



# Glenmore Landing

## Land Use and Design Framework



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**Author**

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The City of Calgary  
Records & Information Management (RIM)  
Inspection & Permit Services  
P.O. Box 2100, Station "M", #8115  
Calgary, Alberta T2P 2M5

**Phone**

3-1-1 or outside of Calgary 403-268-2489

**Fax**

403-268-4615

**calgary.ca**

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# Glenmore Landing

## Land Use and Design Framework

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## 1.0 Introduction

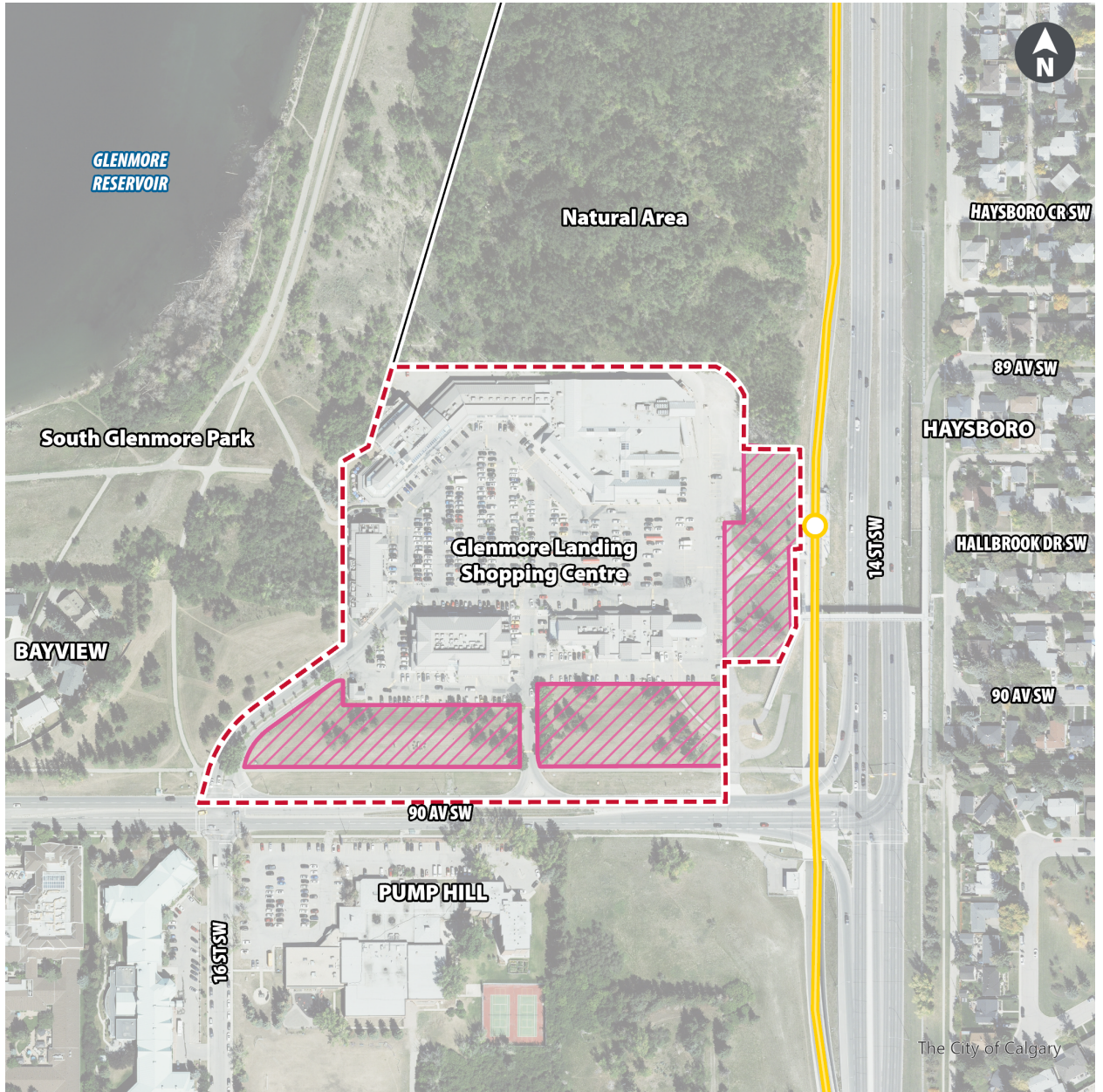
Glenmore Landing is located in the southwest quadrant of the city, in the community of Bayview. The site is bounded by the Glenmore Reservoir and surrounding park and natural area to the west and north, 90 Avenue SW and the community of Pump Hill to the south, and 14 Street SW and the community of Haysboro to the east.

