Heritage Communities

Local Area Plan

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Land Acknowledgment

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

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

1   **1 Visualizing Growth**   **Heritage Communities Local Area Plan**

What is the Heritage Communities Local Area Plan?

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

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

The Municipal Development Plan

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

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

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

Chapter 1 Visualizing Growth

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

Chapter 2 Enabling Growth

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

Urban Form Categories

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

Scale Modifiers

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

General and Area Specific Policies

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

Chapter 3 Supporting Growth

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

Chapter 4 Implementation and Interpretation

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

Appendices

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

Figure 1: Policy Relationship

Citywide: Looking ahead 60 years

Calgary's **Municipal Development Plan** outlines a broad vision and long-term goals for how Calgary should grow and develop over the next 60 years.

Local: Looking ahead 30 years

Local area plans identify and guide where and how future growth, change, and reinvestment could happen within a specific area.

Local area plans must align with the broader direction of the **Municipal Development Plan**, but provide more localized and specific guidance.

1 Visualizing Growth

1.1   Introduction

The Heritage Communities Local Area Plan (Plan) is a statutory area redevelopment plan that guides growth and change in the communities of Acadia, Chinook Park, Eagle Ridge, Fairview, Haysboro, Kelvin Grove, Kingsland, Maple Ridge, Southwood and Willow Park as well as Fairview Industrial, East Fairview Industrial and Glendeer Business Park (Map 1: Community Context). These ten residential communities and three industrial areas are collectively known as the Heritage Communities. They are bounded by Glenmore Trail S to the north, the Bow River to the east, Anderson Road S to the south and 14 Street SW and the Glenmore Reservoir to the west (Figure 2: Plan Context). The Plan takes a multi-community approach that recognizes and builds upon the shared assets and features that connect these established communities including **infrastructure**, recreational amenities, cultural spaces, public parks and open spaces, the MacLeod Trail S **Main Street**, **Community Corridors**, **transit station areas** and **Activity Centres**. These communities have their own unique history and evolution which is detailed in Section 1.3.

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

Figure 2: Plan Context
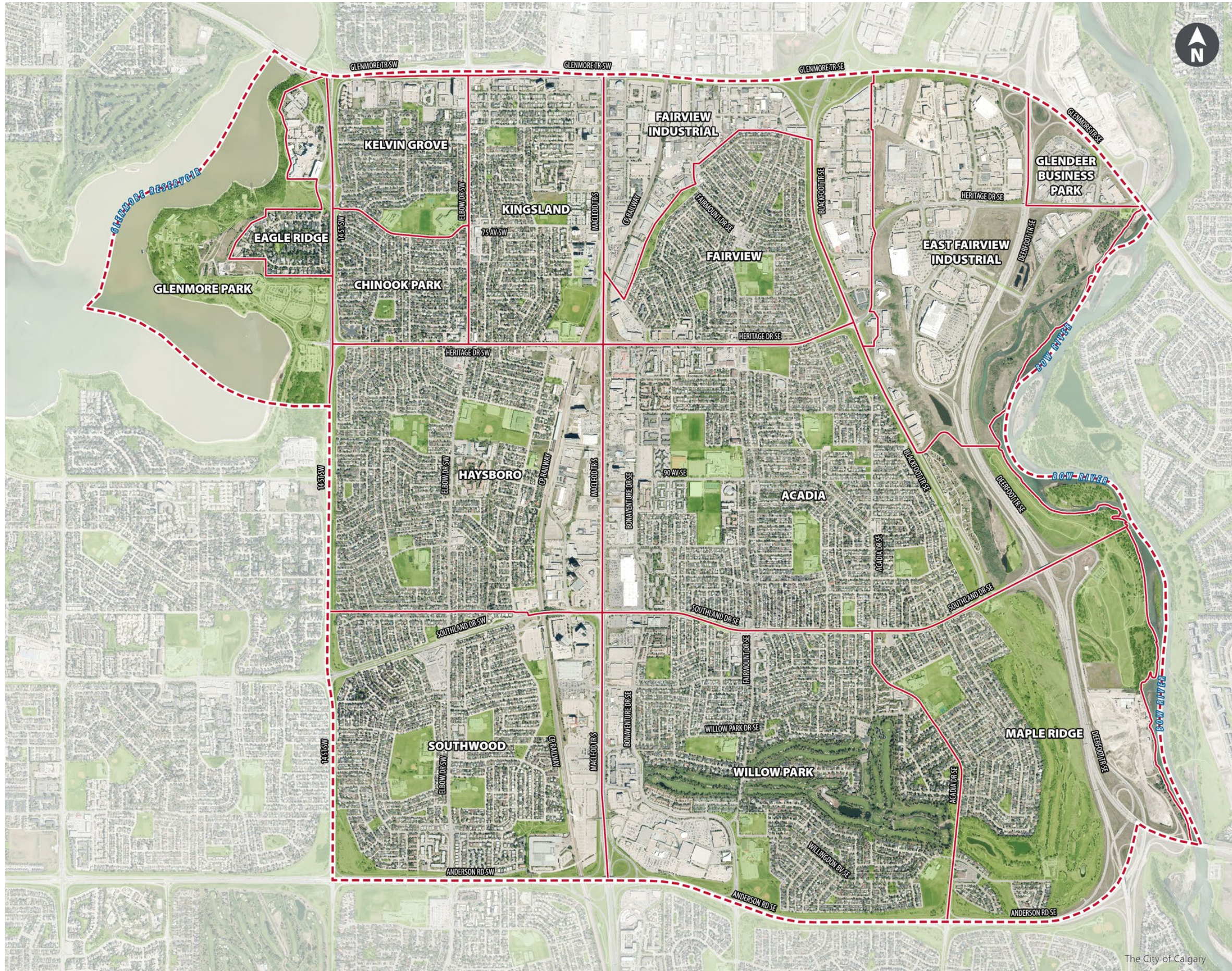
Map 1:
Community
Context

Legend

- - - Plan Area Boundary

──── Community Boundary

1.2   Vision and Core Values

Vision

Located between the Bow River and Glenmore Reservoir, the Heritage Communities will continue to evolve into well-connected, inclusive, green and dynamic residential, mixed-use and industrial areas where people live, work, play and shop. These communities will be served by integrated and vibrant Red Line **transit station areas**, an enhanced Macleod Trail S Urban **Main Street** area and thriving **Community Corridors**.

7   **1 Visualizing Growth**   **Heritage Communities Local Area Plan**

Core Values

Core values support the Plan's vision and have shaped the policies and guidance in Chapters 2 and 3 of the Plan. They were developed and refined throughout the engagement process.

Improve connectivity between communities by providing safe, comfortable and accessible year-round mobility options supported by an enhanced **public realm** with an emphasis on river to reservoir connections.

Enhance and improve civic facilities, parks, open spaces and natural areas with a focus on the urban tree canopy and conserving and restoring natural areas along the Bow River and Glenmore Reservoir.

Enhance the Macleod Trail S Urban **Main Street** area by recognizing its functionality as a mobility corridor while creating opportunities for a broad range of more **active uses**, placemaking initiatives and enhanced connections across Macleod Trail S into adjacent communities.

Support industrial and local commercial areas as vital hubs of economic activity and identify opportunities to enhance the **public realm** and mobility **infrastructure**.

Foster vibrant **transit station areas** and support the transition of the existing Heritage LRT Station Area, Southland LRT Station Area and Anderson LRT Station Area into compact and well-connected mixed-use areas.

Reduce greenhouse gas emissions that contribute to climate change and improve community resiliency to climate change impacts.

Promote inclusive and diverse housing choices throughout the Heritage Communities and in key locations such as the Macleod Trail S Urban **Main Street** area, **transit station areas** and **Activity Centres**.

Figure 3: Vision and Big Ideas

Vision and big ideas captured through the
Heritage Communities engagement process.

1.3 Community Context

History

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

Indigenous Foundations

Calgary was originally centred at the confluence of the Bow and Elbow rivers. With its sheltering river flats, plentiful wood and water and warm Chinook winds in the winter, the confluence area was a preferred seasonal campsite and a natural navigational landmark. The Calgary region was part of Indigenous life for at least 10,000 years, dating back to the end of the last ice age.

The Plan Area is intersected by a portion of what was the Old North Trail, a north-south transportation route established and used by Indigenous peoples.

Physical evidence of Indigenous life in the Plan Area has been disturbed, mostly through agricultural use and subdivision development, which preceded the passage of the Alberta Historical Resources Act in 1972. Archaeological work before and after that date have identified 23 archaeological sites, mostly in the margins of the two river valleys, and there is potential for further discoveries.

Photo: Indigenous encampment on the Elbow River, Calgary, circa 1886–88. Boorne and May, photographers. Libraries and Cultural Resources Digital Collections, University of Calgary, CU185314.

Nineteenth Century – Fort Calgary and Homesteads

Calgary emerged in 1875 as a North-West Mounted Police post. The fort was built on unceded land two years before Treaty 7 was established in 1877. By the time the transcontinental Canadian Pacific Railway (CPR) arrived in 1883, Calgary had developed as an unincorporated settlement on the future site of the Inglewood neighbourhood. The CPR laid out a new townsite on its own property in what is now downtown, and the settlement moved west at the beginning of 1884. Calgary was incorporated as a town later that year, and in 1894 it became a city.

Photo: Sam Livingston, circa 1890. Alexander J. Ross, photographer. Libraries and Cultural Resources Digital Collections, University of Calgary, CU1156911

Before a series of post-Second World War annexations added considerably to Calgary's footprint, the Plan Area lay outside the city limits. Beginning in the 1870s, the area was settled by farmers who obtained their lands as squatters, as homesteaders through the Dominion Lands Act, or both. The first settler was Samuel Henry Harkwood Livingston (1831–1897), who settled in 1876 with his Métis wife, Jane (née Howse, 1858–1943) on the future site of the Glenmore Reservoir and Eagle Ridge. Their lands extended to portions of Chinook Park and Haysboro. Sam Livingston raised cattle, crops, and imported fruit trees. He was a founding director of the Calgary District Agricultural Society, established in 1884 and a forerunner of the Calgary Stampede. After Sam's death in 1897, Jane and their children continued to operate the farm until 1919. In the early 1930s, their family home was relocated when the Glenmore Reservoir was created. This artificial lake was developed as part of a new waterworks system that also includes the Glenmore Dam and water treatment plant.

Many settlers followed the Livingstons as farmers in the area. In time, some of the land was assembled into larger agricultural operations that spanned more than one of the present-day Heritage Communities, notably the horse ranch of Calgary's first sheriff, Scottish-born Peter Willoughby King (1835–1920), and the sprawling P. Burns Ranches owned by Patrick Burns (1856–1937), who was one of four wealthy ranchers who offered financial backing for the first Calgary Stampede in 1912 and became immortalized as the Big Four.

In 1888, Sam Livingston became one of the founding trustees of Glenmore School Division No. 114, which was reportedly named for his own farm, Glenmore. The school district provided an identity for the area, which then became known as the Glenmore District. Generations of children were educated at Glenmore School, which was built on the future site of the South Family YMCA (11 Haddon Road SW). Another remnant of the Glenmore district at that time was the Glenmore Jubilee Hall (523–67 Avenue SW), a community hall built in 1927 by the Glenmore Community Club and evidently demolished in the 1970s. Women in the area also formed the Glenmore Women's Guild.

Railways and Transportation Corridors

Before the CPR reached Calgary in 1883, Macleod Trail S, which followed the Old North Trail route, functioned as a supply route from Fort Benton, Montana. The CPR provided Calgary with a direct, Canadian supply line. In 1891–92, the Calgary and Edmonton Railway, a CPR subsidiary, built branches north to Edmonton and south to Lethbridge. The south branch traversed the Plan Area. The CPR branch connected Calgary to points south, including this area when Turner Siding, located in the future community of Haysboro, became the line's first whistle stop south of Calgary.

Photo: The waters of the Glenmore Reservoir rise near the Livingston family house, circa 1932. The house was relocated to preserve it, and it was again moved to Heritage Park in the 1960s. Libraries and Cultural Resources Digital Collections, University of Calgary, CU178644

Like the CPR branch, Macleod Trail S predated the annexation and the development of the Heritage Communities. Both were developed in a context completely different from their present surroundings. Macleod Trail S evolved from the Old North Trail to function as a colonial supply route, and it eventually became Provincial Highway #2 south from Calgary before Deerfoot Trail replaced it. It follows a section line, which made it a natural dividing point for property ownership during the Plan Area's agricultural period and, subsequently, when farmers sold their lands for subdivision development. The CPR tracks had a more complicated effect on subdivision development. The historic right-of-way cut through farms, and it similarly cut through later subdivisions developed on those agricultural properties. Developers incorporated the tracks into their plans, using the tracks as a dividing point between residential and commercial/industrial areas.

Early Twentieth Century – Pre-First World War Economic Boom and the First Subdivisions

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. The city's population increased tenfold between the 1901 and 1911 census years, and municipal boundaries expanded to include an entire township. Speculators began purchasing farmland outside even these city limits and registering subdivision plans. A 1913 commercial real estate map shows present-day Kingsland already subdivided, part of East Fairview Industrial subdivided as Kingsland Park, and present-day Kelvin Grove subdivided into estate lots. Part of Acadia was subdivided into large lots in 1911 and named Meadowfield. The boom ended before the First World War began in 1914, and the Heritage Communities area remained largely agricultural and outside the city limits.

Mid-twentieth Century – Developing the Heritage Communities

Most of the Heritage Communities were developed in the 1950s and 1960s in the context of the post-Second World War oil boom triggered by the discovery of oil at Leduc in 1947. The City established a Planning Department and adopted the "neighbourhood unit" concept approach to land use planning. In 1956, the McNally Royal Commission on Metropolitan Development recommended that Calgary annex surrounding areas, including lands to the south and southeast. Annexations in 1956 and 1957, including the Plan Area located within Township 23, Range 1, West of the Fifth Meridian, increased Calgary's spatial area from 40.1 to 74.4 square miles. It was expected to accommodate population growth up to 300,000 residents.

Up to the 1950s, The City had acted as developer, building **infrastructure** and utilities itself and selling individual lots to builders. Following annexations of the Plan Area, private developers could buy land to build entire subdivisions. Local builders joined forces to create new development firms like Carma Developers and Kelwood Corporation.

Kelwood Corporation was involved in the subdivision of all but one of the area's residential and industrial neighbourhoods in the 1950s and 1960s. The subdivisions were developed sequentially, but in quick succession, mostly southward and eastward. Each has its own distinct history. Kingsland (1957) was farmed by a Sikh immigrant from India, and as a community it was the long-time home of the Calgary Rugby Union. Haysboro (1958), which draws its name from its former use as the Hays dairy farm, was the location of Glenmore School and the CPR's Turner Siding whistle stop. Chinook Park (1959) draws its name from the racetrack and polo field located there for decades. Fairview and Fairview Industrial (1959) developed concurrently, with Farrell Road SE linking them together. Southwood (1959) was the location of a branch library built by popular demand and the first K-Mart store in western Canada. Acadia (1960) has developed a tradition of outstanding sports complexes. Eagle Ridge (1960) was one of the city's first two "laneless" subdivisions and the site of Calgary's first condominium. Kelvin Grove (1961) was home to rancher-oilman William Stewart Herron, who commissioned what became known as the Smithbilt hat, before its development. Willow Park (1965) belonged to the Earl of Egmont, an Alberta farm boy who inherited his family title, before it was developed with a private golf course. Maple Ridge (1965) developed around a public golf course on land donated by the developer and Sue Higgins Park, Calgary's largest off-leash dog park. East Fairview Industrial (1979) and Glendeer Business Park (1981), like so many of the Heritage Communities, were once part of P. Burns Ranches. The Cominco Fertilizers Plant in East Fairview has been replaced by Deerfoot Meadows mall. Glendeer, defined in area by an extension to Deerfoot Trail, became the first automobile dealership mall in the province.

Community Characteristics

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

Topography

The Heritage Communities are located between the Glenmore Reservoir and the Bow River in a wide flat area characterized by generally high elevation relative to the Bow River. The land slopes gently downwards west towards the Glenmore Reservoir and 14 Street SW but more steeply to the east towards the Bow River valley floodplain where there are escarpments. Along the western edge of the Plan Area, there are also steep escarpments immediately around the Glenmore Reservoir which prior to its creation in the early 1930s was part of the Elbow River valley.

Natural Features and Open Areas

The Plan Area primarily falls within the Bow River Direct Watershed with a small portion of the western boundary adjacent to the Glenmore Reservoir falling within the Elbow River Watershed. Development occurring adjacent to the Bow River may be subject to flooding and is identified as part of the floodway or flood fringe (Appendix D). Chapter 2: Enabling Growth includes policies to strengthen resiliency and minimize development impact on the rivers while supporting intended growth. These policies are further supported by regulations in the **Land Use Bylaw** regarding floodway and flood fringe areas.

The Heritage Communities also includes a range of natural areas and open spaces including Sue Higgins Park and portions of South Glenmore Park as well as two golf courses: the private Willow Park Golf & Country Club and the public Maple Ridge Golf Course.

Urban Tree Canopy

The Heritage Communities have a mature tree canopy that consists of trees on public and private lands. Healthy tree canopies are important for climate change mitigation and enhance community well-being. This Plan includes policies to help maintain, improve and expand the existing tree canopy and contribute to broader City climate resiliency objectives.

Macleod Trail S Urban Main Street Area

Macleod Trail S is identified as an Urban **Main Street** in the **Municipal Development Plan** and is a significant north-south vehicular road with numerous businesses and services. It also acts as a barrier and negatively impacts east-west connections between communities. The **Municipal Development Plan** includes general policies and development intensity targets for Urban **Main Streets**.

This Plan recognizes the Macleod Trail S Urban **Main Street** as a strategic growth area that extends beyond this individual street to the streets on either side such as Horton Road SW and Bonaventure Drive SE. Policies aimed at enhancing the Macleod Trail S **Main Street** area intend to encourage dual frontage development, as well as improve east-west connectivity between communities on opposite sides of this **Main Street**.

Activity Centres

There are several **Activity Centres** located in the Plan Area including a Major **Activity Centre**, a Community **Activity Centre**, and thirteen Neighbourhood **Activity Centres**. The **Municipal Development Plan** identifies the area around the Anderson LRT Station, the Southland LRT Station and Southcentre Mall as a Major **Activity Centre**. A portion of the East Fairview Industrial area, often referred to as Deerfoot Meadows, is identified as a Community **Activity Centre**. This Plan identifies a series of Neighbourhood **Activity Centres** located at key intersections along Elbow Drive SW, Fairmount Drive SE and Acadia Drive SE. The **Municipal Development Plan** includes general policies for **Activity Centres**.

Community Corridors

Community Corridors are **pedestrian**-focused streets that connect the Heritage Communities and are intended to support low to moderate growth in the form of primarily residential and small-scale mixed-use and commercial building forms. **Community Corridors** include Elbow Drive SW, Heritage Drive S, Fairmount Drive SE, 90 Avenue SE, and Acadia Drive SE.

Public Transit Infrastructure

The Heritage Communities is served by a range of transit services including light rail and several rapid transit routes. The Red Line Light Rail Transit (LRT) system traverses north-south across the Plan Area and is anchored by three stations: Heritage LRT Station, Southland LRT Station and Anderson LRT Station.

The Plan Area is also well serviced by the Bus Rapid Transit (BRT) network with the MAX Yellow BRT located along 14 Street SW and MAX Teal BRT located along portions of 14 Street SW and Heritage Drive S. Local bus routes also provide connections throughout the Heritage Communities to neighbouring areas and communities.

Civic Facilities and Community Amenities

There are a range of civic and recreation facilities in the Heritage Communities including the Fish Creek Library, Southwood Library, Rose Kohn and Jimmie Condon Arenas, Acadia Aquatic & Fitness Centre, Acadia Recreation Complex, Acadia Athletic Park, Osten & Victor Alberta Tennis Centre, Trico Centre for Family Wellness and the Maple Ridge Golf Course. Several community association buildings are also located across the Plan Area that anchor a range of active and passive outdoor and indoor recreational and community gathering spaces. There are also several school sites such as Henry Wise Wood High School and Lord Beaverbrook High School as well as two major community amenities that serve the entire city: The Rockyview General Hospital and Heritage Park. Heritage Park is a major destination for tourism as well as a large seasonal employer.

Climate Risk

The City of Calgary assesses climate risk in communities in Calgary using information about current and future climate risks and the characteristics of the community that will amplify climate change impacts. Climate risk in the Heritage Communities are lower than the city average but is projected to nearly double by 2050. Presently, the highest risk climate hazards are higher average temperatures, as temperatures have increased significantly since pre-industrial times. As climate change continues and intensifies, heavy rainfall events are projected to be the highest risk climate hazard, as stronger storms cause localised flooding. Extreme heat is also projected to be among the highest climate risks in the Heritage Communities in the future.

Climate risk in the Heritage Communities is exacerbated by older buildings and buildings in need of major repair, the older age of stormwater **infrastructure**, riverside areas in poor health, and trees in poor condition. The high amount and concentrations of paved spaces create urban heat islands that exacerbate extreme heat risks. For more information about climate risk in the Heritage Communities, see Appendix E: Greenhouse Gas Emissions Profile.
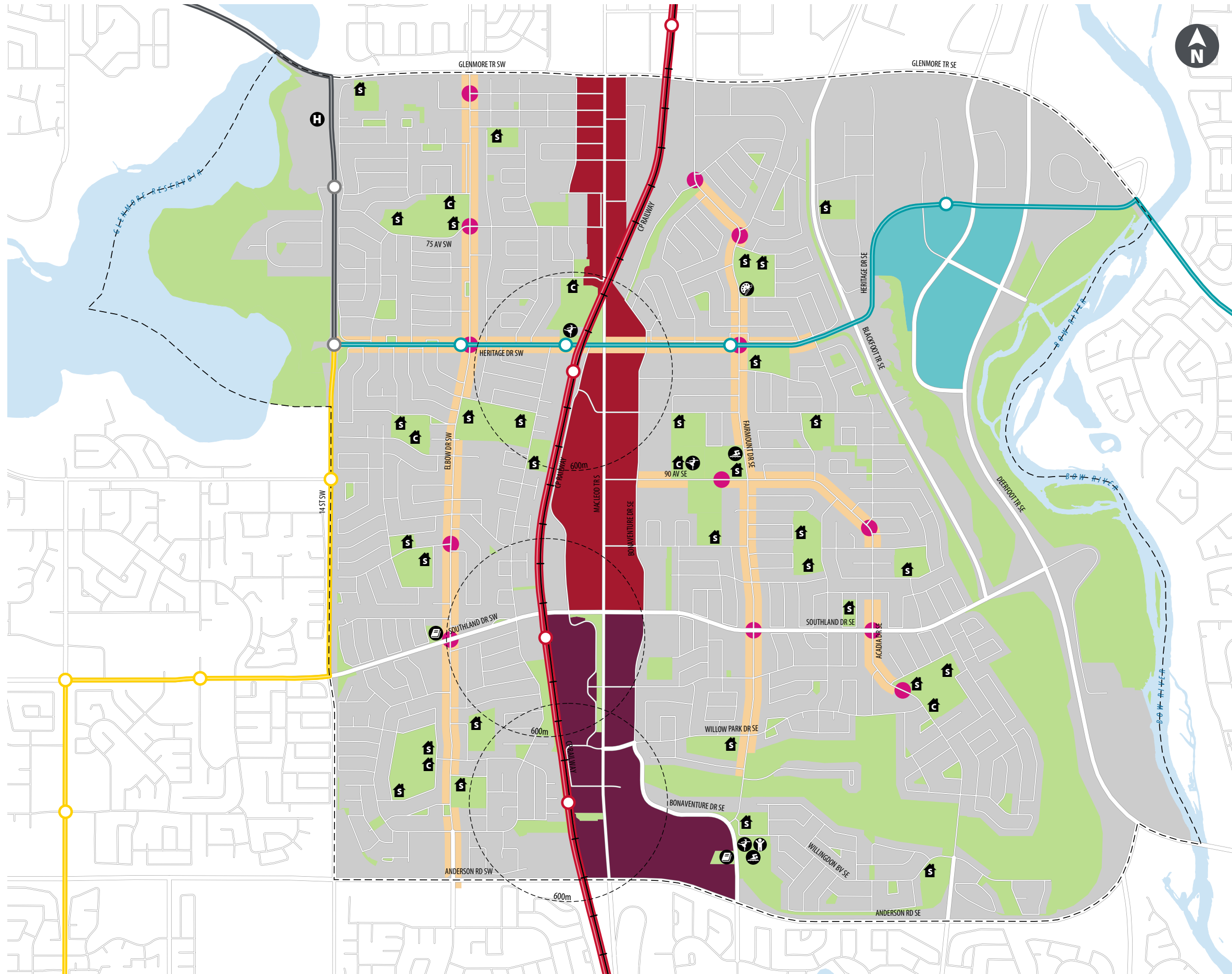
Map 2:
Community
Characteristics

Legend

- ⊙ Swimming Pool
- ✈ Arena
- ◉ Art Centre
- ⌂ Community Centre
- Ⓗ Hospital
- 🎭 Leisure Centre
- 📖 Library
- 🏫 School
- ⊶⊶ LRT Red Line
- ⊶⊶ MAX Teal
- ⊶⊶ MAX Yellow
- ⊶⊶ MAX Multi
- – – – Distance From Station
- ┼── Freight Rail Corridor
- Community Corridor
- Urban Main Street
- Major Activity Centre
- Community Activity Centre
- Neighbourhood Activity Centre
- Parks, Civic and Recreation
- – – – Plan Area Boundary

2 Enabling Growth

2.1 Introduction

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

The Plan vision focuses growth around the Macleod Trail S Urban **Main Street**, the Heritage, Southland, Anderson **transit station areas** and **Activity Centres** throughout the Plan Area. The Plan also supports continued evolution and change within these communities and focuses more modest growth along the **Community Corridors** that connect the larger growth areas.

