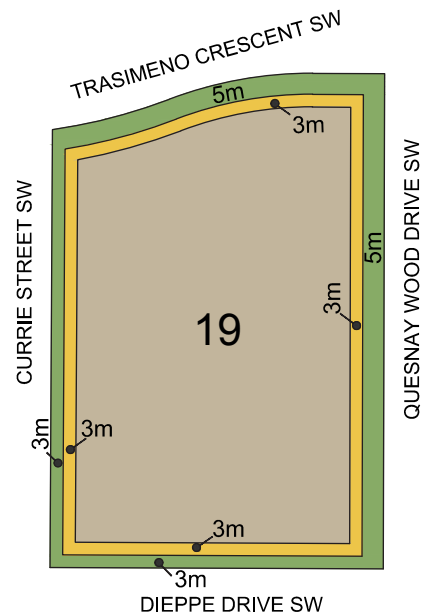
Block Statistics

Block:	19
Block Area:	0.89 ha (2.20 ac)

Development Program

Blocks	Land Use Category	Height
19	Residential	1-8 storeys*

*Refer to Figure 16: Building Height and Tower Location



CURRIE BARRACKS Block Plan CWA 1 & 20

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

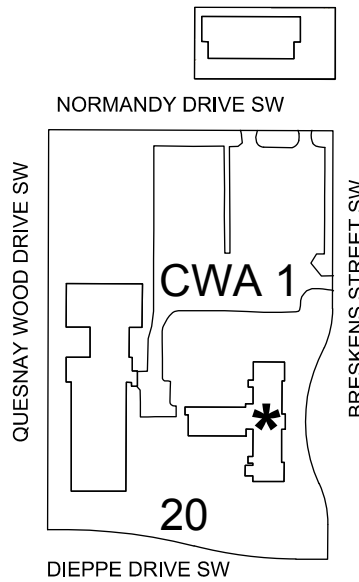
All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	CWA 1 & 20
Block Area:	CWA 1: 1.86 ha (4.59 ac) 20: 0.24 ha (0.58 ac) Total: 2.10 ha (5.17 ac)

Development Program

Blocks	
CWA 1 & 20	The frontages, setbacks and density standards of the balance of the block (Site CWA 2) will be subject to a Plan amendment at the land use redesignation stage.



* Provincial Historic Resource

CURRIE BARRACKS Block Plan CWA 2 & 21

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

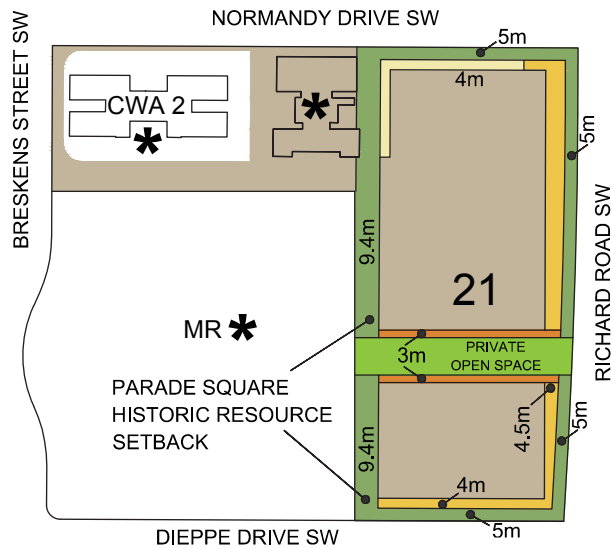
All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	21
Block Area:	CWA 2: 0.33 ha (0.82 ac) 21: 2.04 ha (5.04 ac) Total: 2.37 ha (5.86 ac)