The Glenmore Landing Land Use and Design Framework (Framework) includes both the existing shopping centre and surplus City-owned lands and provides a vision and policies for how these lands will comprehensively redevelop over time into a vibrant, mixed-use, well-integrated **transit station area**.

Immediately east, and adjacent to the existing Glenmore Landing Shopping Centre, is the MAX Yellow Bus Rapid Transit (BRT) line and 90 Avenue SW Station which was completed in December 2019. This BRT station services Woodbine, Southland Leisure Centre, Heritage Park, Rockyview Hospital, Mount Royal University, Crowchild Trail, Marda Loop and downtown. Glenmore Landing is identified as a **transit station area** given its proximity to the MAX Yellow BRT line and 90 Avenue SW Station. The 90 Avenue SW Station provides the opportunity to redevelop the site to provide for transit-supportive land uses, community amenity spaces, enhanced connectivity, and a variety of residential housing options to function as a comprehensive community node.

The Glenmore Landing Shopping Centre was developed in the early 1980's and provides a mix of commercial **retail** and office uses predominantly within buildings that are one to three storeys in height.

On February 9, 2015 Council directed Administration through a Notice of Motion to work collaboratively with the owner of the Glenmore Landing Shopping Centre to explore the disposition of surplus City-owned lands to be included in a comprehensive plan for redevelopment.



Map 1: Context

Legend

-  90 Avenue SW Station
-  MAX Yellow BRT Line
-  Framework Boundary
-  Surplus Land

### **1.1 Purpose**

The Framework sets out the vision as well as development and implementation policies to guide redevelopment of the Glenmore Landing lands as shown on Map 1: Context.

### **1.2 Vision**

Glenmore Landing has and continues to be a desirable integrated urban node which brings people, activities, buildings and **public space** together. This Framework envisions this area evolving into a **transit station area** which will bring people together in a well-connected, integrated and active urban hub, centred around a High Street.

### **1.3 Authority of the Framework**

The Framework is a non-statutory plan authorized under the Municipal Government Act. It has been passed by resolution by City Council following a Public Hearing. Therefore, this represents City Council's direction with respect to the future planning and development of Glenmore Landing and should be taken into account by the Approving Authority when reviewing subdivision, land use and development applications within the Framework area.