Figure 4: Complete Communities

Shopping

Groceries

School

Play

Live

Restaurants

Work

Transit

Community and Family

Community Centre
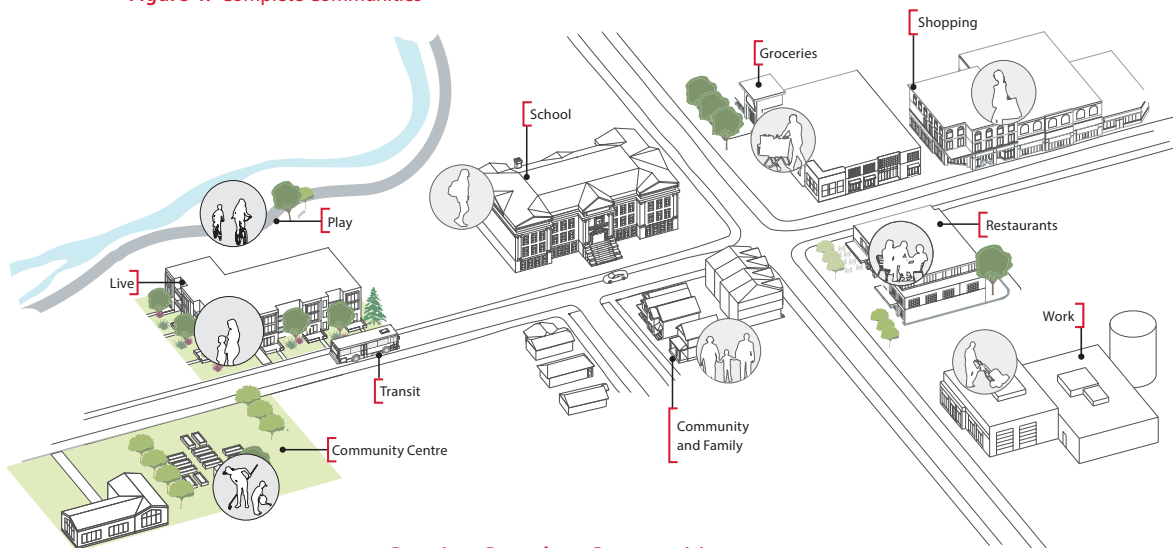
Creating Complete Communities

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

2.1.1 Future Growth Concept

The Future Growth Concept set out in this Plan envisions accommodating growth and change in key areas as identified in the **Municipal Development Plan**. The Plan is further informed by planning and technical analysis as well as stakeholder engagement conducted during the drafting of this Plan. The Plan builds upon the characteristics and attributes of the Heritage Communities and policies in this section provide the direction to realize the vision and core values.

The Plan envisions the highest densities and activities along the Macleod Trail S Urban **Main Street** area, the Major **Activity Centre** located around the Anderson LRT Station, the Community **Activity Centre** located in south Fairview Industrial (Deerfoot Meadows) and in **transit station areas**. As an important north-south connection, Macleod Trail S will continue to function as a vehicle connection but will also accommodate a more active **public realm** with a range of uses, placemaking initiatives and enhanced connections to adjacent communities. Development along Macleod Trail S will be predominantly 12 storeys or higher with opportunities for the highest building scales at **gateway sites** and **transit station areas** adjacent to this Urban **Main Street** area, as indicated on Map 4: Building Scale. **Transit station areas**, including Heritage LRT Station, Southland LRT Station and Anderson LRT Station as well as the area in the Major **Activity Centre**, will support the greatest range of uses, highest densities and be integrated with adjacent residential communities.

Other focus areas for growth and development include **Community Corridors** (Heritage Drive S, Elbow Drive SW, 90 Avenue SE, Acadia Drive SE and Fairmount Drive SE) and Neighbourhood **Activity Centres**. **Community Corridors** and Neighbourhood **Activity Centres** will accommodate moderate growth and provide opportunities for local businesses as well as mixed-use and residential development. Development may range from three to six storeys with opportunities for higher building scales in and around Neighbourhood **Activity Centres**.

Finally, the Plan envisions the industrial areas of the Heritage Communities continuing to evolve as distinct industrial neighbourhoods that include limited and complementary non-industrial uses supported by an improved **public realm**.

The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. Together, these two maps indicate where different types of growth and activity would be focused in the Plan Area and define the general functions in different parts of the Heritage Communities. To understand the type and scale of development that is appropriate in the Plan Area both maps must be read together.

Map 3: Urban Form illustrates the general location of urban form categories and how they apply across the Plan Area. These categories describe the primary community functions and land uses (housing, commercial, industrial, regional campus, parks, civic and recreation and natural areas) as well as policy considerations for the Heritage Communities. The urban form categories general policies are provided in Section 2.2 Urban Form Categories and must be read together with locally specific policies.

Map 4: Building Scale illustrates the general building height and massing within the Plan Area, which supports the primary function shown in Map 3: Urban Form. Policies for building scale are provided in Section 2.3 Scale Modifiers.

All development should generally comply with the Map 3: Urban Form and Map 4: Building Scale maps and policies from the Plan.
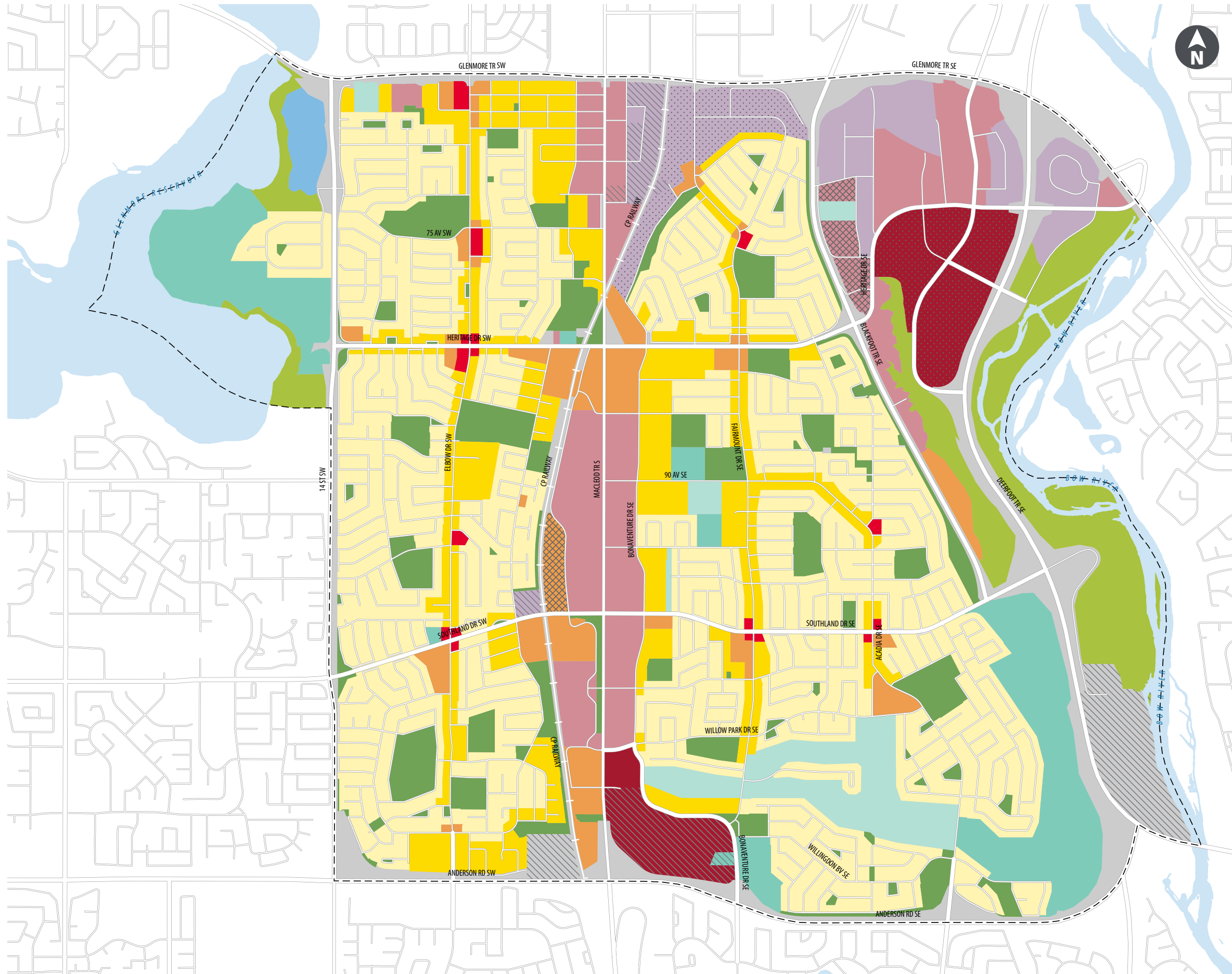
Map 3:
Urban Form

Legend

Urban Form Categories

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local
- Commercial Centre
- Commercial Corridor
- Industrial General
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- Private Institutional and Recreation
- Regional Campus
- No Urban Form Category

Additional Policy Guidance

- Special Policy Area
- Comprehensive Planning Site
- Industrial Transition
- Plan Area Boundary

Map 4:
Building Scale

Legend

Limited
(up to 3 Storeys)

Low - Modified
(up to 4 Storeys)

Low
(up to 6 Storeys)

Mid
(up to 12 Storeys)

High
(up to 26 Storeys)

Highest
(over 26 Storeys)

No Building
Scale Category

Parks and Open Space

Plan Area Boundary

2.2   Urban Form Categories

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

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

Each urban form category has general policies associated with it. When an individual urban form category is applied to a specific area of the Plan, the general policies of that category apply in addition to any area specific policies outlined in the Plan. The following section provides general policies for each applicable urban form category as well as additional general **built form** policies to be applied.

May overlay any urban form category:

Special Policy Area

Comprehensive Planning Site

Industrial Transition

Urban Form Categories

Neighbourhood

| Neighbourhood Commercial |
| Neighbourhood Flex |
| Neighbourhood Connector |
| Neighbourhood Local |

Vehicle-Oriented Commercial

| Commercial Centre |
| Commercial Corridor |

Industrial

| Industrial General |

Parks, Civic and Recreation

| Natural Areas |
| Parks and Open Space |
| City Civic and Recreation |
| Private Institutional and Recreation |

Regional Campus

| Regional Campus |
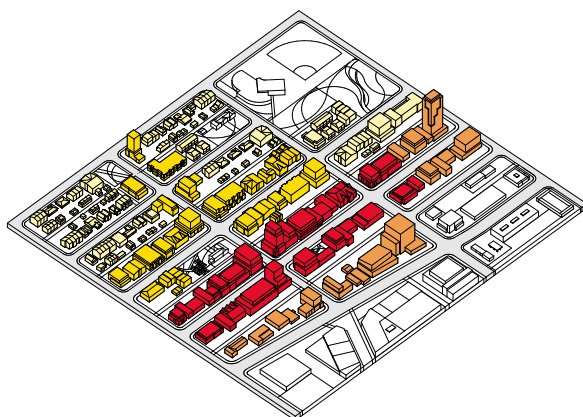
Figure 5: Neighbourhood
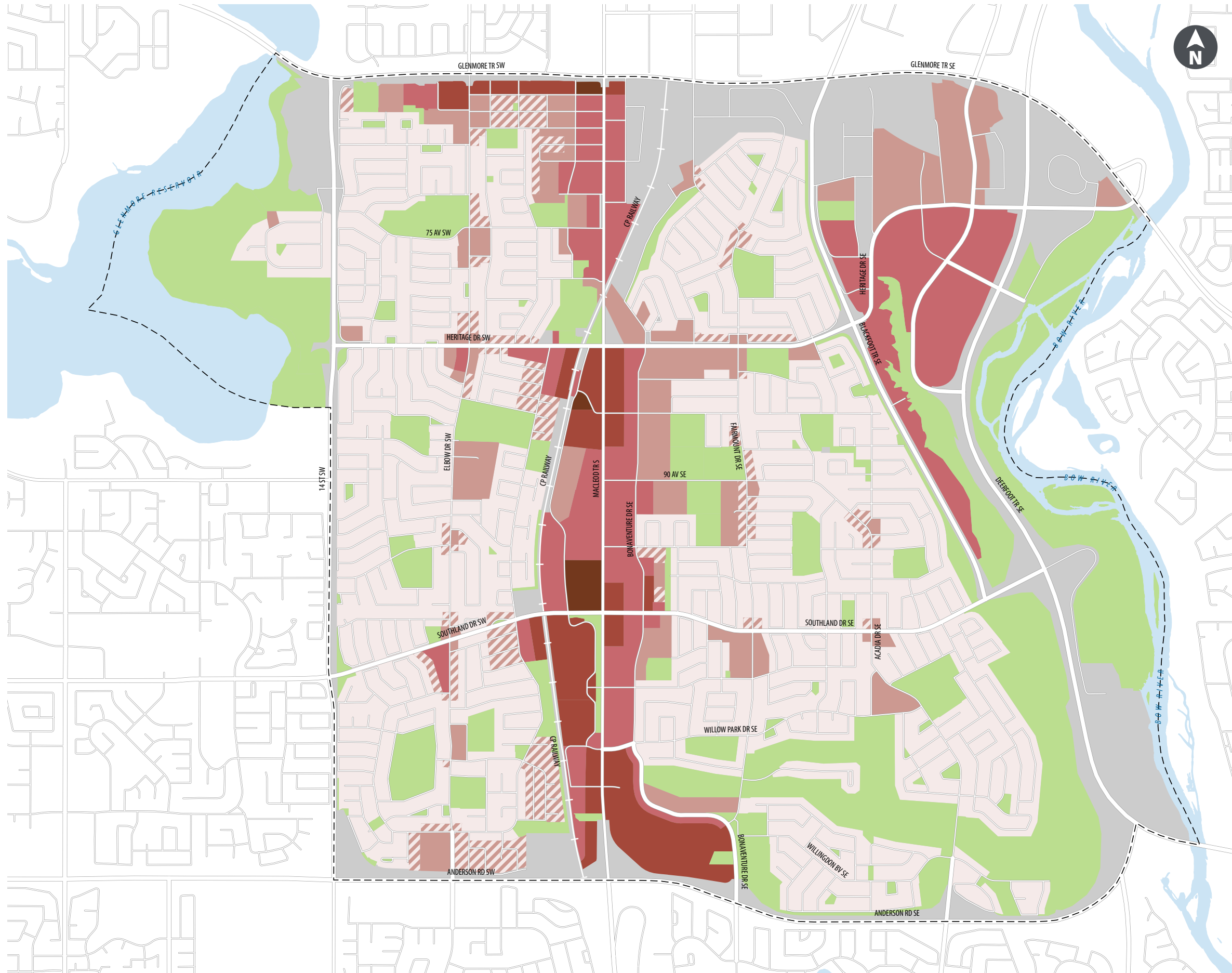Urban Form Categories

■ Neighbourhood Commercial
■ Neighbourhood Flex
■ Neighbourhood Connector
□ Neighbourhood Local

2.2.1 Neighbourhood

There are four Neighbourhood urban form categories – Neighbourhood Commercial, Neighbourhood Flex, Neighbourhood Connector and Neighbourhood Local. These areas are characterized by smaller blocks where buildings are typically oriented to the street.

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

comfortable **street wall** heights and a **public realm** with features such as landscaping, sidewalks, public trees, cycling **infrastructure** and on-street parking.

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

2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

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

Policy

Land Use

a. Development in Neighbourhood Commercial and Neighbourhood Flex areas may include a range of uses in stand-alone or mixed-use buildings.

b. Vehicle-oriented uses are discouraged:

   i. in areas of high **pedestrian** activity;

   ii. within **transit station areas**; or,

   iii. where the use interferes with access to cycling **infrastructure**.

Site, Building and Landscape Design

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

c. Development in Neighbourhood Commercial and Neighbourhood Flex areas should:

   i. be oriented towards the street;

   ii. not locate parking between a building and a higher activity street;

   iii. provide access to off-street parking and loading areas from the lane, where possible;

   iv. provide frequent entrances and windows that maximize views to and from the street;

   v. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials and setbacks; and,

   vi. accommodate small variations in the **street wall** to integrate amenity space.

d. Where vehicle-oriented uses are provided, development should be designed to:

   i. minimize the number of locations where vehicles cross the sidewalk;

   ii. minimize driveway width or locate driveways on a lower activity street;

   iii. incorporate landscaped areas;

   iv. prioritize and provide direct, well-defined **pedestrian** routes to transit stops and stations or adjacent residential areas; and,

   v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.

e. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.

f. The **public realm** should provide continuous, unobstructed **pedestrian** routes supported by high-quality landscaping for **pedestrian** comfort.

g. Landscaped areas should be located to enhance and complement the interface between the building and the **public realm**.

h. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:

   i. accommodate a range of uses;

   ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,

   iii. provide windows with views to the street or lane.

2.2.1.2 Neighbourhood Commercial

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

Neighbourhood Commercial categories have primarily been applied to Neighbourhood **Activity Centres** in the Heritage Communities.

Policy

Land Use

a. Commercial uses on the ground floor should be located facing the higher activity street.

b. Residential uses on the ground floor may be located where facing lower activity streets or lanes.

Site, Building and Landscape Design

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

c. Development in Neighbourhood Commercial areas should:

   i. integrate larger commercial or residential uses behind or above smaller units facing the street; and,

   ii. provide well-marked primary entrances for ground floor units facing the street.

d. The **public realm** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** through features such as wide sidewalks, street furniture, and lighting.

2.2.1.3 Neighbourhood Flex

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

Neighbourhood Flex categories have been applied to areas of the communities that are commercially oriented, or in areas where commercial development would be appropriate, but is not required. This includes **transit station areas**, **Activity Centres** and portions of **Community Corridors**.

Policy

Land Use

a. Development in Neighbourhood Flex areas may include either commercial or residential uses on the ground floor facing the street.

b. Where Industrial Transition is identified in a Neighbourhood Flex area, development should be encouraged to:

   i. combine compatible industrial working spaces with residential or commercial uses;

   ii. enable **work-live units**;

   iii. consider limited opportunities to provide areas for large or bulky goods and vehicles to be sold, leased or rented; and,

   iv. consider opportunities to accommodate an extension of complementary uses outside of a building, such as **retail** display areas.

Site, Building and Landscape Design

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

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

d. Development in Industrial Transition areas should:

   i. fully enclose industrial activities in a building and limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that may be disruptive to adjacent uses;

   ii. encourage industrial working spaces along the lane, where appropriate;

   iii. provide well-marked primary entrances facing the street or lane;

   iv. provide windows with views to and from the street, including views to production areas;

   v. provide transition from the **public realm** to a building using landscaped areas, amenity space or other design features; and,

   vi. provide high-quality landscaping.

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

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

Policy

Land Use

a. Development in Neighbourhood Connector and Neighbourhood Local areas of a community should:

   i. be primarily residential uses; and,

   ii. support a broad range and mix of housing types, unit structures and forms.

b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of **work-live units** or home-based businesses.

Site, Building and Landscape Design

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

c. Development in Neighbourhood Connector and Neighbourhood Local areas should:

   i. consider the local **built form** context;

   ii. be oriented towards the street;

   iii. consider shadowing impacts on neighbouring properties; and,

   iv. provide access to off-street parking and loading areas from the lane, where possible.

d. Entrances or lobbies that provide shared access should be well-marked, be of a width that is consistent with other units along the same frontage and allow for clear sight lines to and from the building.

e. Where units are located on the ground floor along lower activity streets or lanes, development should be designed to:

   i. locate amenity spaces along the lane, where feasible;

   ii. provide on-site **pedestrian** routes along lanes to minimize conflicts with vehicles, particularly near access and service areas; and,

   iii. provide windows with views to the street or lane.

2.2.1.5 Neighbourhood Connector

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

In the Heritage Communities, the Neighbourhood Connector urban form category primarily applies to **Community Corridors** including Heritage Drive S, Elbow Drive SW, Fairmount Drive SE, 90 Avenue SE, portions of Acadia Drive SE as well as areas adjacent to the Macleod Trail S Urban **Main Street** area.

Policy

Land Use

a. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.

b. Development in Neighbourhood Connector areas may include local commercial uses to serve nearby residents such as cafes, corner stores, **retail** or personal service uses.

c. Commercial uses in Neighbourhood Connector areas should be small format and designed to mitigate impacts on adjacent residential uses.

Site, Building and Landscape Design

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

d. Non-residential development in Neighbourhood Connector should:

i. provide a **built form** and scale that considers the surrounding residential context; and,

ii. mitigate impacts, such as noise and vehicle circulation, on adjacent residential uses.

2.2.1.6 Neighbourhood Local

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

In the Heritage Communities, the Neighbourhood Local urban form category is the most common category and is applied to the primarily residential areas of the Plan Area.

Limited Scale Policies

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

Policy

a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

b. Building forms that contain one or two residential units are supported in the Neighbourhood Local, Limited Scale area.

c. Building forms that contain three or more residential units should be supported on parcels with rear lanes in any one or more of the following areas:

   i. Within **Transition Zones** in **transit station areas**;

   ii. On corner parcels; and,

iii. Adjacent to or separated by a road or lane from a school, park or open space greater than 0.5 hectare in size with no dimension less than 25 metres.

d. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

   i. access to sunlight and shade on adjacent parcels; and,

   ii. protection of existing, healthy trees or landscaping on the parcel, where appropriate.
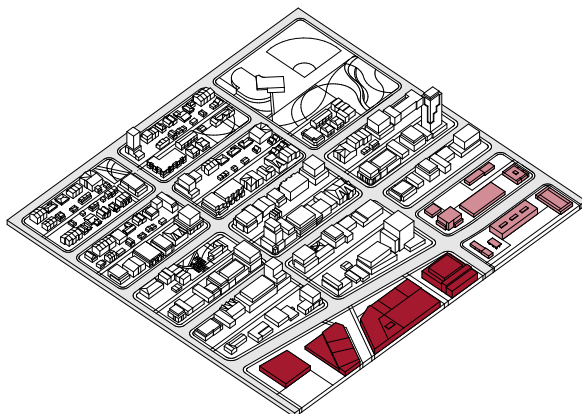
Figure 6: Vehicle-Oriented
Commercial Urban Form Categories

- ▮ Commercial Centre
- ▮ Commercial Corridor

2.2.2 Vehicle-Oriented Commercial

Vehicle-Oriented Commercial areas are characterized by larger blocks and parcels typically arranged in a non-grid street pattern. These include areas identified with the Commercial Corridor and Commercial Centre urban form categories. Vehicle-Oriented Commercial areas may accommodate a range of commercial uses, offices, personal services, institutional uses, recreation facilities and light industrial uses that may be oriented to the public street or internal publicly-accessible private streets or parking areas.

