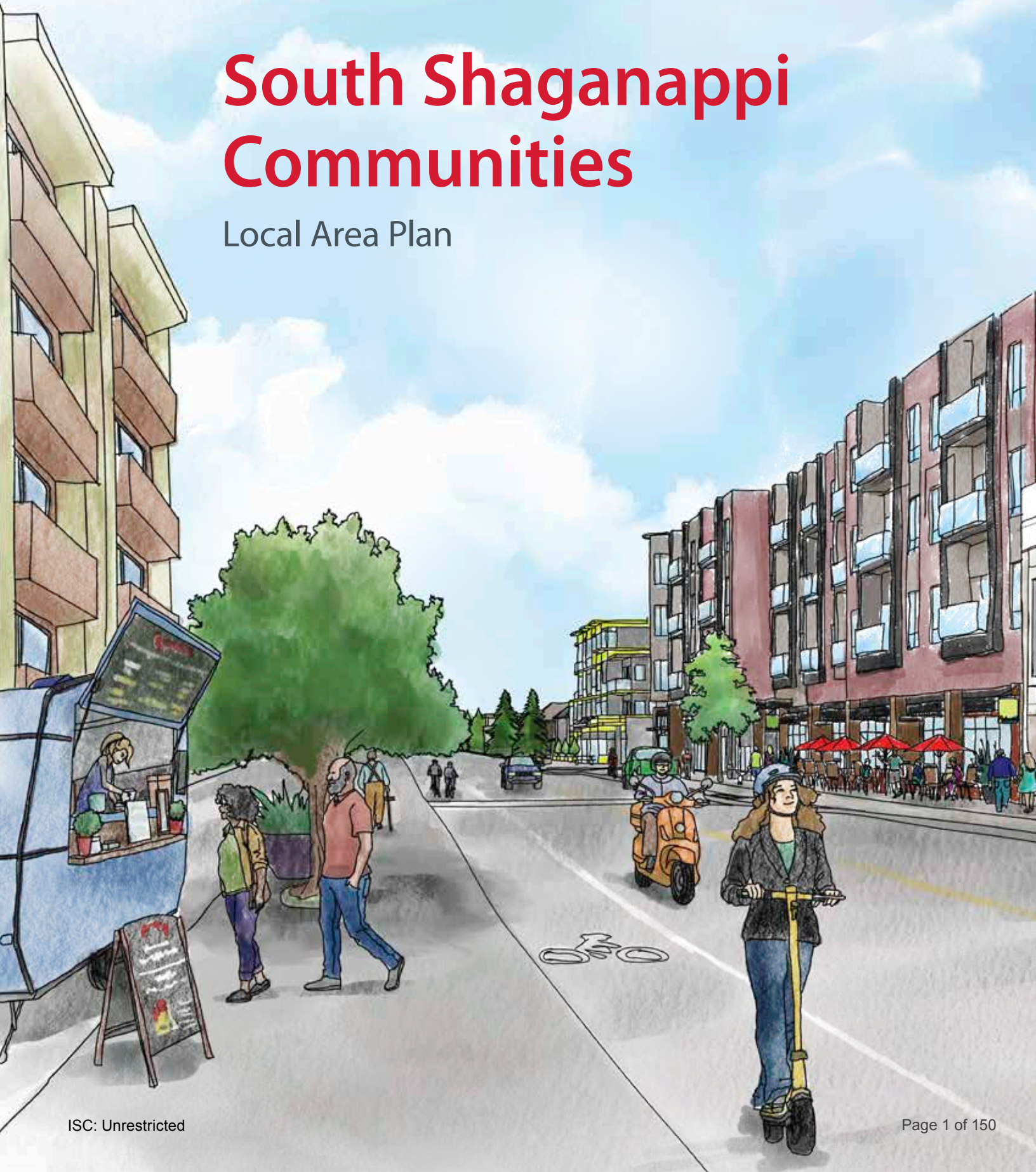
South Shaganappi Communities

Local Area Plan



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Land Acknowledgment

Calgary is situated within the ancestral lands and traditional territories of the people of the Nations that made Treaty 7. These Nations in Southern Alberta are: the Siksika, Piikani, Amskaapipiikani and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Îethka Nakoda Wîcastabi (Stoney Nakoda) First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The city of Calgary is also homeland to the historic Northwest Métis and to the Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6. We acknowledge all Indigenous people who have made Calgary their home.

In response to the findings and calls to actions of the Truth and Reconciliation Commission, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples. 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.

Executive Summary

About the Area

The South Shaganappi Communities is an area located in NW Calgary, north of the Bow River, with the communities of Banff Trail, Montgomery, Parkdale, Point McKay, St. Andrews Heights, University Heights, University District, University of Calgary, and Varsity.

The South Shaganappi Communities developed over the span of many decades, with a long history before being settled and eventually annexed into Calgary. Each of the nine communities have a unique history, experiencing growth and change.

Change and evolution is always ongoing in communities. The South Shaganappi Communities have experienced new residential and commercial redevelopment and will continue to provide opportunities for existing and future residents, businesses, and visitors. A further account of the history for each of the South Shaganappi Communities can be found in Appendix E: Additional Historic Information.

Current Context

Major institutions including the University of Calgary, Foothills Medical Centre, and Alberta Children's Hospital are located within the Plan Area, attracting and employing people from across Calgary and beyond.

Destinations like CF Market Mall, McMahon Stadium, University District, and the Bow River pathway system also draw people to the Plan Area, providing regional recreational and commercial activities. There are various parks and green spaces throughout the Plan Area, including Shouldice Park, Dale Hodges Park, Foothills Athletic Park, and the Bow River pathway system.

Banff Trail

Banff Trail and its commercial area, Motel Village, started developing in the 1950s and was one of the last subdivisions where The City acted as a developer, selling lots to individual homebuilders. The community developed as primarily low-density residential, with commercial businesses such as hotels and restaurants concentrated on the east side of the Banff Trail **LRT** Station in the Motel Village area. Today, Banff Trail is primarily residential on the west side of the Banff Trail **LRT** Station, experiencing new infill development including a mixture of housing types. Commercial uses continue to thrive in Motel Village with new **transit-oriented development** and mixed-use development including The Hub Calgary building.

Montgomery

Montgomery remained outside the city limits until 1963 but was first subdivided in 1910 and marketed as an exclusive suburb. Development of primarily low-density residential occurred into the 1960s and 1970s, following a grid street network with boulevard trees. The streetcar line was an important **infrastructure** for the community, converting into buses and electric trolley coaches by the 1950s. In recent years, Montgomery has experienced new infill development consisting of a mixture of low- to medium-density residential as well as new commercial uses concentrating along the Bowness Road NW and 16 Avenue NW **Main Street** areas.

Parkdale

Parkdale was part of the "Greater Calgary" annexation in 1910 and was immediately subdivided for predominately low-density residential development. Homebuilding stalled, however, after the boom ended in 1913 and resumed in the 1950s when much of the community's growth occurred. Since the early 2000s, Parkdale has experienced residential infill development including a mixture of low-density and multi-residential buildings. The **Activity Centre** located at Parkdale Crescent NW remains a local hub for businesses including restaurants that were established in the 1950s to 1970s.

Point McKay

Point McKay was part of the Town of Montgomery until it was annexed into Calgary in 1963. The land was acquired by a developer in 1977 and developed into townhouses and apartment complexes by the late 1970s and 1980s. Today, Point McKay remains a primarily residential community with access to parks, open spaces, and natural areas to the south, including the Bow River pathway system.

St. Andrews Heights

In 1910, St. Andrews Heights was annexed into Calgary. The community originated as a golf course until 1953 when it was developed into a predominantly low-density residential community. Residential development continued into the 1960s and 1970s, with the Foothills Provincial General Hospital opening in 1966. The community has started to experience some new low-density residential infill development. The Foothills Medical Centre remains an important institution in the area, with the Arthur J.E. Child Comprehensive Cancer Centre opening in 2024.

University Heights

University Heights was part of the "Greater Calgary" annexation in 1910 and was quickly subdivided as The Bronx. The land was reverted to The City after the boom ended in 1913 and eventually became Calgary's last City-led subdivision. The community first developed as primarily low-density residential in the 1950s and 1960s, with multi-residential development constructed in the late 1970s. Today, University Heights has a mixture of low- to higher-density residential with new low-density residential infill as well as mixed-use developments including the UXBorough development.

University District

Much of the University District lands remained undeveloped until the 2000s when the Alberta Children's Hospital was built. In the mid 2010s, the land was developed into a mixed-use district with a high street commercial area. Today, the area continues to develop with additional mixed-use, residential, and commercial buildings, welcoming new residents and businesses to the area.

University of Calgary

The University of Calgary campus lands remained largely agricultural use until the 1940s. However, the lands had a long history of institutional uses with the Alberta Normal School opening in 1906 which then eventually established as the Calgary branch of the University of Alberta in the 1950s. In 1966, the campus was granted autonomy as the University of Calgary. Today, the campus remains a hub for students, faculty, and staff to study, work, and conduct research. The campus continues to experience new development with LEED certified buildings including the certified Zero Carbon Building Design MacKimmie Complex.

Varsity

Varsity was developed in three phases, starting in the early 1960s and spanning into the 1980s. Development consisted of low-density residential and multi-residential as well as commercial areas including the Varsity Acres Shopping Centre (now named Shaganappi Village) and the CF Market Mall shopping centre. Varsity remains home to the **Activity Centre** on the CF Market Mall site, drawing Calgarians from across the city. The community continues to provide a mixture of low-density residential and multi-residential dwellings throughout the community, with new residential infill development.

Future Evolution

The South Shaganappi Communities Local Area Plan was developed to help guide where and how this area can continue to evolve over time. An overview of some of the future community improvements that are envisioned for the area as well as key locations where different types of new development are envisioned are summarized below.

Vision

The South Shaganappi Communities will continue to develop into a well-connected, innovative hub that supports recreation, economic activity, and livability through inclusive and vibrant mixed-use spaces and natural areas that are anchored by the regionally recognized University of Calgary, Foothills Medical Centre, and Alberta Children's Hospital.

Key Moves

The Plan's key moves are aligned with the core values.

Diversity of Housing

Supporting diverse housing options to meet the evolving needs of existing and future residents

- Providing diverse housing types and choices throughout the Plan Area that respond to the changing needs of Calgarians, including age, ability, and lifestyle choices.
- Supporting and enabling the provision of diverse housing options including student housing, **mixed-market housing**, and **non-market housing**, especially in proximity to the major institutions of the University of Calgary, Foothills Medical Centre, and Alberta Children's Hospital.

Improved Mobility Network

Improving connectivity for all mobility options between destinations within and beyond the Plan Area

- Highlighting opportunities to improve streets, pathways, and linkages to key destinations such as transit, institutions, shopping, and places of employment.
- Identifying **community corridor** improvements throughout the Plan Area including Varsity Drive NW, 40 Avenue NW, 32 Avenue NW, 3 Avenue NW/Parkdale Boulevard NW, Morley Trail NW, 24 Avenue NW, 19 Street NW, 29 Street NW, and Home Road NW.
- Enabling people to live closer to public transit and improving connectivity through concentrating growth around areas served by public transit, **transit station areas**, and higher activity residential streets that link destinations to one another.

Transit Oriented Development

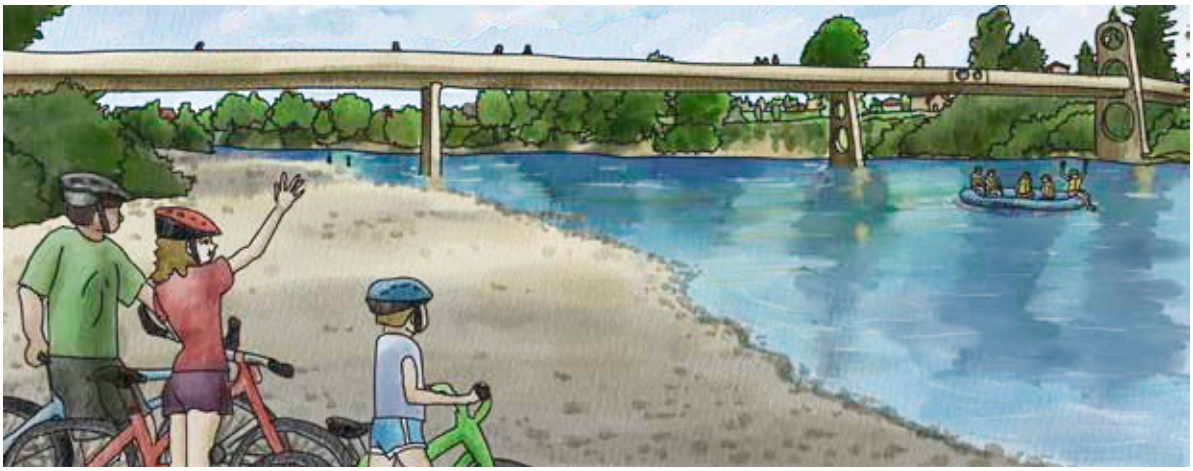
Strengthening transit station areas as community hubs for services and amenities

- Concentrating growth around the Red Line **LRT** and MAX Orange **BRT** stations, applying the highest building scales and a greater mixture of urban form categories to enable **transit-oriented development**.
- Supporting **transit station areas** as vibrant community hubs with services and amenities including publicly-accessible **infrastructure**.
- Identifying opportunities for **public space** and **pedestrian** experience improvements within the Banff Trail **transit station area**, as a place to connect people to transit, shopping, McMahon Stadium, and Foothills Athletic Park/ Foothills Multisport Fieldhouse.

Recreational Opportunities

Providing affordable and accessible recreational opportunities for all

- Supporting recreational opportunities that are affordable and accessible for residents of all ages, abilities, and cultural backgrounds.
- Identifying improvements to existing recreational opportunities including Shouldice Athletic Park, Foothills Athletic Park/Foothills Multisport Fieldhouse, and community facilities and spaces throughout the Plan Area.



Parks, Open Spaces, Natural Areas, and Bow River pathway system

Enhancing and conserving existing parks, open spaces, and natural areas

- Highlighting opportunities to enhance and invest in existing parks, open spaces, and natural areas including Shouldice Park, Dale Hodges Park, and community parks throughout the Plan Area.
- Recognizing the unique feature and significance of the Bow River pathway system by considering transitions in building scales towards the river and providing community improvements to protect and enhance natural areas surrounding the pathway.

Focus Areas For New Development

Key locations for Commercial Development (Neighbourhood Commercial)

Opportunities for new commercial amenities are envisioned along the Neighbourhood **Main Streets** of 16 Avenue NW and Bowness Road NW and connecting these streets along 46 Street NW. The Banff Trail **transit station area**, west of the station along 23 Avenue NW, is envisioned to support new commercial activity with activated frontages. Existing commercial areas like Parkdale Crescent NW in Parkdale and Shaganappi Village and Crow Sq. in Varsity will continue to support local businesses and allow for new commercial opportunities in the future.

Key locations for Mixed-use Development (Neighbourhood Flex)

Opportunities for new mixed-use development (either fully residential, fully commercial, or a combination of both) are located at strategic locations in the Plan Area including portions of University District, University Innovation Quarter, Motel Village, Parkdale, Dalhousie **transit station area**, Foothills Medical Centre **transit station area**, and surrounding the 16 Avenue NW and Bowness Road NW Neighbourhood **Main Streets**.

Key Locations for Residential with Small Local-focused Shops (Neighbourhood Connector)

Primarily residential with different housing types with opportunities for small local focused shops are envisioned along **community corridors** and residential streets that provide connections between destination points.

Key Locations for Primarily Residential Development (Neighbourhood Local)

Opportunities for residential homes or home-based businesses continue to be predominant throughout the Plan Area.

How To Read This Plan

The South Shaganappi Communities Local Area Plan (Plan) is a statutory document adopted as an Area Redevelopment Plan and approved by bylaw.

The policies and maps in the South Shaganappi Communities Local Area Plan are used to help guide decisions about the ongoing evolution of the South Shaganappi Communities. Residents, landowners, builders and developers, city planners, and Councillors can commonly refer to the South Shaganappi Communities Local Area Plan when new development and community improvements are proposed and considered within the South Shaganappi Communities.

Citywide Policy

The City's **municipal development plan** outlines a broad vision and goals for how Calgary should grow.

Local Policy

Local area plans must align with the broader direction of The City's **municipal development plan** but provide more localized and specific guidance.

The South Shaganappi Communities Local Area Plan includes the following sections:

Chapter 1 Visualizing Growth

Includes the vision for the area, core values that support the vision, history, and current context of the South Shaganappi Communities.

Chapter 2 Enabling Growth

Includes a future growth concept (Urban Form Map and Building Scale Map) as well as policy direction that must be aligned if new development is proposed.

Chapter 3 Supporting Growth

Includes specific goals, objectives, and implementation options for future investment opportunities to support the Future Growth Concept through **public space** investments and improving mobility **infrastructure**.

Chapter 4 Implementation and Interpretation

Contains information regarding the Plan's policy framework, legal interpretation, status and limitations, implementation and monitoring, and Glossary of Terms (terms in chapters one through four that are identified by **bold font**). Key interpretation information for the terms should/shall/encourage are provided.

Appendices

Additional non-statutory plan information can be found in the Appendices such as additional investment opportunities, supplementary maps, and historical information.

