

Parkdale Neighbourhood Activity Centre

Figure 4: Proposed Concept

Key Ideas

- 1 Hammer-head for reversing and exiting Parkdale Crescent.
- 2 Perpendicular parking stalls to maximize stall availability.
- 3 Area to function as drive-through until future redevelopment occurs, at which time driveway will close and become parking.
- 4 Widen sidewalks to 3 meters in Crescent, and allow on-street parking on 3rd Avenue NW in future.
- 5 Create a new crosswalk to connect Parkdale across 3rd Avenue NW.
- 6 Businesses should improve the parking areas off the rear lanes to encourage its use.
- 7 Explore opportunities for public art interventions at locations such as the S-Park, in the informal seating area, and as an approach to crosswalk design.



- Existing Trees/Vegetation
- New trees planted in Silva Cells
- Existing Walkways
- Potential seasonal S-PARK Zone
- Potential public art locations or programming locations*
- Future Parking

CITY OF CALGARY
RECEIVED
 IN COUNCIL CHAMBER
 MAY 07 2024
 ITEM: 7.2.17 CPC 2024-0338
 Distrib - Presentation 3
 CITY CLERK'S DEPARTMENT

* Public art and programming initiatives will be further explored with stakeholders in future.
 This illustration is conceptual only.

1.12 Urban Design

Due to the success of the unique local services provided for in the area, Parkdale has become a popular destination. To ensure future development contributes to the further improvement in the quality of the area, the following policies should be considered.

Policy

1. Future development should:
 - a) Maintain distinct residential and at-grade commercial edges as shown on Map 3.
 - b) Provide transparency through the use of glass at-grade on all ground levels.
 - c) Use high quality and durable materials at-grade.
 - d) Not be more than 4 storeys (16 metres) in height.
 - e) Have a 4 metre front setback for patios, or a 0 metre setback where no patios are proposed (See Figure 3).
 - f) Provide signage designed to improve the appearance of the area. Front-lit signs are acceptable.
 - g) Integrate bus stops into the frontages of new buildings.
 - h) Provide prominent architectural landmark at buildings located at Parkdale Crescent NW and 3rd Avenue NW.



Map 3. Urban Design



Figure 9: Example of Appropriate Signage

1.13 Mobility

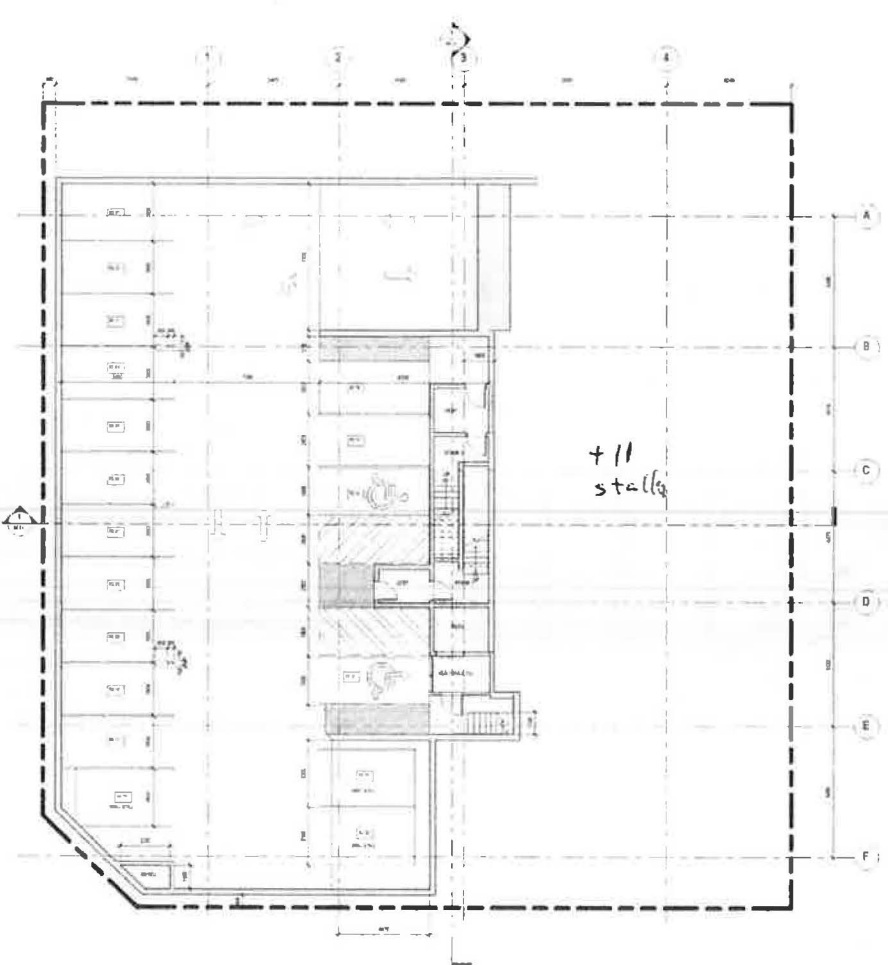
Local and regional visitors to Parkdale arrive through a variety of modes including on foot, cycle, transit via the Primary Transit Network, and automobile. Improving the connectivity to Parkdale Crescent NW and the parking configuration is an important step towards creating a safer and more accessible mobility network. Map 4: Mobility identifies key improvements to be made.