Development Program

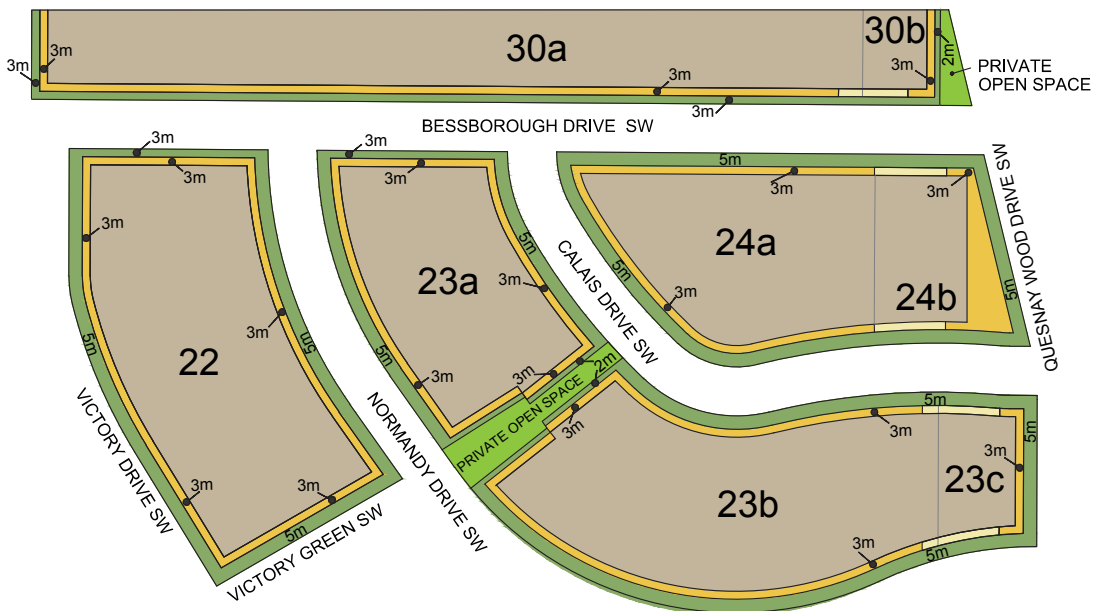
Blocks	Land Use Category	Height
21	Business / Office	1-3 storeys
The frontages, setbacks and density standards of the balance of the block (Site CWA 2) will be subject to a Plan amendment at the land use redesignation stage.		



* Provincial Historic Resource

CURRIE BARRACKS Block Plan 22, 23, 24, 30

Key Plan



Development Program		
Blocks	Land Use Category	Height
22, 23a, 23b, 24a, 30a	Residential	1-3 storeys
23c, 24b, 30b	Residential	3-8 storeys

*Net density will not apply to these blocks. Rather, the gross density of these blocks will be determined at the subdivision approval stage as part of the calculation of the gross density for Currie Barracks.

Block Statistics	
Block:	22, 23a, 23b, 23c, 24a, 24b, 30a, 30b
Block Area:	22: 1.23 ha (3.03 ac) 23a,b,c: 2.21 ha (5.46 ac) 24a,b: 1.12 ha (2.76 ac) 30a,b: 1.21 ha (2.98ac)

Legend	
	SETBACKS
	RETAIL FRONTAGE
	MEWS FRONTAGE
	PRIMARY FRONTAGE
	SECONDARY FRONTAGE
	BUILDING PLACEMENT/ SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

CURRIE BARRACKS Block Plan 22

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

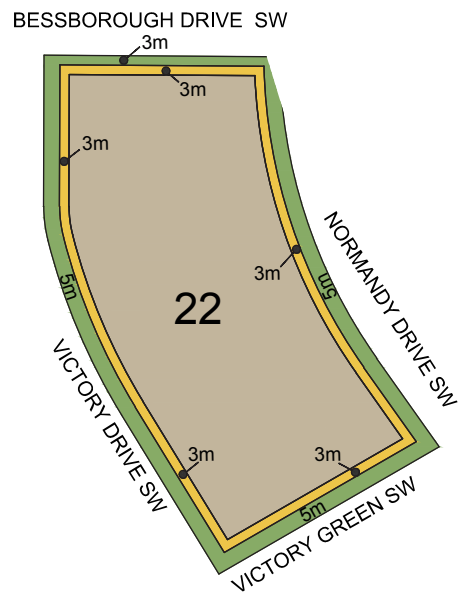
All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	22
Block Area:	1.23 ha (3.03 ac)