1 Visualizing Growth

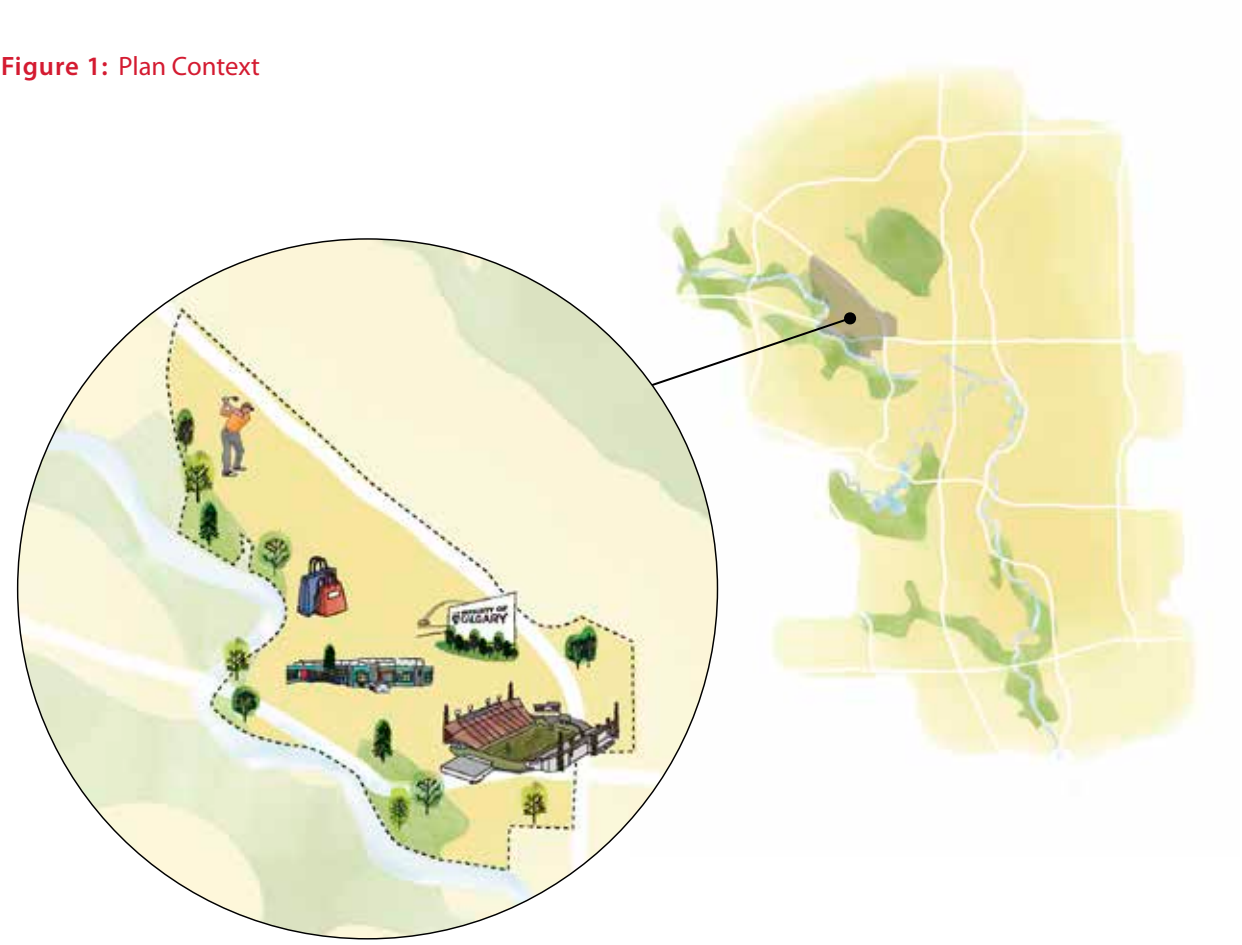
1.1 Introduction

The South Shaganappi Communities Local Area Plan (Plan) is a statutory policy document that sets out a long-term vision and identifies opportunities to create a framework for growth and change in the Plan Area. The Plan Area includes nine residential communities bounded by Crowchild Trail NW, Morley Trail NW and West Confederation Park to the north; 19 Street NW, 18 Street NW, Crowchild Trail NW and 29 Street NW to the east; the Bow River to the south; and the Bow River, Dale Hodges Park, and Silver Springs Gate NW to the west (Figure 1: Plan Context).

The Plan Area includes the communities of Banff Trail, Montgomery, Parkdale, Point McKay, St. Andrews Heights, University District, University Heights, University of Calgary, and Varsity (Map 1: Community Context). These nine communities each have their own unique history which is detailed in Section 1.3.

The Plan guides growth and change and identifies amenities and **infrastructure** required to support growth in these communities to achieve the Plan's vision. The Plan takes a multi-community approach that recognizes and builds upon the shared assets, amenities, and natural features that go beyond the boundaries of a single community and benefit the broader area. The Plan is meant to be updated periodically as development and change occur.

Figure 1: Plan Context



Map 1: Community Context

Legend

- Community Boundary
- Plan Area Boundary

1.2 Vision and Core Values

Vision

The South Shaganappi Communities will continue to develop into a well-connected, innovative hub that supports recreation, economic activity, and livability through inclusive and vibrant mixed-use spaces and natural areas that are anchored by the regionally recognized University of Calgary, Foothills Medical Centre, and Alberta Children's Hospital.

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.

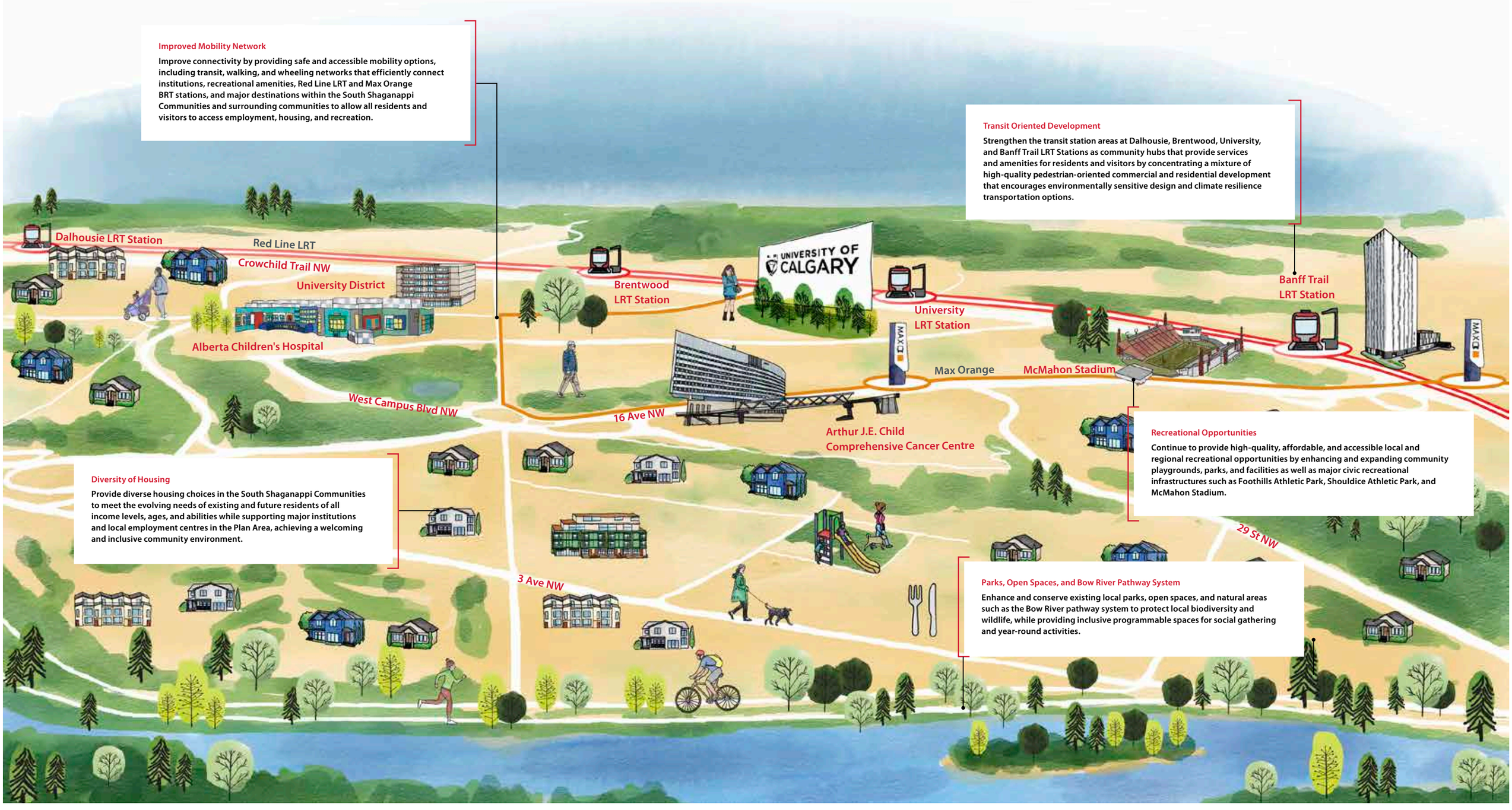


Figure 2: Illustrative Map

1.3 Community Context

History

Calgary is situated within the ancestral lands and traditional territories of the people of the Nations that made Treaty 7. These Nations in Southern Alberta are: the Siksika, Piikani, Amskaapipiikani and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the Îethka Nakoda Wîcastabi (Stoney Nakoda) First Nations, comprised of the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The city of Calgary is also homeland to the historic Northwest Métis and to the Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6.

Indigenous Foundations

It was here, according to Indigenous worldviews, that people were created and where First Nations peoples had lived since time immemorial. At least one traditional creation story involves the two rivers that converge in Calgary, the Bow River and Elbow River. The area at the confluence of these two rivers was an inseparable part of the land that Indigenous peoples knew intimately. The confluence provided shelter for winter camps, breezes and sheltering hills that offered relief from summer heat and insects, plenty of wood and water and an excellent ford at the Bow River. It was important as a meeting place and as a place of seasonal inhabitation. It lay within the wintering range of migratory bison that were the staple food of the region. In the Blackfoot language, they call this place, Mohkinstsis. The Îethka Nakoda Wîcastabi First Nations refer to the Calgary area as Wicispa Oyade and the people of the Tsuut'ina Nation call this area Gutsitsi. The Métis call the Calgary area Otoskwunee.

Agricultural use and urban development, which preceded the passage of the Alberta Historical Resource Act (originally known as the Alberta Heritage Act) in 1973, has widely disturbed physical evidence of Indigenous life in present-day Calgary. Nonetheless, archaeological work in the city has provided evidence of bison kill sites, adjacent bison processing sites and campsites, including precontact campsite evidence in Montgomery, Parkdale, Point McKay, and Varsity and precontact evidence in University District. Further archaeological research has the potential to identify more evidence such as the existence of bison processing camps along the Bow River in Montgomery.

The confluence and its surrounding area were part of broader patterns of seasonal inhabitation and trade routes. When non-Indigenous fur trade companies opened trading posts in Edmonton and Rocky Mountain House in the 1790s, those places became destinations for semi-annual trade expeditions and sources for tools, weapons, and other necessities. Colonial trails and some modern city roads and rural highways, derive from Indigenous trails. This area was traversed by the historic Morleyville Trail, an Indigenous trail that was renamed after Methodist missionary George McDougall established his mission at Morley.

Photo: "William Bruce Farm, Calgary, Alberta.", 1894, by Unknown. Located where Brentwood Shopping Centre was built in 1963. Man on rake is Dave Bruce, on mower is Bruce Hunter and on horse in front is William Bruce. Libraries and Cultural Resources Digital Collections, University of Calgary, CU175841.

Permanent Settlement

As a colonial settlement, Calgary began in 1875 as a North-West Mounted Police post two years before the signing of Treaty 7. By the time the 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 became a city in 1894.

In 1883, the Dominion Land Survey divided this land, along with the broader region, into 640-acre sections, 36-section townships and ranges made up of townships. East of present-day 37 Street NW, the Plan Area is located within Township 24, Range 1 west of the Fifth Meridian (Tp 24-1-W5M), the same township where Calgary was situated entirely before it grew spatially in the twentieth century. After a series of smaller annexations beginning in 1901, the "Greater Calgary" annexation in 1910 brought the entire township within the city limits. This area included the present-day communities of Banff Trail, Parkdale, St. Andrews Heights, and the University of Calgary. This township also includes the University of Calgary Research Park (currently called University Innovation Quarter), which is an eastern extension of Varsity and has an unusual annexation history. As part of Section 31-24-1-W5M (which also includes much of Brentwood and parts of Charleswood), it was annexed in 1910 but then de-annexed in 1923. It remained outside the city limits until 1954, when it was re-annexed.

West of 37 Street NW, the Plan Area is located in the next township over (Tp 24-2-W5M), where Calgary expanded beginning in the 1960s. For the most part, the South Shaganappi Communities that lie east of 37 Street NW (Banff Trail, Parkdale, St. Andrews Heights, and the University of Calgary) are on land that was annexed into Calgary in 1910. The area west of 37 Street NW was annexed incrementally in 1961 (most of Varsity) and 1963 (Montgomery, Point McKay, and University District).

In the 1890s, the CPR received land grants for present-day Parkdale, St. Andrews Heights, University District, and parts of Varsity (including the University of Calgary Research Park). This was part of a federal government incentive to the railway company to build the transcontinental. As the railway was such an expensive prospect, the CPR received $25 million and 25 million acres of land, from which the railway company maximized its profit.

Beginning around 1886, William Bruce (1839–1922) ranched on the future site of Brentwood, and his land might have included the future University of Calgary Research Park. Bruce's land was on Section 31, which was annexed in 1910, de-annexed in 1923 and re-annexed in 1954.

In today's Banff Trail community, land grants went to William Rex Virtue and Edwin William Hume (in the northern part of the community) and to Ernest Merrett Adams and Lena M. Devenish (in the southern part).

The University of Calgary occupies the north half and about half of the southeast quarter of Section 30-24-R1-W5M. George Bennett received the land grant for the northwest quarter, Thomas Brown Lee the northeast, and Alexander McEwen the southeast.

University Heights is situated in the southwest quarter and the other half of the southeast quarter. Charles Henry Parlow received the grant to the southwest quarter.

In present-day Montgomery, land grants went to Oswald Asheton Critchley, Thomas Somerville Charters Lee, and the Hudson's Bay Company. Alfred Sidney McKay homesteaded in what is now Point McKay.

Varsity, the largest of the South Shaganappi Communities, was divided between William Byers, James Hewitt, James Johnston, Joseph McPherson, brothers Arthur Wolstan Edwin Riley and Harold William Hounsfield Riley, William B. Steel, and the CPR.

Twentieth Century

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. The 1910 annexation, as it affected the Plan Area, was part of a much larger annexation known at the time as Greater Calgary. Speculators began purchasing farmland and registering subdivision plans. Within the city limits of 1910, these subdivisions included: Parkdale Addition (in present-day Parkdale and the Foothills Hospital site in western St. Andrews Heights); The Bronx, Bronx Villa, and Golden Bronx (in University Heights); the Bennett Estate, Berkeley, Capitol Hill Addition, Ingledale, North Parkdale, and Rosemont Park (on the University of Calgary campus); and Trinity Estate, West Pleasant Heights, and a western extension of Capitol Hill (in Banff Trail). West of the city limits, rancher James Shouldice subdivided his land, in what is now Montgomery, as Shouldice Terrace.

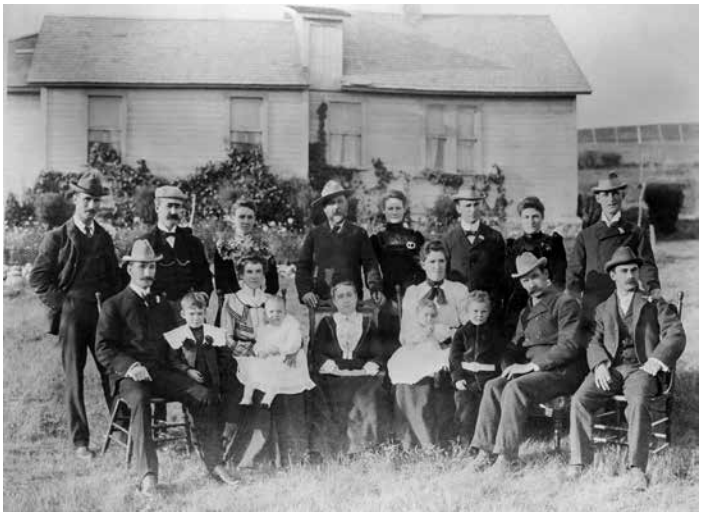


Photo: "Thomas Riley, Calgary, Alberta.", 1901. L-R back row: Harold W. Riley; Thomas Junior Riley; Mrs. Frank (Louise) Holmes; Thomas Senior Riley; Mrs. Wyburn (Emily) Edmonds; E. J. Riley; Mrs. John (Maria) Halstead; Alfred Riley. L-R front row: Frank R. Riley; Harold R. Riley, Frank's son; Mrs. Frank R. Riley; Frank Junior Riley, baby; Mrs. Thomas Riley, Senior; Mrs. Ezra Riley; Louise Riley, baby; Thomas Riley; Ezra Riley; Arthur Riley. Libraries and Cultural Resources Digital Collections, University of Calgary, CU1157420.

Photo: "Aerial view of northwest Calgary, Alberta," 1956, by Rosettis Studio. Looking northwest from Parkdale towards Nose Hill. McMahon Stadium, University Drive and Trans Canada Highway are drawn in. Published in the Calgary Herald, 26 February 1957, page 1. Libraries and Cultural Resources Digital Collections, University of Calgary, CU1131800.

Of these now existing communities, the only community that started to develop sparsely in the first half of the century was Parkdale Addition, now known as Parkdale. Well into the new century, the area still included athletic grounds, a golf course, and a riding academy. The catalyst for Parkdale's development was the Calgary Municipal Railway, which was established in 1909, and particularly the streetcar system's Bowness line that was completed in 1912. Developer John Hextall subdivided Bowness, which lay outside the city limits until 1964, and he donated the Hextall Bridge (in present-day Montgomery) and land for Bowness Park in exchange for a streetcar connection to the luxurious suburb that he envisioned. The Bowness line traversed

Parkdale on its way to Bowness. Homebuilders gravitated toward areas close to streetcar routes. Streetcars also made commercial development feasible beyond the city centre. Early subdivisions clustered around the streetcar lines and shared similar features, including grid street networks fronted with boulevard trees and landscaped yards. From 1912 until 1950, streetcars served Parkdale residents and made the Foothills Dine and Dance in present-day Montgomery a popular establishment between Calgary and Bowness.

The street railway was renamed the Calgary Transit System (CTS) in 1946, and its operation was converted to buses and electric trolley coaches by 1950. Like buses, electric trolleys were trackless rubber-wheeled vehicles, but their routes necessarily followed the overhead lines that powered them through trolley poles that projected upward from the vehicle's roof. A trolley coach route replaced the Bowness line as far west as 37 Street NW, where the Parkdale loop allowed the electric coaches to turn around using a loop in the overhead power lines. CTS was renamed Calgary Transit in 1970, and trolley coaches were replaced by buses in 1974.