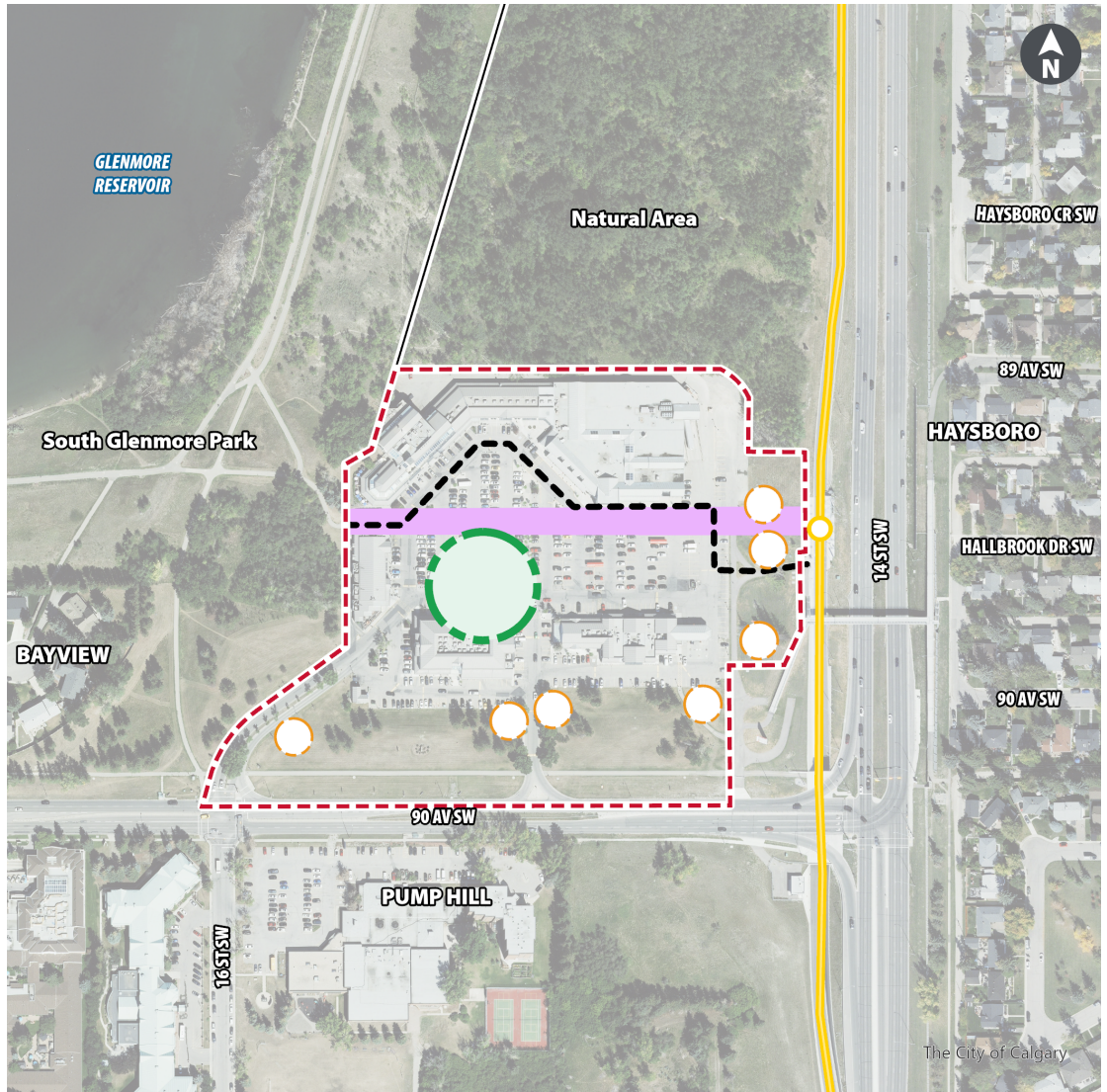
### **1.4 Interpretation of the Framework**

Any significant change to the Framework maps or policies requires an amendment. The maps and policies within the Framework are intended to guide decisions on land use redesignations, subdivision plans and development permits applications. The boundaries of the Framework area, the location of any symbols shown on a map and all quantities and figures are not intended to be absolute and may be varied where the Approving Authority considers the variance to be minor and consistent with the general intent of the Framework. In addition, a variance to policies may be allowed where, in the view of the Approving Authority, the variance is considered to be necessary to address unique circumstances that would otherwise render compliance impossible or impractical.

All illustrations, sketches and pictures are intended to illustrate concepts included in the Framework and are not an exact representation of an actual development. They are to serve solely as examples of what might occur after implementation of the Framework policies and guidelines.








## 2.0 Development Policies

To realize the vision for the redevelopment of Glenmore Landing, this Framework sets out development and implementation policies to guide planning applications. These include general policies that apply to the entire area (Map 1: Context) as well as policies that apply to specific areas as identified in Map 2: Policy Areas. Recognizing that this area will develop over several decades, the Framework also includes policies to guide implementation in Section 3.0 Implementation.



**Map 2: Policy Areas**

**Legend**

-  90 Avenue SW Station
-  Areas of Activation
-  Public Amenity Space
-  Interim Active Mobility Connection
-  MAX Yellow BRT Line
-  Framework Boundary
-  High Street

## 2.1 Land Use

1. Development may include a range of residential and commercial uses in stand-alone or mixed-use buildings.

## 2.2 Site Design

The following policies help guide site development by considering the location of buildings, **pedestrian** routes and vehicular movements.