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

Policy

Land Use

a. Development in Vehicle-Oriented Commercial areas of a community should support commercial uses on the ground floor facing the public street, internal publicly-accessible private streets or parking areas.

b. Development in Vehicle-Oriented Commercial areas may:

   i. include stand-alone or mixed-use buildings; and,

   ii. accommodate low-impact industrial uses.

c. Development in Vehicle-Oriented Commercial areas may include residential uses on sites that have the following characteristics:

   i. access to moderate to frequent transit service;

   ii. access to higher quality **pedestrian** routes and cycling **infrastructure**; or,

   iii. proximity to a residential area.

d. Vehicle-oriented uses are discouraged:

   i. in areas of high **pedestrian** activity;

   ii. within **transit station areas**; or,

   iii. where the use interferes with access to cycling **infrastructure**.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to Vehicle-Oriented Commercial areas:

e. Development in Vehicle-Oriented Commercial areas should:

    i. identify a hierarchy of **pedestrian** routes that connect destinations on the site;

    ii. locate commercial uses along higher activity public streets or internal publicly-accessible private streets;

    iii. position buildings to face public streets or internal publicly-accessible private streets;

    iv. not locate parking between a building and a higher activity street;

    v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;

    vi. locate access and service areas away from public streets and screen with landscaped areas where possible;

    vii. provide well-marked, individual entrances for units which face a public street or internal publicly-accessible private street;

    viii. use building articulation to provide a well-defined, continuous **street wall** and improve the **pedestrian** experience using varied textures, high-quality building materials and setbacks; and,

    ix. position landscaped areas to enhance and complement the interface between the building and **pedestrian** routes.

f. Industrial activities should be fully enclosed within a building.

g. Development that contains industrial uses should limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that are disruptive to adjacent uses.

h. Developments with institutional, office or industrial uses located on the ground floor facing a public street or internal publicly-accessible private street should provide:

    i. windows with views to the street and access to natural light;

    ii. amenity space that could be used for daily activity or seasonal programming; and,

    iii. lobbies that have well-marked entrances and allow for clear sight lines to and from the building.

i. Where vehicle-oriented uses are provided, development should be designed to:

    i. minimize the number of locations where vehicles cross the sidewalk;

    ii. minimize driveway width or locate driveways on a lower activity street where feasible;

    iii. incorporate landscaped areas;

    iv. prioritize and provide direct, well-defined **pedestrian** routes to transit stops and stations or adjacent residential areas; and,

    v. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas.

2.2.2.1 Commercial Centre

Commercial Centre areas are characterized by hubs and corridors that support regional commercial activity, typically arranged in larger blocks in a non-grid pattern. These locations are serviced by public transit and are defined by direct vehicular access and large parking areas. **Pedestrian** activity primarily occurs along internal, private **pedestrian** routes. As redevelopment occurs, these sites are intended to support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable **pedestrian** experience.

In Heritage Communities, the Commercial Centre urban form category applies to a portion of the Major **Activity Centre** near the Anderson LRT Station and in the Deerfoot Meadows Community **Activity Centre**.

Policy

Land Use

a. Development in Commercial Centre areas should:

    i. support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;

    ii. support residential uses on the ground floor or above commercial uses; and,

    iii. accommodate stand-alone residential, office and institutional buildings on lower activity public streets or internal publicly-accessible private streets.

Site, Building and Landscape Design

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

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

    i. frequent entrances and windows that maximize views to and from the street;

    ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas;

    iii. larger commercial uses integrated behind, or located above, smaller commercial units facing a street; and,

    iv. a floor-to-ceiling height that supports a range of uses.

c. Sites should provide low-barrier transitions between vehicle aisles and **pedestrian** routes using raised planters, bollards and light standards to improve safety and comfort along **pedestrian** routes.

Figure 7: Commercial Centre Bird's Eye View

Buildings and activity are mostly facing internal streets or vehicle aisles.

Commercial uses on the ground floor are located on the busiest streets.

Pedestrian routes and vehicle aisles are well-defined and ensure the safety and comfort of **pedestrians**.

Patios and plazas offer room for activity to spill out and activate the spaces.

Frequent transit service allows lots of people to reach this regional destination.

2.2.2.2 Commercial Corridor

Commercial Corridor areas are characterized by a range of commercial uses, typically concentrated at key nodes or along key corridors. Existing development may be vehicle-oriented, with parking areas between the building and the public street. As redevelopment occurs, the intent is that these sites will support intensification through new buildings that frame public and private streets, improve connectivity and provide a comfortable **pedestrian** experience.

In the Heritage Communities, the Commercial Corridor urban form category applies primarily to portions of Macleod Trail S, a northern portion of Kelvin Grove, commercial areas along Blackfoot Trail SE and portions of East Fairview Industrial.

Policy

Land Use

a. Where Industrial Transition is identified in a Commercial Corridor area, development should be encouraged to:

    i. combine compatible industrial working spaces with housing or commercial space;

    ii. consider opportunities to provide areas for large or bulky goods and vehicles to be sold, leased or rented; and,

    iii. consider opportunities to accommodate activities outside of a building for storage of display.

Site, Building and Landscape Design

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

b. Development in Commercial Corridor areas should:

    i. support commercial uses on the ground floor facing a public street or internal publicly-accessible private street;

    ii. establish a fine-grained block pattern through a hierarchy of internal vehicular and **pedestrian** routes;

    iii. locate access and service areas off a lane, where possible; and,

    iv. locate residential, office and institutional uses on the upper floors of buildings.

Figure 8: Commercial Corridor Bird's Eye View

Pedestrian routes and vehicle aisles are well-defined and ensure the safety and comfort of **pedestrians**.

Residential, office and insitutional uses are located on the upper floors of buildings.

A hierarchy of **pedestrian** and vehicle routes define a fine-grain block pattern.

Buildings frame the street while parking areas are located behind the buildings.
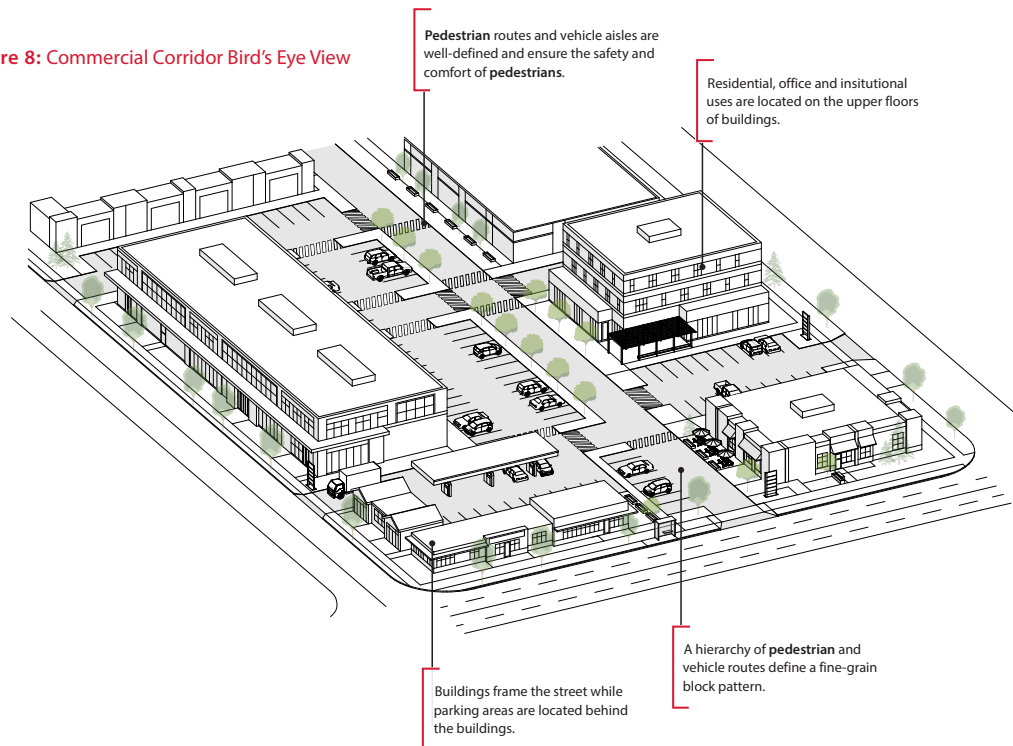
c. Development in Industrial Transition areas should:

i. limit off-site impacts, such as heat, odour, dust, vibration, light or waste impacts that may be disruptive to adjacent uses;

ii. accommodate vehicular movement and loading to minimize conflicts with **pedestrians**;

iii. encourage industrial working spaces along the lane, where appropriate;

iv. provide well-marked primary entrances facing the street or lane;

v. provide a transition from the **public realm** to a building using landscaped space, design features or amenity space; and,

vi. provide high-quality landscaping.
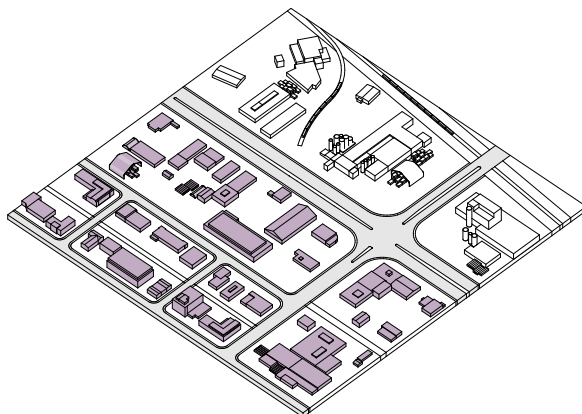
Figure 9: Industrial Urban Form Category

▢ Industrial General

2.2.3 Industrial

Industrial areas primarily include a range of industrial uses with off-site impacts. Block patterns and site layouts will prioritize large vehicle and goods movement along public streets.

Industrial areas are critical to supporting economic diversity and decisions regarding encroachment of other uses into these areas must be carefully considered to minimize impacts on the operational requirements of industrial areas.

Policy

Land Use

a. Development in Industrial areas should:

    i. integrate a limited range of supporting office and commercial uses that support industrial activities, where appropriate; and,

    ii. limit new, large-format commercial uses.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Industrial General areas:
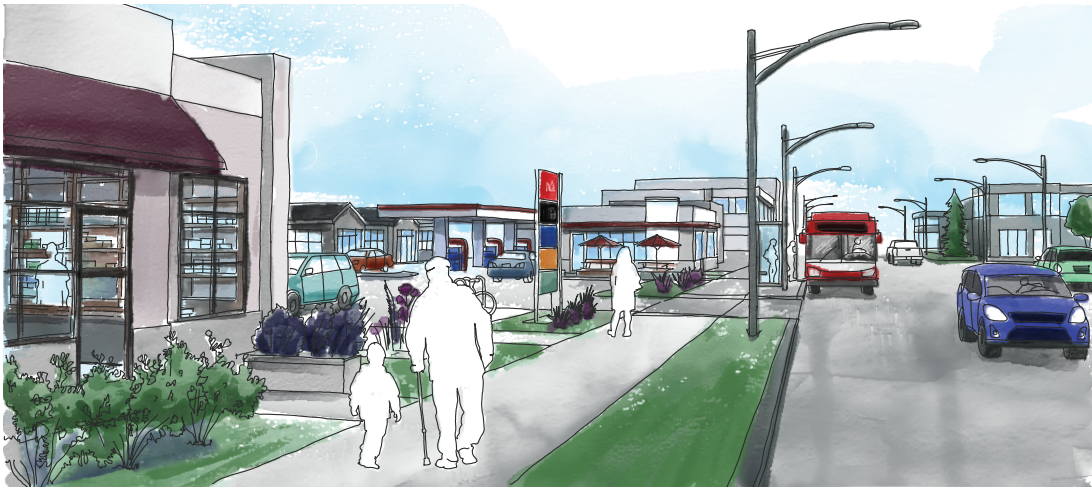
b. Development in Industrial areas should:

    i. accommodate a range of **built forms** that support industrial uses;

    ii. consider opportunities to limit off-site impacts;

    iii. provide well-defined **pedestrian** connections to adjacent transit stops and stations or adjacent residential areas; and,

    iv. provide landscaped areas and amenity spaces.

c. Mobility **infrastructure** in Industrial areas should focus on large vehicle, equipment and goods movement.

d. Development is encouraged to incorporate sustainable building features and technologies, such as on-site renewable energy generation and waste-heat recovery.

e. When significant changes to a site are proposed, development should provide incremental improvements to support **pedestrian** and cycling safety, such as sidewalks and on-site **pedestrian** routes and cycling **infrastructure**.

2.2.3.1 Industrial General

Industrial General areas are characterized by a range of light and medium industrial uses and represent the city's primary industrial land supply. These areas allow for a range of building sizes and industrial uses, some of which may include outdoor activities and storage. Industrial General areas are expected to support a safe **pedestrian** experience that improves connectivity to and within these sites and to public transit. These areas may have limited off-site impacts.

In the Heritage Communities, this urban form category applies primarily to portions Fairview Industrial, East Fairview Industrial and Glendeer Business Park.

Policy

Land Use

a. Complementary uses are encouraged to co-locate where mutual benefits could be achieved, such as in an eco-industrial park.

b. Development of large-scale food production and urban agriculture activities are encouraged in Industrial General areas.

Site, Building and Landscape Design

In addition to the applicable policies in Section 2.4 the following policies apply to the Industrial General areas:

c. Development should explore opportunities for renewable energy.

d. Landscaped areas in Industrial General should:

   i.   use climate resilient plant material, including native and locally-adaptive species;

   ii. avoid the use of invasive species;

   iii. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,

   iv. encourage the use of water conservation strategies such as, but not limited to:

   A. the use of drought-tolerant or low water-use plants;

   B. grouping plants into mulched planting beds; and,

   C. redirecting surface runoff to landscaped areas, where appropriate.

e. Development should provide connections to adjacent mobility **infrastructure**, such as sidewalks and cycling routes.
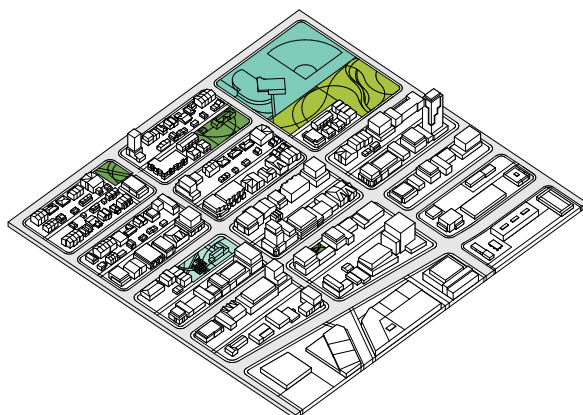
Figure 10: Parks, Civic and Recreation Urban Form Categories

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

2.2.4 Parks, Civic and Recreation

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

In the Heritage Communities, the Natural Areas, Parks and Open Space, City Civic and Recreation and Private Institutional and Recreational urban form categories have been applied across the Plan Area.

Policy

Site, Building and Landscape Design

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

a. Developments within Parks, Civic and Recreation areas should:

   i. connect to the community, including other parks and open spaces by active transportation and transit networks;

   ii. use climate resilient plant material that include native and locally-adaptive species;

   iii. consider operations and maintenance requirements, such as snow clearing and storage; and,

   iv. consider opportunities for wayfinding.

b. Buildings and facilities within Parks, Civic and Recreation areas should:

   i. be located to maximize accessibility;

   ii. be oriented to minimize negative impacts, such as shadowing, on surrounding park or open space areas;

   iii. be made of materials that complement surrounding parks or open space;

   iv. provide shelter to allow for year-round use, where appropriate;

   v. consider design that allows indoor spaces to open to the outdoors; and,

   vi. identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.

c. Parks, Civic and Recreation areas should consider incremental site improvements to be assessed at the time of application, including, but not limited to:

   i. providing additional services, programming or facilities;

   ii. protecting or rehabilitating natural areas;

   iii. improving accessibility;

   iv. adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible; and,

   v. providing public art or cultural spaces, where feasible.

2.2.4.1 Natural Areas

Natural Areas in the city are characterized as areas that provide a range of ecological functions and benefits, from improving air and water quality to supporting biodiversity. These areas may include a range of amenities related to ecological features, such as pathways, river access points, washrooms, gathering spaces and interpretative features.

In the Heritage Communities, the Natural Areas urban form category applies to areas along Blackfoot Trail SE bluff, along the Bow River and areas adjacent to the Glenmore Reservoir.

Policy

Site, Building and Landscape Design

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

a. Natural Areas should:

   i.   support the protection, preservation and rehabilitation of ecological processes and functions;

   ii. support the presence of wildlife and pollinators by connecting parks and open spaces with natural areas to support the ecological network and provide habitat and movement corridors; and,

   iii. be accessible by **pedestrian** and cycling **infrastructure** in a manner that does not inhibit the overall ecological function of the space.

b. Pathways adjacent to Natural Areas should be designed and constructed to minimize disturbance to the Natural Area and create a buffer between the Natural Area and adjacent development.

c. Natural Areas may identify and integrate cultural landscapes in their design and layout.

2.2.4.2 Parks and Open Space

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

In the Heritage Communities, the Parks and Open Space urban form category applies to areas, such as parks, schools and open spaces across the Plan Area.

Policy

Land Use

a. Parks and Open Space areas may accommodate:

   i. a range of uses that support the primary function of the site, such as schools and community associations;

   ii. educational, athletic, cultural, creative and social programming;

   iii. commercial services or pop-up and temporary uses that complement the primary function of the site, where possible; and,

   iv. public education programming and interpretive information about local natural history and ecosystems.

Site, Building and Landscape Design

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

b. Parks and Open Space areas should be designed to:

   i. provide access to both sunlight and shade;

   ii. protect existing trees and ensure adequate soil volume to support tree health and growth;

   iii. explore opportunities to restore natural ecosystem structures, networks, functions and dynamics;

   iv. use landscaped areas to delineate open space and property boundaries, where possible;

   v. account for visibility within and around the site, including lighting where appropriate; and,

   vi. provide accessible connections within the site.

c. Parks and Open Space areas should support:

   i. opportunities for activities for people in all seasons;

   ii. adaptable spaces, such as urban plazas, which support a broad range of programming and amenities to meet the needs of an increasingly diverse city;

   iii. winter-specific design and programming; and,

   iv. opportunities for publicly-accessible drinking fountains and washrooms.

d. Plazas and other hardscaped parks or open space should be designed to consider and reflect their specific local context, consider maintenance and operational requirements, and provide year-round programming.

e. Regional, local and multi-use pathways should be integrated into Parks and Open Space areas to serve a recreational and mobility function.

f. Where appropriately sized and located, Parks and Open Space areas may support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the function of the site.

g. Buildings within Parks and Open Space areas may integrate a range of uses and programming.

h. Parks and Open Space areas may identify and integrate cultural landscapes in their design and layout.

i. Parks and Open Space areas may encourage the provision and incorporation of space for local food production, processing, sales and programming on-site or within community facilities.

2.2.4.3 City Civic and Recreation

City Civic and Recreation areas are characterized by indoor and outdoor facilities located on public land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, or museums. Some schools and community association buildings may occur in these areas where there are no significant on-site park or open spaces. Schools or community association buildings that are co-located or integrated with other civic uses, such as libraries and protective and emergency services are appropriate in this category.

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

In the Heritage Communities, the City Civic and Recreation urban form category applies to Heritage Park, the Fish Creek Library, the Southwood Library, Rose Kohn and Jimmie Condon Arenas, the Acadia Aquatic & Fitness Centre, the Trico Centre and the Maple Ridge Golf Course.

Policy

Land Use

a. City Civic and Recreation areas should support:

   i. a range of recreation, civic, arts and cultural opportunities to meet the needs of an increasingly diverse city in all seasons; and,

   ii. commercial services that complement the primary function of the site.

b. All types of care facilities and **affordable housing** are appropriate in this category and are encouraged to locate where there is convenient access to community services and amenities.

c. City Civic and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites will likely generate higher volumes of traffic and off-site impacts and should consider the following:

   i. **pedestrian** connections to adjacent transit stops;

   ii. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;

   iii. location of parking areas to support activities on the site; and,

   iv. screening from adjacent uses.

Site, Building and Landscape Design

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

d. City Civic and Recreation areas should:

   i. support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;

   ii. identify and integrate cultural landscapes in their design and layout;

   iii. consider opportunities for publicly-accessible drinking fountains and washrooms; and,

   iv. support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.

e. City Civic and Recreation areas may support the presence of wildlife and pollinators by providing habitat.

f. The provision of space for local food production, processing, sales and programming is encouraged on-site or within community facilities.

g. Supplementary uses, such as residential or commercial uses within the City Civic and Recreation areas should be located in buildings less than three storeys. Buildings containing a residential or commercial use on a floor greater than three storeys shall require an amendment to Map 4: Building Scale.

h. Building Scale modifiers are not applied within the City Civic and Recreation areas for uses that comprise recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.

2.2.4.4 Private Institutional and Recreation

Private Institutional and Recreation areas are characterized by indoor and outdoor facilities on private land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, recreation centres, private schools or colleges, or places of worship. These amenities may require membership or user fees for access. These privately-owned sites can be dynamic and may be subject to redevelopment.

In the Heritage Communities, the Private Institutional and Recreation urban form category applies to areas such as the Willow Park Golf & Country Club, the Osten & Victor Alberta Tennis Centre, the Calgary Jewish Academy and West Island College.

Policy

Land Use

a. Development in Private Institutional and Recreation areas should allow for a range of uses, such as recreation, commercial, education, worship, culture and arts opportunities.

b. Private Institutional and Recreation areas are appropriate in, or near, industrial areas where they support uses such as special events. Development on these sites likely generate higher volumes of traffic and off-site impacts and should consider the following:

   i. **pedestrian** connections to adjacent transit stops;

   ii. provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;

   iii. location of parking areas to support activities on the site; and,

   iv. screening from adjacent uses.

Site, Building and Landscape Design

c. In addition to the general site, building and landscape design policies in Section 2.4, Private Institutional and Recreation areas should support community gatherings, festivals, cultural activities and special events by providing adequate servicing, access, space and facilities based on the size and function of the area.

2.2.5 Regional Campus

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

In the Heritage Communities, the Regional Campus urban form category applies to the Rockyview General Hospital.

2.2.6 Comprehensive Planning Sites

Comprehensive Planning Sites identify and provide direction for one or more parcels where additional planning or supplementary site design will be needed to support future planning applications. These sites may have private **infrastructure**, such as internal publicly-accessible private streets, that service the site. These sites are envisioned to redevelop over time and are expected to integrate with the surrounding community. Additions to existing development or smaller scale redevelopment may be considered by the Development Authority in advance of a comprehensive development plan for these sites.

Policy

Site, Building and Landscape Design

a. Comprehensive Planning Sites should undertake a master planning exercise prior to, or at the time of, a planning application and should:

   i.   identify an appropriate transition of use and scale to adjacent areas;

   ii. identify a hierarchy of streets and **pedestrian** routes that connect destinations on and to the site;

   iii. identify phasing for future development, including how parking areas change over each phase;

   iv. identify opportunities for comprehensive energy planning to address climate change and improve climate resiliency;

   v.   use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;

   vi. identify the location of publicly-accessible open space;

   vii. identify opportunities to create a sense of place;

   viii. integrate transit **infrastructure**; and,

   ix. identify utility connections.