Photo: Photo: "Calgary Municipal Railway car 55, Calgary, Alberta.", 1950-03-18. Libraries and Cultural Resources Digital Collections, University of Calgary, CU1207635

After the Second World War, Calgary experienced significant urban growth supported by returning veterans, European immigration, government incentives, and the late 1940s oil boom. This resulted in new residential development both in established neighbourhoods and in new subdivisions. The City established a Planning Department in 1951 and adopted the "neighbourhood unit" concept that comprised residential streets, schools, houses of worship, convenience stores, social services, parks, and playgrounds, all enclosed by busier collector streets that featured commercial development, including gas stations and neighbourhood shopping malls, at major intersections.

Photo: "Miss Marjorie Topp, Normal School pupil, Calgary, Alberta.", 1926. On Saturday hike, at Shouldice Bridge. Libraries and Cultural Resources Digital Collections, University of Calgary, CU192388 (Legacy Identifier: NA-2125-5)

Up to the mid-1950s, The City acted as developer, building **infrastructure** and utilities itself and selling individual lots to builders. The City developed Banff Trail under this model in 1953, and it attempted to do so for the last time with University Heights in 1961. But under a new system established in the mid-1950s, private developers could buy land to build entire subdivisions, and The City offloaded construction and cost of utilities and **infrastructure** to developers. Local builders joined forces to create new development firms like Carma Developers (the precursor to Brookfield Residential), which assumed development of University Heights in 1962 and developed Varsity in the 1960s and early 1970s. Ellis V. Keith, one of the founders of Kelwood Corporation, built homes in Parkdale and, in 1953, developed St. Andrews Heights on the former St. Andrews Golf Course through his company, Keith Construction.

Montgomery emerged at mid-century from Shouldice Terrace, and it developed as a fringe community where residents worked in Calgary but lived outside the city limits where municipal taxes were lower. Montgomery was incorporated as a village at the beginning of 1958 and as a town just months later. In 1963, Calgary annexed Montgomery as well as the future site of Point McKay. Ottawa-based Campeau Corporation developed Point McKay in 1977 on the site of Cinema Park, a drive-in theatre complex built in 1953.

As late as the 1940s, agricultural use prevailed on the future University of Calgary campus. From 1914 to 1919, Walter Watts (ca. 1874–1919) operated the Thistle Dairy in the northeast portion of the future campus, followed by William Inverarity (1875–1953), his wife Ann (née Paterson, 1876–1953) and their children. The Inveraritys retired from dairying in 1948. The university traces its roots to the Calgary Normal School, a teacher-training college established in 1906. It was absorbed into the University of Alberta's Faculty of Education in 1945 and became the foundation of a complete Calgary branch of the provincial university by the 1950s. The present campus site was reserved in 1957, and the campus opened in 1960. The University of Alberta, Calgary became the autonomous University of Calgary in 1966.

Mid-century developments in the South Shaganappi Communities were part of a modern transformation in northwest Calgary after the Second World War. Within the Plan Area, amenities included Motel Village, the University of Calgary campus, the Foothills Hospital, and the routing of the Trans-Canada Highway along 16 Avenue NW.

Photo: "Aerial View of University of Calgary, Calgary, Alberta." ca. 1970. City of Calgary Archives, CalA PP-01458.

In 1981, Calgary Transit re-introduced rail service with the CTrain, which began operation in 1981 and reached the South Shaganappi Communities in 1987 with the Banff Trail and University **LRT** Stations. Graham McCourt, a precursor to GEC architecture, designed the diminutive Banff Trail structure with its side-loading platforms like a small-town train station. It was enlarged and refurbished in 2014. CJC Architects designed University Station to interpret larger-scale historic railway station complete with a sloping roof and large overhangs.

In 1995, the University of Calgary received the West Campus Lands as an endowment. It became the site of the new Alberta Children's Hospital in 2006, and the area was renamed University District in 2014. It has since been developed as a LEED ND Platinum status mixed-use district with a high street commercial area.

Photo: "University of Calgary Science Building, Calgary, Alberta." 1970, by Fred Kobsted. City of Calgary Archives, CalA PP-01452.

Community Characteristics

The South Shaganappi Communities and surrounding land contain characteristics that were considered as part of the development of the Plan. Key characteristics are shown on Map 2: Community Characteristics and Attributes.

Topography

The South Shaganappi Communities are situated northwest of downtown and north of the Bow River. The area is characterized by a mix of terrain that slopes down towards the Bow River. The region includes escarpments along the western boundary of Varsity. The sloping terrain extends from Varsity's southern boundary at 32 Avenue NW and Home Road NW to St. Andrews Heights' southern boundary at Crowchild Trail NW and 7 Avenue NW. This steep gradient also comprises Parkdale's northern boundary, dividing Parkdale and the Foothills Medical Centre, the stretch of Shaganappi Trail NW between 16 Avenue NW and University Avenue NW, and Montalban Park.

Natural Features and Open Space

The South Shaganappi Communities are part of the Bow River watershed. Development adjacent to the Bow River may be subject to flooding and is identified as part of the **floodway** or **flood fringe**.

The South Shaganappi Communities also include a range of natural areas and open spaces, including Dale Hodges Park, Shouldice Athletic Park, Montalban Park, Karl Baker Park, Varsity Ravine Park, the privately owned Silver Springs Golf and Country Club, as well as park and open spaces located throughout the communities. Additionally, the area features walking and wheeling pathways that attract Calgarians across the city. Along the Bow River are natural and developed open spaces, including Parkdale Plaza, and Tourmaline Outdoor Fitness Park. The riparian lands adjacent to the Bow River are environmentally significant and critical components of Calgary's ecological network that support biodiversity.

Urban Tree Canopy

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

Main Streets

The portion of 16 Avenue NW between 21 Street NW and 19 Street NW is classified as an Urban **Main Street** and Bowness Road NW and 16 Avenue NW in Montgomery are classified as Neighbourhood **Main Streets**.

Activity Centres

The Plan Area contains several Major **Activity Centres**, including Alberta Children's Hospital, Foothills Athletic Park, Foothills Medical Centre, McMahon Stadium, University District, University Innovation Quarter, and University of Calgary campus. The South Shaganappi Communities also includes one Community **Activity Centre**, CF Market Mall, and three Neighbourhood **Activity Centres**.

Public Transit Infrastructure

The South Shaganappi Communities are serviced by local bus service and four Red Line **LRT** stations: Banff Trail, University, Brentwood, and Dalhousie Stations. Brentwood Station is a key **transit hub** as it connects the **LRT** service with **BRT** service in the area. MAX Orange **Bus Rapid Transit** (**BRT**) connects 16 Avenue NW and the Brentwood **LRT** Station through the University Campus. Bus routes also provide connections throughout the area and to citywide destinations such as hospitals and post-secondary institutions.

Pedestrian and Cycling Infrastructure

The South Shaganappi Communities are served by a range of pathways and bikeways, which are interconnected with the city-wide **Always Available for All Ages and Abilities (5A) Network**, providing safe, accessible, affordable, and year-round transportation and recreation options for all Calgarians. These connections include regional pathways along the Bow River and through Dale Hodges Park, as well as bikeways along Bowness Road NW, 16 Avenue NW, and stretches of 7 Avenue NW and 5 Avenue NW.

Historic Resources

Some of the South Shaganappi Communities' **heritage resources** have been formally recognized on The City of Calgary's **Inventory of Evaluated Historic Resources**, while others have heritage value and may merit future inclusion on the **Inventory**. Overall, most **heritage resources** in the South Shaganappi Communities are not legally protected from significant alteration or demolition, but they still contribute to the historic character of the community.

There is the potential for undiscovered historic resources which must be considered as redevelopment occurs and may impact development. In accordance with the Historical Resources Act, sites with historic resource value require provincial approval.

Civic Facilities and Community Amenities

The South Shaganappi Communities have a range of civic and recreation facilities, including Father David Bauer and Norma Bush Arenas, Foothills Athletic Park, Shouldice Aquatic Centre, Shouldice Athletic Park, Silver Springs Golf Course, and the Olympic Oval.

Other community amenities include schools and Community Association buildings as well as multiple parks, open spaces, and public art installations (Map 2: Community Characteristics and Attributes). Park and open spaces in the area include a variety of uses, including several dog parks, playfields, courts, and playgrounds.

Climate Risk

The City 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. 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, extreme heat and heavy rainfall events are projected to be the highest risks climate hazards in the future, as heat waves will continue to increase in magnitude and frequency and as stronger storms cause localized flooding.

The large tree canopy in the South Shaganappi Communities is vulnerable to climate change impacts, such as drought and severe winds. However, trees reduce the risk of extreme heat and higher average temperatures and improve air quality, thus helping to reduce South Shaganappi Communities' vulnerability to climate impacts.

Electrical Power

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas of the 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.

Floodplain

The South Shaganappi Communities are part of the Bow River watersheds. Development adjacent to the Bow River may be subject to flooding and is identified as part of the **floodway** or **flood fringe**.

Map 2: Community Characteristics and Attributes

Legend

- Aquatic and Recreation Centre
- Swimming Pool
- Arena
- Community Centre
- Hospital
- Library
- School
- Red Line LRT
- MAX Orange
- Transit Station Radius
- Freight Rail Corridor
- Community Corridor
- Neighbourhood Activity Centre
- Major Activity Centre
- Community Activity Centre
- Urban Main Street
- Neighbourhood Main Street
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

2 Enabling Growth

2.1 Introduction

The Plan sets out a future framework for growth and change that recognizes and builds on the characteristics of the South Shaganappi Communities. Policies in this section provide the direction to realize the vision and core values of the Plan.

The Plan guides future growth around Bowness Road NW and 16 Avenue NW Neighbourhood **Main Streets**, 16 Avenue NW Urban **Main Street**, **transit station areas**, Major and Community **Activity Centres,** and **community corridors** in the Plan Area. Future growth will be guided by the Plan's vision and core values, ensuring that growth and change within the South Shaganappi Communities will be supported to capture the unique communities in the area.

2.1.1 Future Growth Concept

The Future Growth Concept in this Plan envisions accommodating growth and change in key areas identified within The City's **municipal development plan**. The Plan is further informed by planning, technical analysis, and public engagement conducted during the drafting of this Plan.

The Plan envisions the highest densities and activity levels to be located around **transit station areas** and the Major **Activity Centres**, including the University of Calgary, McMahon Stadium, Foothills Athletic Park, University Innovation Quarter, University District, Alberta Children's Hospital, and Foothills Medical Centre. These areas will support employment opportunities and attract residents as well as visitors to socialize, recreate, and enjoy shops and restaurants. New development in these areas will contribute to a high-quality **public space** and street experiences with a mixture of low-modified to high building scales that promote quality **public spaces**.

Other focus areas for growth and development include **Main Streets**, **community corridors**, and Neighbourhood **Activity Centres**. These locations will accommodate moderate growth and provide opportunities for local businesses as well as mixed-use and residential development. The Plan further envisions the South Shaganappi Communities continuing to provide residents with opportunities to recreate and live while the institutions contribute to the economic diversity in the area.

The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. The two maps are intended to be read together as they form the basis of where growth and activity will be realized in the Plan Area and define the general function for different parts of the South Shaganappi Communities. The specific urban form categories and building scales are described in relation to the overall vision in the policy sections that address each of the distinct geographic parts of the South Shaganappi Communities Plan Area.

In addition to the urban form and building scale policies, the Plan includes general policies in Section 2.4 and area-specific policies in Section 2.5. General policies will apply across the Plan Area, while the specific policies are designed for locations where more specific policy direction is required to achieve desired outcomes.

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) and policy directions for the South Shaganappi 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 is provided in Section 2.3 Scale Modifiers. To understand the type and scale of development that is appropriate in the Plan Area both maps should be read together.

Map 3:
Urban Form

Legend

Urban Form

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

Additional Policy Guidance

- Comprehensive Planning Site *
- Active Frontage
- Plan Area Boundary

* Comprehensive Planning Sites provide direction for one or more parcels where additional planning will be needed to support future planning applications.

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 Scale Modifier
- Natural Areas
- 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 eleven urban form categories that direct land use and **built form** in the South Shaganappi Communities. This section identifies the characteristics of the urban form categories and where they apply as well as land use, 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. These policies will identify 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.

Additional Policy Guidance

Only applies to an urban form category where noted:

Active Frontage

May overlay any urban form category:

Comprehensive Planning Site

Urban Form Categories

Neighbourhood

- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local

Vehicle-Oriented Commercial

- Commercial Centre
- Commercial Corridor

Parks, Civic and Recreation

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

Regional Campus

- Regional Campus

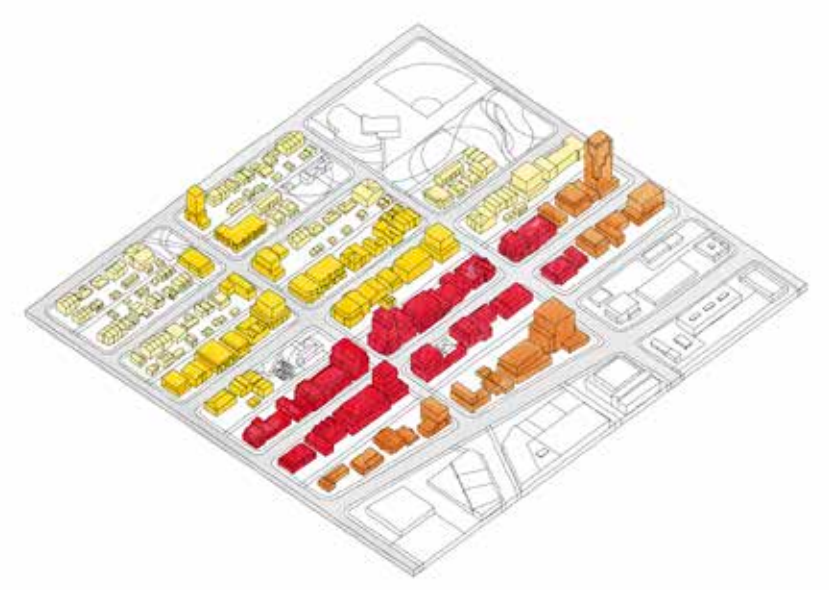


Figure 3: Neighbourhood Urban Form Categories

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 space**. 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 space** 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 South Shaganappi Communities, where people go to shop and gather. While people also live in these areas, the **public space** 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 should not be located in any one or more of the following:
   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;
   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. provide 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. **Public spaces** should provide continuous, unobstructed **pedestrian** routes that can support a variety of active and passive activities and provide high-quality landscaping for **pedestrian** comfort in all seasons.

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

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.

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 should be located facing lower activity streets or lanes.

c. Vehicle-oriented uses should not be located in Active Frontage 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:

d. Development in Neighbourhood Commercial areas should:

   i. integrate any 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.

e. **Public spaces** should be designed to support high volumes of **pedestrians** in all seasons through features such as wide sidewalks, street furniture, and lighting.

f. Active Frontage areas should not provide vehicle access to off-street parking or loading from the higher activity street.

g. Development in Active Frontage areas should support **active uses**. 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; and,

   iii. a floor-to-ceiling height that supports a range of **active uses**.

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, and residential uses on the ground floor. Uses may be mixed horizontally or vertically within a building or a block.

Policy

Land Use

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

b. When redevelopment occurs on parcels containing places of worship, incorporating mixed-use development with places of worship is encouraged.

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. **Public space** should be designed to support moderate to high volumes of **pedestrians**.

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially oriented areas of the South Shaganappi Communities. While some commercial and home-based business opportunities exist here, the **public space** 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 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:

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.

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;
   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. **Public spaces** may include features such as wide sidewalks and cycling **infrastructure**.

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**, personal service uses, **work-live units**, or home-based businesses.

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

d. Development in Neighbourhood Connector areas may include stand-alone or mixed-use buildings.

Site, Building, and Landscape Design

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

e. Non-residential development in Neighbourhood Connector area 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 pattern and access to parks, open space, and other amenities. The **public space** may include features such as landscaped boulevards and public street trees.

Policy

Site, Building, and Landscape Design

a. Multi-Residential development is only supported in the Neighbourhood Local, Limited Scale areas in a grade-oriented form.

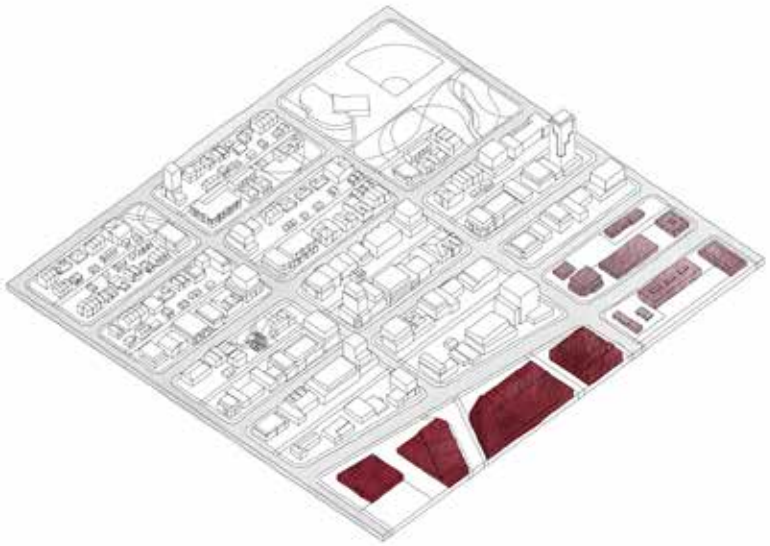


Figure 4: Vehicle-Oriented Commercial Urban Form Categories

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 provide a comfortable **pedestrian** experience that improves connectivity to and within these sites. The incremental improvements policy in Section 2.4.3.2 guides discretion, where limited redevelopment is proposed.

Policy

Land Use

a. Development in Vehicle-Oriented Commercial areas 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 any one or more of 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 should not be located in any one or more of the following:

- **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:

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;
- **vii.** provide well-marked, individual entrances for units that 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. 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.

h. 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.** provide well-defined and direct **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.

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:

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.