### Policy

1. Development should be designed to improve **public space** and create safe, welcoming **pedestrian** environments along streets and within development sites. Design considerations should include:
  - a. establishing an integrated network of streets and **pedestrian** routes that connect directly to adjacent development sites, the High Street, public amenity space, the existing **pedestrian** overpass at 14 Street SW and 90 Avenue SW, adjacent public sidewalks, transit stops including the 90 Avenue SW Station and South Glenmore Park;
  - b. wide sidewalks that meet or exceed minimum standards on primary **pedestrian** routes;
  - c. establishing an integrated network of internal wheeling routes (such as wheelchair, stroller, bicycle and scooter) that provide direct connections to the **5A Mobility Network** surrounding the site;
  - d. landscaped areas that enhance and complement the interface between buildings and **pedestrian** routes;
  - e. limiting those areas that are dedicated to vehicular movement by minimizing drive aisles, driveway width and the number of locations where vehicles cross **pedestrian** routes;
  - f. site design that accommodates snow storage and removal; and,
  - g. opportunities to provide permeable surfaces to improve the retention and infiltration of stormwater.
2. With the exception of a single row of parking stalls on either side of the internal street network, which should include visitor and barrier-free parking stalls, all other on-site parking should be provided underground.
3. Where surface parking is provided, it should be designed to reduce its negative visual impact and minimize its impact on **public space**.
4. Development should provide secure bicycle parking and other active-transportation-supportive amenities such as end-of-trip facilities.
5. Development directly adjacent to or facing South Glenmore Park should be designed to activate the park at grade through site and building design measures including:
  - a. providing residential or commercial amenity space(s) facing the park;
  - b. providing windows that allow for views into the park;
  - c. locating residential units facing the park;
  - d. ensuring that back-of-house functions, such as loading and waste and recycling areas are not visible from the park; and,
  - e. providing landscaped areas to delineate **public space** and private space.



6. Development directly adjacent to South Glenmore Park should provide for a 4.0 metre setback from the park.
7. Development directly adjacent to the Natural Area located to the north of the Framework area should provide for a 6.0 metre setback from the shared property line.