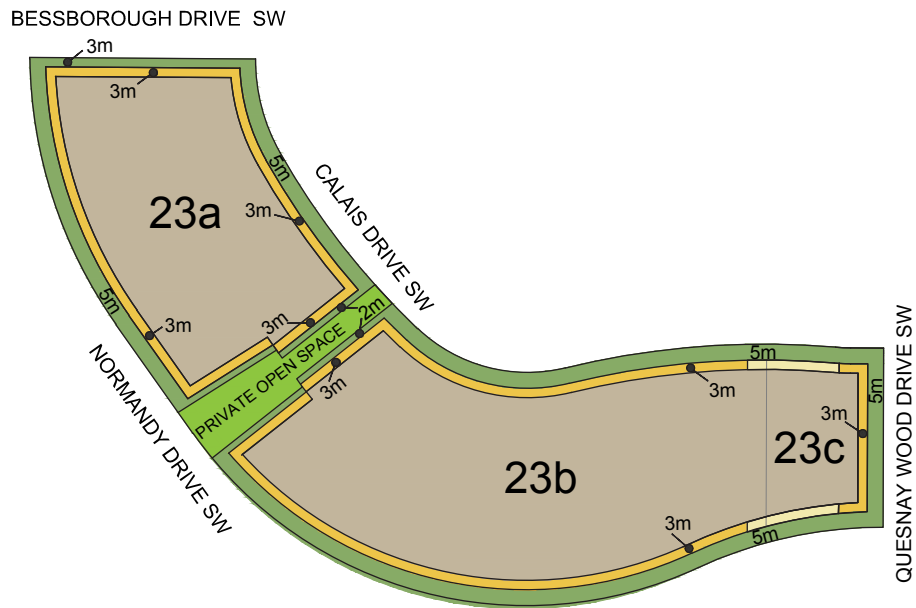
Development Program

Blocks	Land Use Category	Height
22	Residential	1-3 storeys



CURRIE BARRACKS Block Plan 23

Key Plan



Development Program		
Blocks	Land Use Category	Height
23a, 23b	Residential	1-3 storeys
23c	Residential	3-8 storeys

Block Statistics	
Block:	23
Block Area:	23a: 0.79 ha (1.96 ac) 23b: 1.23 ha (3.04 ac) 23c: 0.19 ha (0.46 ac) Total: 2.21 ha (5.46 ac)

Legend	
	SETBACKS
	RETAIL FRONTAGE
	MEWS FRONTAGE
	PRIMARY FRONTAGE
	SECONDARY FRONTAGE
	BUILDING PLACEMENT/ SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

CURRIE BARRACKS Block Plan 24



Key Plan

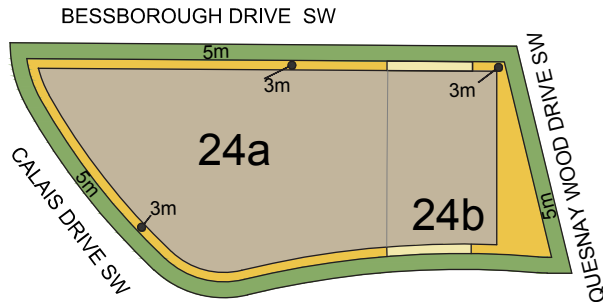


Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.



Block Statistics

Block:	24
Block Area:	24a: 0.81 ha (1.99 ac) 24b: 0.31 ha (0.77 ac) Total: 1.12 ha (2.76 ac)

Development Program

Blocks	Land Use Category	Height
24a	Residential	1-3 storeys
24b	Residential	3-8 storeys

CURRIE BARRACKS Block Plan 25



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

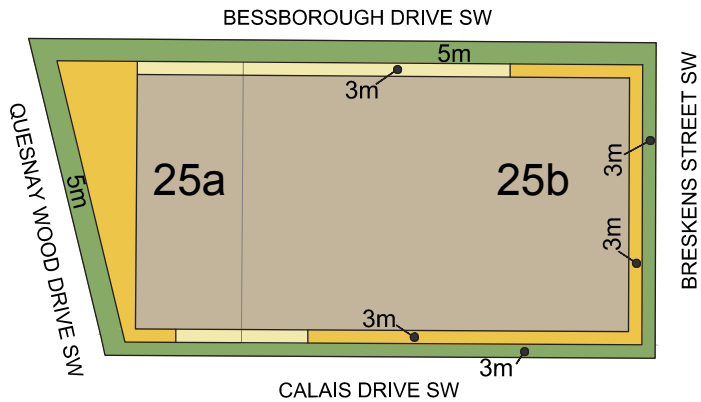
All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	25
Block Area:	25a: 0.28 ha (0.70 ac) 25b: 0.67 ha (1.65 ac) Total: 1.22 ha (2.35 ac)