2.2.2.2 Commercial Corridor

Commercial Corridor areas area 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.

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:

a. Development in Commercial Corridor areas should:

- **i.** support commercial use 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.** located access and service areas off a lane; and,
- **iv.** locate residential, office, and institutional uses on the upper floors of buildings.

Figure 5: Parks, Civic, and Recreation Urban Form Categories

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

2.2.3 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.

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:

a. Developments in 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, native and low or no maintenance species;
- **iii.** consider operations and maintenance requirements, including snow clearing and storage, to prevent inhibiting the primary functions of the site;
- **iv.** consider the use of winter-city design; and,
- **v.** include signage and 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;
- **v.** consider design that allows indoor spaces to open to the outdoors; and,

c. Development is encouraged to identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.

d. 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 for all-season use;
- **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.

2.2.3.1 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.

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:

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. Prioritize conservation and restoration within the ecological network along the Bow River corridor.

d. Naturalize and expand parks and open spaces adjacent to the ecological network.

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

2.2.3.2 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.

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.

b. The City should explore the acquisition of school sites, consider adaptive reuse or redevelopment of buildings, and retain playfields as park space in the event a school site is declared surplus by the respective school board.

c. Existing homes in parks and open space areas may be renovated or replaced, however, increases to the number of units or floor area are discouraged.

Site, Building, and Landscape Design

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

d. 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;
- **v.** account for visibility within and around the site, including lighting; and,
- **vi.** provide accessible connections within the site.

e. Parks and Open Space areas should support:

- **i.** opportunities for recreation, civic, arts, and cultural activities for people in all seasons;
- **ii.** adaptable spaces, such as urban plazas, which support a broad range of programming, educational opportunities, and amenities to meet the needs of an increasingly diverse city;
- **iii.** winter-city design and programming, such as the use of colour, lighting, and winter-ready amenities; and,
- **iv.** opportunities for publicly-accessible drinking fountains and washrooms.

f. 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.

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

h. 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.

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

j. Parks and Open Space areas may identify and integrate **heritage resources** in their design and layout.

k. 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.

2.2.3.3 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 be found 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, protective and emergency services, and municipality-operated buildings are appropriate in this category.

City Civic and Recreation areas may include amenities where membership or user fees are required, 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.

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;
- **ii.** commercial services that complement the primary function of the site; and,
- **iii.** protective and emergency services, and municipal-operated buildings.

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

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. 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.** be designed in a manner that is safe and accessible by all ages and abilities;
- **iv.** consider opportunities for publicly-accessible drinking fountains and washrooms; and,
- **v.** 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.

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

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

2.2.3.4 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.

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.** well-defined and direct **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.

c. Should the Silver Springs Golf and Country Club redevelop, an amendment to Map 3: Urban Form and Map 4: Building Scale shall be required.

Site, Building, and Landscape Design

d. 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.

2.2.4 Regional Campus

Regional Campus areas are characterized by large sites 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 comprised of multiple buildings.

In the South Shaganappi Communities, the Regional Campus urban form category applies to the Alberta Children's Hospital, Foothills Medical Centre, McMahon Stadium, and the University of Calgary.

2.2.5 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 active transportation supportive amenities, such as secure bicycle parking and shower facilities;
- **iv.** identify and include mobility **infrastructure** and missing links to connect to adjacent areas;
- **v.** identify phasing for future development, including how parking areas and parking demand and supply may change over each phase;
- **vi.** identify opportunities for comprehensive energy planning and include features to reduce greenhouse gas emissions;
- **vii.** use site design to activate edge and corner conditions, including setbacks, lot patterns, building siting, and landscaping;
- **viii.** identify the location of publicly-accessible open space;
- **ix.** identify opportunities to create a sense of place;
- **x.** integrate transit **infrastructure**; and,
- **xi.** identify utility connections.

b. Where a Comprehensive Planning Site is located within the Crowchild Trail Study, additional planning considerations including feasibility of future development is needed.

2.2.5.1 University Innovation Quarter

The University Innovation Quarter is formally known as the University Research Park. Map 3: Urban Form identifies the lands, north of 32 Avenue NW, east of 37 Street NW, south of 40 Avenue NW and Crowchild Trail NW and west of 31 Street NW, as a Comprehensive Planning Site.

Additional policies for the University Innovation Quarter are provided in Section 2.5.4.3 Brentwood Station Area Sites and Section 2.5.5.1 Major **Activity Centre**.

Policy

a. Comprehensive redevelopment in this area should be designed to:

- **i.** incorporate mixed-use development at-grade adjacent to the Brentwood **LRT** Station;
- **ii.** include a variety of building scales, with the greatest heights adjacent to the Brentwood **LRT** Station, while transitioning building scale down towards the adjacent residential and park space;
- **iii.** provide accessible **public spaces** for all ages and abilities in all seasons;
- **iv.** include well-defined **pedestrian** and cycling connections within the site and to nearby amenities and to the Brentwood **LRT** Station;
- **v.** explore **non-market housing** opportunities;
- **vi.** prioritize tree retention;
- **vii.** consider street-oriented buildings;
- **viii.** consider parking reductions for residential development;
- **ix.** include continuous, safe and accessible **pedestrian** and cycling **infrastructure** that connects to the existing **5A Mobility Network**; and,
- **x.** prioritize **transit station area** access.

2.2.5.2 Foothills Athletic Park / Foothills Multisport Fieldhouse

Map 3: Urban Form identifies the land, west of Crowchild Trail NW, north of McMahon Stadium, east of University Drive NW, and south of 24 Avenue NW as Comprehensive Planning Site.

Policy

a. Comprehensive redevelopment in this area should be designed to:

- **i.** provide passive and active recreation opportunities with year-round adaptable community gathering spaces for all ages and abilities;
- **ii.** explore mixed-use development opportunities in various **built forms** and building scales;
- **iii.** provide wayfinding throughout the site; and,
- **iv.** provide safe **pedestrian** connection within the site.

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 City's **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 space**. Stepbacks above the **street wall** should be at an appropriate height to respond to the existing street context and reduce shading on the **public space** 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 City's **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.

Parks, Civic and Open Space

- Scale modifiers are not applied within these areas.

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 range of low and limited building forms such as, but not limited to, single-detached, semi-detached, duplex, rowhouse residential development, apartments, stacked townhouses and stand-alone or small 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 space** 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.

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, materials, 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, materials, 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.

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, materials, 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 space**; and,
- **ii.** be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public space**.

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:

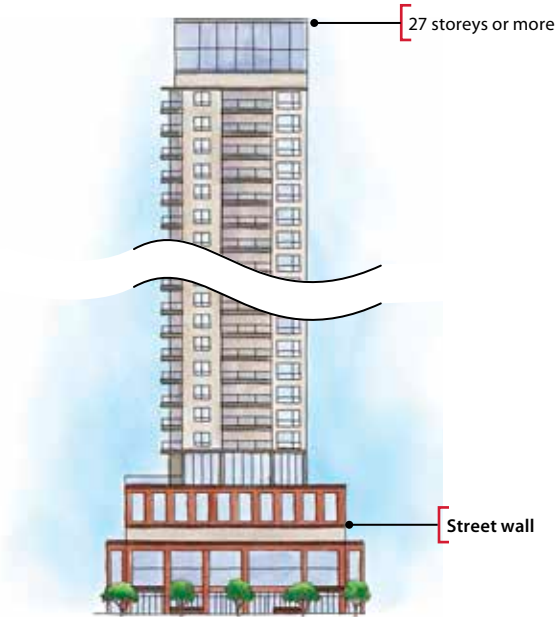
- **i.** be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
- **ii.** use variation in building heights, materials, rooflines, and massing to reduce building bulk, avoid long, uninterrupted building frontages, and create architectural 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 space**; and,
- **ii.** be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance the **public space**.



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.

2.4 Plan-Wide Policies

2.4.1 Climate Mitigation and Adaptation

The following policies guide the exploration of alternative approaches with regards to regulation, enabling better climate-friendly outcomes.

Policy

a. The Development Authority may consider relaxations to The City's **land use bylaw** to enable or incentivize the:

- **i.** development of **net zero** or **net zero ready** buildings;
- **ii.** reduction of greenhouse gas emissions through energy efficiency improvements and/or renewable energy; or,
- **iii.** inclusion of **community climate resilience assets**.

b. New development, major renovation, and retrofits are encouraged to measure and share their energy performance through the applicable City building energy benchmarking program.

2.4.2 Built Form

The following policies focus on the interface of the **public space** 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 space** 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.

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.

2.4.2.1 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;
- **iv.** provide well-defined and direct **pedestrian** routes to nearby 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.** consider retaining 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.** maximize permeable surfaces and enhance greenspace.

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.

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 area**, and in a manner that minimizes impact on transit movement or **pedestrian** activity to transit **infrastructure**.

f. Development should provide secure bicycle parking and other active transportation supportive amenities.

g. Development is encouraged to provide shading and cooling amenities for people on private land, especially at:

- **i.** heavily paved areas and contiguous paved spaces, such as large parking lots and near wide roadways;
- **ii.** high traffic **pedestrian** and cycling corridors; and,
- **iii.** areas with lower tree canopy coverage.

h. Alternative solutions or innovative 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.

i. 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.

j. 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.

k. Development adjacent to engineered walkways are encouraged to improve the interface with the walkway by supporting 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 the use of tall fences and other opaque landscape treatments adjacent to the walkway;
    iv. avoiding blank facades facing the walkway; and,
    v. providing exterior building lighting adjacent to the walkway.

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

m. Development on streets with public realm setbacks should use the setback area to provide an improved **public space** 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.

n. Development is encouraged to be designed to make use of shared driveways where rear lanes do not exist to reduce vehicle crossing of the sidewalk.

o. Development should explore opportunities to reduce impervious surfaces to improve water quality and reduce runoff volume by applying stormwater management practices such as **low impact development**.

p. Large surface parking areas are encouraged to be covered by **solar canopies**.

2.4.2.2 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 space**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with the **public space**. 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 space**. Residential frontages should provide a transition from a home to the **public space**, 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 **pedestrian-scale 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.** integrate transit stop amenities, where feasible;
- **vi.** reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public space**, open spaces, and amenity spaces;
- **vii.** integrate mechanical equipment as part of the overall design of the building;
- **viii.** maximize south facing solar exposure to increase solar energy feasibility; and,
- **ix.** use durable and climate resilient building materials.

b. Development in provincially identified flood hazard areas must include flood protection measures to mitigate risk at the specified flood-event level in land use and development regulations.

c. Building frontages should:

- **i.** provide well-marked primary entrances that are barrier-free;
- **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 space** to residential units that incorporate landscape and design elements or amenity spaces.

f. Development should be designed to consider the use of multigenerational strategies to co-locate services and amenities for people of all ages.

g. Multi-residential building forms should provide a range of unit sizes and floor plans such as three-bedrooms units and universally accessible units to accommodate residents in different stages of life.

h. Development should consider integrating on-site renewable energy generation and/or other alternative energy sources, such as solar photovoltaic systems like rooftop solar and solar walls and/or geothermal heating and cooling.

i. Development is encouraged to incorporate climate mitigation building features, which can include:
   i. reducing energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies;
   ii. lowering emissions and waste production caused by new construction through supporting adaptive reuse of existing buildings; or,
   iii. integrating electric vehicle charging **infrastructure**.

j. Development is encouraged to have sufficient electrical capacity and structural stability to allow for electric vehicle charging, rooftop solar installations, and electrical heating and cooling, to enable the installation of these features at time of construction or in the future.

k. Development is encouraged to be **net zero** or **net zero ready**.

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

m. Development may require onsite stormwater retention within private land to improve community flooding resiliency.

n. Where telecommunication **infrastructure** is provided, the design of such **infrastructure** should be integrated within the building design.

o. Development adjacent to Natural Areas should use bird-friendly urban design strategies to reduce potential bird-window collisions. Bird-friendly design considerations should be made for:
   i. transparent windows and panels along the lower levels of the building;
   ii. soft landscaping and glazing around the rooftop amenity areas; and,
   iii. building lighting.

p. Development is encouraged to connect to district energy systems.

2.4.2.3 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 by enjoyed by all.

Policy

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

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

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**.

g. Public-accessible and shared private amenity spaces are encouraged to provide access to drinking water and universally accessible washroom.

2.4.2.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, reducing surface and air temperatures, 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 space**;
- **ii.** enhance and complement the interface between the building and the **public space**;
- **iii.** incorporate existing, healthy trees and landscaping;
- **iv.** delineate open space and property boundaries;
- **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, native, and/or low or no maintenance 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.

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 building and surface runoff to landscaped areas.

2.4.3 Additional Design Considerations

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

2.4.3.1 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 consider relaxations to The City's **land use bylaw** regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the goals of this local area plan and the vision and objectives of The City's **municipal development plan**.

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

2.4.3.2 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. Relaxations to The City's **land use bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.3.3 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**, **Main Streets**, or Comprehensive Planning Sites, 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 space**; and,

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

2.4.3.4 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 consider relaxations to The City's **land use bylaw**, 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 shall 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).

2.5 Area Specific Policies

The following policies provide direction in specific areas in the South Shaganappi Communities including **Main Streets**, **transit station areas**, and **Activity Centres**.

2.5.1 Main Streets

This section includes policies that apply to development that fronts on to **Main Streets**: Bowness Road NW and 16 Avenue NW Neighbourhood **Main Streets** in Montgomery and the 16 Avenue NW Urban **Main Street** in Banff Trail.

These policies are intended to encourage the creation of high-quality buildings on **Main Streets** that enhance the **pedestrian** experience and **public space** while supporting medium to high levels of **pedestrian** activity.

Policy

a. High-quality, durable exterior finishing materials such as masonry, metal, wood, glass, and/or concrete should be used on the **street wall**.

b. To encourage a continuous street frontage and mitigate vehicle and **pedestrian** conflicts on **Main Streets**, reconfiguration and/or closure of lanes that run perpendicular to the **Main Street** may be considered subject to technical feasibility.

c. Development on **Main Streets** should improve the **public space** and create a safe, welcoming **pedestrian** environment. Design considerations should include:

- **i.** sidewalk widths that accommodate safe and comfortable **pedestrian** movement for the volume of anticipated users, while considering elements such as adjacent outdoor patios or transit **infrastructure**;
- **ii.** enhanced landscaping including the use of **low impact development** and green stormwater **infrastructure**;
- **iii.** planting of additional street trees using 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;
- **iv.** publicly-accessible amenity space, street furniture, and/or street lighting, especially adjacent to **transit station areas**;
- **v.** closure or merging of existing driveways to reduce conflict areas;
- **vi.** vehicular access from lanes or lower-order side streets;
- **vii.** curb extensions at intersections and **pedestrian** crossings;
- **viii.** alignment with any City Streetscape Master Plans and/or other City initiated **public space** plans; and,
- **ix.** opportunities to provide for interim streetscape enhancements within **public space** setbacks.

d. Development should create a well-defined **street wall** to support a human-scaled street environment on **Main Streets**. Design strategies may include, but are not limited to:

   i. building stepbacks at or below the sixth storey;
   ii. overall reduction of building mass at or above the sixth storey;
   iii. building articulation using building materials, massing, and projections; and,
   iv. street furniture, awnings, tree plantings, and lighting along the **street wall** to enhance **pedestrian** experience.

e. Development should maximize the use of transparent windows and doors, gathering spaces, patios, and display windows at the street level.

f. Development on corner parcels that are adjacent to primarily residential areas should consider locating public amenity spaces at the street corner of the parcel.

g. Consolidation of parcels along **Main Streets** is encouraged for greater development potential, to provide for comprehensively planned development, and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.

h. Parking relaxations should be considered for development on constrained sites, such as individual lots that cannot feasibly consolidate, to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and alternative mobility storage should be provided.

i. Surface parking should not be located between a building and the **Main Street**. Where surface parking is provided, it should be located behind the building and be well landscaped with soft and hard landscaping.

j. Standalone surface parking should not be supported.

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 should integrate with and improve transit stops. Design strategies may include, but are not limited to:

   i. providing paved **pedestrian** connections;
   ii. incorporating transit stops into the overall site design;
   iii. avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops;
   iv. siting building structures, facades, and trees to maximize sun exposure and mitigate wind at transit stops; and,
   v. enhancing transit waiting areas by improving street lighting, real-time transit schedule signage, on-demand climate-controlled, and highly visible shelters.

m. Integration of wayfinding with public art and interactive mediums are supported.

n. Development should ensure that the rear façade uses material and design features that is similar to the front façade of the building.

2.5.2 Neighbourhood Main Streets

Portions of Bowness Road NW and 16 Avenue NW are identified as Neighbourhood **Main Streets** in The City's **municipal development plan**, which includes general policies and development intensity targets for Neighbourhood **Main Streets**. These streets serve as important commercial areas and gathering spaces for the South Shaganappi Communities.

2.5.2.1 Bowness Road NW Neighbourhood Main Street

Bowness Road NW is the social and commercial focal point for the Montgomery community and the **Main Street** is identified as being located between 43 Street NW and 49 Street NW. It serves as an east-west connection for active modes, transit, and vehicles between the Parkdale and Bowness communities.

The Plan envisions Bowness Road NW to continue to be a **pedestrian** friendly mixed-use area, accommodating additional residential and commercial growth including locally focused uses, such as restaurants, corner stores, and cafes.

Policy

a. New vehicle-oriented uses such as automotive sales and services, **retail** with large surface parking areas, and drive-through restaurants or services should not be located along Bowness Road NW.

b. Additional connections to the existing bike path along Bowness Road NW are encouraged to improve regional connectivity of the **5A Mobility Network**.

c. Developments should not provide vehicular access and parking areas that front onto Bowness Road NW and should locate vehicular access and loading off rear lanes or adjacent streets.

d. Where a new retaining wall is required or where an existing retaining wall must be rebuilt, the use of river boulders, sandstone, and other natural and local materials are encouraged as a finished material.

2.5.2.2 16 Avenue NW Neighbourhood Main Street

The 16 Avenue NW Neighbourhood **Main Street** is located along 16 Avenue NW between 43 Street NW and 49 Street NW in the Montgomery community. It is a corridor that serves as a gateway to Calgary from the west. The street forms part of the Trans-Canada Highway and is a significant component of the city's transportation and goods movement network.