Policies

1. New development should provide the minimum required parking on site, either on surface or in a structure below grade, with access from the rear lane.
2. No new drive-throughs shall be allowed in the Plan area.
3. A road closure process should be initiated to close access to 3rd Avenue NW as shown on Map 4: Mobility.
4. A new controlled crosswalk should be constructed as shown on Map 4: Mobility. A traffic warrant will be completed to investigate need by The City.

Map 4, Mobility





Item	Quantity	Unit	Notes
Concrete Slab		m ²	
Reinforcement		m ³	
Formwork		m ²	
Stairs		m ²	
Handrails		m	
Columns		m	
Beams		m	
Partitions		m ²	
Doors		m ²	
Windows		m ²	
Roofing		m ²	
Paint		m ²	

+ 11 stalls

VILLAGE BLOCK

3416, 3 Avenue NW
Calgary AB

Issued/ Revision Schedule

Rev	Description	Date
1	Issue for Review	2023-09-28
2	Issue for Construction	2023-09-28

Drawn

Permit

Consultant



3416, 3 Avenue NW
Calgary, Alberta
T2C 1K7
Tel: (403) 243-1111
Fax: (403) 243-1112
www.metafor.ca

Drawing Title

FLOOR PLAN - PARKADE 2

DP2.01

Sheet

Scale
1 : 100

Project No
23.110

FLOOR PLAN - PARKADE 2

DP2.01 - 1/10

7.5 Supporting Policy Text

In close proximity to the primary transit network, urban corridors provide for a high level of residential and employment intensification. Part of the 16 Ave NW Urban Corridor is located within the boundary of the SSCAP area within the Banff Trail Community. The proposed boundary of this part of the urban corridor reflects the residential context of the surrounding Banff Trail community and its relationship to 16 Ave NW. While residential and employment intensification are generally acceptable along Urban Corridors, given the residential context, with the exception of those parcels which directly front 16 Ave NW and 19 St NW where mixed use is strongly encouraged, new residential development is favoured along this portion of the urban corridor.