Development Program

Blocks	Land Use Category	Height
25a	Residential	3-8 storeys
25b	Residential	1-6 storeys



CURRIE BARRACKS Block Plan 26



Key Plan



Legend

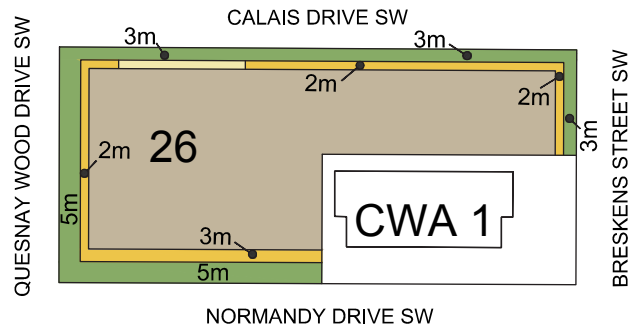
- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	26
Block Area:	0.50 ha (1.23 ac)



Development Program

Blocks	Land Use Category	Height
26	Residential	3-8 storeys

The frontages, setbacks and density standards of the balance of the block (Site CWA 1) will be subject to a Plan amendment at the land use redesignation stage.

CURRIE BARRACKS Block Plan 27

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

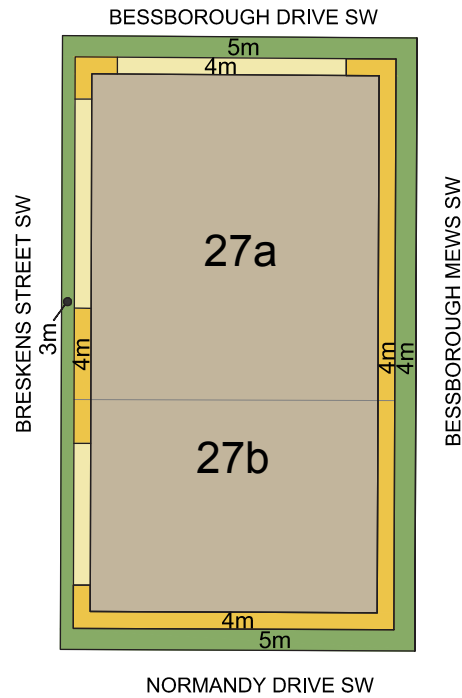
All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	27
Block Area:	27a: 0.72 ha (1.79 ac) 27b: 0.50 ha (1.23 ac) Total: 1.22 ha (3.02 ac)

Development Program

Blocks	Land Use Category	Height
27	Residential	27a: 3-12 storeys 27b: 1-6 storeys



CURRIE BARRACKS Block Plan 28



Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

Block Statistics

Block:	28
Block Area:	0.22 ha (0.54 ac) MR

BESSBOROUGH DRIVE SW



NORMANDY DRIVE SW

CURRIE BARRACKS Block Plan 29

Key Plan



Legend

- SETBACKS
- RETAIL FRONTAGE
- MEWS FRONTAGE
- PRIMARY FRONTAGE
- SECONDARY FRONTAGE
- BUILDING PLACEMENT/
SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

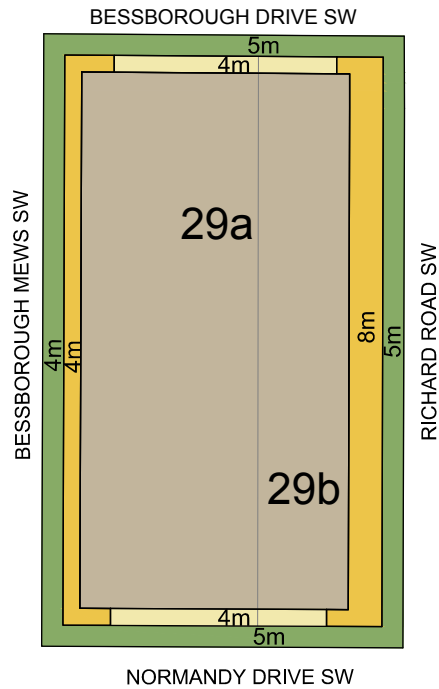
Block Statistics

Block:	29
Block Area:	29a: 0.74 ha (1.83 ac) 29b: 0.51 ha (1.25 ac) Total: 1.25 ha (3.08 ac)