The Plan envisions the 16 Avenue NW Neighbourhood **Main Street** to accommodate mixed-use development and continue to offer a range of commercial uses, including **retail** and restaurants.

Policy

a. Development located along 16 Avenue NW between Home Road NW and 49 Street NW should provide iconic architectural design with high-quality material and landscape plan that emphasizes the area as a gateway area.

b. Development should provide enhanced gateway features at the western entrance to Montgomery, such as boulevard trees and public art.

c. Development should be designed to support safe **pedestrian** and cycling crossings across of 16 Avenue NW.

d. Development should minimize new vehicular access and parking areas that front onto 16 Avenue NW and instead locate access off rear lanes or adjacent streets.

e. Development should provide for enhanced **public space** improvements that are **pedestrian**-oriented by providing a landscaped buffer between sidewalks and roadways.

f. Improve visual and physical connections to transit stops, including elements that support the **public space**, such as seating, wayfinding, and lighting.

2.5.3 Urban Main Street

2.5.3.1 16 Avenue NW Urban Main Street

The Urban **Main Street** along 16 Avenue NW is located between 19 Street NW and 21 Street NW. The street forms part of the Trans-Canada Highway and is a significant component of the city's transportation and goods movement network. This Urban **Main Street** serves a dual purpose as a major city-wide transportation corridor and a **Main Street**. It also serves as an essential multi-modal connection between adjacent communities, services, and amenities on either side of the street.

The Plan envisions 16 Avenue NW to continue facilitating the efficient movement of **pedestrians**, cyclists, transit, vehicles, and goods while accommodating a limited range of vehicle-oriented commercial uses with improved street-orientation.

Policy

a. New vehicle-oriented uses, such as vehicle sales, retailers with large surface parking areas and drive-through restaurants or services, should not be located along the **Main Street**.

b. Underground parking within the required road right-of-way setback and/or front setback area may be allowed subject to confirmation of technical feasibility such as the location of utilities.

c. Underground parking that extends underneath a public lane may be considered, subject to confirmation that it is feasible and the successful transfer of ownership for that portion of the lane to the applicant/developer. The City should retain an access easement over the land to keep the lane available for public use, where feasible.

2.5.4 Transit Station Areas

The South Shaganappi Communities include seven **transit station areas**. Four **transit station areas** are along the Red Line **LRT**: Banff Trail Station, University Station, Brentwood Station, and Dalhousie Station. There are three MAX Orange **BRT transit station areas** at Alberta Children's Hospital, Foothills Medical Centre, and 31 Street NW. Additionally, a portion of the North Hill **BRT transit station area** falls within the Plan boundary, to capture this, a portion of the **transit station area** for this **BRT** station is included in the Plan.

The Plan envisions **transit station areas** developing into **pedestrian**-oriented mixed-use areas supported by commercial services and amenities while allowing for the highest building scale within the Plan Area.

The Plan identifies areas in immediate proximity to a station as **Core Zones** in the **transit station areas**, where **pedestrian** activity and building scale are envisioned to be the highest. This is achieved in the Plan by applying the Neighbourhood Commercial or Neighbourhood Flex urban form categories in strategic locations. Building scales generally decrease away from the transit station in **Transition Zones** which is achieved through lower building scales than the **Core Zones**.

Policy

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

- **i.** programable and adaptable publicly-accessible private open space or plazas;
- **ii.** street furniture, lighting and seating areas;
- **iii.** secure bike parking and other active mode amenities;
- **iv.** public art;
- **v.** publicly accessible, privately-owned **infrastructure** including drinking fountains and electrical servicing;
- **vi.** enhanced landscaping, including public trees; and,
- **vii.** multi-use pathway connection.

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

- **i.** locating uses that support high levels of activity, such as **retail** frontages, immediately adjacent to transit stops;
- **ii.** including architectural features that provide weather protection and create human-scaled environments; and,
- **iii.** ensuring accessible and universal design principles are seamlessly incorporated into the overall design.

c. Development should create a well-defined **street wall** to support a human-scaled street environment in **transit station areas**. Design strategies may include, but are not limited to:
   i. building stepbacks at or below the fourth storey;
   ii. overall reduction of building mass at or above the fourth storey;
   iii. building articulation using building materials, massing, and projections; and,
   iv. street furniture, awnings, and lighting along **street walls** to enhance the **pedestrian** experience.

d. Incentives to encourage the development of **non-market housing** units and **mixed-market housing** may be explored and implemented through direct control bylaws, including, but not limited to, Floor Area Ratio (FAR) exemptions and parking reductions.

e. 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 which would result in a greater building area as would otherwise be achievable. A proposed development should only be allowed to exceed the building scale where the development achieves the following:
   i. providing for a substantially enhanced, high-quality publicly-accessible private open space; or,
   ii. provision of **non-market housing** and/or **mixed-market housing** acceptable to the Manager of Housing Solutions.

f. Vehicle parking in **Core Zones** should 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.

g. Development in the **Core Zone** adjacent to the **LRT** station is encouraged to provide privately-owned publicly-accessible spaces that includes hard and soft landscaping elements and seating areas to provide opportunities for outdoor activity and social interaction.

h. Development in the **Core Zone** and **Transition Zone** should locate vehicle access to reduce conflicts with **pedestrian** movement and transit operations.

i. Development in the **Core Zone** should:
   i. have a minimum building height of two storeys;
   ii. prioritize transit access; and,
   iii. provide connections to support a comfortable and safe **pedestrian** and cycling experience and complete missing links to and from transit stations and transit stops.

j. Consolidation of parcels is encouraged for greater development potential, to provide for comprehensively planned development, and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.

k. 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;
   iii. incorporating street art and lighting; and,
   iv. enhanced design features that improve safety and accessibility.

l. Development should mitigate off-site impacts of any additional height, massing, and shadowing within the surrounding area through:
   i. limited floor plate sizes above the fourth storey;
   ii. increased stepbacks and/or reduced massing above the fourth storey; and,
   iii. building orientation.

m. New vehicle-oriented uses such as automotive sales, retailers with large surface parking areas, and drive-through restaurants or services should not be located in the **Core Zones** and **Transition Zones**.

n. New loading and servicing areas should be located off 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.

o. Parking relaxations should be considered for development on constrained sites, such as individual lots that cannot easily be consolidated, to make development more feasible. Where parking relaxations are supported, **transportation demand management** measures including increased bicycle and alternative mobility storage should be provided.

p. Development in **Core Zones** and **Transition Zones** should provide connections to adjacent mobility **infrastructure** and support a comfortable, safe, and universally accessible **pedestrian** and cycling experience, including convenient transfers between different transit modes.

q. Development located within a cul-de-sac that is not grade-oriented and greater than three storeys should:

- **i.** be comprehensively planned and consolidate parcels within the cul-de-sac for greater development potential;
- **ii.** incorporate road closure of the cul-de-sac;
- **iii.** provide building stepback at the third storey or below along the shared property line or lane with Limited Scale modifier; and,
- **iv.** explore opportunities to provide publicly-accessible open space that integrates with the existing community.

2.5.4.1 Banff Trail Station Area

The Banff Trail **LRT** Station connects the University of Calgary, Foothills Athletic Park, and the Banff Trail community. The area west of the station is commonly referred to as Motel Village, which hosts a concentration of hotels and commercial uses. The area east of the station is predominantly residential.

The area is envisioned to accommodate mixed-use developments that support transit **infrastructure** and promote a walkable, well-connected neighbourhood.

Policy

a. Development along Banff Trail NW should be designed to improve the **public space** and create safe, welcoming **pedestrian** environments.

b. Large format **retail** uses in the **Core Zone** should provide underground parking. Where surface parking is provided, it should be small, landscaped with marked **pedestrian** access throughout, and not be located between a building and a street.

c. Buildings in the **Transition Zone** should step back at or below the fourth storey.

d. Street parking is encouraged in the **Core Zone** west of the station to support **retail** and buffer **pedestrian** traffic from moving vehicular traffic, where feasible.

e. The City should explore land exchanges, purchasing land or other incentives to advance the conceptual mobility network as shown in Figure 7.

f. Development west of the Banff Trail Station should advance the conceptual mobility network shown in Figure 7. Development should:

- **i.** provide increased building setbacks to ensure new buildings are not constructed in areas to implement the conceptual mobility network; and,
- **ii.** demonstrate how the circulation pattern will contribute to the advancement of the conceptual mobility network.

g. Where a building setback is provided to advance the conceptual mobility network, it should be established on a site-by-site basis through a direct control bylaw and be subject to technical feasibility.

Figure 6: Banff Trail Station Area

Legend

- Banff Trail Core Zone
- Banff Trail Transition Zone

Figure 7: Conceptual Mobility Network

Legend

- Vehicular Access Point
- Pedestrian and Wheeling Connection
- Vehicular Connection
- Existing LRT Station
- Future 5 Car LRT Station
- Complete Street
- Red Line LRT
- MAX Orange
- Plan Area Boundary

2.5.4.2 University Station Area

The University **LRT** Station is located in the median of Crowchild Trail NW, with the University of Calgary to the west and the community of Banff Trail to the east.

The **transit station area** is envisioned to integrate various uses, including employment areas at the University of Calgary and University Innovation Quarter, recreational opportunities at McMahon Stadium and Foothills Athletic Park, and residential areas in the communities of Brentwood and Banff Trail.

Policy

a. New development should support **pedestrian** and cycling access throughout the **Core Zones** and **Transition Zones** to the **LRT** station.

b. Buildings in the **Transition Zone** should step back at or below the fourth storey.

Figure 8: University Station Area

Legend

University Core Zone

University Transition Zone

2.5.4.3 Brentwood Station Area

The Brentwood **transit station area** is a significant employment and commercial node that is connected with **LRT** and **BRT** services in the area. The **transit station area** south of Crowchild Trail NW, is within the Plan Area, while the north portion is beyond the Plan boundary. The **transit station area** within the Plan boundary is envisioned to provide increased housing, employment, and service options while continuing to provide residents with improved mobility choices.

Additional policies for the University Innovation Quarter are provided in Section 2.2.5 Comprehensive Planning Sites and Section 2.5.5.1 Major **Activity Centre**.

Policy

a. Development in the **transit station area** 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.

b. Future redevelopment of the Park and Ride lot should accommodate a mix of transit-supportive uses with **retail** opportunities at-grade.

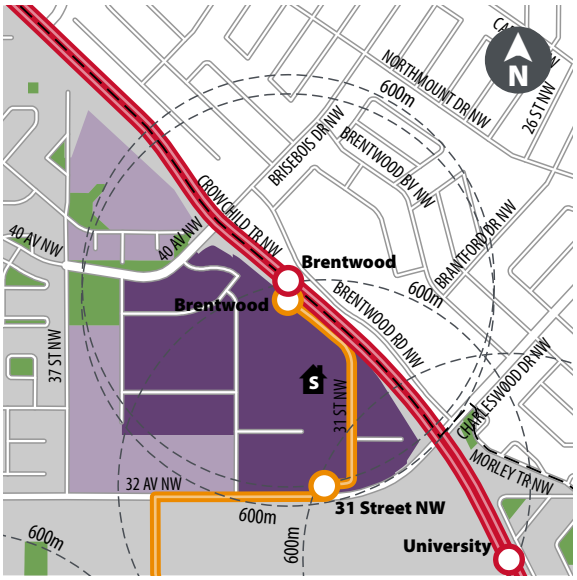
c. Commercial uses are encouraged to be provided at-grade throughout the **Core Zone**.

d. Uses that utilize and activate the space adjacent to the **LRT** station **pedestrian** overpass are strongly encouraged. Such uses may include, but are not limited to:

- **i.** outdoor cafes;
- **ii.** landscaped areas; and,
- **iii.** **pedestrian** plazas.

e. Development adjacent to the Brentwood **LRT** Station should provide connection, including **pedestrian** and cycling linkages to the north side of Crowchild Trail NW.

Figure 9: Brentwood Station Area



Legend

- Brentwood Core Zone
- Brentwood Transition Zone

2.5.4.4 Dalhousie Station Area

The Dalhousie **LRT** Station is located adjacent to the community of Varsity in the median of Crowchild Trail NW, east of 53 Street NW. The **transit station area**, west of Crowchild Trail NW is within the Plan Area, while the east portion is beyond the Plan boundary. It is envisioned to provide diverse housing types and choices for residents of different ages and lifestyles.

Policy

a. Development should provide convenient and direct **pedestrian** and cyclist access to the **LRT** station.

b. Buildings in the **Transition Zone** should step back at or below the fourth storey.

c. Development within the **Core Zone** should implement recommended **5A Mobility Network** enhancements and improve active modes mobility connections to Dalhousie **LRT** Station.

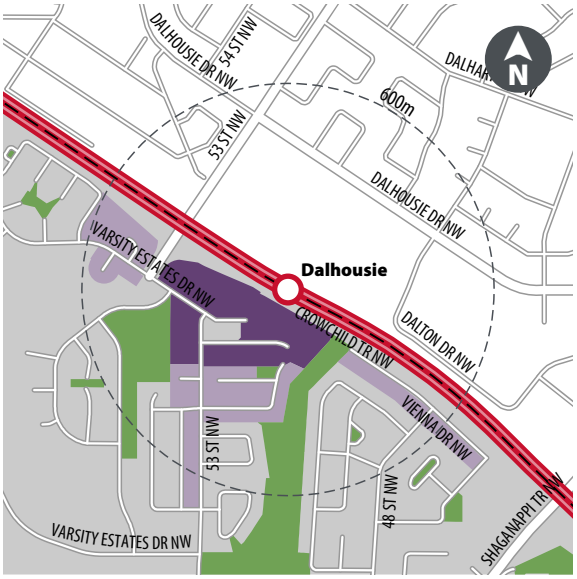
d. Where new development within a **Core Zone** is located adjacent to or separated by a lane or street from Low or Low-Modified building scales, it should have a maximum **street wall** height of four storeys.

e. New development located between 53 Street NW and Varsity Estates Link NW is strongly encouraged to front both streets. Development should consider:

- **i.** consolidation of parcels into larger lots;
- **ii.** the construction of internal lanes;
- **iii.** shared parking entrances to minimize **pedestrian** and vehicular conflict; and,
- **iv.** streetscape improvements along 53 Street NW such as sidewalks.

f. New multi-residential development located along Vienna Drive NW should provide at-grade units that front the street.

Figure 10: Dalhousie Station Area



Legend

Dalhousie Core Zone

Dalhousie Transition Zone

2.5.4.5 Alberta Children's Hospital BRT Station Area

The Alberta Children's Hospital **BRT** Station is located on McLaurin Street NW, east of the Alberta Children's Hospital. The station is also in close proximity to University District and student residences at the University of Calgary.

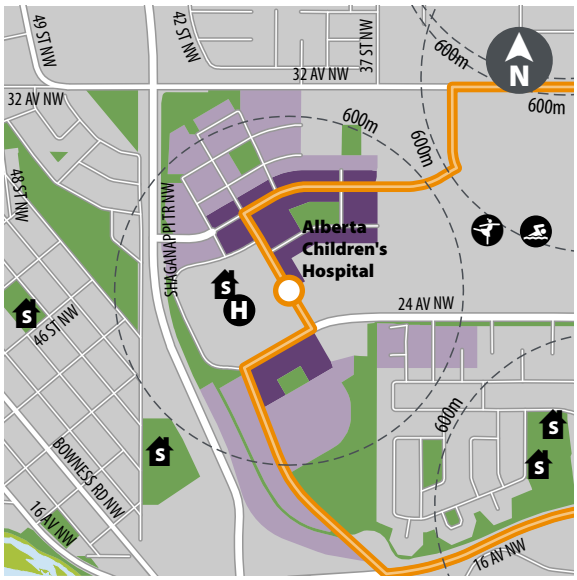
Additional policies for the University District are provided in Section 2.5.5.1 Major **Activity Centre**.

Policy

a. Development adjacent to the Alberta Children's Hospital should be comprehensively designed to create a supportive and efficient environment. Design considerations should include, but not limited to:

- **i.** unobstructed and year-round wayfinding to nearby amenities and institutional facilities;
- **ii.** mitigations of shadow impacts on neighbouring medical facilities;
- **iii.** consideration of STARS flight path; and,
- **iv.** noise reduction measures such as the use of soundproofing materials and green buffer.

Figure 11: Alberta Children's Hospital BRT Station Area



Legend

- Alberta Children's Hospital Core Zone
- Alberta Children's Hospital Transition Zone

2.5.4.6 Foothills Medical Centre BRT Station Area

The Foothills Medical Centre **BRT** Station is located at the intersection of 16 Avenue NW and Uxbridge Drive NW/29 Street NW, adjacent to the Foothills Medical Centre. With major employment, commercial, and a mixture of residential buildings nearby, this station serves as an important transit connection for the area.

Additional policies applicable to this area are provided in Section 2.5.5.5 University Heights Neighbourhood **Activity Centre**.

Figure 12: Foothills Medical Centre BRT Station Area

Legend

- Foothills Medical Centre Core Zone
- Foothills Medical Centre Transition Zone

2.5.4.7 31 Street NW BRT Station Area

The 31 Street NW **BRT** Station is located at 31 Street NW and 32 Avenue NW, within the University Innovation Quarter, north of the University of Calgary and west of Crowchild Trail NW.

Additional policies for the University Innovation Quarter are provided in Section 2.2.5 Comprehensive Planning Sites and in Section 2.5.5.1 Major **Activity Centre**.

Figure 13: 31 Street NW BRT Station Area

Legend

- 31 Street NW Core Zone
- 31 Street NW Transition Zone

2.5.4.8 North Hill BRT Station Area

The North Hill **BRT** Station is located outside of the Plan boundary. A portion of the **transit station area** for the station is within the South Shaganappi Communities. Policies in Section 2.5.4 applies to the area identified as **transit station area**.

Figure 14: North Hill BRT Station Area

Legend

North Hill Core Zone

North Hill Transition Zone

2.5.4.9 Future Transit Station Areas

The following policies apply to future **transit station areas** within the Plan boundary:

a. Should a new **LRT** or **BRT** transit 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 600 metres of the station;

   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 space** and mobility connections; and,

   v. prioritize multi-modal mobility connections with an emphasis on **pedestrian** and cycling connections to the surrounding communities.