### 2.3 Building Design

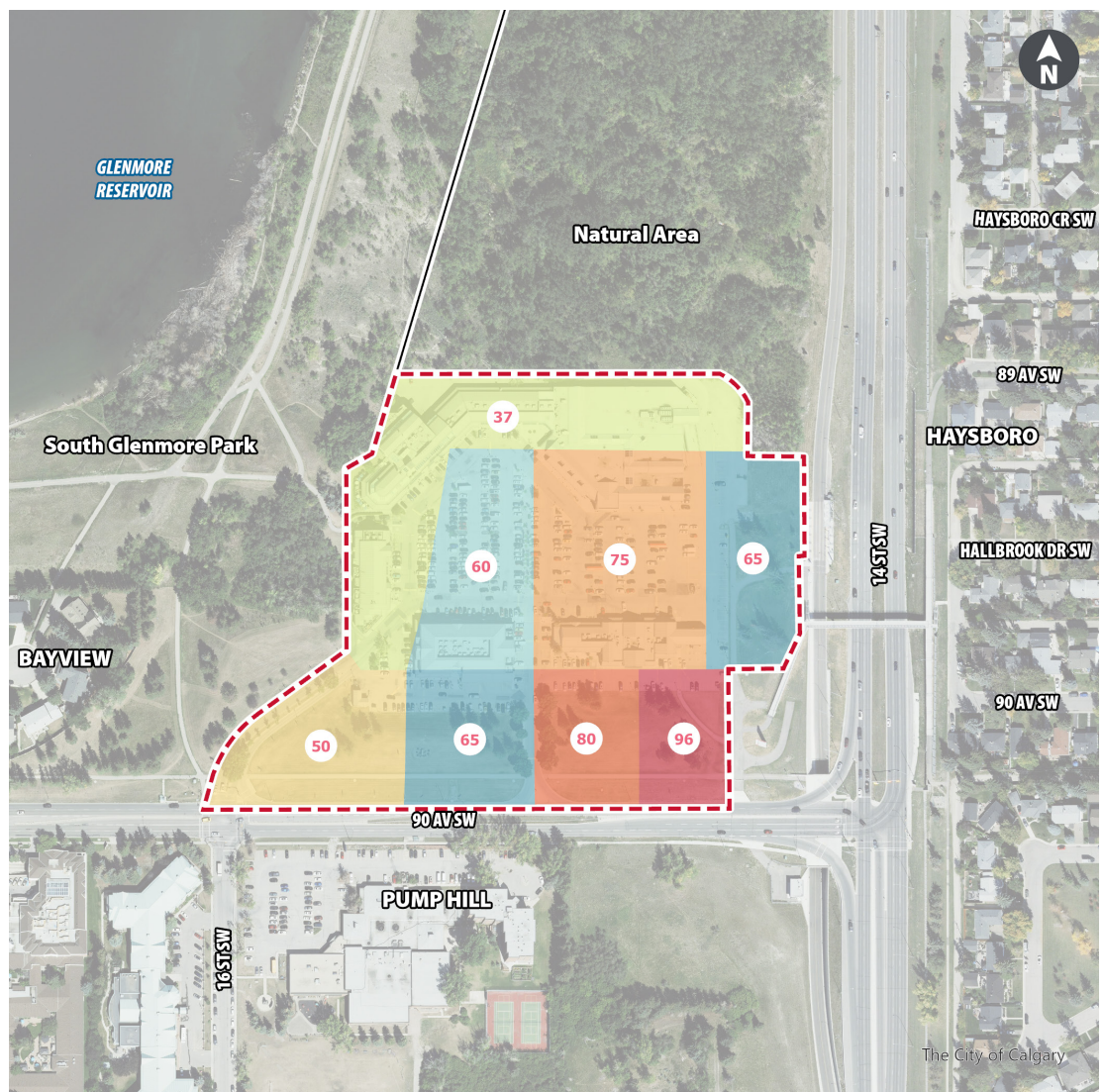
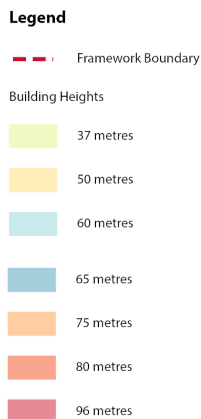
Well-designed buildings contribute to a sense of place and a positive **pedestrian** experience. Building massing influences how the height and volume of a building are perceived. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to **pedestrian** comfort and visual attractiveness. 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 space**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with **public space**. Building frontage design will vary based on the uses in the building.

#### Policy

1. Development should not exceed the maximum building heights shown on Map 3: Building Scale.

**Map 3:**  
Building Scale



2. Development should be designed to:
  - a. use building articulation to define the **street wall** and improve the **pedestrian** experience using varied textures, changes in building materials, façade articulation, or stepbacks;
  - b. differentiate the **street wall** from upper portions of a building using varied textures, changes in materials, façade articulation or stepbacks;
  - c. use variation in building heights, rooflines and massing to reduce building bulk, avoid long, uninterrupted building frontages and create architectural interest;
  - d. ensure that lobbies or entrances for uses located above the ground floor do not occupy more than 20.0 percent of any façade along the ground floor;
  - e. ensure that commercial uses on the ground floor are accessible from the street with frequent entrances, storefronts and windows to maximize views to and from the street and allow for opportunities to extend those uses into **public space**;
  - f. include building features such as entrances and canopies that shelter **pedestrians**, provide weather protection and visual interest, and support year-round activity;
  - g. integrate mechanical equipment as part of the overall design of the building; and,
  - h. use durable and climate-resilient building materials.
3. Residential frontages on the ground floor should provide:
  - a. well-marked, individual entrances for units which face a public street or internal **pedestrian** route;
  - b. windows with views to the street; and,
  - c. setbacks that allow for a transition from **public space** to private spaces and that incorporate landscape and design elements or amenity spaces.
4. To optimize sunlight access to **public space**, including the multi-use pathway in South Glenmore Park, any portion of a building above six storeys should:
  - a. have a floorplate of less than or equal to 800 m<sup>2</sup>;
  - b. provide a minimum horizontal tower separation of 20 metres; and,
  - c. be oriented to mitigate shadowing.
5. Developments directly adjacent to open space and natural areas including South Glenmore Park should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations include:
  - a. transparent windows and panels along the lower levels of buildings;
  - b. soft landscaping and glazing around rooftop amenity areas; and,
  - c. the placement and orientation of building lighting to limit light trespass into natural areas and open spaces.
6. Where common private amenity spaces are provided they should:
  - a. be flexible and adaptable to a variety of activities and programming;
  - b. include lighting and furniture;
  - c. consider sunlight and shade access; and,
  - d. provide weather protection to support year-round use.
7. Common private amenity spaces are encouraged to provide opportunities for community gardens to support local food systems, food security and community connections.