Development Program

Blocks	Land Use Category	Height
29	Residential	29a: 3-12 storeys* 29b: 1-6 storeys*

*Refer to Figure 16: Building Height and Tower Location



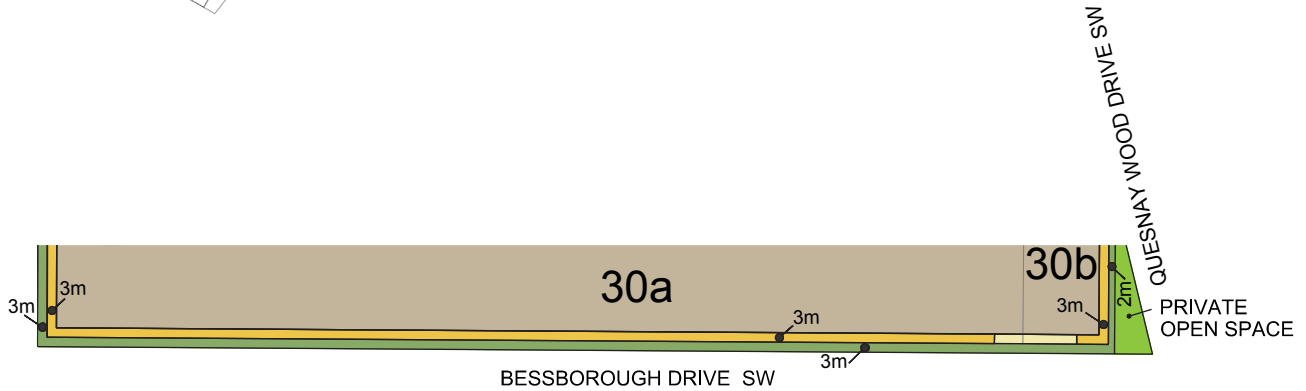
BESSBOROUGH MEWS SW

RICHARD ROAD SW

NORMANDY DRIVE SW

CURRIE BARRACKS Block Plan 30

Key Plan



Development Program		
Blocks	Land Use Category	Height
30a	Residential	1-3 storeys
30b	Residential	3-8 storeys

Block Statistics	
Block:	30
Block Area:	30a: 1.08 ha (2.66 ac) 30b: 0.13 ha (0.32 ac) Total: 1.21 ha (2.98 ac)

Legend	
	SETBACKS
	RETAIL FRONTAGE
	MEWS FRONTAGE
	PRIMARY FRONTAGE
	SECONDARY FRONTAGE
	BUILDING PLACEMENT/ SURFACE PARKING AREA

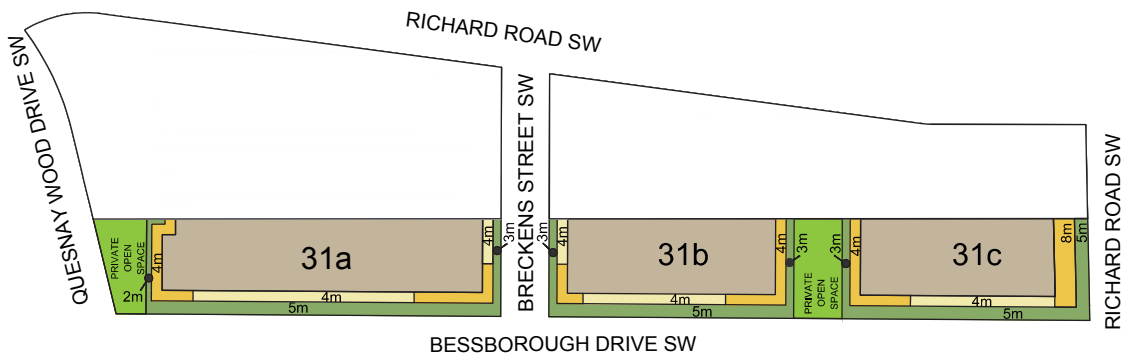
Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

CURRIE BARRACKS Block Plan 31



Key Plan



Development Program		
Blocks	Land Use Category	Height
31a, 31b, 31c	Residential	31a, 31b: 3-12 storeys 31c: 3-18 storeys

The frontages, setbacks and density standards of the balance of the block (Sites RD1, RD2 and RD3) will be subject to a Plan amendment at the land use redesignation stage.