2.5.5 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.

Policy

a. Development should be designed to:

- **i.** provide publicly-accessible amenity spaces;
- **ii.** accommodate new parking structures above or below grade; and,
- **iii.** ensure accessible and universal design principles are seamlessly incorporated into the overall design.

b. Development should be designed to support an enhanced **public space**, including but not limited to:

- **i.** **pedestrian** crossings internal and external to the site;
- **ii.** **pedestrian-scaled** lighting;
- **iii.** continuous, safe and accessible **pedestrian** and cycling **infrastructure** that connects to existing mobility networks;
- **iv.** streetscape elements such as public art, wayfinding signage and street furniture;
- **v.** weather protection elements;
- **vi.** enhanced landscaping and trees;
- **vii.** widen sidewalks for the anticipated volume of **pedestrians**;
- **viii.** green stormwater **infrastructure**;
- **ix.** renewable energy features, such as **solar canopies**; and,
- **x.** enhanced cycling **infrastructure**, including secure and covered bicycle parking.

c. Integration of wayfinding with public art and interactive mediums is encouraged.

d. Provide sidewalk or pathway widths that accommodate safe and comfortable **pedestrian** and cyclist movement for the volume of anticipated users, while considering elements such as enhanced transit station **infrastructure** and integration into the site design.

2.5.5.1 Major Activity Centres

Major **Activity Centres** located in the South Shaganappi Communities are identified on Map 2: Community Characteristics and Attributes. These Major **Activity Centres** are the main employment centre in the Plan Area.

Additional policies for University Innovation Quarter are provided in Section 2.2.5 Comprehensive Planning Sites and Section 2.5.4 Transit Station Areas.

Policy

a. The policies in this section do not apply to areas identified as Regional Campus on Map 3: Urban Form.

b. Development in Major **Activity Centres** should be designed to:

- **i.** achieve a minimum height of two storeys;
- **ii.** incorporate mixed-use development of various building scale;
- **iii.** explore **non-market housing** opportunities;
- **iv.** locate residential uses on lower-activity streets;
- **v.** provide safe, direct, and convenient **pedestrian** circulation within the site;
- **vi.** adapt to the natural topography of the surrounding area; and,
- **vii.** provide high-quality, durable exterior finishing materials.

c. Loading and servicing areas should be located at the rear of buildings and screened from public streets and higher activity private streets.

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

e. Where publicly-accessible private open space is provided, **retail** displays and outdoor patio spaces are encouraged to mix the interaction between private and publicly-accessible private spaces.

2.5.5.2 CF Market Mall Community Activity Centre

CF Market Mall, located at the northwest corner of Shaganappi Trail NW and 32 Avenue NW, is identified as a Community **Activity Centre**. The Plan envisions the area to be redeveloped over time to provide various commercial and residential uses through mixed-use development.

Policy

a. Development is encouraged to consider creative **pedestrian**-oriented site layout concepts such as courtyards or **pedestrian** malls.

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

c. Development should be designed to provide appropriate building scale transition to adjacent residential development.

d. Development should be designed to provide safe **pedestrian** and cycling connections within the site and to nearby amenities, transit stops, and the adjacent **5A Mobility Network** surrounding the site.

e. Public gathering places that are centered on cultural activities, public art, and building community are encouraged.

f. Where development occurs in phases, buildings along the streets are encouraged to be developed in the first phase or phases.

g. Development is encouraged to incorporate publicly-accessible privately-owned open space that provides passive and active recreation opportunities with year-round adaptable gathering spaces for all ages and abilities.

2.5.5.3 Neighbourhood Activity Centres

Neighbourhood **Activity Centres**, identified on Map 2: Community Characteristics and Attributes are small mixed-use areas with local catchment businesses that offer a broad range of community activities, amenities, and services within the Plan Area. These **Activity Centres** are walkable destinations for local communities and serve as gathering spaces for social interaction while providing opportunities for local jobs and supporting moderate intensification.

Policy

a. **Public space** 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**;
- **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;
- **viii.** implement traffic calming measures; and,
- **ix.** consolidate driveways.

b. Development should create a well-defined **street wall** to support a human-scaled street environment in Neighbourhood **Activity Centre** areas. Design strategies may include, but are not limited to:

- **i.** building stepbacks at or below the fourth storey;
- **ii.** overall reduction of building mass at or above the fourth storey;
- **iii.** building articulation using building materials, massing, and projections; and,
- **iv.** street furniture, awnings, and lighting along **street wall** to enhance **pedestrian** experience.

2.5.5.4 Parkdale Neighbourhood Activity Centre

The Parkdale Neighbourhood **Activity Centre**, identified on Map 2: Community Characteristics and Attributes is bounded by 3 Avenue NW in the south, 34 Street NW to the west, 5 Avenue NW to the north and 33 Street NW to the east.

Policy

a. Development in the Parkdale Neighbourhood **Activity Centre** should:

- **i.** 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;
- **ii.** provide wayfinding signage designed to improve the appearance of the area;
- **iii.** consider integration of transit stops into the frontages of new buildings; and,
- **iv.** provide iconic architectural design, with high-quality material and landscape plan that emphasizes the area as a significant community feature.

b. Development should provide improvement to the **public space** and create a safe and welcoming **pedestrian** environment along public streets and within the development site. That includes, but is not limited to:

- **i.** increasing sidewalk widths along Parkdale Crescent NW and 3 Avenue NW to incorporate rain gardens and trees to both beautify the area and improve storm water quality being diverted to the Bow River;
- **ii.** exploring opportunities for an additional controlled **pedestrian** crossing along 3 Avenue NW;
- **iii.** encouraging partial seasonal road closures in Parkdale Crescent NW for outdoor patio spaces or other activities;
- **iv.** exploring opportunities for public art with the Neighbourhood **Activity Centre** area; and,
- **v.** incorporating bike racks near **retail** uses.

2.5.5.5 University Heights Neighbourhood Activity Centre

The University Heights Neighbourhood **Activity Centre** is located in close proximity to the Foothill Medical Centre as identified on Map 2: Community Characteristics and Attributes.

Additional policies for the area are provided in Section 2.5.4 Transit Station Areas.

Policy

a. Land use amendment applications with the intent of allowing assisted living and at-grade dwellings units, assisted living dwelling units, and/or live work units are strongly supported.

b. Consolidation of parcels is encouraged for greater development potential, to provide for comprehensively planned development, and avoid isolating parcels that would restrict the feasibility of redevelopment on adjacent properties.

c. For development north of 16 Avenue NW, predominantly residential uses should be located in the north of the **Activity Centre** area, to ensure an appropriate transition to the residential neighbourhood.

d. For development south of 16 Avenue NW, predominately residential uses should be located in the south of the **Activity Centre** area, to ensure an appropriate transition to the residential neighbourhood.

e. **Retail**, consumer services, and food establishment uses are encouraged along any central open space, streets or pathways that connect such a central open space to Uxbridge Drive NW, and in close proximity to transit stops on Uxbridge Drive NW and 16 Avenue NW.

f. Vehicle-oriented uses such as car washes and drive-throughs should not be located within the Neighbourhood **Activity Centre**.

g. Where surface parking is provided it should be located in the interior of the site.

h. Development in the University Heights Neighbourhood **Activity Centre** should be comprehensively designed to create a supportive and efficient environment around the Foothill Medical Centre. Design considerations should include, but not limited to:

- **i.** unobstructed and year-round wayfinding to nearby amenities and institutional facilities;
- **ii.** mitigations of shadow impacts on neighbouring medical facilities;
- **iii.** consideration of STARS flight path; and,
- **iv.** noise reduction measures such as the use of soundproofing materials and green buffer.

2.5.5.6 Varsity Neighbourhood Activity Centre

The Varsity Neighbourhood **Activity Centre** is identified on Map 2: Community Characteristics and Attributes.

Policy

a. Development should be comprehensively designed to improve the **public space** and create a safe and welcoming **pedestrian** environment along lower order public streets of Varsity Drive NW and Valiant Drive NW and within the development site. Design considerations include, but are not limited to:

- **i.** establishing a network of well-defined **pedestrian** routes through the site that connects directly to public sidewalks and transit stops;
- **ii.** widening sidewalks that exceed minimum standards on primary **pedestrian** routes such as Varsity Drive NW and Valiant Drive NW;
- **iii.** enhance 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, including soil cell systems;
- **v.** publicly-accessible amenity space, street furniture and **pedestrian-scaled** lighting;
- **vi.** curb extensions at **pedestrian** crossings;
- **vii.** consideration of mobility connections between adjacent development sites; and,
- **viii.** alignment with any City-initiated **public space** plans.

b. Buildings located at the intersection of Shaganappi Trail NW and Varsity Drive NW should be designed to recognize this area as a **gateway site** by placing prominent buildings, high-quality landscaping, and lighting along Varsity Drive NW.

c. New development should locate buildings to frame Varsity Drive NW and Valiant Drive NW.

d. Development should include a mixture of uses in various **built forms** and building scale that steps down to lower building scales towards Varsity Drive NW.

e. Development should be designed to consider creative **pedestrian**-oriented site layout concepts such as courtyards or **pedestrian** malls.

f. At-grade active commercial uses such as **retail** and services should front on to primary **pedestrian** routes and **public spaces**.

g. Parking is encouraged to be underground or in a parking structure. Where surface parking is provided, it should be well landscaped and should not be located between the building and the public street.

2.5.6 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 **pedestrian** focused growth areas including **Activity Centres**, **transit station areas**, and **Main Streets**.

Community corridors serve as important links connecting services, amenities, and communities to one another. **Community corridors** in the South Shaganappi Communities are identified on Map 2: Community Characteristics and Attributes and include: Varsity Drive NW, 40 Avenue NW, 32 Avenue NW, 3 Avenue NW/Parkdale Boulevard NW, Morley Trail NW, 24 Avenue NW, 19 Street NW, 29 Street NW, and Home Road NW.

Policy

a. Development along **community corridors** should be designed to:

- **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** and cycling 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.** consolidate small parcels along **community corridors** to enable greater development potential and provide for comprehensively planned development.

2.5.6.1 19 Street NW

Providing a north-south corridor through the eastern portion of the Plan Area, 19 Street NW between 16 Avenue NW and the Plan boundary includes small pockets of commercial and connects to important streets and destinations, including the Max Orange **BRT** station along 16 Avenue NW.

Policy

a. A mobility functional study should be conducted to determine the feasibility of making **5A Mobility Network** improvements to the street including but not limited to, the addition of a separated cycling **infrastructure**, expanded sidewalks, and on-street parking.

b. Provide curb extensions at intersections with **pedestrian** crossings.

c. Development is encouraged to take access from adjacent laneways or share mutual vehicle accesses.

d. Development that shares a property line or lane with parcels developed with single-detached, semi-detached, or duplex residential development should stepback the building above the third storey along the shared property line with the lower-density development.

e. Development fronting onto 19 Street NW should provide a well-defined **street wall**, a widened sidewalk and street trees and contribute to enhanced, **pedestrian**-oriented **public spaces**.

f. Development may require offsite provisions for improved **pedestrian** crossing and active modes connections across 19 Street NW and/or at adjacent crosswalks.

g. Publicly-accessible open spaces are encouraged, particularly at intersections and transit stops.

2.5.6.2 32 Avenue NW

As an east-west corridor in the Plan Area, 32 Avenue NW between Home Road NW and the Plan boundary provides important connections to key destinations, including CF Market Mall Community **Activity Centre** and the Major **Activity Centres** of University District and the University of Calgary.

Policy

a. A mobility functional study may be conducted to determine potential upgrades that should be made to the streetscape, including **5A Mobility Network** improvements and urban design upgrades such as landscaping and lighting.

b. New development is encouraged to reorient parcels towards 32 Avenue NW.

c. Development that does not have access to a lane should consolidate vehicular access points.

2.5.6.3 Varsity Drive NW

Varsity Drive NW between 53 Street NW and 37 Street NW is an east-west connection within the Plan Area, connecting to major corridors such as Crowchild Trail NW and Shaganappi Trail NW, as well as key transit connections such as Brentwood **LRT** Station and Shaganappi Trail NW, which is a part of the **Primary Transit Network**.

Policy

a. Development may require offsite provisions for improved **pedestrian** crossing and active modes connections across Varsity Drive NW and/or at adjacent crosswalks such as curb extensions where on-street parking is permitted.

b. Retention of existing mature trees on public and private land is strongly encouraged, particularly in street-facing setback areas.

c. Development fronting onto Varsity Drive NW should provide a well-defined **street wall**, a widened sidewalk, and street trees and contribute to enhanced, **pedestrian**-oriented **public spaces**.

2.5.6.4 Morley Trail NW

Morley Trail NW between 32 Avenue NW and 19 Street NW is an east-west connection within the Plan Area.

Policy

a. Development should be designed to support safe **pedestrian** and wheeling crossings across Morley Trail NW.

b. Development is encouraged to co-locate services and amenities for people of all ages and abilities.

2.5.6.5 Home Road NW

Home Road NW between 16 Avenue NW and 32 Avenue NW is a north-south connection within the Plan Area.

Policy

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

b. Development may require offsite provisions for improved **pedestrian** crossing and active modes connections across Home Road NW and/or at adjacent crosswalks.

2.6 Mobility

People of all ages, genders, incomes, and abilities should be able to safely and conveniently move 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 and complement the **5A Mobility Network** identified in Appendix C: Mobility. These policies guide the review of planning applications for developments that contribute 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 and provided on both sides of the road;
   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 with reduced conflicts/crossings with vehicular access and driveways;
   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 space** 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.

e. Future **pedestrian** routes are encouraged to provide connection outside of the Plan Area across major physical barriers, such as the Bow River and Crowchild Trail SW.

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 with reduced conflicts/ crossings and/or with vehicular access and driveways;
- **iii.** incorporate streetscape elements, including wayfinding signage;
- **iv.** be well lit;
- **v.** be designed to accommodate year-round use;
- **vi.** provide facilities to repair, maintain, and securely store bicycles, where feasible; and,
- **vii.** be designed to mitigate conflicts with **pedestrians** and vehicles around transit **infrastructure**.

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 routes and transfer points 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, 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. Relaxations for parking requirements should be considered for the following types of development:

- **i.** **Activity Centres**, **Main Streets**, or other areas of higher activity;
- **ii.** **transit station areas**; or,
- **iii.** **shared mobility operating areas**.

c. Parking requirements should be considered for reductions or relaxations for the following types of development:

- **i.** development that retains historic buildings on the **Inventory of Evaluated Historic Resources**;
- **ii.** development of **non-market 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 considered for reduction or relaxation 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.** be accessed by a lane or lower order street;
- **iii.** include **pedestrian** routes and landscaped areas to minimize visual and environmental impacts; and,
- **iv.** support adaptive reuse or temporary use of space, such as parking for food trucks.

i. Above-grade parking structures should:

- **i.** be accessed by a lane or lower order street;
- **ii.** be integrated into developments to minimize their visual impacts on the street;
- **iii.** identify opportunities to incorporate commercial, residential, and office uses on the ground floor; and,
- **iv.** 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 space** 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**;
- **iii.** **infrastructure** that improves the efficiency of transit service along **Primary Transit Network** corridors; and,
- **iv.** other improvements and upgrades, where identified elsewhere in the Plan or other applicable City policy or strategy.

b. Corner cuts are encouraged at lane intersections to improve sight lines of vulnerable users and to also accommodate vehicle turning movements.

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

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

e. 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 South Shaganappi Communities share common amenities, services, parks and open spaces, natural areas, and public and recreation facilities; however, no single community has the amenities and services to provide for all the daily needs of residents.

The South Shaganappi Communities depend on interconnectedness for their commercial services, amenities, and recreation facilities. These include the 16 Avenue NW Urban **Main Street**, the Major **Activity Centres** at the University of Calgary, the University District, including the Alberta Children's Hospital, and the Foothills Medical Centre, and the recreational opportunities and facilities throughout the Plan Area such as Foothills Athletic Park, Shouldice Athletic Park, and along the Bow River pathway system. 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 Plan's time horizon and represent the future of the area. 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 the unique opportunities for placemaking, **public space** improvements, enhanced mobility choices, and climate resilience. This chapter also provides high-level strategic direction to inform investment decisions. Further detailed analysis and study for each option may be required and may 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 South Shaganappi 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 pressure that a community may experience, ensuring growth can benefit current and future residents and businesses. There are several considerations for determining if an action merits inclusion in future business plans and budgets, including:

- the current status of **infrastructure** and amenities in the local area;
- the desired services and activity levels in the 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 **net 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

This Plan identifies five 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 Diverse, Accessible, and Inclusive Housing Choices

Providing a variety of housing choices that are diverse, accessible, and inclusive is key for fostering greater inclusivity in the South Shaganappi Communities. By expanding housing choices, residents of all income levels can live in homes that best suit their needs while supporting the local employment centres and major institutions in the area.

Objectives

The following objectives are intended to guide decisions for supporting diverse housing choices in the South Shaganappi Communities:

- Provide diverse, accessible, and **non-market housing** choices to support inclusive and equitable communities.
- Encourage the provision of affordable student housing in and around the University of Calgary campus, Foothills Medical Centre, and Alberta Children's Hospital areas.
- Encourage the provision of **non-market housing** and **mixed-market housing** that meets the diverse and changing needs, life stages, and financial abilities of individuals.

Implementation Options

The following actions have been identified to achieve the supporting growth objective:

Non-market Housing and Mixed-market Housing

Access to safe and stable housing helps create inclusive communities and adds to the overall health, prosperity, and safety of our city. **Non-market housing** and **mixed-market housing** add diversity by attracting young adults and families into the neighbourhood and enabling residents to age in place and improves individual outcomes related to the social determinants of health, promotes self-sufficiency, and builds equity in communities.

In the South Shaganappi Communities, housing for students is crucial to supporting the large student population attending institutions like the University of Calgary. Providing housing that is affordable for students is necessary for enhancing students' financial stability and encouraging greater access to education. In addition to the University of Calgary, other major institutions including the Foothills Medical Centre and Alberta Children's Hospital are located within the Plan Area. These institutions employ a large number of people, further requiring the need for diverse housing types and housing that is affordable to a wide range of income levels.