Comprehensive Planning Sites

b. Map 3: Urban Form identifies the site (the Southcentre Mall and Southcentre Executive Tower site) bordered by Macleod Trail S to the west, 109 Avenue SE and Willow Park Village Shopping Centre to the north, Bonaventure Drive SE to the east , and Anderson Road S to the south as a Comprehensive Planning Site. This site is comprised of several, independently-owned parcels. Development in this area should:

   i.   include a publicly-accessible gathering space with well-defined **pedestrian** and cycling connections to the Anderson LRT Station;

   ii. include continuous, safe and accessible **pedestrian** and cycling **infrastructure** that connects to existing networks;

   iii. provide for **pedestrian**-scaled block sizes that do not exceed 125 metres in length;

   iv. undertake a comprehensive parking study to identify appropriate parking management strategies and potential relaxations;

   v.   prioritize **active uses** at-grade on primary **pedestrian** routes as well as along Bonaventure Drive SE;

   vi. accommodate new parking in structures or below grade in the Southcentre Mall area; and,

   vii. follow the policies of Section 2.5.1 Macleod Trail S Urban **Main Street** area.

c. Map 3: Urban Form identifies the Calgary Transit Anderson Maintenance Facility located in the southeast corner of the community of Southwood, immediately north of Anderson Road SW and west of the LRT right-of-way, as a Comprehensive Planning Site. Should this site no longer be required for its current purpose an amendment to this Plan may be required to identify the site as a **Core Zone** within the Anderson LRT Station Area and include transit supportive urban form categories and building scale. In addition, development on this site should:

   i.   transition building scale down towards adjacent residential development and park space to minimize shadowing impacts;

   ii. provide ground floor residential units that front onto the parks and open space;

   iii. incorporate design solutions to mitigate noise, vibration, and visual impact from the Freight Rail Corridor;

   iv. encourage parking reductions; and

   v.   explore **affordable housing** opportunities.

d. Map 3: Urban Form identifies the lands located between the Bow River, Deerfoot Trail, and Sue Higgins Park as a Comprehensive Planning Site. Development on this site should:

    i. include mixed-use buildings;

    ii. minimize impacts to the Bow River and surrounding natural areas;

    iii. improve connectivity and the interface with Sue Higgins Park and surrounding natural areas;

    iv. enhance **pedestrian** and cycling **infrastructure** connections from the site to adjacent communities, pathway networks and across the Bow River; and,

    v. include **public realm** enhancements to Sue Higgins Park.

e. Map 3: Urban Form identifies the lands located between Glenmore Trail SE, the LRT right-of-way, 73 Avenue SE, and Fisher Street SE as well as one parcel located on Flint Place SE immediately east of the LRT right-of-way as a Comprehensive Planning Site. Should an infill LRT station be provided at this location, an amendment to this Plan may be required to identify the site as part of a **transit station area** as outlined in Section 2.5.2. If an infill LRT station is provided in this location, development on this site should:

    i. enable mixed-use development that is both transit supportive and primarily residential;

    ii. provide a variety of building scales, with the greatest heights adjacent to an infill LRT station and Glenmore Trail SE;

    iii. provide a variety of building forms with a diversity of ground floor commercial and residential opportunities;

    iv. explore **affordable housing** opportunities;

    v. incorporate design solutions to mitigate noise, vibration, and visual impact from the Freight Rail Corridor;

    vi. identify opportunities for a transit plaza and other open space amenities;

    vii. prioritize **pedestrian** and cycling **infrastructure** connections within the site and to adjacent communities;

    viii. provide a **pedestrian** and cycling connection across the LRT right-of-way;

    ix. minimize the quantity and impacts of surface parking lots; and,

    x. provide **transportation demand management** measures to encourage transit use and to reduce the need for major changes to Macleod Trail SW. Measures may include, but are not limited to:

        A. bicycle parking stalls beyond required minimums;

        B. bicycle lockers or higher quality designed bicycle storage facilities;

        C. bicycle repair facilities;

        D. dedicated vehicle parking stalls for car-sharing services;

        E. active transportation supportive amenities, such as showers and change facilities; and,

        F. reduced vehicle parking rates.

f. Map 3: Urban Form identifies the Roads District 6 Depot located north of Southland Drive SW, east of Haddon Road SW, west of the red LRT line as a Comprehensive Planning Site. Should this site no longer be required for its current purpose an amendment to this Plan may be required to identify the site as a **Core Zone** within the Southland LRT Station Area and include transit supportive urban form categories and building scale. In addition, development on this site should:

    i. provide for an enhanced interface and **public realm** improvements along the adjacent park and open space; and,

    ii. consider burying the overhead lines.

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2.2.7 Special Policy Areas

A Special Policy Area identifies places for specific policy guidance where an area does not fit within an existing urban form category. This section provides additional policy guidance for Fairview Industrial.

2.2.7.1 Fairview Industrial Special Policy Area

Fairview Industrial is located north of the community of Fairview and east of the LRT right-of-way. The area is characterized by primarily light industrial uses as well as commercial and institutional uses. The Plan envisions this area evolving into a well-connected light industrial area that integrates a limited range of complementary non-industrial uses that serve this employment area, as well as the community of Fairview. Policies in this section are intended to support this vision and address interface considerations between this industrial area and the adjacent residential community.

Policy

a. Development may contain a limited range of non-industrial uses including office, **retail**, institutional, and recreation.

b. Residential uses should be limited to **work-live units**.

c. Where development includes non-industrial uses, these uses should:

    i. be located on the same site and be complementary to industrial uses;

    ii. not conflict with the operational requirements of surrounding industrial uses;

    iii. be of a limited size and secondary to the primary industrial use(s); and,

    iv. include publicly-accessible spaces that are integrated with the non-industrial uses.

d. Development should:

    i. explore opportunities to integrate compatible industrial working spaces with **work-live units**, **retail** or commercial spaces;

    ii. consider recommended 5A mobility enhancements and improve **pedestrian** and cycling connections along Flint Road SE, Farrell Road SE, and Fairmount Drive SE;

    iii. provide safe and convenient **pedestrian** routes between sites on the west side of Flint Road SE, as well as across Flint Road SE; and,

    iv. utilize slope-adaptive design on sites with significant grade changes, including sites along Flint Road SE, to allow for at-grade **pedestrian** access.

e. Development on the south side of Farrell Road SE should:

    i. mitigate off-site impacts that are disruptive to adjacent uses such as heat, odour, dust, vibration, light and waste impacts;

    ii. locate primary vehicle access on Farrell Road SE;

    iii. limit outdoor storage areas, including vehicle storage, to the side of buildings;

    iv. improve the lane interface with the residential areas to the south through design measures such as landscaping and high-quality screening; and,

    v. locate loading and service areas to the side of buildings.

2.3 Scale Modifiers

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

All buildings, regardless of scale, are expected to meet the standards of design excellence as articulated by the Urban Design Elements in the **Municipal Development Plan**.

At every scale, it is important to establish an appropriate **street wall** as this reduces building bulk and wind impact while providing access to sunlight and creating a sense of enclosure for the **public realm**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on the **public realm** while ensuring a well-defined **street wall**. At higher scales, this will reduce the overall perception of mass and articulate the building to maximize sunlight penetration and create visual interest.

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

No Scale Modifier

- No scale modifier has been applied to these areas.
- Development within these areas shall require an amendment to Map 4: Building Scale.

Parks, Civic and Open Space

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

Limited

- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single-detached, semi-detached, duplex, and rowhouse residential development, and small stand-alone commercial or mixed-use buildings.

Low – Modified

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

Low

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

Mid

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

High

- Buildings of twenty-six storeys or less.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Highest

- Buildings of twenty-seven storeys or more.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

2.3.1 Limited Scale

Limited Scale accommodates developments that are three storeys or less. This modifier includes a broad range of ground-oriented building forms, including single-detached, semi-detached, rowhouses, townhomes, stacked townhomes, mixed-use buildings, commercial, and some industrial buildings.

Policy

a. Development in Limited Scale areas should be three storeys in height or less.

b. Development in Limited Scale areas may limit building mass above the second storey in Neighbourhood Local areas.

c. In Neighbourhood Connector and Neighbourhood Local areas, each residential unit in Limited Scale Areas should have an individual entrance at grade.

2.3.2 Low Scale – Modified

Low Scale – Modified accommodates developments that are four storeys or less. This modifier includes forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses, stand-alone or small mixed-use buildings.

Policy

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

Maximum 4 storeys

Maximum 3 storeys

2.3.3 Low Scale

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

Policy

a. Development in Low Scale areas should be six storeys or less in height.

b. Development in Low Scale areas should:

    i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,

    ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

c. Development in Low Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
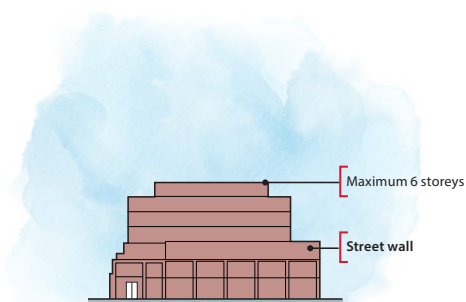
2.3.4 Mid Scale

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

Policy

a. Development in Mid Scale areas should be twelve storeys or less in height.

b. Development in Mid Scale areas should:

    i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,

    ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

c. Development in Mid Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

Maximum 6 storeys

Street wall

Maximum 12 storeys

Street wall

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2.3.5 High Scale

High Scale accommodates developments up to twenty-six storeys.

Policy

a. Development in High Scale areas should be twenty-six storeys or less in height.

b. Development in High Scale areas should:

   i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,

   ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

c. Development in High Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.

d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.

e. Development that contains a point tower should:

   i. be designed to mitigate the impact of wind on the **public realm**; and,

   ii. be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public realm**.

Maximum 26 storeys

Street wall

2.3.6 Highest Scale

Highest Scale accommodates developments twenty-seven storeys and higher.

Policy

a. Development in Highest Scale areas should be twenty-seven storeys or more in height.

b. Development in Highest Scale areas should:

   i. be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,

   ii. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest.

c. Development in Highest Scale areas may limit building mass above the **street wall** to provide separation between adjacent developments and maximize exposure to natural light.
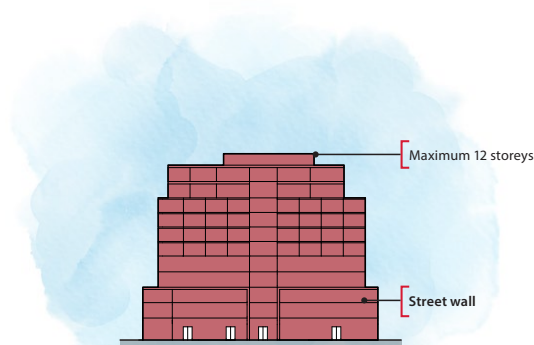
d. Development with multiple towers on-site, or that is adjacent to a site that contains a tower, should provide appropriate tower separation to maximize exposure to natural light.

e. Development that contains a point tower should:

   i. be designed to mitigate the impact of wind on the **public realm**; and,

   ii. be designed to Incorporate publicly-accessible amenity spaces at the ground level to enhance the **public realm**.

27 storeys or more

Street wall

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2.3.7 Scale Transition

When adjacent parcels have different scale modifiers, development in these areas should be designed to respect their neighbourhood context. This includes considering existing site context, parcel layout, building massing and landscaping in the design of the development, while still achieving the future vision for where growth is accommodated in the community. Alternative methods may be explored and should be considered on their individual merits with consideration for site-specific characteristics, such as heritage.

Policy

a. Development should provide transitions in building height and massing where different scale modifiers are located adjacent to each other in Map 4: Building Scale. This may include, but is not limited to, the following strategies:

    i. using similar **street wall** heights and building massing along a street; and,

    ii. decreasing height incrementally through a block.

Height decreases through the block

Similar street wall height

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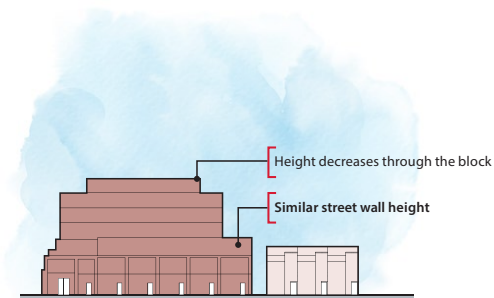
2.4 General Policies

2.4.1 Built Form

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

The **built form** policies in this section apply to Neighbourhood, Vehicle-Oriented Commercial and Parks, Civic and Recreation urban form categories at all scales. The **built form** policies do not apply to Industrial General.

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

2.4.1.1 Site Design

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

Policy

a. Development should:

   i. locate buildings to frame public streets;

   ii. limit the area of a site that is dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross the sidewalk;

   iii. locate access and service areas off a lane, where possible;

   iv. prioritize and provide direct, well-defined **pedestrian** routes to transit stops and stations or adjacent residential areas;

   v. identify a hierarchy of **pedestrian** routes that connect destinations within and to the site;

   vi. provide on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;

   vii. position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes;

   viii. retain existing, healthy public trees and landscaping on, or adjacent to, development sites;

   ix. retain existing, healthy private trees and landscaping on development sites, particularly in street-facing setback areas;

   x. design and locate **infrastructure** in a manner that minimizes disturbances to existing public trees;

   xi. consider design and site layouts that accommodate snow storage and removal; and,

   xii. consider opportunities to provide permeable surfaces to improve the retention and infiltration of stormwater.

b. Where uses are located on the ground floor along a lane, development should be designed to accommodate on-site **pedestrian** routes to minimize conflicts with vehicles.

c. **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility, where possible.

d. Development should utilize slope-adaptive design solutions on sites with significant grade changes.

e. Development should support shared-mobility options in proximity to a **transit station areas**, where appropriate.

f. Development is encouraged to provide secure bicycle parking and other active transportation supportive amenities.

g. Alternative solutions or innovative site designs may be considered for:

   i. **pedestrian** access and internal circulation, where challenging topography or other site constraints exist; and,

   ii. accessing and servicing a development, where standard requirements cannot be met.

h. Development adjacent to or facing parks and open space, including interfaces separated by a lane or street, should:

   i. activate the park and open space through site and building design;

   ii. provide amenity space facing the park or open space;

   iii. provide views into the park and open space;

   iv. minimize shadow impacts;

   v. consider opportunities for commercial frontages facing the park and open space in commercial or mixed-use developments;

   vi. consider integrating **pedestrian** routes to the park or open space;

   vii. consider opportunities for residential units facing the park and open space; and,

   viii. use landscaped areas to delineate open space and property boundaries, where possible.

i. A shadow study may be required at the planning application stage for development adjacent to parks and open space to ensure minimal daytime spring and fall shadow impacts.

j. Existing mature trees should be protected and maintained on City-owned lands, including boulevards, parks and other parcels.

k. Utility upgrades should be coordinated, when feasible and appropriate, with other **infrastructure** improvements, particularly along **Main Streets** and in **transit station areas**.

l. Development on streets with **public realm** setbacks should use the setback area to provide an improved **public realm** and create a comfortable and safe **pedestrian** experience. Design considerations are subject to technical feasibility and may include, but are not limited to:

   i. improved sidewalks (width, surface treatment, accessibility);

   ii. enhanced landscaping;

   iii. street trees that meet the standards for tree planting, including the use of high-quality soil material, sufficient soil volume and other best practices to support the growth and survival of new trees;

   iv. street furniture; and,

   v. integration with transit stops.

m. Development adjacent to engineered walkways is encouraged to improve the interface with the walkway by improving passive surveillance, increasing visual permeability and/or activating the walkway through design strategies such as:

   i. orienting building entrances toward the walkway;

   ii. providing windows and other transparent façade treatments facing the walkway;

   iii. avoiding blank facades facing the walkways; and,

   iv. providing exterior building lighting adjacent to the walkway.

n. The interface between development and the Freight Rail Corridor and LRT right-of-way areas should:

   i. provide **pedestrian** and cyclist routes to enhance connectivity to and within adjacent communities or commercial areas;

   ii. include new trees to reduce noise and off-site impacts in the residential areas; and,

   iii. include passive recreation and seating opportunities, where feasible.

o. Development shall replace and/or provide new service connection(s) to the existing municipal stormwater **infrastructure**. Public storm main extensions that are required to service the site are at the cost of the developer.

2.4.1.2 Building Design

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

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

Policy

a. Development should be designed to:

   i. provide a well-defined, continuous **street wall** of a height proportionate to the width of the street and appropriate to the scale and uses of the area to provide a sense of enclosure;

   ii. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, change in building materials, façade articulation and setbacks;

   iii. differentiate the **street wall** from upper portions of a building using varied textures, change in materials, façade articulation and setbacks;

   iv. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;

   v. reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public realm**, open spaces and amenity spaces;

   vi. integrate mechanical equipment as part of the overall design of the building; and,

   vii. use durable and climate resilient building materials.

b. Development located outside of the Floodway or Flood Fringe but within the 1:100 Flood Inundation Area should be designed in accordance with Flood Fringe policies of the **Municipal Development Plan**.

c. Building frontages should:

   i. provide well-marked primary entrances that are barrier-free, where possible;

   ii. provide entrances and windows that maximize views to and from the street; and,

   iii. include building features that shelter **pedestrians**, provide weather protection and visual interest and support year-round activity.

d. Building frontages on corner parcels should:

   i. provide well-marked primary entrances along the higher activity street or at the corner;

   ii. provide entrances to uses on both street frontages;

   iii. wrap building features and materials around a building corner; and,

   iv. continue public or publicly-accessible amenity space around a building corner, where provided.

e. Residential frontages on the ground floor should provide:

   i. well-marked, individual entrances for units which face a public street or internal **pedestrian** route;

   ii. windows with views to the street and access to natural light; and,

   iii. setbacks that allow for a transition from the **public realm** to residential units that incorporate landscape and design elements or amenity spaces.

2.4.1.3 Amenity Space

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

Policy

a. Publicly-accessible amenity spaces should be located and designed to enhance the **public realm**.

b. Where provided, shared private amenity spaces should be for the use of all occupants of a development and universally-accessible, where possible.

c. Building façades adjacent to publicly-accessible or shared private amenity spaces should:

   i. complement the space using high-quality materials;

   ii. be of an appropriate scale to support user comfort; and,

   iii. provide windows and entrances that offer views to and from the building where it is adjacent to shared or publicly-accessible interior space.

d. Publicly-accessible and shared private amenity spaces should:

   i. be adequately sized to accommodate the anticipated number of users;

   ii. be flexible and adaptable to a variety of activities and programming;

   iii. include lighting and furniture;

   iv. consider sunlight and shade access; and,

   v. provide weather protection to support year-round use.

e. Private amenity spaces should:

   i. be adequately sized to accommodate furniture;

   ii. consider both sunlight and shade access; and,

   iii. provide weather protection to support year-round use.

f. Publicly-accessible and shared private amenity spaces are encouraged to provide opportunities for urban agriculture.

2.4.1.4 Landscape Design

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

Policy

a. Landscaped areas should:

    i. provide a transition from the **public realm**;

    ii. enhance and complement the interface between the building and the **public realm**;

    iii. incorporate existing, healthy trees and landscaping, where possible;

    iv. delineate open space and property boundaries, where possible;

    v. provide shade in areas of high sun exposure;

    vi. identify site entrances and **gateway sites** with distinctive landscape design features;

    vii. use climate resilient plant material, including native and locally adaptive species;

    viii. avoid the use of invasive species;

    ix. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,

    x. locate plants in areas suitable to their specific growing needs.

b. Plant material selected for landscaped areas should:

    i. incorporate a range of plant species to promote biodiversity;

    ii. use plants that provide food for people or wildlife;

    iii. use a range of tree species to contribute to the urban tree canopy;

    iv. provide year-round visual interest; and,

    v. be low maintenance, where possible.

c. Water conservation strategies are encouraged in landscaped areas. These may include, but are not limited to:

    i. the use of drought tolerant or low water use plants;

    ii. grouping plants with similar maintenance needs together;

    iii. incorporating design features that collect and retain or infiltrate rainwater;

    iv. the use of high-efficiency irrigation systems; and,

    v. redirecting surface runoff to landscaped areas, where appropriate.

2.4.2 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications. These policies apply to all urban form categories.

2.4.2.1 Innovation and Creativity

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

Policy

a. Discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the goals of this Guide and the vision and objectives of the **Municipal Development Plan**.

b. Regulatory changes are encouraged where they reduce or eliminate barriers to innovative and alternative design and planning.

2.4.2.2 Incremental Improvements

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

Policy

a. Where limited or incremental redevelopment is proposed, improvements to the existing development should be considered and consistent with the scope of the application.

b. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.2.3 Interim Development

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

Policy

a. Interim development should:

  i. contribute to the overall vision for the area and anticipated activity levels, without compromising the future viability of the site or broader area for full build out of the development;

  ii. provide a high-quality interface that enhances the **public realm**; and,

  iii. be designed to support flexible redevelopment or adaptation in the future.

2.4.2.4 Heritage Resources

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

Policy

a. Property owners are encouraged to retain and conserve **Heritage Resources** through adaptive reuse.

b. The Development Authority should support **Land Use Bylaw** relaxations to enable the retention of **Heritage Resources**.

c. Property owners are encouraged to designate **Inventory** properties as **Municipal Historic Resources**.

d. The City may incentivize the designation of **Municipal Historic Resources** on a case by case basis through strategies such as allowing for additional development potential.

e. An applicant should provide photo documentation of **Inventory** properties to The City prior demolition or redevelopment. Interpretative or commemorative features should be incorporated into the new development.

f. Opportunities to mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:

   i. retention and incorporation of the **Heritage Resource** into the new development; or,

   ii. protection of another **Heritage Resource** within the surrounding area.

g. New development should be compatible with the context of abutting sites on the **Inventory** using setbacks, massing, **street wall** height and landscaping.

h. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.

i. New development is encouraged to conserve and integrate **Heritage Resources**, in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (2010).

j. The conservation of **heritage resources** is encouraged by supporting higher-density development and/or additional uses on sites where a **heritage resource** or cluster of **heritage resources** is retained.

2.4.3 Climate Change Mitigation and Climate Adaptation

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

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

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

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

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

Climate Mitigation

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

Climate Adaptation

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

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

Policy

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

Climate Mitigation

Net Zero Homes and Buildings

b. New development should incorporate climate mitigation building features, technologies, and operational approaches. This may include, but is not limited to:

   i. reducing energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies;

   ii. lowering embodied emissions and waste production by re-purposing existing development, using low carbon materials, and give preference to locally-sourced materials;

   iii. integrate electric vehicle charging **infrastructure**; and,

   iv. using energy-saving light fixtures and motion detectors.

c. New developments should have sufficient electrical capacity and ability to allow the inclusion of EV charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features currently or in the future.

d. Non-residential development, major renovation, and retrofits should participate in measuring and disclosing their energy performance through the City of Calgary's Commercial and Institutional Building Energy Benchmarking Program. Multi-unit residential development, major renovations, and retrofits are encouraged to participate in the Commercial and Institutional Building Energy Benchmarking Program.

e. Development is encouraged to align with net zero and/or net zero-ready emissions principles.

f. Net zero-ready development should provide a plan to achieve net zero by 2050.

g. Retrofit and renovation projects that improve long term energy use and performance in buildings should be promoted.

Zero Carbon Energy Transition

h. New development should integrate on-site renewable energy generation and/or other alternative energy sources, including but not limited to solar PV and geothermal.

i. Significant development projects should consider establishing or connecting to a district energy system, where available and the system would provide a significant GHG reduction benefit.

j. A Low Carbon Energy Supply Feasibility Study, conducted by qualified professionals, should be submitted when new or renovation non-residential projects are not designed to net zero or net zero ready standards.

   i. A Low Carbon Energy Supply Feasibility Study is encouraged for residential developments not designed to net zero standards.

k. Where a Low Carbon Energy Feasibility Study has been submitted as part of a planning application, feasible sustainable building features and technologies should be incorporated into the development.