## 2.4 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.

### Policy

1. Landscaped areas should be designed to:
  - a. enhance and complement the interface between the building and **public space**;
  - b. incorporate existing, healthy trees and landscaping on or adjacent to development sites where feasible;
  - c. locate infrastructure in a manner that minimizes disturbances to existing public trees;
  - d. delineate open space and property boundaries;
  - e. provide shade in areas of high sun exposure;
  - f. provide continuous, evenly spaced trees to provide definition of edges;
  - g. ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
  - h. locate plants in areas suitable to their specific growing needs.
2. Plant material selected for landscaped areas should:
  - a. incorporate a range of plant species to promote biodiversity;
  - b. be climate resilient, including native and locally adaptive species;
  - c. avoid the use of invasive species;
  - d. use a range of tree species to contribute to the urban tree canopy;
  - e. provide year-round visual interest; and,
  - f. be low maintenance.
3. Water conservation strategies are encouraged in landscaped areas. These may include:
  - a. the use of drought tolerant or low water use plants;
  - b. grouping plants with similar maintenance needs together;
  - c. incorporating design features that collect and retain or allow for the infiltration of rainwater;
  - d. the use of high-efficiency irrigation systems; and,
  - e. redirecting surface runoff to landscaped areas, where appropriate.
4. The entrance at 90 Avenue SW and 16 Street SW should be designed to create a sense of arrival through design measures such as the creation of a wide shared promenade with trees, enhanced lighting, wayfinding, project branding, gateway features and street furniture.
5. Layered landscaping and a continuous row of canopy trees should be provided along 90 Avenue SW, 14 Street SW and primary internal streets.
6. Soft landscape buffers along the shared boundary between the Framework area and the adjacent natural area and South Glenmore Park should be provided. These plantings should be non-invasive, native species and designed to ensure sensitive transition between the natural and built environment.

## 2.5 Specific Policy Areas

To realize the Framework vision, the Framework sets out policies for specific areas within the **transit station area**. These include Areas of Activation, a public amenity area, and a High Street which are generally shown on Map 2: Policy Areas. The specific locations, dimensions and design of these spaces will be determined through the planning application process.

### 2.5.1 Areas of Activation

The space around and between buildings is an important aspect of the creation of well-designed **public space** within a **transit station area**. This should include Areas of Activation, characterized by active building frontages and public plazas, which support and facilitate public use and social interaction (Map 2: Policy Areas).

#### Policy

1. Areas of Activation should be designed to include:
  - a. **active uses** or amenity spaces that are oriented toward **public space**, where feasible;
  - b. accessible **pedestrian** spaces and routes that accommodate grade changes from the ground floor of buildings to finished grade;
  - c. high-quality surface treatments that include varied textures and materials; and,
  - d. landscaped areas that include trees as well as elements such as street furniture, pedestrian-scaled lighting, wayfinding signage, water features and public art.
2. Building frontages adjacent to Areas of Activation should:
  - a. provide primary entrances facing the Area(s) of Activation;
  - b. wrap building features and materials around a building corner; and,
  - c. continue public or publicly-accessible amenity space around a building corner, where provided.

### 2.5.2 Public Amenity Space

A centrally located public amenity space will provide a multi-use area for residents and visitors to gather and enjoy passive or active recreation opportunities (Map 2: Policy Areas). This space will be designed to accommodate a range of activities, include an enhanced **public space** and may also feature an amenity building. This space will also include integrated **pedestrian** routes that connect to adjacent primary **pedestrian** routes, the future High Street, public sidewalks and multi-use pathways, and transit stops including the 90 Avenue SW BRT Station.