Policy CUF 5: Neighbourhood Activity Centres

- 1) The City will support the future development and implementation of Neighbourhood Activity Centres to meet the basic shopping and service needs of the local catchment population as shown on Map 4, recognising that their wider shopping needs will be met in other locations:
 - a) University Heights - Stadium Shopping Centre (see also Policy SS1);
 - b) Parkdale Crescent Centre (see also Policy SS3);
 - c) Varsity - Shaganappi Shopping Centre at Varsity Drive and Shaganappi Trail;
 - d) Varsity - Lands south of Dalhousie LRT Station at 53rd St NW (see also Policy SS7);
 - e) Banff Trail - 19 St/20 Ave NW.
- 2) At these locations redevelopment proposals should consist of the following:
 - a) An appropriate level of local retail and personal service;
 - b) Promotion of other uses, such as residential, where they will enhance the role of the centres during the day and evening and do not detract from the primary retail role of the centre;
 - c) Encouragement of housing affordability and affordable housing by supporting multi-residential developments including at-grade low profile housing through to medium profile development;
 - d) A mix of uses (residential, local commercial, retail, restaurant, and public service uses) is included both vertically and as part of the overall development, with residential uses located above commercial uses;
 - e) The quality of place is improved by promoting improvements to buildings and facilities, the public realm, landscaping, access for pedestrians, cyclists (including bicycle parking), transit, traffic circulation, car parking and through other measures to create an overall 'sense of place' in the centre;
 - f) Promotion of uses and developments that create a unique and attractive identity, character and sense of place for each centre including public plazas, public art and enhanced pedestrian environment with street furniture, decorative lamp standards, treed boulevards, and wide sidewalks;
 - g) Promotion of community services and uses which serve the immediate walkable catchment area such as healthcare and elderly care;
 - h) Customer parking is located at the rear and/or underground and does not dominate the overall development;
 - i) The City will expect proposals to demonstrate broadly how the proposal would enable the entire Neighbourhood Activity Centre to meet a minimum intensity threshold of 100 jobs and population per hectare with an appropriate jobs/population split.

*Include in the future
like on PEI Major
activity
Centres*

The development of South Shaganappi should also break the cycle of primary resource depletion and waste production (cradle to grave), eliminating the concept of 'waste'. Waste should be considered a resource and integral part of the cyclical flow of materials into and out of the area, achieving a cradle-to-cradle approach to materials through the principles of reduce, re-use and recycle.

The treatment, pumping and disposal of water is responsible for significant quantities of energy and consequent carbon emissions and chemical use and discharge. In order to reduce these 'unseen' impacts, development should be designed with full consideration of the water cycle in a consistent manner, through the integration with the objectives, targets and principles of other disciplines (e.g., biodiversity, energy, waste, water, community well-being etc).

The Leadership in Energy and Environmental Design (LEED™) Green Building Rating System™ encourages and accelerates global adoption of sustainable green building and development practices through the creation and implementation of universally understood and accepted tools and performance criteria. Major developments should incorporate LEED™ or other third party rating systems as common practice, although these should be considered as a minimum achievement, recognizing that development should ultimately aim for total sustainability.

In order for The City of Calgary to monitor the sustainability standard of development and progress towards targets and vision, all development applications should submit a City of Calgary Sustainable Design Checklist (see Appendix D for further information). This should be used, with supporting information as necessary, to demonstrate how the development has been designed to comply with Policy UQ1.

In determining applications, weight will be given to the demonstration of sustainable design and compliance with the criteria in Policy UQ1. Where a proposal fails to meet one or more of the criteria, the applicant must reasonably demonstrate, having regard to the type of development and its design, why these criteria cannot be met. The City will support innovation, which secures well designed sustainable development.

Policy UQ2: Quality Urban Design

- 1) *The highest standards of urban design will be required in all new development and redevelopment in South Shaganappi at both the overall and individual building level.*
- 2) *All developments should follow the thirteen Urban Design Elements listed in the MDP. The City is in the process of preparing city wide urban design guidelines for different types of uses. Development proposals should:*
 - a) *Preserve or enhance local distinctiveness and create a distinctive addition to the city's character;*
 - b) *Respect the urban grain of the surrounding area;*
 - c) *Not generate an unacceptable impact on the amenity of existing areas; including the function of existing infrastructure;*
 - d) *Facilitate journeys made by foot, cycle and transit;*
 - e) *Provide a sense of design unity, related to the scale of a pedestrian;*