Climate Adaptation

People

l. Encourage the provision of shading and cooling amenities on public and private lands, especially at;

    i. transit stops and stations;

    ii. heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;

    iii. high traffic **pedestrian** and cycling corridors; and,

    iv. areas with lower tree canopy coverage.

Built Infrastructure

m. Development should use climate resilient building materials and high-efficiency insulation, and should include cooling systems.

n. New development, major renovation, and retrofits are encouraged to include green roofs to improve insulation and stormwater management.

o. New development, major renovation, and retrofit projects are encouraged to:

    i. include back-up power generation that can function during periods of power loss, using renewable sources where possible; and,

    ii. consider the use of semi-permeable pavements, especially in areas and parcels with high amounts of impermeable surfaces.

Natural Infrastructure

p. New development, major renovation and retrofit projects should be designed to limit the amount of impervious surfaces, retain and enhance greenspaces, and exceed minimum landscaping requirements for trees and soft surface areas to limit impacts of extreme heat events and stormwater flooding.

q. Vegetation and trees chosen for streetscapes, parks and private development should be diverse native species that are drought-resistant, suitable for drier, warmer temperatures, and appropriate for soil volume and composition.

r. Plants selected for landscaped areas are encouraged to provide food for people or wildlife where appropriately located and managed.

s. Riparian areas should be preserved and enhanced to enhance resilience to river flooding using natural **infrastructure** where feasible.

Water

t. New development should collect and reuse stormwater using rain barrels or cisterns.

u. New development, major renovations, and retrofits are encouraged to consider opportunities to minimize water demand – this may include methods such as low flow and high efficiency appliances and greywater collection and reuse.

v. Development on sites greater than 1.0 hectare should include landscaping designed to provide improved stormwater management, such as rain gardens or bioswales or other Low Impact Development (LID) stormwater management practices. All new developments, major renovations, and retrofits are encouraged to consider opportunities for landscaping to provide improved stormwater management.

w. Publicly accessible amenity spaces are encouraged to be designed to include drinking fountains and washrooms, designed to be universally accessible.

x. Onsite stormwater retention may be required to decrease the drainage release rate due to downstream pipe capacity constraints. A multi-faceted approach to support growth in this area may include the incentivizing of additional on-site storage on private lands in order to improve community flood resiliency in the face of a changing climate.

61   **1 Visualizing Growth**   **Heritage Communities Local Area Plan**

2.5 Area Specific Policies

The following policies provide specific direction for key growth areas in the Heritage Communities including the Macleod Trail S Urban **Main Street** area, **transit station areas**, **Activity Centres** and **Community Corridors**. These policies build upon and support the urban form and building scale policies as well as the general policies of this Plan.
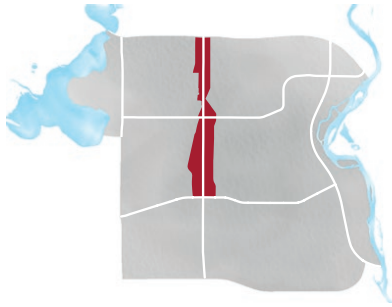
2.5.1 Macleod Trail S Urban Main Street Area

The **Municipal Development Plan** identifies Macleod Trail S as an Urban **Main Street**. In the Heritage Communities, this Urban **Main Street** extends from Glenmore Trail S to Southland Drive S. Urban **Main Streets** provide for residential and employment intensification along a multi-modal street with a strong focus on walking, cycling and transit, while accommodating moderate to high traffic volumes. The policies in this section also apply to the Major **Activity Centre** south of Southland Drive S.

This Plan recognizes the Macleod Trail S Urban **Main Street** as a strategic growth area that extends beyond this individual street to the streets on either side such as Horton Road SW and Bonaventure Drive SE as shown on Map 2: Community Characteristics. Macleod Trail S is unique as an Urban **Main Street** due to its block and lot pattern, configuration and function as a major north-south connection with large vehicle-oriented developments. Despite these characteristics, it also serves as an essential multi-modal connection between adjacent communities, and services and amenities on either side of the street.

Opportunities to provide for street-oriented development with a focus on walking, cycling and transit is generally limited to within and near transit station areas. In these areas, **pedestrian** and cycling connections can be enhanced across Macleod Trail S, linking adjacent communities to services, amenities and each other. Due to generally large parcel size and dual frontages on Macleod Trail S and adjacent streets, there are also opportunities to better activate the streets that run parallel to Macleod Trail S as well as create high-quality, **pedestrian**-oriented development within individual development sites that connect to adjacent parcels and public streets. For the purposes of interpreting the urban form policies in Section 2.2, the higher activity street will be determined through the planning applications review and may include streets adjacent to Macleod Trail S.

All sites within the Urban **Main Street** area provide opportunities for streetscape improvements to enhance the overall visual appearance of Macleod Trail and adjacent streets, increase green elements and reduce the environmental impacts of vehicle **infrastructure**.

The following policies apply to parcels located along Macleod Trail S as identified on Map 2: Community Characteristics.

Policy

a. Development should be comprehensively designed to improve the **public realm** and create safe, welcoming **pedestrian** environments along public streets and within development sites. Design considerations include, but are not limited to:

   i. establishing a hierarchy of well-defined **pedestrian** routes through the site that connect directly to public sidewalks and transit stops;

   ii. wide sidewalks that exceed minimum standards on primary **pedestrian** routes;

   iii. enhanced landscaping including green stormwater **infrastructure**, where feasible;

   iv. street trees that utilize high-quality standards for tree planting including the use of high-quality soil material, sufficient soil volume and other best practices/techniques to promote long-term sustainability of newly planted trees;

   v. publicly accessible amenity space, street furniture and **pedestrian**-scaled lighting;

   vi. curb extensions at intersections and **pedestrian** crossings;

   vii. consideration of mobility connections between adjacent development sites; and,

   viii. alignment with any City-initiated **public realm** plans.

b. Development should be designed to enhance and create comfortable **pedestrian** environments along primary **pedestrian** routes by providing a well-defined **street wall** using variation in materials, setbacks, stepbacks, and building articulation.

c. Development on corner parcels that are adjacent to primarily residential areas should consider locating publicly-accessible amenity spaces at the corner.

d. Long blank walls are discouraged facing a street or public sidewalk. Where they are provided, the visual impact must be mitigated through design measures such as murals, artistic screening, and/or façade articulation.

e. Setback areas from the overhead line on the west side of Macleod Trail S should be used for **public realm** improvements, including but not limited to wide sidewalks, low height landscaping, and seating areas.

f. Buildings located at the intersection of Macleod Trail S and Glenmore Trail S should be designed to recognize this area as a **gateway site** by placing prominent buildings, high-quality landscaping, and lighting along Macleod Trail S.

g. Vehicular access to development along Macleod Trail S should:

   i. minimize the number of locations that cross the sidewalk;

   ii. minimize the driveway width or locate driveways off less-active side streets, private lanes or existing service roads; and,

   iii. explore consolidating vehicular access points with adjacent parcels.

h. Where surface parking is located between a building and a public street, it must be screened with soft and hard landscaping from the public sidewalk.

i. New parking structures should be designed to mitigate their visual impact on the **public realm** and streets by including design measures such as murals, artistic screening, façade articulation, and/or commercial uses at-grade.

j. Vehicle-oriented uses such as drive-throughs must be designed to mitigate vehicular conflicts with **pedestrians** and cyclists and be screened from public streets.

k. New loading and servicing areas should be located on less-active side streets, on lanes, or internal to development sites and be designed to minimize impacts on streets and conflicts with **pedestrians** and cyclists.

l. New development on sites with frontage on both Macleod Trail S and a parallel street should:

   i. include buildings that front both streets; and,

   ii. providing enhanced **pedestrian** routes that connect Macleod Trail S and the parallel street as well as the broader **pedestrian** network.

m. Development facing Bonaventure Drive SE should have a maximum **street wall** height of six storeys.
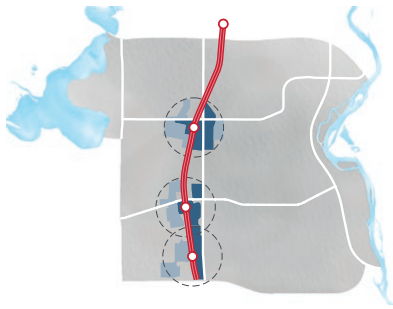
2.5.2 Transit Station Areas

The Heritage Communities includes three **transit station areas** located along the Red Line LRT. These **transit station areas** are Heritage LRT Station, Southland LRT Station and Anderson LRT Station. The potential for a future infill LRT station has been identified in the Fairview Industrial area which if constructed could be identified as a **transit station area** with future amendments to this Plan.

The Plan envisions **transit station areas** evolving into vibrant, mixed-use areas that provide varied mobility options and convenient access to employment, amenities, and commercial services across the city. **Transit station areas** are important local destinations, providing daily services and amenities for adjacent communities. They also link these communities together and provide spaces and opportunities for people to interact and engage with each other.

Policy

a. Development adjacent to an LRT station should provide for a high-quality **public realm** that encourages social gathering, cultural and recreation activities through elements such as:

   i. publicly accessible private open space or transit plazas;

   ii. street furniture and seating areas;

   iii. bicycle parking facilities;

   iv. shading and cooling amenities;

   v. public art; and,

   vi. enhanced landscaping.

b. Development adjacent to an LRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by:

   i. locating uses that support high levels of activity, such as **retail** frontages, adjacent to transit stops; and,

   ii. including architectural features that provide weather protection and create human-scaled environments.

c. Long blank walls are discouraged facing a street or public sidewalk. Where they are provided, the visual impact must be mitigated through design measures such as murals, artistic screening, and/or façade articulation.

d. Incentives to encourage the development of **affordable housing** units and mixed-market housing may be explored and implemented through the planning applications process, including but not limited to density bonusing and parking reductions.

e. Vehicle parking in **Core Zones** should primarily be located underground or in a parking structure. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street.

f. Development should consider activation of lanes to encourage additional activity through strategies such as:

   i. providing uses that front the lane;

   ii. enhanced landscaping and mobility features; and,

   iii. incorporating street art.

g. Further to the building scale policies in Section 2.3, development in **Core Zones** may exceed, with a limited number of storeys, the building scale identified on Map 4: Building Scale while still meeting the overall intent of the building scale. A proposed development should only be allowed to exceed the building scale where, the development meets a high standard of design excellence including, but not limited to:

   i. providing for a substantially enhanced, high-quality **public realm**;

   ii. iconic architectural design that emphasizes the station as a **gateway site**;

   iii. creating a sense of place through public art or other unique design elements;

   iv. including sustainable building and site design elements; or,

   v. providing **affordable housing**.

h. Development in **Core Zones** should mitigate the off-site impacts building height, massing and shadowing within the surrounding area through:

   i. limited floor plate sizes on upper storeys;

   ii. increased stepbacks and/or reduced massing on upper storeys; and,

   iii. building orientation.

i. Development within **Core Zones** should:

   i. have a minimum building height of 2 storeys;

   ii. provide for **pedestrian**-scaled block sizes that do not exceed 125 metres in length; and,

   iii. include publicly-accessible amenity spaces.

j. New automobile service centres, drive-through businesses and service stations are strongly discouraged in the **Core Zones** and **Transition Zones**.

k. Development in **Core** and **Transition Zones** should provide connections to adjacent mobility **infrastructure** to support a comfortable and safe **pedestrian** and cycling experience.

2.5.2.1 Heritage LRT Station Area

The Heritage LRT Station Area provides opportunities to integrate and enhance Heritage Drive S, Macleod Trail S, and the surrounding communities of Kingsland, Haysboro, Fairview and Acadia. This **transit station area** will be a mixed-use activity node for the surrounding communities. This area will provide increased opportunities for people to live and work close to the station, therefore supporting transit ridership. The **Transition Zone** is intended to transition development intensity and building scale from the **Core Zone** to lower-scale, primarily residential areas and provide enhanced connections to the **Core Zone**, Heritage Dr S, and Macleod Trail S.

Policy

a. Where new development in a **Core Zone** is located adjacent to or separated by a lane or street from Low or Low – Modified building scales, it should have a maximum **street wall** height of four storeys.

b. Development within **Core Zones** should consider recommended **5A mobility enhancements** and improve active modes mobility connections to Heritage Station as well as along Heritage Drive S, Haddon Road SW, Horton Road SW and Bonaventure Drive SE.

c. Development between the Freight Rail Corridor and LRT right-of-way and Macleod Trail S should front buildings onto Horton Road S and improve the interface along this street through design measures such as **public realm** improvement, wide sidewalks, and landscaping.
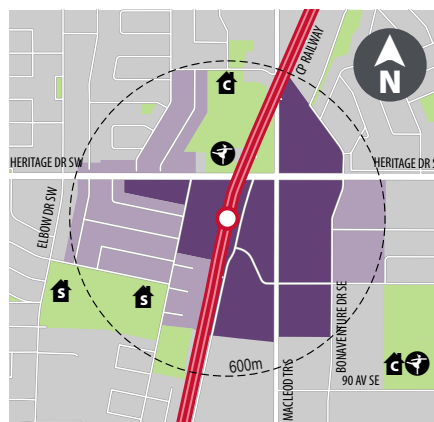
Legend

■ Core Zone

■ Transition Zone

Figure 11: Heritage LRT Station Area

2.5.2.2 Southland LRT Station Area

The Southland LRT Station Area is part of a Major **Activity Centre** and is envisioned to evolve as a regional employment centre and support and integrate with surrounding uses and the communities of Southwood and Haysboro. This **transit station area** will support a mix of commercial uses, innovative industrial uses along the west side of Horton Road and residential uses. Due to its proximity to Anderson LRT Station and the rest of the Major **Activity Centre**, a range of mobility options, including strong **pedestrian** and cycling routes, connecting the LRT Station with surrounding areas will facilitate synergies and the integration of uses and communities on either side of Macleod Trail S and Southland Drive S.

The **Transition Zone** is intended to transition development intensity and building scale from the **Core Zone** to lower-scale, primarily residential areas and provide enhanced connections to the **Core Zone**.

Policy

a. Development in the **Core Zone** should have a **street wall** with a maximum height of four storeys along Sacramento Drive SW.

b. Development in the **Core Zone** should consider recommended **5A mobility enhancements** and improve **pedestrian** and cycling connections to Southland Station and along Southport Road SW, Sacramento Drive SW and Horton Road SW.

c. Development between the Freight Rail Corridor and LRT right-of-way and Southport Road SW should:

   i. provide publicly-accessible **pedestrian** routes along the open space areas adjacent to the Freight Rail Corridor and LRT right-of-way; and,

   ii. locate new parking areas away from Southport Road SW.
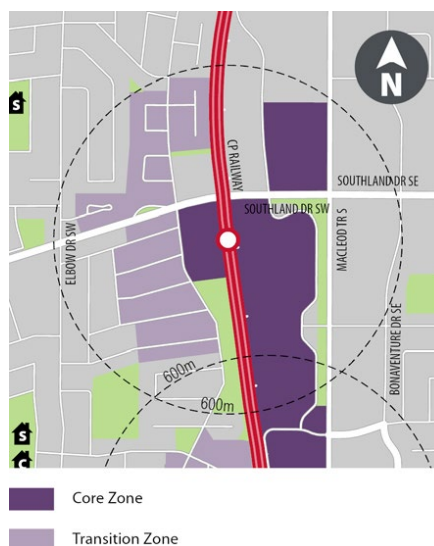
Figure 12: Southland LRT Station Area

2.5.2.3 Anderson LRT Station Area

The Anderson LRT Station Area is part of a Major **Activity Centre** and is envisioned to facilitate the integration of surrounding uses, such as employment areas to the north and Southcentre Mall, with newly developed enhanced public spaces (parks and plazas), and the communities of Southwood and Willow Park. This Station Area can support a mix of commercial and residential uses and includes a Comprehensive Planning Site for the Calgary Transit Anderson Maintenance Facility. Due to its proximity to Southland LRT Station Area and the rest of the Major **Activity Centre**, a range of mobility options, prioritizing **pedestrian** and cycling routes, connecting the LRT Station with surrounding areas will facilitate synergies and the integration of uses and communities on either side of Macleod Trail S.

The **Transition Zone** is intended to transition development intensity and building scale from the **Core Zone** to lower-scale, primarily residential areas and provide enhanced connections to the **Core Zone**.

Policy

a. Development in the **Core Zone** adjacent to the LRT station should provide for a centrally located transit plaza that includes hard and soft landscaping elements as well as seating areas to provide opportunities for outdoor activity, recreation, and social interaction.

b. Development in the **Core Zone** should consider recommended **5A mobility enhancements** and improve **pedestrian** and cycling connections between the Anderson LRT station, adjacent development sites and to the Major **Activity Centre** on the east side of Macleod Trail S.

Core Zone

Transition Zone

Figure 13: Anderson LRT Station Area

2.5.3 Activity Centres

In addition to the urban form, building scale, and general policies of this Plan, the following policies apply to development in Major **Activity Centres**, Community **Activity Centres** and Neighbourhood **Activity Centres**. The policies are intended to support compact, mixed-use developments in locations where high-quality transit and a diversity of commercial, residential and service uses currently exist, or where they could be encouraged.
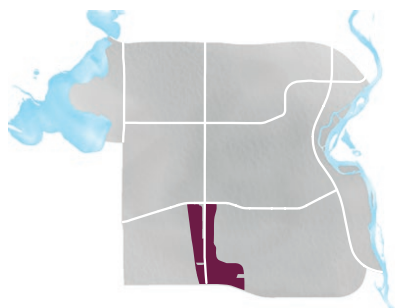
2.5.3.1 Major Activity Centre

The Major **Activity Centre** in the Heritage Communities as identified on Map 2: Community Characteristics includes Anderson LRT Station, Southland LRT Station and Southcentre Mall area. This Major **Activity Centre** is bisected by Macleod Trail S and bound by the Freight Rail Corridor and LRT right-of-way to the west and Bonaventure Drive SE to the east. The policies in Section 2.5.1 Macleod Trail S Urban **Main Street** Area and Section 2.5.2 **Transit Station Areas** apply to the Major **Activity Centre**. Additional policies for the Southcentre Mall site are provided in Section 2.2.6 Comprehensive Planning Sites.
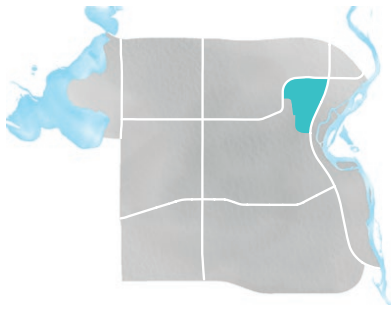
2.5.3.2 Community Activity Centre

In the Heritage Communities, the Community **Activity Centre** is located in Deerfoot Meadows as identified on Map 2: Community Characteristics. The area is largely developed as a regional shopping destination that is easily accessed by private vehicles and transit, including the MAX Yellow Bus Rapid Transit route. The area is intended to transition towards a better connected and more **pedestrian**-friendly destination that serves regional and local needs.

Policy

a. New development should locate buildings to frame 11 Street SE and Heritage Meadows Way SE.

b. Large format **retail** and commercial buildings should be designed to include detail and articulation to create a distinct **street wall**.

c. New development should identify a hierarchy of **pedestrian** routes that connect destinations on and adjacent to the site, including MAX Yellow Bus Rapid Transit stops.

d. New development should provide publicly-accessible amenity spaces.

e. New development should support an enhanced **public realm**, including but not limited to:

    i. **pedestrian** crossings internal and external to a site;

    ii. **pedestrian**-scaled lighting;

    iii. streetscape elements including, but not limited to, public art, wayfinding signage and street furniture;

    iv. weather protection elements;

    v. enhanced landscaping and trees;

    vi. sidewalks wide enough for the anticipated volume of **pedestrians**;

    vii. green stormwater **infrastructure**, where feasible;

    viii. incorporating renewable energy features, such as solar collector canopies; and,

    ix. enhanced cycling **infrastructure**, including secure and covered bicycle parking, where feasible.

f. New loading and servicing areas should not front onto 11 Street SE or Heritage Meadows Way SE.

g. New drive-throughs should not be permitted where they impede **pedestrian** circulation along 11 Street SE and Heritage Meadows Way SE.

h. Landscaping and street trees beyond the minimum requirements of the **Land Use Bylaw** should enhance the **public realm**, provide defined edges along 11 Street SE and Heritage Meadows Way SE and be used to screen existing loading and servicing areas from adjacent streets.
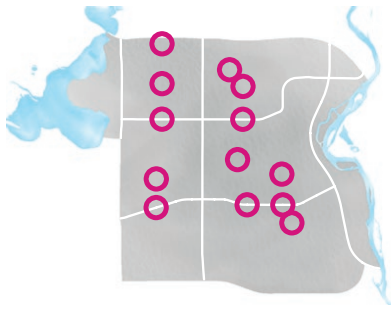
2.5.3.3 Neighbourhood Activity Centres

Neighbourhood **Activity Centres** are small mixed-use areas located within communities that provide opportunities for local job and population growth as well as varied community activities. These **Activity Centres** have a small residential catchment area, are walkable destinations for local communities, and are intended to accommodate moderate intensification.

There are thirteen Neighbourhood **Activity Centres** in the Heritage Communities which are conceptually identified on Map 2: Community Characteristics.

Policy

a. Development in Neighbourhood **Activity Centres** should have a maximum transition height of three storeys in areas directly adjacent to Limited Scale residential areas.

b. **Public realm** improvements as part of new development in Neighbourhood Activity Centres should:

    i. include sidewalks that exceed minimum width standards;

    ii. provide public and private street trees to support an expanded canopy;

    iii. use enhanced landscaping to delineate public spaces;

    iv. consider green stormwater **infrastructure**, where feasible;

    v. include publicly-accessible amenity spaces;

    vi. consider innovative weather protection elements along internal high volume **pedestrian** routes;

    vii. include high-quality street furniture and **pedestrian**-scaled lighting; and,

    viii. consolidate driveways, where feasible.

2.5.3.4 Community Corridors

Community Corridors are **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors connect other growth areas including Neighbourhood **Activity Centres**, **transit station areas** and the Macleod Trail S Urban **Main Street** area. **Community Corridors** serve as important links connecting services, amenities and communities to one another. **Community Corridors** in the Heritage Communities are identified on Map 2: Community Characteristics and include: Elbow Drive SW, Fairmount Drive SE, Heritage Drive S, 90 Avenue SE and portions of Acadia Drive SE.

Policy

a. Development should:

    i. front buildings onto the **Community Corridor**;

    ii. contribute to and improve mobility connections across the streets, to transit stops, and into adjacent communities;

    iii. provide a comfortable **pedestrian** experience;

    iv. close existing driveways onto **Community Corridors** where access can be provided from a lane or side streets;

    v. consolidate, limit and minimize driveway widths when required off **Community Corridors**; and,

    vi. limit new stand-alone commercial development to corner parcels.

2.6 Mobility

People of all ages, genders, incomes and abilities should be able to move safely and conveniently around the city. A well-connected mobility network that includes options for walking, cycling, taking transit and using personal vehicles provides people with mobility choices to meet a variety of needs and preferences year-round. Winter travel preferences and needs are unique and should be accounted for to ensure a safe and accessible mobility network. The policies in this section provide direction for the development of mobility **infrastructure** that connect people to destinations.