Home is Here – The City of Calgary's Housing Strategy, identifies the role and actions The City can take to improving access to **non-market housing** and **mixed-market housing**. Refer to this strategy for citywide actions.

a. To improve access to **non-market housing** and **mixed-market housing** in the South Shaganappi Communities, the following should be considered:

- **i.** enable inclusion of **non-market housing** units in new residential and mixed-use developments, including **mixed-market housing** projects;
- **ii.** consider including **non-market housing** and **mixed-market housing** in the redevelopment of vacant lands;
- **iii.** support the intensification, rehabilitation, and retention of existing **non-market housing** developments, ensuring no net loss of units;
- **iv.** encourage strategic partnerships with private and public organizations to address unmet housing need;
- **v.** encourage strategic partnerships with private and public organizations, including opportunities to build Indigenous housing from local lenses involving local Indigenous governments, Indigenous community leaders, and Indigenous focused housing organizations and service providers, to address unmet housing needs;
- **vi.** leverage municipal land, where available, to contribute to **non-market housing** or **mixed-market housing** development;
- **vii.** encourage co-location of affordable housing units within civic development;
- **viii.** support and encourage the development of **non-market housing**, **mixed-market housing**, and student housing in areas that are well served by **transit station areas**, **Activity Centres**, the **Primary Transit Network**, and appropriate services and amenities, including access to grocery stores and schools;
- **ix.** support the inclusion of energy efficiency and renewable energy measures for affordable units to reduce high and volatile energy costs; and,
- **x.** explore opportunities to provide services and programs for accessing housing, mental and physical health, and other support for vulnerable residents.

Different Housing Forms

Providing a variety of housing forms is crucial to supporting a wide range of residents' needs and lifestyles. Multi-generational homes and communities can provide safe, accessible, and inclusive places for people of all ages and stages to live.

b. To support future development of different housing forms in the South Shaganappi Communities, the following should be considered:

- **i.** where municipal land is available, the coordination of land sales for multi-generational and cohousing development should be explored; and,
- **ii.** support and encourage the development of multi-generational homes and communities and cohousing in areas that are well served by existing **infrastructure** and amenities.

3.2.2 Safe and Well-Connected Mobility Options

Improving connectivity of mobility options in the South Shaganappi Communities means providing safe, accessible, and well-connected transit, walking, and cycling networks for all seasons, ages, and abilities. The Red Line **LRT**, MAX Orange **BRT**, and **Primary Transit Network** along with **pedestrian** pathways, cycling **infrastructure**, and road network provides a range of mobility options within the Plan Area. Connecting and enhancing these networks will allow for greater ease of travel between destinations such as institutions, businesses, parks, recreation, and amenities within and outside the Plan Area.

Objectives

The following objectives are intended to guide decisions for supporting well-connected mobility options and networks to and through the South Shaganappi Communities:

- Improve safety, connectivity, and accessibility of all modes of transportation.
- Prioritize missing links in **pedestrian**, cycling, and transit **infrastructure** especially between major destinations such as **transit station areas**, **Activity Centres**, **Main Streets**, institutions, community associations, schools, parks, recreation facilities, and natural areas.
- Improve and expand upon the **pedestrian** and cycling **infrastructure** network, including the **5A Mobility Network**, to support active modes of travel.
- Enhance transit user experience and safety through upgraded **infrastructure** in areas such as transit stations and along the **Primary Transit Network**.

Implementation Options

The following actions have been identified to achieve the supporting growth objectives:

Improved Pedestrian and Cycling Connections

The South Shaganappi Communities has a large **pedestrian** and cycling network, including the **5A Mobility Network**, which connects to major destinations throughout and beyond the Plan Area. Improving the safety, connectivity, and accessibility of pathway and cycling connections is important for the movement of all mobility modes.

a. To improve overall **pedestrian** and cycling connections and networks, the following should be considered:

- **i.** improved **pedestrian** and cycling connections linking **Main Streets**, **transit station areas**, **Activity Centres**, and the **Primary Transit Network** as well as recreation facilities, parks, and open spaces such as Foothills Athletic Park, Shouldice Athletic Park, Dale Hodges Park, and the Bow River pathway system;
- **ii.** continuous and widened **pedestrian** and cycling connections and **infrastructure** to **LRT** stations and **BRT** stations and along the **Primary Transit Network**, while taking operational transit requirements into consideration;
- **iii.** traffic calming measures that focus on slowing vehicle speeds through school and playground zones, along residential/neighbourhood streets, and along collector streets to minimize conflicts between different modes of mobility;
- **iv.** clear, defined active mode routes and wayfinding to schools and post-secondary institutions including the University of Calgary;
- **v.** construction of curb cuts on existing sidewalks where they currently do not exist and upgrade existing ones;
- **vi.** provision of seating throughout the pathway network to provide areas of rest for **pedestrians**;
- **vii.** complete missing **pedestrian** links by constructing sidewalks where they currently do not exist;
- **viii.** complete missing cycling links by constructing cycle tracks, multi-use pathways, or equivalent facilities; and,
- **ix.** provide shade and cooling **infrastructure** and landscaping along **pedestrian** and cycling corridors.

Parkdale Boulevard NW / 3 Avenue NW / Bowness Road NW

South of 16 Avenue NW, Parkdale Boulevard NW / 3 Avenue NW / Bowness Road NW runs east-west through the Plan Area and provides a significant connection for traffic entering the city and connecting to downtown.

b. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** evaluate the opportunity to consolidate the connections of Bowness Road NW, Shaganappi Trail NW, and 16 Avenue NW;
- **ii.** provide and enhance safe, comfortable, and continuous **pedestrian** and cycling **infrastructure**;
- **iii.** enhance efficient transit movement and operations;
- **iv.** determine the modal priority along the corridor and an optimized design for uniformity and efficient movement of traffic;
- **v.** identify if this is an appropriate corridor for a segment of the future West Bow **BRT** line;
- **vi.** recommend the appropriate street classification and cross-section(s);
- **vii.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts; and,
- **viii.** identify additional active mode crossing locations and improve safety of existing crossings to access the Bow River pathway system.

16 Avenue NW Neighbourhood Main Street

The 16 Avenue NW Neighbourhood **Main Street** area, located between 49 Street NW and 43 Street NW, acts as a gateway for the west side of the Plan Area and Calgary. High vehicular speeds are reduced on 16 Avenue NW around Shouldice Athletic Park, providing a transition into Montgomery. The street is a heavily used east-west connection for vehicles travelling in and out of the city and is also designated as a main goods movement corridor. However, this portion of 16 Avenue NW is identified as a Neighbourhood **Main Street**, intended for a mixture of uses in a **pedestrian**-oriented environment.

c. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** explore opportunities for public space enhancement;
- **ii.** explore opportunities to provide on street parking during off-peak hours;
- **iii.** evaluate the opportunity to consolidate the connections of Bowness Road NW, Shaganappi Trail NW, and 16 Avenue NW;
- **iv.** provide additional **pedestrian** and cycling connections across 16 Avenue NW to Shouldice Athletic Park and the Bow River pathway system, specifically west of Home Road NW;
- **v.** improve walking and cycling connectivity to/from 16 Avenue NW and the **5A Mobility Network**;
- **vi.** improve existing **pedestrian** and cycling connections and crossings at key intersections including Home Road NW, 46 Street NW, and 43 Street NW; and,
- **vii.** investigate enhancing the roadside and medians along 16 Avenue NW with boulevard trees, naturalized and low-maintenance plantings, street banners, and wayfinding to create a distinctive gateway area.

24 Avenue NW

24 Avenue NW is an east-west roadway between Crowchild Trail NW and West Campus Boulevard NW. Located along the south edge of the University of Calgary and Alberta Children's Hospital, 24 Avenue NW provides connection to major institutions and residential communities in the Plan Area.

d. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** provide safe, comfortable, and continuous **pedestrian** and cycling **infrastructure**;
- **ii.** determine the modal priority along the corridor;
- **iii.** recommend the appropriate street classification and cross-section(s);
- **iv.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **v.** improve, enhance, and prioritize active mode crossings of 24 Avenue NW;
- **vi.** implement traffic calming features appropriate to the function and design of the corridor; and,
- **vii.** explore the feasibility of converting existing intersections, specifically west of Crowchild Trail NW, to roundabouts and evaluating the feasibility of reducing the number of vehicular travel lanes.

32 Avenue NW

32 Avenue NW provides an east-west connection across the Plan Area, from Crowchild Trail NW to Home Road NW. With a mixture of institutional, commercial, civic, and residential uses along 32 Avenue NW, the street links major destinations in the area including the University of Calgary, University Innovation Quarter, University District, and CF Market Mall.

e. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** provide safe, comfortable, and continuous **pedestrian** and cycling **infrastructure**;
- **ii.** enhance 32 Avenue NW with a focus to widen and improve the streetscape and **public space** for active modes;
- **iii.** enhance efficient transit movement and operations;
- **iv.** determine the modal priority along the corridor;
- **v.** recommend the appropriate street classification and cross-section(s);
- **vi.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **vii.** implement traffic calming features appropriate to the function and design of the corridor, especially west of 49 Street NW;
- **viii.** explore the redesign of intersections of 48 Street NW and 49 Street NW along 32 Avenue NW to improve safety and access; and,
- **ix.** explore the opportunity to bury all overhead utilities.

40 Avenue NW

40 Avenue NW is a roadway that connects Crowchild Trail NW with 53 Street NW. The roadway provides access east-west across the Plan Area, connecting the University Innovation Quarter, CF Market Mall, and the Bow River pathway system.

f. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** determine the modal priority along the corridor;
- **ii.** recommend the appropriate street classification and cross-section(s);
- **iii.** complete missing links in the **5A Mobility Network** to provide connections to Bowmont Park, Dale Hodges Park, and the Bow River pathway system;
- **iv.** explore converting existing on-street bike lanes into protected or raised cycle tracks for additional safety and protection for all ages and abilities;
- **v.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **vi.** improve north-south **pedestrian** crossings, especially at school sites; and,
- **vii.** implement traffic calming features and provide curb extensions where on-street parking is permitted.

Varsity Drive NW

Varsity Drive NW is a roadway that spans east-west across the Plan Area, connecting 53 Street NW with 37 Street NW. Varsity Drive NW supports a variety of transportation modes including walking, cycling, public transit, and vehicles.

g. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** determine the modal priorities along the corridor;
- **ii.** recommend the appropriate street classification and cross-section(s);
- **iii.** provide safe, comfortable, and continuous **pedestrian** and cycling **infrastructure**;
- **iv.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **v.** improve **pedestrian** crossings across Varsity Drive NW to facilitate north-south movements and implement traffic calming features appropriate to the function and design of the corridor; and,
- **vi.** consider providing curb extensions where on-street parking is permitted.

Morley Trail NW

Morley Trail NW connects 19 Street NW with Charleswood Drive NW. There is a mixture of residential, commercial, and institutional uses along Morley Trail NW including several schools and local strip malls.

h. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** determine the modal priorities along the corridor;
- **ii.** recommend the appropriate street classification and cross-section(s);
- **iii.** provide safe, comfortable, and continuous **pedestrian** and cycling **infrastructure**;
- **iv.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **v.** improve north-south **pedestrian** crossings and provide curb extensions where on-street parking is permitted, especially near schools; and,
- **vi.** implement traffic calming features, especially at the intersections of 19 Street NW, 28 Avenue NW and 24 Street NW.

Home Road NW

Home Road NW serves as an important north-south connection between 16 Avenue NW in Montgomery and 32 Avenue NW in Varsity. Additionally, the road connects the 16 Avenue NW Neighbourhood **Main Street** area with the CF Market Mall Community **Activity Centre** area. Due to vehicular traffic through the area, improvements to **pedestrian infrastructure** are required to provide a safe and comfortable **pedestrian** environment.

i. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** improve east-west **pedestrian** and cycling connections across Home Road NW through crossing enhancements;
- **ii.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **iii.** explore the opportunity to bury all overhead utilities;
- **iv.** identify opportunities for traffic calming measures throughout the corridor, including at intersections of Home Road NW and 16 Avenue NW, 21 Avenue NW, and 32 Avenue NW; and,
- **v.** explore converting existing on-street bike lanes into protected or raised cycle tracks for additional safety and protection for all ages and abilities.

53 Street NW

53 Street NW runs north-south between Crowchild Trail NW and 40 Avenue NW. The street serves as an important connection through Varsity to communities north and south of the Plan Area. 53 Street NW supports a variety of transportation modes including walking, cycling, public transit, and vehicles.

j. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** explore converting existing on-street bike lanes into protected or raised cycle tracks for additional safety and protection for all ages and abilities.
- **ii.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **iii.** improve **pedestrian** crossings across 53 Street NW to facilitate east-west movements and implement traffic calming features appropriate to the function and design of the corridor; and,
- **iv.** consider providing curb extensions where on-street parking is permitted.

Shaganappi Trail NW

Shaganappi Trail NW runs north-south through the Plan Area, connecting Crowchild Trail NW to 16 Avenue NW. The street serves as an important corridor for vehicular traffic moving to and through the South Shaganappi Communities, providing access and connections to **Main Streets**, **transit station areas**, **Activity Centres**, and institutions.

k. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** evaluate the opportunity to consolidate the connections of Bowness Road NW, Shaganappi Trail NW, and 16 Avenue NW;
- **ii.** recommend the appropriate street classification and cross-section(s);
- **iii.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **iv.** improve **pedestrian** and cyclist connectivity across Shaganappi Trail NW including upgraded at-grade **pedestrian** and cyclist crossings and potential new active mode bridge crossings;
- **v.** explore opportunities to improve the intersections of Shaganappi Trail NW at 32 Avenue NW, 40 Avenue NW, and Varsity Drive NW to promote greater **pedestrian** and cyclist connectivity;
- **vi.** evaluate and consider transit improvements along Shaganappi Trail NW between Crowchild Trail NW and 16 Avenue NW;
- **vii.** provide a regional pathway along Shaganappi Trail NW between 16 Avenue NW and Crowchild Trail NW as per the **5A Mobility Network**; and,
- **viii.** explore opportunities to provide wildlife crossings to enhance the ecological network connectivity, provide safer passage for wildlife, and reduce collisions with vehicles.

Crowchild Trail NW

Crowchild Trail NW provides an integral link beyond the Plan Area and to corridors within the South Shaganappi Communities including 16 Avenue NW, 24 Avenue NW, 32 Avenue NW, 40 Avenue NW, and Shaganappi Trail NW. Improvements to **pedestrian** connections across Crowchild Trail NW have been identified to allow for increased connectivity and safety of **pedestrians** and cyclists travelling to and from the Plan Area.

l. The future medium- and long-term improvements to Crowchild Trail NW should consider the following:

- **i.** provide convenient and attractive transportation options that will reduce the number of trips that rely on the use of personal vehicles;
- **ii.** ensure any new grade-separated crossings of Crowchild Trail NW provide dedicated **pedestrian** and cycling **infrastructure** that minimizes interactions with vehicle traffic, are simple to navigate, and prioritize **pedestrian** safety and accessibility;
- **iii.** enhance **pedestrians**' travelling experience by sheltering them from traffic noise and wind, as well as providing pathway lighting;
- **iv.** create accessible well-defined connections to the larger **pedestrian** network and Regional Pathway system;
- **v.** provide active transportation connections parallel to Crowchild Trail NW as per the **5A Mobility Network**;
- **vi.** provide interchanges upgrades at 16 Avenue NW and 24 Avenue NW to alleviate traffic congestion points on Crowchild Trail NW;
- **vii.** identify opportunities for an active modes overpass at 24 Avenue NW;
- **viii.** retrofit the existing **pedestrian** bridges at 14 Avenue NW and 23 Avenue NW;
- **ix.** improve the 32 Avenue NW interchange by way of a functional study that would identify land requirements; and,
- **x.** explore opportunities to provide wildlife crossings to enhance the ecological network connectivity, provide safer passage for wildlife, and reduce collisions with vehicles.

19 Street NW

19 Street NW runs north-south along the eastern edge of the Plan Area boundary. The street serves as an important connection through Banff Trail to communities north and south of the Plan Area. 19 Street NW supports a variety of transportation modes including walking, cycling, public transit, and vehicles.

m. To improve overall function, connectivity, and safety for all mobility options, design for this mobility corridor should consider the following:

- **i.** provide safe, comfortable, and continuous **pedestrian** and cycling **infrastructure**;
- **ii.** determine the modal priority along the corridor;
- **iii.** recommend the appropriate street classification and cross-section(s);
- **iv.** consider road classification, vehicles speeds and volumes, and incorporate design measures to mitigate mobility conflicts;
- **v.** improve **pedestrian** crossings across 19 Street NW to facilitate east-west movements;
- **vi.** implement traffic calming features appropriate to the function and design of the corridor;
- **vii.** consider providing curb extensions where on-street parking is permitted; and,
- **viii.** explore converting existing on-street bike lanes into protected or raised cycle tracks for additional safety and protection for all ages and abilities.

3.2.3 Vibrant Transit Station Area Hubs

The South Shaganappi Communities has four **transit station areas** along the Red Line **LRT** including Banff Trail Station, University Station, Brentwood Station, and Dalhousie Station. Additionally, there are three MAX Orange **BRT transit station areas** at Alberta Children's Hospital, Foothills Medical Centre, and 31 Street NW. Concentrating a mixture of **pedestrian**-oriented residential and commercial development around these **transit station areas** will increase safety and comfort of transit users, provide a destination and gathering space for residents, and provide greater accessibility to public transit.

Objectives

The following objectives are intended to guide decisions for supporting vibrant **transit station areas** and encouraging **transit-oriented development** in the South Shaganappi Communities:

- Provide enhanced **pedestrian** and cycling connections and complete missing mobility links between **transit station areas** and surrounding communities.
- Improve transit safety, connectivity, and accessibility within **transit station areas**.
- Improve the **public space** within and around **transit station areas**.

Implementation Options

The following actions have been identified 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, accessible, and convenient transit, **pedestrian**, and cycling connections;

ii. support provision of bike parking and other active mode amenities at transit stations;

iii. explore opportunities for enhanced **public space** to improve safety and accessibility of transit users;

iv. explore opportunities for transit station plazas to provide places for gathering and social interaction;

v. provide benches and seating at transit stations and bus stops where they currently do not exist and upgrade existing ones;

vi. provide publicly accessible **infrastructure** including washrooms and drinking fountains;

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

viii. locate compatible civic services and amenities in proximity to **transit station areas**;

ix. ensure efficient transit operations around transit stations;

x. support interim uses within **transit station areas** that promote activity around **LRT** stations; and,

xi. incorporate **transit priority measures** to improve travel time and reliability.