Block Statistics	
Block:	31
Block Area:	31a: 0.55 ha (1.37 ac) 31b: 0.39 ha (0.96 ac) 31c: 0.40 ha (0.98 ac) RD1: 0.88 ha (2.17 ac) RD2: 0.50 ha (1.23 ac) RD3: 0.38 ha (0.94 ac) Total: 3.10 ha (7.65 ac)

Legend	
	SETBACKS
	RETAIL FRONTAGE
	MEWS FRONTAGE
	PRIMARY FRONTAGE
	SECONDARY FRONTAGE
	BUILDING PLACEMENT/ SURFACE PARKING AREA

Note: the location of mews and private open space is conceptual only and subject to change without requiring an amendment to the Plan.

All frontages and setbacks are a guide only and may be relaxed by the Development Authority, where appropriate.

After **Appendix III** insert “**Appendix IV: Supporting Analysis,**” as follows :

Appendix IV: Supporting Analysis

A - 1 Density Audit

1.0 Requirements

In conjunction with a Development Permit Application for a principal use on a site, submission of a Density Audit may be required to the satisfaction of the Approving Authority.

2.0 General Information

- (1) A Density Audit should contain an analysis that addresses
 - (i) the density of the project in relation to the minimum density limits for the Plan area as identified in **Chapter 13.0** and the subject Block as identified in **Appendix III**
 - (ii) a proposed Density Increase for the Block beyond the maximum density requirements identified in **Appendix III,**
 - (iii) a proposed Density Transfer from one block to another block.
- (2) The Density Audit should be co-ordinated with the Block Development Concept in order to provide an understanding of the existing and proposed allocation of density within the block.
- (3) Where the density exceeds the maximum density threshold for that Land Use Category as identified through the approved Transportation Impact Assessment (TIA), a new TIA may be required in conjunction with the Density Audit.
- (4) The above requirements may be expanded upon, relaxed or modified in any manner by the Approving Authority in response to the specific circumstances.

A - 2 PARKING ANALYSIS

1.0 Requirements

In conjunction with a Development Permit Application, a Parking Analysis may be required to be submitted for the proposal or the entire block showing the number and location of parking spaces required under the Land Use Bylaw.

2.0 General Information

- (1) The following information should be included in a Parking Analysis:
 - (i) parking stalls required under the Land Use Bylaw,
 - (ii) form of parking stalls (at-grade, structured),
 - (iii) location of parking stalls.
- (2) The Parking Analysis should identify the required and proposed number of parking spaces for the entire block and the general location of these spaces within the block.

- (3) In the case of shared parking between uses, the Parking Analysis should provide the rationale supporting the sharing of parking between the uses, and any legal mechanisms to be applied to achieve shared parking on different parcels or between different uses.

A - 3 BLOCK DEVELOPMENT CONCEPT

1.0 Requirements

In conjunction with a Development Permit application or a Subdivision Application, a Block Development Concept may be required to be submitted to the Approving Authority for the entire block where the application applies to only a portion of the same block.

2.0 General Information

- (1) In the case of a Development Permit application, the Block Development Concept should show:
- (i) the approved or existing development within the block;
 - (ii) the following conceptual design elements for the balance of the block
 - building footprints;
 - land use patterns;
 - adjacent streets;
 - internal streets and lanes;
 - open space;
 - stormwater facilities;
 - density;
 - building height;
 - ownership pattern; and
 - (iii) such other development or subdivision design elements considered necessary by the Approving Authority to make a decision.
- (2) A Block Development Concept may be required to be submitted in conjunction with a subdivision application to create fee simple parcels within a portion of a block but will not normally be required for a strata space subdivision or a bareland subdivision.
- (3) In the case of a bareland subdivision application or a strata space subdivision application
- (i) a development permit for the project should first be approved, and;
 - (ii) the proposed bareland unit or strata parcel boundaries should be appropriately retrofitted to the project.

Throughout the CFB West Master Plan delete the words “**50 Avenue S.W.**,” “**50th Avenue SW**,” “**50 Avenue SW**,” “**50th Avenue**,” and “**50 Avenue**,” and replace with “**Mount Royal Gate S.W.**”

Amend the **Table of Contents** to reflect the amendments made to the CFB West Master Plan accordingly.

CURRIE BARRACKS