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

2.6.1 Pedestrian

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

Policy

a. **Pedestrian** routes should:

    i. be universally accessible;

    ii. be wide enough for the anticipated volume of **pedestrians** based on the street function and context and at minimum allow **pedestrians** to pass one another both on foot and using accessibility aids;

    iii. provide continuous, unobstructed paths of travel;

    iv. incorporate streetscape elements, including wayfinding signage;

    v. be well-lit; and,

    vi. be designed to accommodate year-round use and maintenance.

b. **Pedestrian** routes should be appropriately sized for the anticipated number of **pedestrians**. This includes, but is not limited to:

    i. requiring increased building setbacks from a property line shared with a street, where portions of a building below grade or in upper storeys may project into the additional building setback area; or,

    ii. increasing the width of the **public realm** within the road right-of-way.

c. New **pedestrian** crossings should be well-defined, well-lit and designed in a manner that is convenient and safe to minimize conflicts with vehicles.

d. **Pedestrian** routes are encouraged to provide a buffer between the sidewalk and the road to enhance the comfort of all users, through strategies such as:

    i. providing street furniture;

    ii. landscaped boulevards;

    iii. cycling **infrastructure**; and,

    iv. on-street parking.

2.6.2 Cycling

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

Policy

a. Cycling **infrastructure** should:

   i. be wide enough for the anticipated volume of cyclists based on the street function and context;

   ii. provide continuous, unobstructed paths of travel;

   iii. incorporate streetscape elements, including wayfinding signage;

   iv. be well lit;

   v. be designed to accommodate year-round use; and,

   vi. provide facilities to repair, maintain and securely store bicycles, where feasible.

b. Opportunities to improve the safety and convenience of cycling **infrastructure** should be explored, such as:

   i. separated, raised or protected bike lanes and intersections; and,

   ii. bicycle-specific traffic signals.

c. Secure bicycle storage is encouraged in **transit station areas**.

d. Public bicycle parking facilities should be:

   i. incorporated into development and public **infrastructure** and covered to support year-round and all-weather cycling; and,

   ii. conveniently located, well-lit and prominent.

e. Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function, where possible.

2.6.3 Transit

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

Policy

a. Transit connections should be direct and convenient.

b. Transit stops and **infrastructure** should be integrated with **pedestrian** and cycling **infrastructure** in a safe and convenient manner.

c. Transit stops should provide high-quality transit **infrastructure**, including weather protection where feasible, that enhances comfort, safety and predictability for transit users.

d. New transit station design should consider opportunities to incorporate integrated civic facilities and plazas.

e. Development located adjacent to transit stops is encouraged to seamlessly integrate with these stops by providing on-site transit amenities or shelters.

2.6.4 Parking

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

Policy

a. Applications for new multi-residential developments that propose no on-site parking, or significant reductions in on-site parking, may be considered by Administration when the criteria from the Calgary Parking Policies are met.

b. Parking requirements should be reduced or relaxed where development is located within one or more of the following:

   i. **Activity Centres**, **Main Streets** or other areas of higher activity;

   ii. **transit-oriented development** areas and **transit station areas**; or,

   iii. **shared mobility operating areas**.

c. Parking requirements should be reduced or relaxed for the following types of development:

   i. development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;

   ii. development of **affordable housing** as defined and accepted by The City;

   iii. development of care facilities; and,

   iv. development that incorporates significant sustainable building measures.

d. Parking requirements may be reduced or relaxed where development uses one or both of the following:

   i. integrates **transportation demand management measures**; or,

   ii. aligns with the principles and goals of this Plan.

e. Parking regulations and user pricing should be used by Administration to support active modes of transportation and transit as viable and attractive mobility options.

f. Provision of vehicle parking **infrastructure** should not inhibit desired **built form** outcomes or the principles and goals of this Plan.

g. Development should provide **transportation demand management** measures to support the achievement of a desired **built form** outcome, including, but not limited to:

   i. bicycle parking stalls beyond required minimums;

   ii. bicycle lockers or higher quality designed bicycle storage facilities;

   iii. bicycle repair facilities;

   iv. dedicated vehicle parking stalls for car-sharing services; and,

   v. active transportation supportive amenities, such as showers and change facilities.

h. Surface parking should be discouraged. Where surface parking is provided, it should:

   i. be located behind or at the side of a building;

   ii. include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,

   iii. support adaptive reuse or temporary use of space, such as parking for food trucks.

i. Above-grade parking structures should:

   i. be integrated into developments to minimize their visual impacts on the street;

   ii. identify opportunities to incorporate commercial, residential and office uses on the ground floor; and,

   iii. consider designs that support future adaptive reuse through strategies such as flat decks and floor-to-ceiling heights that allow for a range of uses.

j. Shared use of parking facilities between developments should be encouraged to maximize the use of existing parking facilities.

2.6.5 Street Network

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

Policy

a. Streets in residential or commercial areas should be designed to be safe, accessible and inclusive of all mobility users by incorporating:

    i. **pedestrian** routes;

    ii. cycling **infrastructure**; and,

    iii. other improvements and upgrades, where identified elsewhere in the Plan or other applicable City policy or strategy.

b. New public or internal publicly-accessible private streets are encouraged where connections are missing in a community.

c. Street furniture and publicly-accessible amenity spaces, such as plazas, should be incorporated into the design of higher activity streets.

d. Streets in industrial areas should be designed to facilitate efficient large vehicle, equipment and goods movement and connections to regional corridors.

3 Supporting Growth

3.1   Overview

The individual communities that make up the Heritage Communities share common amenities, services, parks and open spaces, natural areas and public facilities; however, no single community has the amenities and services to provide for all the daily needs of residents.

The Heritage Communities depend on interconnectedness for their commercial services, amenities and recreation facilities. These include the Macleod Trail S Urban **Main Street** area, **Activity Centres** along the **Community Corridors**, at Deerfoot Meadows and the Acadia Park Recreation complex and the network of pathways that surround and weave through the communities.

This chapter sets out the goals and objectives for current and future amenities and **infrastructure** related to the vision identified in Chapter 1: Visualizing Growth.

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

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

Appendix A includes a list of additional implementation options that participants identified through the development of the Plan. These implementation options are examples of actions that could be taken by The City of Calgary, developers, business improvement associations, and residents to further the individual goals and objectives in this chapter.

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

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

3.2 Goals, Objectives and Implementation Options

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

3.2.1 Improve Connectivity Between Communities

Improving connectivity in the Heritage Communities means promoting a range of mobility choices that connect communities to businesses and amenities as well as prioritizing walking, cycling and transit. While there are clear north-south routes in the Heritage Communities, east-west connections are much more limited due to street network design, the freight rail corridor, LRT right-of-way and Macleod Trail S. Providing for safe, comfortable, connected and accessible year-round mobility options will improve connectivity between communities and to businesses and amenities both within and outside the Plan Area.

Objectives

The following objectives are intended to guide decisions to support improved connectivity in the Heritage Communities:

- Prioritize walking and cycling connections and complete missing links between **transit station areas**, **Activity Centres**, community association sites, schools, parks and natural areas with a focus on east-west connections that link communities across the freight rail corridor, LRT right-of-way and Macleod Trail S Urban **Main Street**.

- Improve existing **pedestrian** and bicycle **infrastructure**, including the Always Available for All Ages and Abilities (5A) network, to support active modes of travel.

Implementation Options

The following identify actions to achieve the supporting growth objectives:
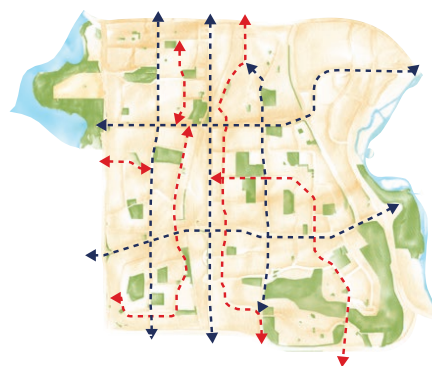
Improved Pedestrian and Cycling Connections

Creating an integrated and complete multi-modal transportation network, including pathways and bikeways, is an important goal of this Plan and the **Calgary Transportation Plan**. Existing cycling routes along streets such as Heritage Drive S, 5 Street SW/ Haddon Road SW/Sacramento Drive SW, and Fairmount Drive SE link the Heritage Communities to one another as well as to adjacent communities and other destinations including Downtown, the Bow River, Glenmore Reservoir and Fish Creek Provincial Park. Enhancing these routes through **infrastructure** improvements and building upon the overall network will provide for safer, more direct and convenient mobility options for residents in the Heritage Communities.

The Always Available for All Ages and Abilities (5A) Network identified in the **Calgary Transportation Plan** intends to improve safety and create improved pathway and bikeway connections across the city. Appendix C of this Plan shows the 5A Network in the Heritage Communities. The following policies provide general guidance for 5A network improvements as well as identify specific mobility corridor enhancements in the Heritage Communities.

a. To improve overall **pedestrian** and cycling connectivity, comfort, and safety, comprehensive and complete east-west and north-south connections should be provided that include:

   i. improved east-west walking and cycling connections across Macleod Trail S, the freight rail corridor, and LRT right-of-way;

   ii. enhanced walking and cycling connections to LRT stations and BRT stations;

   iii. improved walking and cycling connections linking **Activity Centres**, **transit station areas**, and the Macleod Trail Urban **Main Street** as well as recreation facilities and parks and open spaces such as Sue Higgins Park, the Glenmore Reservoir, and Acadia Recreation Complex;

   iv. coordination with and connections to mobility improvements on City Civic and Recreation sites such as Heritage Park;

   v. completing missing **pedestrian** links by installing sidewalks where they currently do not exist;

   vi. completing missing cycling links by constructing cycle tracks, multi-use pathways, or similar facilities;

   vii. separated and/or protected cycling connections along higher volume and higher speed roadways;

   viii. traffic calming measures that focus on slowing vehicle speeds through school zones, along residential/neighbourhood streets, and along collector streets;

   ix. providing shade and cooling **infrastructure** along **pedestrian** and cycling corridors; and,

   x. intersection improvements such as signal priority, enhanced crosswalks, and curb extensions.

5 Street SW / Haddon Road SW / Sacramento Drive SW

5 Street SW, Haddon Road SW, and Sacramento Drive SW serve as an important north-south mobility connection that links the communities of Kingsland, Haysboro and Southwood as well as the Heritage, Southland and Anderson **transit station areas**. Together, these roads present an opportunity to provide for improved neighbourhood walking and cycling **infrastructure** along a continuous route that better connects these communities and strategic growth areas not only to one another but also to adjacent communities across Glenmore Trail SW to the north and Anderson Road SW to the south.

b. To improve **pedestrian** and cycling connectivity and safety, design for this mobility corridor should:

   i. provide safe, comfortable, and continuous **pedestrian** and cycling **infrastructure**;

   ii. consider road classification, vehicle speeds, and volumes, such as along approaches to arterial roads and areas around **transit station areas**, and incorporate design measures to mitigate mobility conflicts; and,

   iii. connect to the broader mobility network including across Glenmore Trail SW to the north and Anderson Road SW to the south.

89 Avenue SW

89 Avenue SW provides an important connection across 14 Street SW to Glenmore Landing and the Glenmore Reservoir to the west of the Plan Area as well as Elbow Drive SW and Haddon Road SW in the community of Haysboro.

c. To improve **pedestrian** and cycling connectivity, comfort, and safety, design for this mobility corridor should:

    i. connect to the **pedestrian** bridge at 14 Street SW;

    ii. provide for traffic calming along 89 Avenue SW; and,

    iii. include a new multi-use pathway from Elbow Drive SW to Haddon Road SW.

Flint Road SE / Bonaventure Drive SE

Flint Road SE and Bonaventure Drive SE serve as an important north-south mobility corridor that connects Fairview Industrial and the communities of Fairview, Acadia, and Willow Park. While the Macleod Trail S Urban **Main Street** Area policies in Section 2.5.1 of this Plan provide direction for how new development can improve connectivity and the **public realm** on the west side of Bonaventure Drive SE, additional enhancements should be considered for the entire corridor. The following provides direction for mobility enhancement along Flint Road SE and Bonaventure Drive SE between Fairmount Drive SE to Anderson Road SE.

d. To improve **pedestrian** and cycling connectivity, comfort, and safety, design for this mobility corridor should:

    i. complete missing sidewalks along Flint Road SE;

    ii. explore conversion of vehicle lanes from three to two to realize two-way wheeling **infrastructure** along Flint Road SE and Bonaventure Drive SE; and,

    iii. complete missing multi-use pathway connections along Bonaventure Drive SE south of Willow Park Drive SW.

90 Avenue SE / Acadia Drive SE

90 Avenue SE and Acadia Drive SE connect the MacLeod Trail S Urban **Main Street** Area and the communities of Acadia, Willow Park and Maple Ridge. These two streets are also **Community Corridors** that link several Neighbourhood **Activity Centres** to one another. Mobility enhancements to this corridor will therefore not only better connect the communities on the east side of Macleod Trail S to one another but also to the Urban **Main Street**, **Community Corridor** and **Activity Centre** growth areas identified in this Plan.

e. To improve **pedestrian** and cycling connectivity, comfort, and safety, design for this mobility corridor should:

    i. explore converting one or both sidewalks to multi-use pathways or dedicated cycling **infrastructure**; and,

    ii. improve **pedestrian** connections across 90 Avenue SE and Acadia Drive SE through enhancements such as curb extensions and rectangular rapid flashing beacons.

3.2.2 Enhance Macleod Trail S Urban Main Street Area

Currently, the Macleod Trail S Urban **Main Street** area is an auto-oriented corridor that prioritizes vehicles over safe and convenient **pedestrian** and cyclist mobility. The Plan envisions this Urban **Main Street** area evolving to include an enhanced **public realm** both around and within development sites as well as improved east-west **pedestrian** and cycling connections.

Objectives

The following objective is intended to guide decisions to enhance the Macleod Trail S Urban **Main Street** area:

- Improve the quality of the **public realm** along Macleod Trail S to create a safe, accessible, comfortable, and well-connected Urban **Main Street** area.

- Improve the safety and convenience of east-west connections for **pedestrians** and cyclists across the Macleod Trail S Urban **Main Street** area.

Implementation Options

The following identify actions to achieve the supporting growth objectives:

a. Enhancements to the Macleod Trail S Urban **Main Street** area should:

   i. prioritize a comfortable, accessible, and safe **public realm**, including consistent streetscape elements to better visually unify the area;

   ii. provide additional **pedestrian** crossings across Macleod Trail S and through development sites on this corridor;

   iii. improve existing east-west walking and cycling connections at key intersections such as 71 Avenue SE, Heritage Drive W, Hull Avenue SW/86 Avenue SE, Southland Drive S, 99 Avenue S, Southport Road SW/Willow Park Drive SE, and 109 Avenue S; and,

   iv. evaluate opportunities for east-west and north-south walking, cycling, and **public realm** improvements at the intersection of Glenmore Trail S and Macleod Trail S, particularly as development intensity increases around this location.

3.2.3 Foster Vibrant Transit Station Areas

Fostering vibrant **transit station areas** and supporting these areas as they transition into well-connected mixed-use areas is key to creating diverse and functional community hubs. The Heritage Communities has three Red Line LRT station areas: Heritage Station, Southland Station, and Anderson Station. These areas are envisioned to accommodate the highest development intensities and activity within the Plan Area and will serve as destinations for residents within the Heritage Communities and beyond. The Red Line LRT also links the Heritage Communities with the wider city and the Downtown and these stations serve as gateways to the communities.

Objectives

The following objectives are intended to guide decisions to foster vibrant **transit station areas** in the Heritage Communities.

- Provide enhanced walking and cycling connections and complete missing mobility links between **transit station areas** and surrounding communities with an emphasis on east-west connections across the freight rail corridor, LRT right-of-way and Macleod Trail S.
- Improve transit safety, connectivity and accessibility within **transit station areas**.
- Improve the **public realm** within and around **transit station areas**.

Implementation Options

The following identify actions to achieve the supporting growth objectives:

Transit Station Area Improvements

a. To support and foster vibrant **transit station areas**, the following should be considered:

   i. prioritize access to transit stations through safe and convenient transit, walking, and wheeling connections.

   ii. enable **transit-oriented development** on City-owned lands to support Calgary's economic, social, and climate resilience.

   iii. locate compatible civic services and amenities in proximity to **transit station areas**.

   iv. ensure efficient local and regional transit operations around transit stations.

   v. support interim uses within **transit station areas** that promote activity around the stations such as seasonal markets and events; and,

   vi. incorporate transit priority measures to improve travel time and reliability, which may include signal priority, queue jumps, transit-only lanes or links, or stop configuration that limit transit delays.

Transit Station Area Public Space Plans

Comprehensive station area public space planning that considers both mobility connections and the **public realm** can identify opportunities to enhance and create safe, welcoming environments in and around **transit station areas**.

b. When there is sufficient near-term opportunity for investment in **transit-oriented development** at one station or another, a public space plan should be undertaken that considers the following:

    i. streetscape improvements such as wider sidewalks, enhanced **pedestrian** crossings, curb extensions, high-quality paving materials, public art, landscaping and trees, and improved lighting, on Heritage Drive S, Haddon Road SW, Horton Road SW, Sacramento Drive SW, Southland Drive SW, and Southport Road SW;

    ii. enhanced **pedestrian** and cycling connections that connect adjacent communities, community facilities, and the Macleod Trail Urban **Main Street** to LRT stations;

    iii. Crime Prevention through Environmental Design;

    iv. wayfinding elements to assist residents and visitors in locating key amenities in the area; and,

    v. areas for sitting and gathering as well as drinking fountains and public washrooms.

Potential Future Infill LRT Station

The potential for a future infill LRT station has been identified in the Fairview Industrial area in the vicinity of Fisher Park.

c. Should an infill LRT station be provided, an amendment to this plan should be made to address transit station area policies on the following:

    i. apply **Core** and **Transition Zones** within approximately 400 metres and 600 metres of the station respectively.

    ii. include transit supportive urban form categories and building scale;

    iii. identify opportunities for a transit plaza and other open space amenities;

    iv. support a high-quality **public realm** and mobility connections;

    v. prioritize multi-modal mobility connections with an emphasis on **pedestrian** and cycling connections to the Macleod Trail S Urban **Main Street** and surrounding communities; and,

    vi. incorporate and advance the policy direction identified within this Plan for the adjacent comprehensive planning site.

3.2.4 Promote Inclusive and Diverse Housing Choices

The Heritage Communities will support a range of housing forms to welcome new residents and foster inclusive, accessible and vibrant communities. The population of the Heritage Communities has declined significantly since reaching its peak in the 1970s. Expanding housing diversity will allow more people to live in the area and help support businesses, schools, services and amenities.

Objectives

The following objective is intended to guide decisions for supporting growth and promoting inclusive and diverse housing choices in the Heritage Communities:

- Provide accessible and **affordable housing** choices to support inclusive and diverse communities.

Implementation Options

The following identify actions to achieve the supporting growth objectives:

Affordable Housing

Access to safe and stable housing helps create inclusive communities and adds to the overall health, prosperity and safety of our city. Adds diversity by attracting young adults and families into the neighbourhood and enabling residents to age in place. People in **affordable housing** have greater chances to find and keep jobs, learn and build skills and be active participants in their communities. **Affordable housing** also helps boost the local economy through the creation of construction jobs.

Housing vulnerable residents improve individual outcomes related to the social determinants of health, promotes self-sufficiency and builds equity in communities.

The City of Calgary's Corporate **Affordable Housing** Strategy identifies the role and actions the City can take to improving access to **Affordable Housing**. Refer to this strategy for city wide actions as well as the most recent definition of **affordable housing**.

a. To improve access to **affordable housing** in the Heritage Communities, the following should be considered:

   i.   enable inclusion of **affordable housing** units in new residential and mixed-use developments, including mixed-market projects;

   ii. consider including **affordable housing** in the redevelopment of vacant lands;

   iii. support the intensification, rehabilitation, and retention of existing **affordable housing** developments, ensuring no net loss of units;

   iv. encourage strategic partnerships with private and public organizations to address unmet housing need;

   v.   where municipal land is available, the coordination of non-profit land sales for **affordable housing** should be explored according to the Non-Market Housing Land Disposition Policy;

   vi. encourage co-location of **affordable housing** units within civic development; and,

   vii. support and encourage the development of **affordable housing** in areas that are well served by the Primary Transit Network and appropriate services, including access to grocery stores and schools.

# 3.2.5 Enhance Civic Facilities, Parks, Open Spaces and Natural Areas

Natural areas, parks, open spaces and public and private green **infrastructure** contribute to the ecological health of the Heritage Communities by providing cooling and shading, wildlife habitat, **public realm** and stormwater management. They are essential in mitigating and adapting to the impacts of climate change. Certain natural areas, parks and open spaces also provide opportunities for passive and active recreation activities to support active lifestyles. The Heritage Communities are bounded by the Bow River to the east and the Glenmore Reservoir to the west and have a range of parks and open spaces in between.

As the Heritage Communities welcome new residents, enhancement and improvements to the area's community facilities such as libraries, recreation centres, community associations and parks will be needed to support the increased population.

Objectives

The following objectives are intended to guide decisions for enhancing parks, open spaces and natural areas in the Heritage Communities:

- Enhance existing civic facilities and community spaces, such as libraries and recreation centres.
- Protect, maintain, enhance and expand the existing tree canopy on public and private land.

- Improve passive and active recreation opportunities in parks, open spaces and natural areas along the Bow River and Glenmore Reservoir pathway network.
- Support accessible, inclusive and year-round programming for parks and open spaces.
- Protect, maintain and enhance riparian areas along water bodies to facilitate wildlife movement, biodiversity and overall health while improving resilience to erosion, flooding and impacts to water quality.
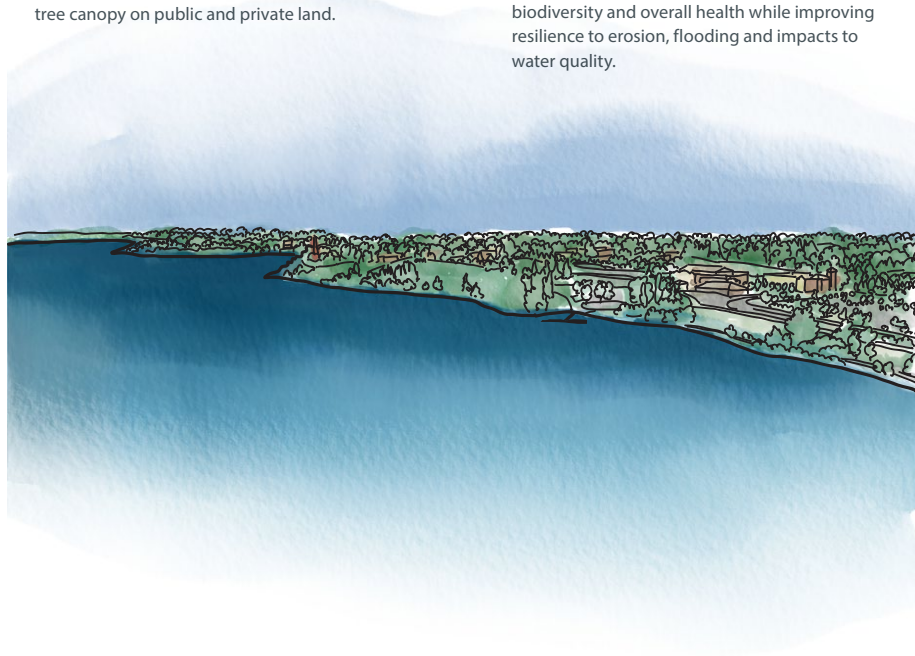
Implementation Options

The following identify actions to achieve the supporting growth objectives of enhancing parks, open spaces and natural areas:

Community Facilities and Spaces

The Heritage Communities are home to several community facilities and spaces including the Southwood Library, Fish Creek Library, the Acadia Recreation Complex, and community associations. These spaces allow residents to gather, learn, play, and interact. Continued support and investment in these facilities is necessary to allow them to continue to thrive and support new and existing residents.

a. To support future investment in community facilities and spaces, the following should be considered:

    i. support the continued role and enjoyment of community facilities and spaces for all community members by supporting equitable access to programs and facilities;

    ii. where appropriate, integrate civic uses into existing and new facilities and spaces to create multi-purpose and multi-use amenities;

    iii. optimize the network of facilities that serve community needs;

    iv. collaborate with residents, partners, and other levels of government to deliver functional and sustainable facilities, spaces, and programming that addresses community needs;

    v. promote integration of public facilities into the social fabric of the community through pathways, parks, and active transportation corridors;

    vi. explore uses that promote year-round outdoor site activation;

    vii. explore opportunities for community gardens to support community connections and good security;

    viii. integrate cooling site and water access to help residents cope with extreme heat events;

    ix. enhance the functionality of community facilities and the activation of outdoor spaces through the inclusion of **infrastructure** such as lights, electricity, water, drinking fountains, and washrooms to encourage multi-purpose use that is accessible for all;

    x. redirect overland runoff to public landscaped or natural areas; and,

    xi. shared use of public open spaces and City-owned lands to improve the overall stormwater system while maintaining the intent and function of these lands.