#### Policy

1. The Public Amenity Space should be provided once 500 dwelling units have been constructed on the existing Glenmore Landing Shopping Centre lands.
2. The Public Amenity Space should be designed to:
  - a. be adequately sized to accommodate a high number of users;
  - b. accommodate grade changes from building ground floor to finished grade;
  - c. provide for high-quality surface treatments that include varied textures and materials;
  - d. include trees and landscaped areas;
  - e. be flexible and adaptable to a variety of activities and programming;
  - f. include decorative elements, such as street furniture, lighting, wayfinding signage, water features and/or public art;

- g. consider sunlight and shade access;
  - h. provide weather protection to support year-round use;
  - i. include **pedestrian** connections to surrounding sidewalks and the future High Street; and
  - j. explore opportunities for community gardens, local food sales, and community markets to support local food systems, food security and community connections.
3. Building façades adjacent to the Public Amenity Space should:
- a. complement the space using varied and high-quality materials; and,
  - b. provide windows and entrances that offer views to and from buildings adjacent to the public amenity space.

### 2.5.3 High Street

As Glenmore Landing evolves into a vibrant, mixed-use **transit station area**, a High Street will be provided (Map 2: Policy Areas). This High Street will ensure a safe and convenient east-west route between 90 Avenue SW Station and the multi-use pathways in South Glenmore Park to the west of the Framework area. The High Street will include at-grade commercial and **retail** opportunities and will serve as a key feature that organizes and defines the visual identity of the **transit station area** and creates a sense of place. The High Street is envisioned to include high-quality materials, urban site furnishings, landscaping, pedestrian-scaled lighting, wayfinding and public art elements. It will also be a **pedestrian** and wheeling only environment, with limited vehicular crossings.

Since redevelopment of the Framework area is expected to take several decades, it is important to consider how future residents and visitors will be able to safely walk and wheel between the MAX Yellow BRT line and 90 Avenue SW Station and the western **pedestrian** entrance into South Glenmore Park during the interim period. To address this, an Interim Active Mobility Connection will be provided with initial redevelopment, as generally shown on Map 2: Policy Areas, until the High Street is feasible. This connection will ensure critical east-west mobility connections are provided as development occurs in the Framework area.

#### Policy

##### Interim Active Mobility Connection

1. The Interim Active Mobility Connection should be provided with the first development permit application for a new mixed-use or multi-residential development in the Framework area.
2. The Interim Active Mobility Connection should:
  - a. provide enhanced, dedicated **pedestrian** and wheeling connections that meet or exceed minimum standards;
  - b. include pedestrian-scaled lighting, street furniture, wayfinding, and seating areas; and
  - c. feature enhanced landscaping that includes trees, shrubs, and soft and hard landscaped areas.

##### High Street

3. The eastern portion of the High Street should be constructed with the first development permit for a new mixed-use or multi-residential development on the surplus land immediately adjacent to the 90 Avenue SW Station.
4. The remaining portions of the High Street, connecting 90 Avenue SW Station with the multi-use pathways in South Glenmore Park should be provided in a phased manner with each adjacent development permit application for a new mixed-use or multi-residential development adjacent to the High Street.

5. A concept plan for a plaza area immediately adjacent to the connection of the west side of the High Street to the existing pathway into South Glenmore Park shall be provided with the first development permit application for a new mixed-use or multi-residential development contiguous with that portion of the High Street.
6. The High Street should be designed to include:
  - a. varied and high-quality surface materials;
  - b. **pedestrian** and wheeling routes that meet or exceed minimum standards;
  - c. traffic calming measures such as bulb-outs and enhanced **pedestrian** and wheeling crossings where the High Street intersects other streets;
  - d. pedestrian-scaled lighting, wayfinding and site furnishings such as seating, patio areas, bike racks and play areas;
  - e. weather protection elements such as pergolas, shade structures, and windscreens; and,
  - f. soft and hard landscaping that includes integration of green infrastructure, native and/or climate adaptive vegetation.
7. Motor vehicle access should not be allowed to the High Street with the exception of emergency vehicle access.
8. Motor vehicle parking stalls, visitor parking stalls and loading stalls should not be located between a building and the High Street.
9. Landscaping should include a minimum of 1.0 trees and 2.0 shrubs for every 45.0 square metres of landscaped area provided and should be located in the area closest to the edge of the High Street.
10. Development adjacent to the High Street should:
  - a. include **active uses** that are oriented towards **pedestrian** and wheeling routes;
  - b. provide for visual interest and articulation along the **street wall** including but not limited to colonnades, canopies, and overhangs every 15.0 metres measured horizontally along a building façade;
  - c. provide windows on the ground floor with unobscured glass that occupies a minimum of 40.0 percent of the façade between a height of 0.6 metres and 2.4 metres with the exception of multi-residential development;
  - d. provide for a step-back at or above 12.0 metres building height; and,
  - e. not be setback more than 5.0 metres from the edge of the High Street.
11. Where residential uses are provided on the ground floor, they should include an entrance that is visible from the High Street and a separate pathway that provides direct exterior access to the dwelling unit or shared entrance from the High Street.