Sue Higgins Park and the Bow River Pathway

Sue Higgins Park and the natural areas along the Bow River offer unique recreation opportunities that draw visitors from across the city. Communities to the east are connected to the area through Carburn Park and a **pedestrian** bridge over the Bow River. Connectivity to the west is limited by minimal **pedestrian** crossings over major roadways such as Blackfoot Trail SE and Deerfoot Trail SE. Enhancing, conserving, and restoring these natural areas will allow Calgarians to continue enjoying the rich ecosystem of the Bow River Valley and the largest fenced off-leash dog park in Calgary.

b. Improvements to Sue Higgins Park and the Bow River Pathway should:

    i. preserve, restore, and enhance natural areas;

    ii. mitigate the negative impacts of recreation uses on riparian areas;

    iii. encourage year-round recreational use with supporting **infrastructure** near parking lots and away from ecologically sensitive areas and riparian areas; and,

    iv. fund the design and construction of safe and convenient **pedestrian** and cyclist routes between the park and communities to the west of Blackfoot Trail and Deerfoot Trail.
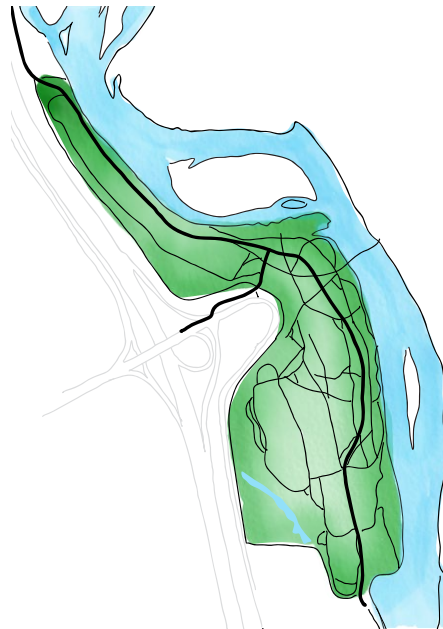
3.2.6 Support Industrial and Commercial Vitality

Industrial and commercial areas are important to the vibrancy and economic well-being of the city. In the Heritage Communities, there are three general industrial areas: Fairview Industrial, East Fairview Industrial, and Glendeer Business Park. The Plan supports retaining light industrial areas and supporting their evolution.

Objectives

The following objectives are intended to promote industrial and commercial vitality in the Heritage Communities:

- Protect industrial areas from encroachment of incompatible non-industrial uses while allowing for limited complementary non-industrial uses in Fairview and Haysboro Industrial areas.
- Improve the interface between industrial, residential and commercial areas.
- Enhance the **public realm**, including walking, cycling and transit **infrastructure**.

Implementation Options

The following identify actions to achieve the growth objective of supporting industrial and commercial vitality:

Improve Industrial Interfaces

a. To mitigate the impact of light industrial uses on nearby residential and commercial areas, the following should be considered:

    i. support improvements in the interfaces between industrial areas and residential and commercial areas such as enhanced landscaping, green **infrastructure**, and decorative screening;

    ii. explore opportunities to provide publicly-accessible gathering spaces, such as outdoor patios, when located near residential areas; and,

    iii. investigate partnerships for the provision of permeable surfaces and green stormwater **infrastructure** on existing and new commercial and industrial land (including parking lots, and undeveloped areas).

Enhance the Pedestrian and Cycling Experience

Industrial areas serve as economic hubs that draw employees and visitors from across the city. Improving the **public realm** in these areas will enhance the **pedestrian** experience and help welcome a variety of users.

b. To improve the **pedestrian** and cycling experience, the following should be considered:

    i. enhance connectivity and safety by improving or providing pathways, bikeways, and **pedestrian infrastructure**;

    ii. improve transit **infrastructure** such as shelters and benches and access to transit stops through the upgrade of sidewalks and pathways; and,

    iii. promote **public realm** and amenity space improvements.

3.2.7 Reduce Greenhouse Gas Emissions and Improve Community Resiliency

Communities are vulnerable to the impacts of climate change. Hazards may impact population groups differently due to community locations and the condition of the built and natural environment. Reducing emissions of greenhouse gases that contribute to climate change and improving community resiliency to the impacts of a changing climate is a core value of the Heritage Communities Local Area Plan. This means supporting the Plan vision through creating zero carbon neighbourhoods, protecting and enhancing the urban forest, and improving stormwater retention and mitigation.

Objectives

The following objectives are intended to guide decisions for reducing greenhouse gas emissions and improving community resiliency to climate-related hazards in the Heritage Communities.

- Reduce emissions in the Heritage Communities by encouraging the use of green building technologies.
- Promote and encourage low carbon transportation modes and systems.
- Protect, maintain and enhance the tree canopy on public and private lands.
- Create public and private spaces that support community members experiencing climate change hazards.
- Continue to protect and enhance the Bow River valley as a primary corridor within the Ecological Network.
- Protect, maintain and enhance riparian areas to facilitate wildlife movement, biodiversity and riparian health while improving resilience to erosion, flooding and water quality impacts.

Implementation Options

a. To support resiliency in the Heritage Communities, the following should be considered:

   i. explore the feasibility of renewable energy generation and district energy systems, low impact development, green **infrastructure** and integrated water management within large commercial and industrial areas;

   ii. protect, maintain and enhance riparian areas along the water bodies to facilitate wildlife movement, biodiversity and ecological health while improving resilience to erosion, flooding and water quality impacts;

   iii. fund sustainable travel modes such as walking, wheeling and transit to reduce greenhouse gas emissions; and,

   iv. encourage higher intensity residential and mixed-use development in locations well-served by local amenities, transit, and active mobility **infrastructure** to reduce greenhouse gas emissions.

Urban Forest

The urban forest provides important ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitats and creating stress-reducing environments for residents. To achieve and maintain a healthy, sustainable urban forest, it is critical that The City, developers and residents contribute to consistent and continuing urban forest management by protecting existing private and public trees where possible, planting the right trees in the right location and in the right way and maintaining all trees in good health. The current urban tree canopy coverage is 14.43 per cent in the Heritage Communities. The City's 2030 urban tree canopy target for this area is 16 per cent.

b. To support and expand the urban forest in the Heritage Communities, the following should be considered:

i. protect trees on public and private lands wherever possible from development activities that may impact roots during construction and unnecessary canopy pruning. Trees that cannot be retained during redevelopment should be replaced to avoid net loss in the tree canopy;

ii. provide additional tree plantings in public boulevards ensuring sustainable planting **infrastructure**, sufficient soil volume, adequate moisture and appropriate locations with sufficient setbacks to protect from salt sprays and underground utilities, particularly on arterial and commercial roads for large canopy growth in the long-term;

iii. encourage the planting of tree species that support urban agriculture and food security;

iv. support tree planting programs for private lands;

v. protect, maintain, and enhance public trees in boulevards and on residential streets;

vi. invest in ongoing maintenance and lifecycle of public trees;

vii. encourage planting of diverse plant species on public and private land, especially species friendly to pollinators; and,

viii. encourage drought-resistant vegetation, appropriate soil, and sufficient soil volume for trees on public and private property.

Stormwater Retention and Mitigation

As redevelopment occurs in established neighbourhoods, such as the Heritage Communities, the amount of impervious surfaces can increase as new development occurs. As more of the area is covered by buildings and hard surfaces, decreasing areas that can naturally absorb water, there is an increase in stormwater runoff that places a greater burden on stormwater **infrastructure** in the community.
A large percentage of impervious surfaces also exist on public lands in the form of roads and sidewalks. This Plan identifies opportunities to mitigate and reduce stormwater runoff on both private and public property.

c. To mitigate the impacts of stormwater runoff, the following should be considered:

   i. retain, mitigate, or manage stormwater runoff on site, where feasible;

   ii. strengthen protection and enhancement measures for riparian areas through rehabilitation and conservation designations (prioritizing areas with the lowest health scores); and,

   iii. include provisions for permeable surface cover and green **infrastructure** for existing and new commercial land (as well as parking lots, undeveloped areas).

d. The stormwater management system for any development should be designed to:

   i. adequately and efficiently service the development while preserving riparian and wetland areas; and,

   ii. anticipate climate change impacts to precipitation patterns, including the increased frequency of heavy rainfall events.

e. Where the primary function of the public space is not compromised, investigate stormwater mitigation strategies on public property through improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas and other permeable surfaces on existing impervious surfaces. Such improvements should consider the following:

   i. coordinate stormwater improvements with **pedestrian** safety, through landscaped curb extensions, midblock crossings and other similar improvements;

   ii. investigate reductions in travelled lane widths on streets to accommodate additional landscaped areas in boulevards;

   iii. eliminate slip lanes and other areas where excessive roadway space can be reduced and replaced with permeable surfaces;

   iv. investigate the reduction of parking lanes to allow for landscaped areas;

   v. investigate the closure of roads or portions of roads to provide additional open space and permeable surfaces; and,

   vi. using semi-permeable materials, such as open joint bricks, grass-concrete pavers, gravel and stone aggregate, and porous bricks, where applicable, such as **pedestrian** and cycle paths, plazas, and lightly trafficked roads and parking spaces.

4 Implementation and Interpretation

4.1   Policy Framework

The Municipal Government Act outlines the purpose and scope of powers for municipalities. The Plan is a statutory document, approved as an area redevelopment plan, that establishes a long-range framework for land use, urban design and mobility for the Heritage Communities. The Plan has considered and is in alignment with the South Saskatchewan Regional Plan, and the Regional Growth Plan. The Plan must be read in conjunction with the **Municipal Development Plan** (Volume 1) the **Calgary Transportation Plan** (Volume 3) and other City of Calgary policy and guiding documents, unless otherwise indicated.

4.2 Local Area Plan Interpretation

Map Interpretation

a. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application, unless specified in section (e) below.

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

c. All proposed urban form areas, additional policy guidance, building scale, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.

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

e. Where the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, is shown within the limited building scale area, as indicated on Map 4: Building Scale, the Neighbourhood Connector urban form category should be interpreted to extend for a distance of 41 metres (approximately two parcels) from the property line along the road identified as a Neighbourhood Connector, unless the boundary of the Neighbourhood Connector urban form category is clearly delineated by a lane.

Policy interpretation

f. The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use and watershed management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.

g. The Calgary Metropolitan Region Board's Growth Plan provides a policy framework for managing growth and implementing a long-term vision to accommodate the next million residents and about half a million jobs in the region. The Growth Plan provides strategies and policies for planning and managing future population and employment growth to help achieve vibrant inclusive communities while protecting and enjoying the environment. This Plan builds on and is in alignment with the policies of the Growth Plan. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level. The Plan Area is predominantly the Infill and Redevelopment and Employment Area Placetypes as shown on Map B3: Growth Plan Placetype Alignment.

h. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

i. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with **Municipal Development Plan** and Calgary Transportation Plan policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

j. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

k. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.

l. Building scale modifiers shown on Map 4: Building Scale are intended to inform future land use redesignation applications. In cases where this policy and a land use designation conflict, the land use on the parcel prevails.

Figure Interpretation

m. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.

n. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

Appendix Interpretation

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

Plan Limitations

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

Existing Caveats/Restrictive Covenants

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

4.3 Local Area Plan Implementation Monitoring, Review and Amendments

a. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.

b. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act.

c. Where an amendment to the Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the **Municipal Development Plan** and other relevant policy documents.

4.4 Glossary

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

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

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

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

Community Corridors – **pedestrian**-focused streets identified on Map 2: Community Characteristics of this Plan that connect the Heritage Communities and are intended to support low to moderate growth in the form of primarily residential and small-scale mixed-use and commercial building forms. **Community Corridors** include Elbow Drive SW, Heritage Drive S, Fairmount Drive SE, 90 Avenue SE, and Acadia Drive SE.

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

Ecosystem Services – the benefits people obtain from ecosystems, including provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation and disease; supporting services such as soil formation and nutrient cycling, and cultural services such as recreational, spiritual, religious and other nonmaterial benefits.

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

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

Heritage Resource – includes historic buildings, bridges, engineering works and other structures; cultural landscapes such as historic parks, gardens or streetscapes, culturally significant areas, Indigenous traditional use areas and sites with archaeological or palaeological resources. These can be managed by municipal, provincial or federal authorities.

Infrastructure – the technical structures that support a society, including roads, transit, water supply, sewers, power grid, telecommunications, etc.

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

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

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

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

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

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

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

Retail – commercial uses that include a range of businesses that depend on public traffic, such as shops, personal services, eating and drinking establishments, or other uses that generate frequent activity in and out of a building or business entrance.

Shared Mobility Operating Area – the geographic area that an approved shared mobility service designates where customers area allowed to start or end a trip. Shared mobility services can include, but are not limited to, shared electric scooters, shared bikes and electric bikes, or shared car services.

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

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

Transit Station Area – the area surrounding a transit station along a primary transit line, such as a Light Rail Transit or Bus Rapid Transit route, that includes enhanced amenities.

Transition Zone – the area that extends from the outer edge of the **Core Zone** up to an additional 300 metres and provides a transition of form and activities between the **Core Zone** and the surrounding community as identified in the Plan.

Transportation Demand Management (TDM) – programs, services and products to encourage a shift in travel behaviour from single-occupant automobiles to more sustainable modes of travel, including walking, cycling, transit, car sharing and carpooling. Examples of TDM measures include changing the time of day people travel, parking spaces allocated for carpooling or car sharing and enhanced bicycle stalls and facilities.

Work-Live Units – units designed to be used as a dwelling unit or commercial space concurrently or separately, offering flexibility and a more direct relationship to the **public realm** (e.g., sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible and adaptable in design and allow for a variety of professional and commercial uses such as markets, artists' studios, instructional facilities, consulting firms, or artisanal production spaces

A Appendices

Appendix A: Investment Opportunities

In addition to the investment priorities provided in Chapter 3, the following investment opportunities have been identified by interested parties through a series of public engagements conducted during the drafting of this Plan. As noted in Chapter 3, these potential actions represent steps community residents identified to further the vision, core values and objectives of the Plan. This Appendix is non-statutory and is intended to be revised over time as local growth occurs, actions are evaluated or completed and/or new opportunities are identified through subsequent stakeholder engagement and City departmental prioritization. As a non-statutory part of the Plan, updates to this Appendix do not require a Public Hearing of Council.

Summary of Investment Opportunities

| Heritage Communities Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Improve Connectivity Between Communities	Improve the pedestrian experience along Community Corridors by widening sidewalks, providing street furniture and planting areas and improving accessibility.	Elbow Drive SW, Bonaventure Drive SE, Fairmount Drive SE, Acadia Drive SE, and 90 Avenue SE
	Improve the 5A network regional pathway along the south side of Heritage Drive S by widening the pathway, providing seating areas, removing barriers and enhancing the separation between the pathway and the road.	Heritage Drive S
	Integrate wayfinding signage at key locations along Macleod Trail S, Heritage Drive S, around Transit Station Areas and Community Corridors that could include information about destinations, distances and routes for each mode.	Varies
	Explore functional improvements and potential realignments to the 5A Network by making use of linear parks and laneways, engineered walkways and the setback area of the Freight Rail Corridor, especially along Sacramento Drive SW.	Southwood
	Improve the interface between the Haddon Road Depot/Heritage Station Garage and Haysboro community.	Haysboro
	Explore opportunities for publicly-accessible viewpoints and pathways along the Blackfoot Bluff between Heritage Drive S and Southland Drive S.	Acadia
	Identify, design and built new east-west cycling and pedestrian connections to allow for safe and direct travel to the Glenmore Reservoir and the Bow River regional pathway network.	Varies
	Complete missing sidewalk links and explore sidewalk widening along key pedestrian corridors, especially along Elbow Drive SW, Bonaventure Drive SE, Fairview Drive SE, Acadia Drive SE, Haddon Road SW, Horton Road SW and Flint Road SE.	Varies

Heritage Communities Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Improve Connectivity Between Communities	Improve pedestrian crossings at major intersections, particularly at Macleod Trail S and Southland Drive S and Heritage Drive S and 14 Street SW.	Varies
	Explore opportunities to complete east-west pedestrian and cycling connections through improved laneways, engineered walkways, pedestrian bridge approaches/landings, on-street connections and off-street connections such as multiuse pathways between 14 street SW and Blackfoot Trail SE.	Varies
	Enhance the public realm between LRT stations and major community destinations, especially around Heritage LRT Station, recreation facilities, Lord Beaverbrook High School and Acadia Athletic Park.	Varies
	Prioritize traffic calming around schools, recreation facilities, parks, community associations and along Community Corridors.	Varies
	Improve connectivity, protection, and legibility of those walking and wheeling at crossings of major roads like Southland Drive S and Heritage Drive S.	Varies
	Consider on-street parking opportunities along Community Corridors near commercial developments, especially along Bonaventure Drive SE and Elbow Drive SW.	Varies
	Formalize a pedestrian connection linking 4a Street SW along the eastern edge of the former Kingsland School site.	Kingsland
Enhance the Macleod Trail S Urban Main Street Area	Undertake a streetscape master plan for key sections of Macleod Trail S to support a comfortable, accessible and safe public realm by including publicly-accessible amenity spaces, wider sidewalks, new trees and seating areas.	Macleod Trail S
	Consider opportunities to convert curb lanes to on-street parking along Macleod Trail S to create a buffer between the public realm and the road as well as to support local businesses.	Varies
	Consider opportunities to activate vacant parcels or large parking lots with temporary and pop-up uses, especially when located near transit stations.	Varies
	Explore partnership opportunities between the City and private partners to realize temporary, flexible and seasonal use of vacant, publicly-owned sites.	Varies
	Integrate wayfinding at key intersections, especially near Major Activity Centres, Transit Station Areas and key destinations beyond the Plan Area.	Varies
	Improve connections from and across Macleod Trail S to adjacent communities by widening sidewalks, adding street trees and enhancing the separation between pedestrians and traffic.	Varies
	Integrate public art in public spaces or as part of private development.	Varies

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Heritage Communities Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Foster Vibrant Transit Station Areas	Incorporate improvements to the interface between residential areas and the Freight Rail Corridor and LRT right-of-way by including fencing, landscaping, and public art, especially in Kingsland Athletic Park, Haysboro linear park and Southwood linear park.	Varies
	Explore opportunities for redeveloping large surface parking areas including Park and Ride facilities and accommodating parking in above-grade parking structures or underground.	Varies
	Prioritize pedestrian infrastructure upgrades, including upgrades to the existing pedestrian bridges in and around Transit Station Areas to include weather protection element, improve safety and aesthetics, especially around Anderson LRT Station.	Anderson LRT Station
	Improve connectivity and pedestrian crossings between transit stations and key destinations in the community.	Varies
	Explore functional improvements and enhancements to LRT stations and platforms and MAX BRT stations and bus stops including, but not limited to, improvements to shelters, seating areas, and bus-zone aprons.	Varies
	Explore the feasibility of allowing complementary uses, such as small **retail** businesses, within transit stations.	Varies
Promote Inclusive and Diverse Housing Choices	Incentivize the inclusion of affordable and accessible housing in development.	Varies
Enhance Civic Facilities, Parks, Open Spaces and Natural Areas	Develop a framework to explore opportunities to connect, enhance and expand the park and open space network.	Varies
	Support community-led art projects such as murals and art installations at City facilities.	Varies
	Explore opportunities for creating multi-purpose and multi-use amenities.	Varies
	Continue the renovation and modernization work in the Kohn/Condon Arena to optimize service provision and sustainability.	Kingsland
	Explore opportunities for functional and accessibility improvements to existing recreational facilities, including the Acadia Aquatic and Fitness Centre and the Acadia Recreational Complex and Athletic Park.	Acadia
	Improve the user experience throughout Sue Higgins Park by providing seating areas, lighting, wayfinding signage and weather protective elements along the pathway and other high uses areas such as the Carburn Park pedestrian bridge.	Acadia
	Provide spaces for people to sit, gather, enjoy and walk along Community Corridors and in Neighbourhood Activity Centres.	Varies
	Promote opportunities associated with urban agriculture and community gardens in parks and open spaces between Blackfoot Trail SE and 14 Street SW.	Varies
	Investigate opportunities to protect, rehabilitate and expand riparian areas along the Bow River.	Varies

Heritage Communities Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Enhance Civic Facilities, Parks, Open Spaces and Natural Areas	Protect, maintain and rehabilitate the Blackfoot Bluff natural area and improve public access.	Acadia
	Improve playgrounds based on conditions assessment.	Varies
	Explore opportunities for functional improvements to dog parks.	Varies
	Improve interfaces between communities and the sound attenuation wall on the east side of 14 Street SW.	Varies
Support Industrial and Commercial Vitality	Improve the public realm experience in industrial and commercial areas to include new and wider sidewalks, new trees, weather protection elements and landscaping.	Varies
	Enhance the engineered walkway, open the sound attenuation wall and add a pedestrian signal at the intersection at the 8800 block of Blackfoot Trail SE.	Acadia
	Consider pedestrian infrastructure upgrades leading to existing pedestrian bridges along Blackfoot Trail SE.	Acadia
	Explore opportunities with landowners and business communities to create publicly-accessible amenity and open space areas along the rear of parcels in the Haysboro Industrial Area.	Haysboro
	Improve pedestrian crossings along Horton Road SW, Fairmount Drive SE and Flint Road SE.	Varies
Reduce Greenhouse Gas Emissions and Improve Community Resiliency	Promote public education programs about the environmental and social benefits of major stormwater ponds including the ponds located along Haddon Road SW and the Kingsland dry-pond areas.	Varies
	Explore the feasibility of renewable energy generation and district energy systems, low impact development, green infrastructure and integrated water management in the Plan Area.	Varies
	Explore partnership opportunities between the City and private organizations to promote community-focused sustainability initiatives.	Varies
	Consider opportunity for winter outdoor recreation activities and programming, such as cross-country skiing tracks, ice skating rinks in open areas, in private and public lands especially along roads right-of-way and on public golf courses to support the wellbeing of residents.	Varies
	Incentivize green infrastructure and landscaping beyond the minimum requirements of the Land Use Bylaw.	Varies
	Encourage the use of low maintenance landscaping, including naturalization projects and xeriscape initiatives on public and private sites.	Varies
	Address the stormwater infrastructure deficit by considering green stormwater management interventions.	Varies
	Utilize built and natural infrastructure to create shade and wind breaks, providing relief to pedestrians from present and future climate change hazards.	Varies
	Encourage the use of semi-permeable pavement materials.	Varies
	Encourage net zero developments and design standards.	Varies

Appendix B: Regional Corridors and Context Map

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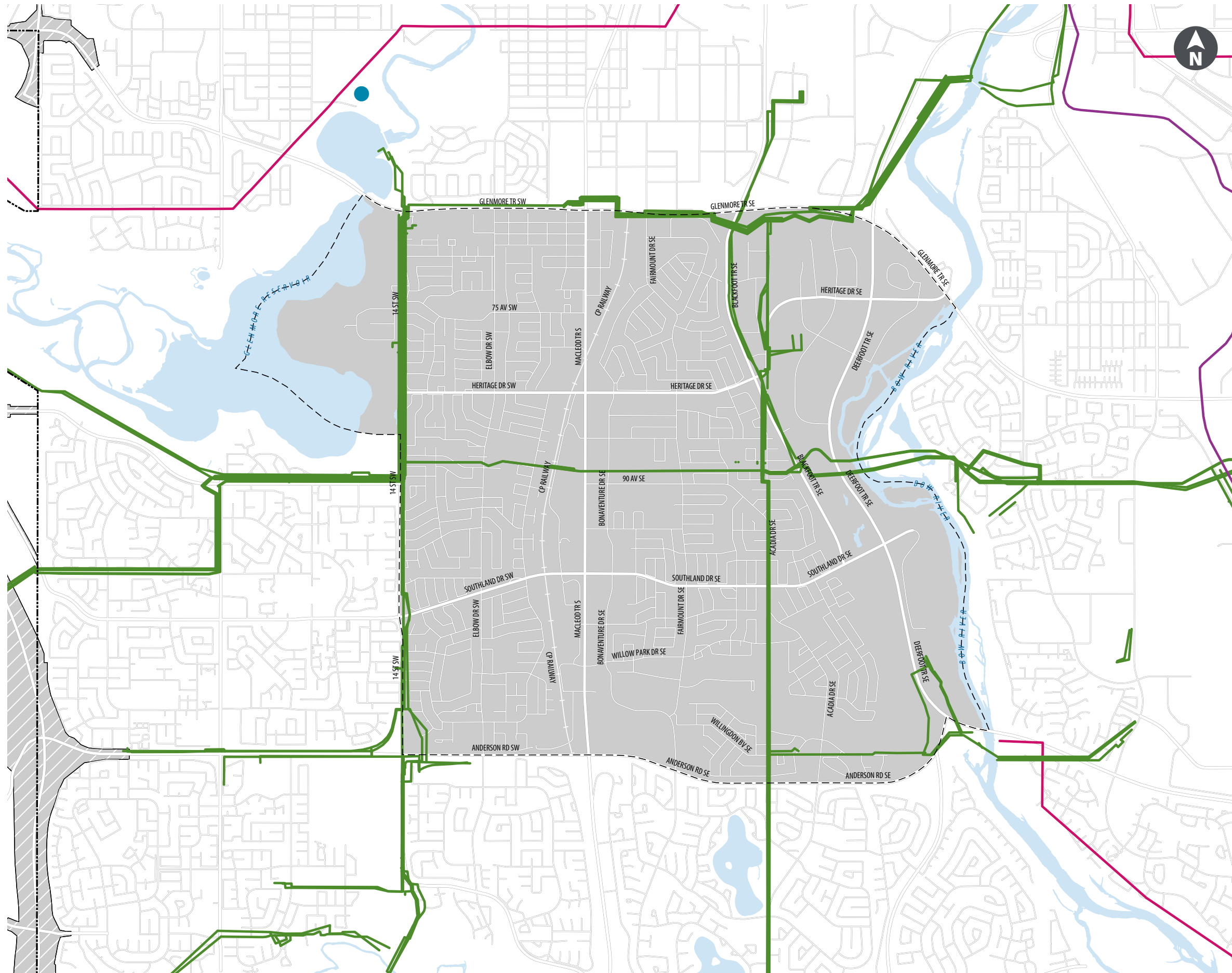
Map B1:
Regional
Transmission
Corridors and
Context

Legend

● Public Water
Treatment Plant

—— Western Irrigation
District System

—— Pipeline

—— Power Transmission

▨ Transportation/
Utility Corridor

–·–·– City Limits

– – – Plan Area Boundary

Map B2:
Regional Transportation Corridors and Context

GLENMORE TR SW
GLENMORE TR SE
GLENMORE TR SE

14 ST SW
75 AV SW
ELBOW DR SW
CP RAILWAY
MACLEOD TR S
FAIRMOUNT DR SE
BLACKFOOT TR SE
HERITAGE DR SE
DEERFOOT TR SE

HERITAGE DR SW
HERITAGE DR SE

14 ST SW
CP RAILWAY
BONAVENTURE DR SE
90 AV SE
ACADIA DR SE
BLACKFOOT TR SE
DEERFOOT TR SE

SOUTHLAND DR SW
SOUTHLAND DR SE
SOUTHLAND DR SE

14 ST SW
ELBOW DR SW
MACLEOD TR S
CP RAILWAY
BONAVENTURE DR SE
FAIRMOUNT DR SE
WILLOW PARK DR SE
ACADIA DR SE
DEERFOOT TR SE

WILLINGDON BV SE

ANDERSON RD SW
ANDERSON RD SE
ANDERSON RD SE

Legend

— The Great Trail
— Regional Pathway
— Existing Higher Order Transit
--- Planned Future Higher Order Transit
— Private Intermunicipal Transit Route
— Goods Movement
--- Rail Transportation
— Level 1 Highway
— Level 2 Highway
— Level 3 Highway
/// Airport Vicinity Protection Area
▨ Transportation/ Utility Corridor
·—·— City Limits
— — Plan Area Boundary
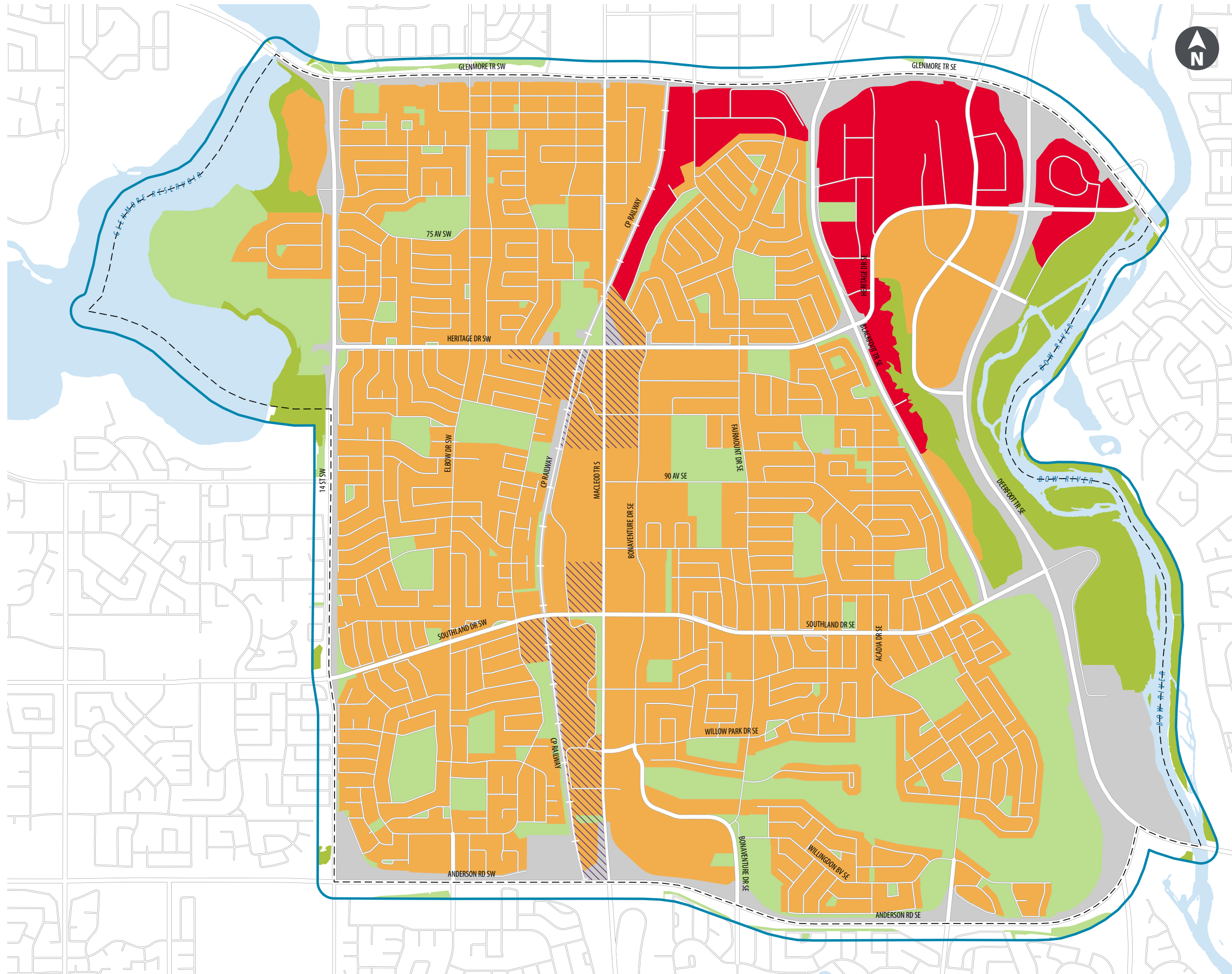
Map B3:
Growth Plan
Placetype
Alignment

Legend

- Infill and Redevlopment
- Employment Area
- Parks and Open Space
- Natural Areas
- Mixed Use Centre/
  TOD Placetype Overlay *
- Plan Area 100m Buffer
- Plan Area Boundary

* The Placetype for density calculations is
Infill and Redevelopment, however, The
City of Calgary will strive to meet the
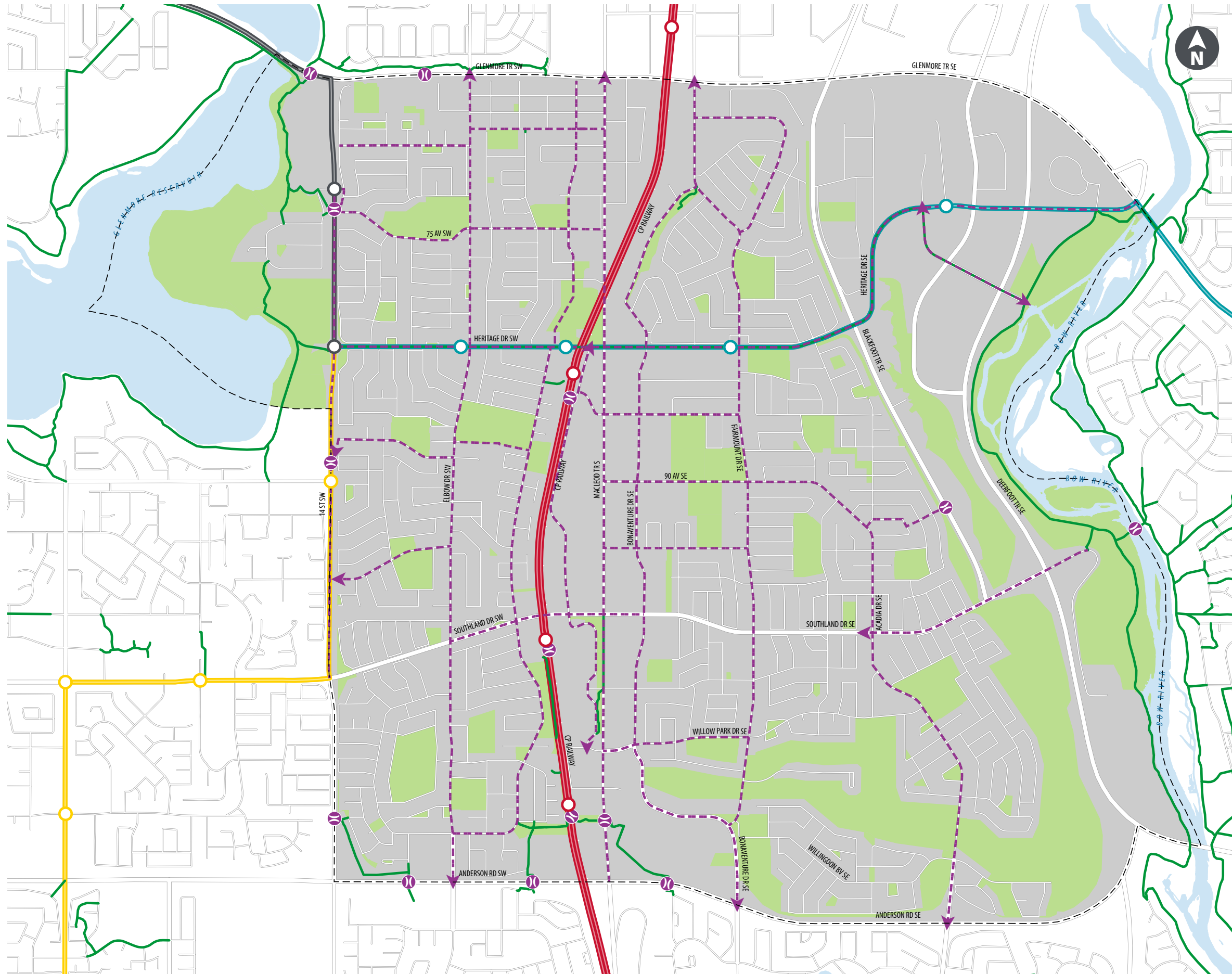intent of the Mixed Use Centre/TOD
Placetype.

Appendix C: Mobility

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

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

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

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

Map C1:
Pedestrian Corridors

GLENMORE TR SW
GLENMORE TR SE
75 AV SW
HERITAGE DR SW
HERITAGE DR SE
BLACKFOOT TR SE
DEERFOOT TR SE
14 ST SW
ELBOW DR SW
CP RAILWAY
MACLEOD TR S
FAIRMOUNT DR SE
90 AV SE
BONAVENTURE DR SE
ACADIA DR SE
SOUTHLAND DR SW
SOUTHLAND DR SE
WILLOW PARK DR SE
BONAVENTURE DR SE
WILLINGDON BV SE
ANDERSON RD SW
ANDERSON RD SE
CP RAILWAY

Legend

——— Existing Pathway

- - - Recommended Enhanced Pedestrian Corridors

⊗ Pedestrian/Cycle Crossings

⊖ Red Line LRT

⊖ MAX Teal

⊖ MAX Yellow

⊖ MAX Multi

▨ Parks, Civic and Recreation

- - - Plan Area Boundary

Map C2:
Cycling Network

GLENMORE TR SW
GLENMORE TR SE
75 AV SW
HERITAGE DR SW
HERITAGE DR SE
CP RAILWAY
BLACKFOOT TR SE
14 ST SW
ELBOW DR SW
MACLEOD TR S
FAIRMOUNT DR SE
90 AV SE
DEERFOOT TR SE
BONAVENTURE DR SE
SOUTHLAND DR SW
SOUTHLAND DR SE
ACADIA DR SE
WILLOW PARK DR SE
WILLINGDON BV SE
BONAVENTURE DR SE
ANDERSON RD SW
ANDERSON RD SE
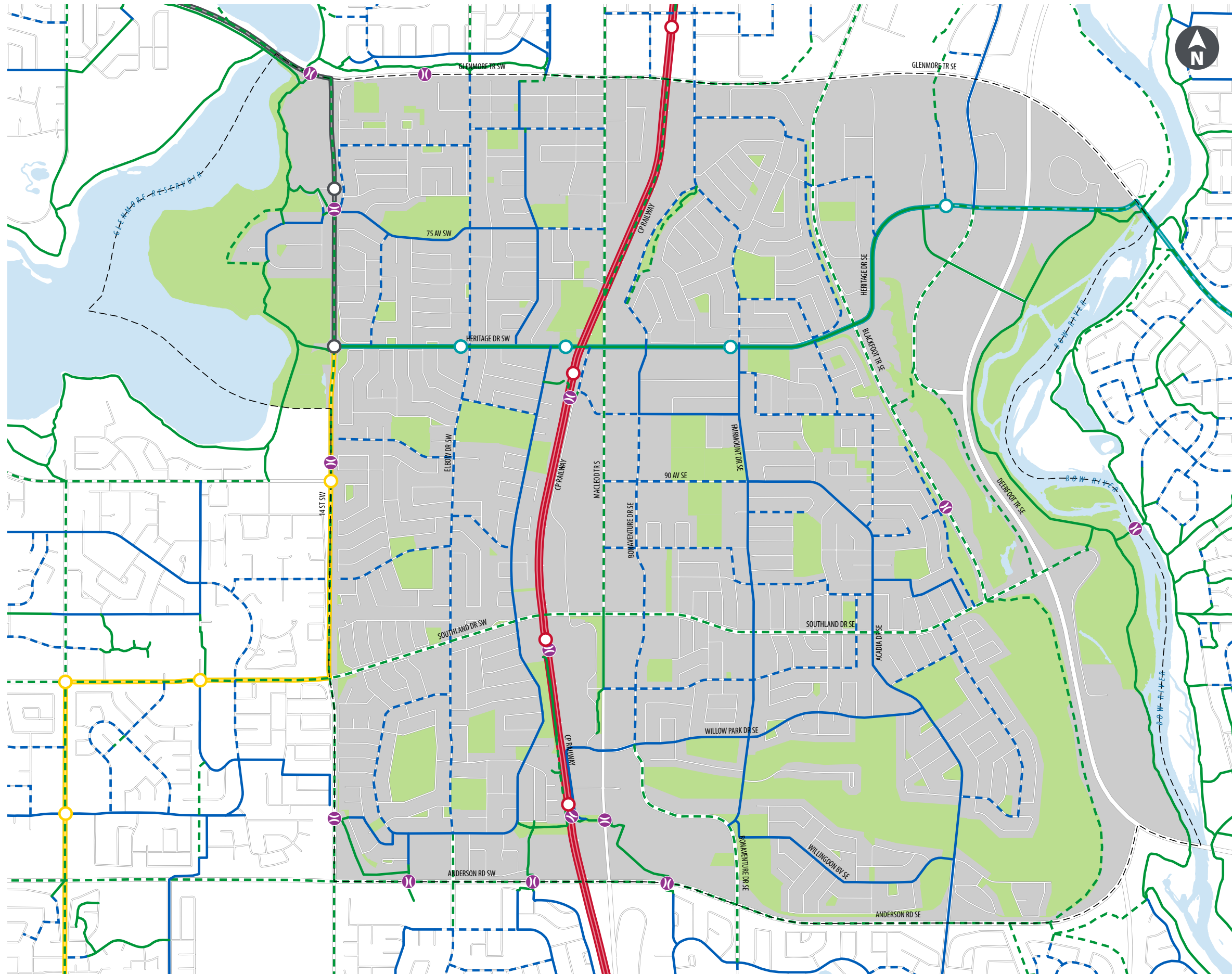
Legend

— Existing Pathway

- - - Proposed Pathway

— Existing On-Street
Bikeway - 5A *

- - - Proposed
On-Street Bikeway

⊗ Pedestrian/Cycle
Crossings

⊖ LRT Red Line

⊖ MAX Teal

⊖ MAX Yellow

⊖ MAX Multi

Parks, Civic
and Recreation

- - - Plan Area Boundary

* Existing Bikeways may require
upgrades to be considered 5A
facilities

Appendix D: Constraints

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

Map D:
Constraints

GLENMORE TR SW
GLENMORE TR SW
GLENMORE TR SE
GLENMORE TR SE

14 ST SW
ELBOW DR SW
75 AV SW
MACLEOD TR S
CP RAILWAY
FARMOUNT DR SE
BLACKFOOT TR SE
HERITAGE DR SE
DEERFOOT TR SE

HERITAGE DR SW
HERITAGE DR SE

14 ST SW
ELBOW DR SW
CP RAILWAY
MACLEOD TR S
BONAVENTURE DR SE
90 AV SE
ACADIA DR SE
BLACKFOOT TR SE
DEERFOOT TR SE
SOUTHLAND DR SE

SOUTHLAND DR SW
SOUTHLAND DR SE
FAIRMOUNT DR SE

14 ST SW
ELBOW DR SW
CP RAILWAY
MACLEOD TR S
BONAVENTURE DR SE
WILLOW PARK DR SE
ACADIA DR SE
DEERFOOT TR SE

WILLINGDON BV SE

ANDERSON RD SW
ANDERSON RD SE
ANDERSON RD SE

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

Legend

- - - Landfill Buffer

1% Chance of River
Flooding in any Year

- - - Plan Area Boundary

Freight Rail Corridor

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

Non-operating Landfill Setbacks

The non-operating Springbank Landfill and Blackfoot Landfill are located north of the Plan Area. The landfills' regulated setbacks of 300 metres have the potential to impact future development in the northern edge of the East Fairview Industrial area. The regulated setbacks are subject to sections 12 and 13 of the Subdivision and Development Regulation of the Municipal Government Act.

Powering our Communities

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

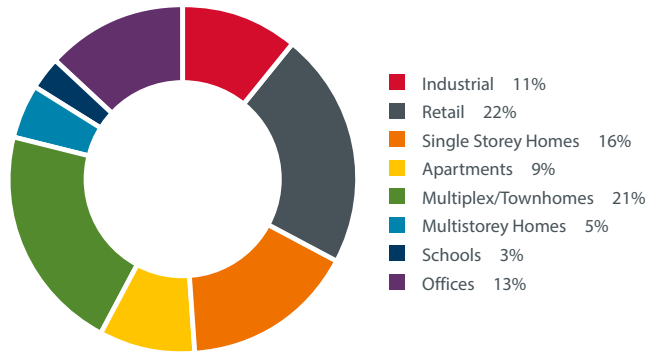# Appendix E: Greenhouse Gas Emissions Profile

Building Emissions Breakdown

- ■ Industrial 11%
- ■ Retail 22%
- ■ Single Storey Homes 16%
- ■ Apartments 9%
- ■ Multiplex/Townhomes 21%
- ■ Multistorey Homes 5%
- ■ Schools 3%
- ■ Offices 13%

Figure 14: Heritage Building Emissions Breakdown

Group	Emissions Total (TCO2/yr)
Residential	256,043
Commercial	175,011
Industrial	57,489
Institutional	39,814
Total Emissions	**528,357**

Annual Greenhouse Gas emissions from the Heritage Communities are estimated at 528,357 tonnes of Carbon Dioxide (tCO2). In 2021, building emissions citywide totaled 10,218,712 tCO2 meaning the buildings of the Heritage Communities make up roughly 5% of the annual citywide total. Emissions are split roughly 50:50 between residential and non-residential, **retail** and multiplex/townhomes are the highest emitting building typologies.

2019 census data estimates the Heritage Communities population at 43,693 residents which equates to an emission per capita of 12.09 tCO2/year.
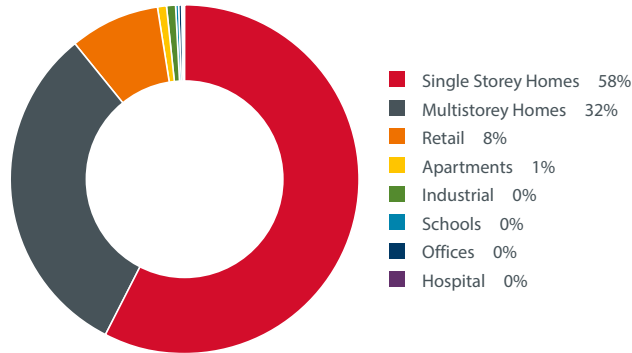
Heritage – Building typologies

- Single Storey Homes 58%
- Multistorey Homes 32%
- Retail 8%
- Apartments 1%
- Industrial 0%
- Schools 0%
- Offices 0%
- Hospital 0%

Figure 15: Heritage Structure Count Breakdown

Group	Structure Count
Multiplex/Townhomes	14,797
Single Storey Homes	8,105
Multistorey Homes	2,192
Retail	197
Apartments	171
Industrial	111
Schools	31
Offices	65
Hospital	1

Did you know just 405 structures (the sum of commercial, industrial, and institutional buildings which represents approx. 1.6% of buildings in the LAP area) is responsible for 51.5% of emissions generated by buildings in the Heritage Communities.

There are a total of 25,670 structures within the Heritage communities, the dominant building type is multiplex/townhomes which make up 58% of the structures. Older (pre-2007) bungalows are also a dominant building archetype, making up 32% of the total structures.

There are 405 non-residential structures in the Heritage communities. This group includes **retail**, industrial, offices, schools and hospitals. These buildings account for 51.5% of total emissions and are primarily located within the Macleod Trail Urban **Main Street** area and Fairview Industrial area.