## 3.0 Implementation

This Framework recognizes that redevelopment of Glenmore Landing into a vibrant, mixed-use, and integrated **transit station area** may take several decades. The following policies are intended to provide guidance for planning applications including studies and analysis to be provided with each application. These studies and analyses will support the review of planning applications.

### Policy

1. At the discretion of the Approving Authority, a detailed sun shadow analysis must be provided for each development permit application. This analysis will show intervals of one hour, between the hours of 10:00 am and 4:00 pm (MDT) between March 21 to September 21 and indicate shadows cast by the proposed development and any other development that has either been constructed or approved in the Framework area. The sun shadow analysis should demonstrate that the proposed building(s) will not significantly impact the adjacent natural area to the north and South Glenmore Park to the west.
2. A comprehensive detailed tree report must be submitted with each development permit application for a new building, which considers the conservation and protection of existing trees. This report will identify each tree located within the application boundary. This report should be completed by a Registered Consulting Arborist who is familiar with both tree risk assessment and tree protection plans.
3. Development permit applications for any new building over 12 storeys in height should provide a **Pedestrian Wind Comfort and Safety Study**. The Study should:
  - a. outline **pedestrian** level wind impact on **public space** including sidewalks and street frontages, building entrance areas, surrounding open spaces and rooftop amenity areas;
  - b. identify mitigation strategies to decrease the effects of the wind such as building massing, podium articulation, canopies and landscaping; and,
  - c. anticipate future changes to wind intensity and severe wind event frequency due to climate change.
4. All development activities should be informed by mitigation measures identified in a biophysical impact assessment or other studies required.
5. A comprehensive landscape plan is required for each development permit for a mixed-use or multi-residential building and should include:
  - a. consideration of existing landscaping on adjacent development sites, to allow for a compatible design approach throughout the Framework area;
  - b. mobility connections between development sites, to public sidewalks, and transit stops;
  - c. integration of the buildings with adjacent landscaped areas; and,
  - d. opportunities for gateway features or public art.
6. A comprehensive landscape design that consolidates the lands immediately adjacent to either side of the far south-east corner of the Framework area and the current **pedestrian** bridge landing must be provided. This landscape design shall accompany the first development permit application submitted for a new mixed-use or multi-residential development immediately adjacent to 90 Avenue SW Station.

7. An updated Traffic Impact Assessment will be required in conjunction with future tentative plan or development permit applications. This will include a Parking Study and Traffic Demand Management (TDM) component. Future revisions, addendums, proposals or submissions within the Framework area will be subject to further mobility review and analysis, at the discretion and satisfaction of the Manager, Development Engineering.
8. Planning applications should determine opportunities for greenhouse gas emission reduction through a renewable and low-carbon energy feasibility assessment.



## 4.0 Glossary

**5A Mobility Network** – the Always Available for All Ages & Abilities (5A) Network is a city-wide mobility network that consists of off-street pathways and on-street bikeways. It aims to provide safe, accessible, affordable, year-round options for transportation and recreation mobility network.

**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.

**Pedestrian** – the term often used for people walking on the street but should be read inclusively for people with mobility challenges.

**Public space** – the space between buildings that is 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.

**Street wall** – the portion of a building façade at the base of a building facing a street.

**Transit station area** – the area, up to 600 metres, surrounding an existing or future transit station along a primary transit line, such as Light Rail Transit or Bus Rapid Transit route, that includes enhanced amenities.