Banff Trail LRT Station Area

The Banff Trail **LRT** Station is located east of Banff Trail NW and west of Capitol Hill Crescent NW. The location of the station is critical in linking the University of Calgary, Foothills Athletic Park, McMahon Stadium, and surrounding communities together.

b. To support future investments in the Banff Trail **LRT** Station area, the following should be considered:

- **i.** enhanced **pedestrian** lighting in and around the station to increase transit users' safety and accessibility;
- **ii.** incorporation of murals and other forms of public art at the station;
- **iii.** designated cycling **infrastructure** along 23 Avenue NW, connecting to the Crowchild Trail NW **pedestrian** bridge;
- **iv.** **public space** enhancements at the intersection of 23 Avenue NW and Banff Trail NW including street furniture, lighting, and landscaping; and,
- **v.** providing additional mid-block **pedestrian** crossings to the **LRT** station along Banff Trail NW, with enhanced safety features.

3.2.4 Recreational Opportunities for All Ages and Abilities

The South Shaganappi Communities has a variety of recreational opportunities and facilities including Foothills Athletic Park, Shouldice Athletic Park, McMahon Stadium, and numerous community parks and associations. Through investing in these recreational assets, residents of all ages, abilities, and cultural backgrounds will be able to participate in various types of recreation.

Objectives

The following objectives are intended to guide decisions on providing affordable and accessible recreational opportunities within the South Shaganappi Communities:

- Enhance existing civic and recreation facilities and spaces such as aquatic centres, athletic parks, and community centers.
- Provide residents with a wide variety of public facilities and spaces that have equitable access and serve active and passive recreational needs for all ages and abilities through all seasons.
- Improve passive and active recreation opportunities in parks, open spaces, and natural areas along the Bow River pathway system and across the South Shaganappi Communities.

Implementation Options

The following actions have been identified to achieve the supporting growth objectives:

Community Facilities and Spaces

The South Shaganappi Communities has many community facilities and spaces including community associations, schools, and recreation facilities including Foothills Athletic Park, Norma Bush and Father David Bauer Arenas, and Shouldice Athletic Park. These facilities and spaces are major regional draws for visitors across the city and are important for the social interaction and gathering of residents. Continuing to improve and invest in these spaces will ensure current and future residents have places to play, learn, and gather with each other.

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 Calgarians by supporting equitable access to programs and facilities;
- **ii.** 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, local organizations, school boards, and other levels of government to deliver functional and sustainable facilities, spaces, and programming that addresses community needs;

v. promote the 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 **urban agriculture**, community gardens, local food sales, and community markets to support local food systems, food security, and community connections;

viii. increase food system awareness through the provision of installations such as educational and information boards;

ix. integrate cooling site and water access to help users cope with extreme heat events;

x. support the provision of bike parking and other active mode amenities at community facilities;

xi. enhance the functionality of community facilities and the activation of outdoor spaces through the inclusion of publicly accessible amenities; and,

xii. upgrade underutilized parks across the South Shaganappi Communities to better meet community needs through new programming or design.

Foothills Athletic Park / Foothills Multisport Fieldhouse

The Foothills Athletic Park / Foothills Multisport Fieldhouse is located adjacent to the University of Calgary campus and McMahon Stadium, providing year-round recreational opportunities for Calgarians. These facilities support a broad range of community uses, field sports, court sports, and athletics for a variety of ages and abilities.

b. To guide the redevelopment of the Foothills Athletic Park:

i. A Master Plan should be completed to provide direction on the development of the Foothills Multisport Fieldhouse and guide public investment and programming for the area.

Shouldice Athletic Park

Shouldice Athletic Park is located in Montgomery, adjacent to the Bow River and 16 Avenue NW. The park supports a wide range of recreational activities with artificial and natural turf fields, ball diamonds, a seasonal air-supported dome, arena, and amenities like change rooms, washrooms, and a concession.

c. To support future improvements and investments to Shouldice Athletic Park, the following should be considered:

i. explore the opportunity to complete a Master Plan to guide future redevelopment and programming of Shouldice Athletic Park;

ii. review existing facilities and uses within the park and the adjacent aquatic facility to identify opportunities to address community and recreational needs;

iii. explore adding all-season and diverse recreational uses within the park;

iv. improve walking and cycling connectivity to/from the park to the Bow River pathway system and **5A Mobility Network**;

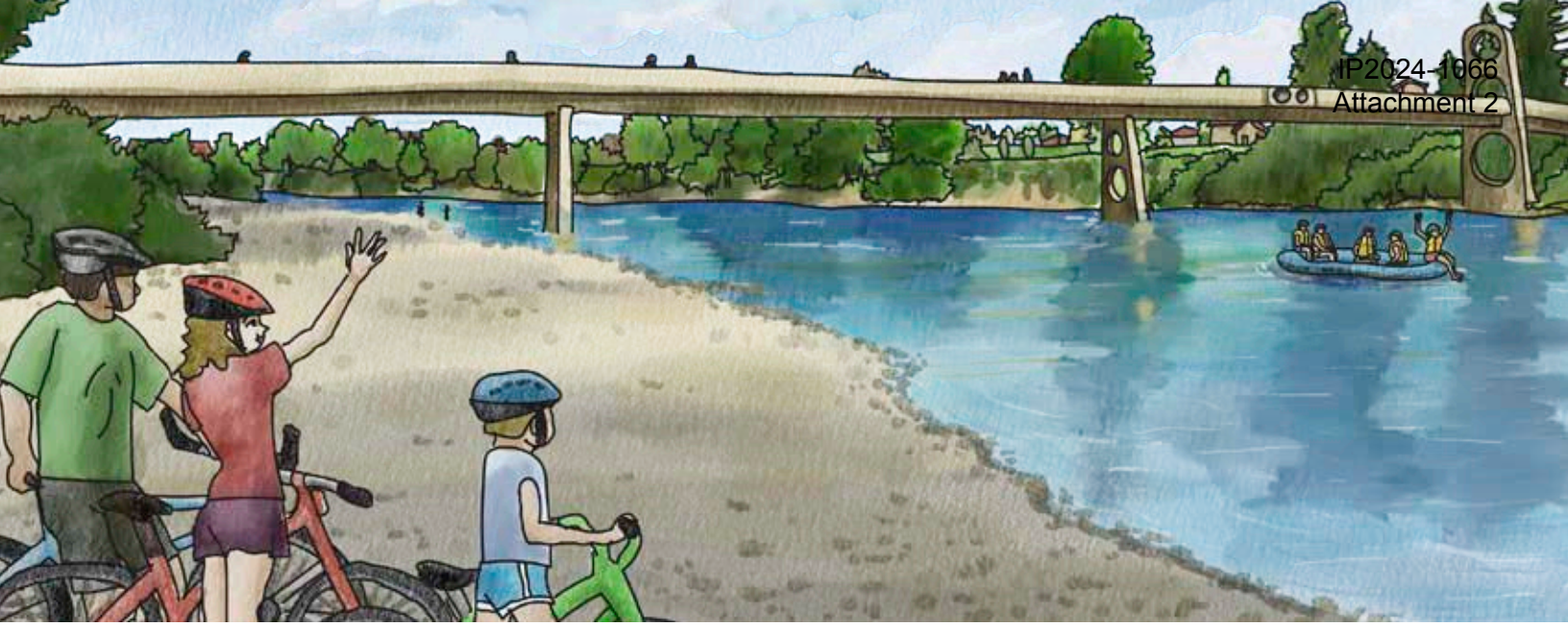
v. improve the interface between the park and 16 Avenue NW by providing convenient and safe active mode access;

vi. explore opportunities to enhance public understanding of cultural landscapes and Indigenous worldviews along the Bow River pathway system through undertaking engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government;

vii. investigate opportunities for uses that support recreational activities;

viii. investigate opportunities for temporary and seasonal uses that promote year-round activation; and,

ix. investigate providing **infrastructure** opportunities to mitigate the risk of health impacts from extreme heat.



3.2.5 Protected and Enhanced Parks, Open Spaces, Natural Areas, and Bow River Pathway System

Parks, open spaces, natural areas, and public and private green **infrastructure** contribute to the ecological health of the South Shaganappi Communities by providing cooling and shading, wildlife habitat, **public space**, and stormwater management. The Bow River corridor runs along the west and south boundary of the Plan Area, bordering Dale Hodges Park and Shouldice Park along with several other parks and open spaces. The Bow River riparian corridor and escarpment are both environmentally significant areas and major components of the ecological network, providing important connections through the urban environment for wildlife movement and to support ecological processes. Investing in the protection and enhancement of parks, open spaces, and natural areas is essential to the South Shaganappi Communities' wildlife, ecosystem, and biodiversity. Additionally, these spaces provide active and passive recreation and contribute to mental and physical health and wellness for residents and visitors in the Plan Area.

Objectives

The following objectives are intended to guide decisions to enhance parks, open spaces, natural areas, and the Bow River pathway system within the South Shaganappi Communities:

- Support accessible, inclusive, and year-round programming for parks and open spaces.
- Improve the user experience in existing parks and open spaces through programming and activation that supports a broader range of complementary uses that cater to diverse groups of users during all seasons.
- Protect, maintain, and enhance riparian areas along the Bow River to facilitate wildlife movement and support biodiversity and overall ecological health while improving resilience to erosion, flooding, and impacts to water quality.
- Improve the ecological functionality of existing parks and open spaces within the ecological network.
- Protect, maintain, enhance, and expand the existing tree canopy on public and private land.

Implementation Options

The following actions have been identified to achieve the supporting growth objectives:

Community Parks and Open Spaces

a. To support future investment in community parks and open spaces within the South Shaganappi Communities, the following should be considered:

- **i.** identify opportunities to improve functionality of parks and open spaces including multi-purpose fields, street furniture, and **infrastructure**;
- **ii.** explore options to enhance safety and accessibility of parks and open spaces;
- **iii.** explore opportunities for year-round use and enjoyment of parks and open spaces including incorporating winter-friendly designs;
- **iv.** support provision of bike parking and other active mode amenities at community parks and open spaces;
- **v.** collaborate with residents, partners, local organizations, school boards, and other levels of government to deliver functional and sustainable parks, open spaces, and programming that addresses community needs;
- **vi.** explore opportunities for **urban agriculture**, community gardens, local food sales, and community markets to support local food systems, food security, and community connections;
- **vii.** increase food system awareness through the provision of installations such as educational and information boards; and,
- **viii.** explore opportunities for Indigenous placemaking, landscape designs, and cultural spaces in the Plan Area, that establish places for cultural practice and learning on the land through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government.

Natural Areas

b. To support future investment in natural areas within the South Shaganappi Communities, the following should be considered:

- **i.** explore opportunities to invest in the preservation, restoration, and enhancement of natural areas;
- **ii.** promote passive recreation and discourage uses that are not compatible with preservation of natural areas; and,
- **iii.** identify opportunities to enhance natural area connectivity through naturalization within the ecological network.

Bow River Pathway System

Within the South Shaganappi Communities, the Bow River pathway system and ecological corridor are located in Parkdale and Montgomery. The pathway system provides a safe and accessible connection for **pedestrians**, cyclists, and many other forms of wheeling while enjoying the natural areas along the Bow River.

c. To support future investment in the Bow River pathway system and surrounding park spaces, the following should be considered:

- **i.** widen and repair sections of the pathway system that are heavily congested with **pedestrians** and cyclists;
- **ii.** provide separate facilities for **pedestrians** and cyclists, where feasible;
- **iii.** provide direct connections to the surrounding **5A Mobility Network** that are safe and accessible for users of all ages and abilities;
- **iv.** identify opportunities for reducing conflicts between different active modes, especially at high traffic intersections and congested areas;
- **v.** provide publicly accessible **infrastructure** including washrooms and drinking fountains;
- **vi.** explore opportunities for temporary activation along or near the pathway system;
- **vii.** identify options to connect missing links on the Bow River pathway system including along 13 Avenue NW in Shouldice Athletic Park;
- **viii.** preserve, restore, and enhance natural areas;
- **ix.** mitigate the negative impacts of recreation uses on ecologically sensitive areas and riparian areas;
- **x.** planting of diverse plant species that support wildlife habitat and pollination; and,
- **xi.** explore opportunities to enhance public understanding of cultural landscapes and Indigenous worldviews along the Bow River pathway system through undertaking engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government.

Urban Forest

The urban forest provides green **infrastructure** and ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitat, and creating stress-reducing environments for residents. The South Shaganappi Communities currently have 16.6% tree canopy coverage, which is above the city average. The goal for this area is to increase the canopy to 17.5% by 2030, 18.5% by 2040, and 19.5% by 2050, through retention of the existing canopy and planting new trees. To ensure the canopy continues to thrive and grow, it is critical that The City, developers, and residents contribute to consistent and continuing urban forest management.

d. To support and expand the urban forest in the South Shaganappi 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 wildlife;
- **viii.** encourage drought-resistant vegetation, appropriate soil, and sufficient soil volume for trees on public and private property; and,
- **ix.** use of soil cells for stormwater detention and enhanced landscaping that collects and retains or infiltrates rainwater.

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 South Shaganappi 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 City's **municipal development plan** 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 area 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 distance 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 classification 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 requires an amendment to the Plan.

e. Where the 'low-modified' building scale is shown adjacent to 3 Avenue NW, between 34 Street NW and 37 Street NW, as indicated on Map 4: Building Scale, the 'low-modified' building scale should be interpreted to extend a distance of 41 metres from the property line shared with 3 Avenue NW.

f. Where the 'low-modified' building scale is shown on 19 Street NW, between 24 Avenue NW and 18 Avenue NW, as indicated on Map 4: Building Scale, the 'low-modified' building scale should be interpreted to extend a distance of 41 metres from the property line shared with 19 Street NW.

g. Where the 'low-modified' building scale is shown on 29 Street NW, between 4 Avenue NW and 8 Avenue NW, as indicated on Map 4: Building Scale, the 'low-modified' building scale should be interpreted to extend a distance of 41 metres from the property line shared with 29 Street NW unless the boundary of the scale modifier is delineated with a lane, in which case the 'low-modified' building scale should be interpreted to end at the boundary of the lane.

h. Where an area is shown with the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, and the same area also has a building scale, as indicated on Map 4: Building Scale, the Neighbourhood Connector urban form category should be interpreted to extend for a distance of 41 metres from the property line shared with the road, unless the boundary of the urban form category is delineated by a lane, road, or any natural features, in which case the Neighbourhood Connector urban form category should extend to the lane, road, or natural feature.

Policy Interpretation

i. The South Saskatchewan Regional Plan 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.

j. 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.

k. 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.

l. 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 The City's **municipal development plan** policies, intent, and guidelines to the satisfaction of The City with regard to design and performance standards.

m. 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.

n. "Encourage" means the policy direction is optional and not required. "Encourage" statements support doing something rather than requiring or limiting action.

o. 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.

p. 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

q. Unless otherwise specified within this Plan, the boundaries or location 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.

r. 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

s. 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

t. 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

u. 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 values 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 City's **municipal development plan** and other relevant policy documents.

4.4 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.

Activity Centre – an urban typology as described in the City's **municipal development plan** and conceptually identified in the Plan.

Built-Out Areas – all communities that have gone through at least their first stage of development and are no longer actively developing as defined by The City's Suburban Residential Growth report.

Built Form – the engineered surroundings that provide the setting for human activity and includes buildings, streets, and structures (including **infrastructure**).

Bus Rapid Transit (BRT) – a type of limited stop bus service that relies on technology to speed up the service. It can operate on exclusive transit ways, high occupancy vehicle lanes, and any type of road or street. A **BRT** line combines intelligent transportation systems technology, priority for transit, rapid and convenient fare collection, and integration with land use policy, in order to upgrade bus system performance substantially.

Community Climate Resilience Assets – a feature that is intended to reduce the negative impacts of climate change on **infrastructure**, natural assets, and people. Examples can include but are not limited to, shade structures (e.g., pergolas, sun sails, covered outdoor spaces), water fountains, and green stormwater **infrastructure** (e.g., bioswales, rain gardens).

Community Corridors – **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 are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres,** and **transit station areas**.

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.

Flood Fringe – lands abutting the **floodway**, the boundaries of which are indicated on Map D: Constraints that would be inundated by floodwaters of a magnitude likely to occur once in one hundred years.

Flood Inundation Area – parcels that are located within the 1:100 flood risk area, as identified by the City and Government of Alberta. Development should be flood resilient to the 1:100 flood elevation.

Floodway – the river channel and adjoining lands indicated on Map D: Constraints that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

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 paleontological 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 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.

Light Rail Transit (LRT) – electrically powered rail cars, operating in sets of three to five cars per train on protected rights of way, adjacent to, or in the medians of roadways or rail rights-of-way. Generally at grade, with some sections operating in mixed traffic and/or tunnels or on elevated bridge structures.

Low Impact Development – an approach to land development that works with nature to manage stormwater runoff. It includes a variety of landscaping and design practices that slow water down and improve the quality of stormwater entering the City's waterways.

Main Street – an urban typology as described in the City's **municipal development plan**.

Mixed-Market Housing – rental or for-sale housing that has a mix of **non-market housing** and market housing.

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.

Net Zero (or Net Zero Ready) – developments that produce as much clean energy as they consume by way of a highly efficient building envelope, energy efficient appliances, lighting, and mechanical systems and a renewable energy system. **Net Zero Ready** development is built to **Net Zero** standards except that the renewable energy system (e.g., solar panels) has not yet been installed.

Non-Market Housing – rental or for-sale housing subsidized for income groups not served by the private market.

Pedestrian-Scale – the scale (height/proportions) and comfort level that the street level and lower stories of a building provide for **pedestrians** as they walk alongside a building or buildings.

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

Primary Transit Network – a permanent network of high-frequency transit services, regardless of vehicle type, that operates every 10 minutes or better, 15 hours a day, seven days a week.

Public Space – 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 are 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.

Solar Canopy – a freestanding or overhanging structure with solar photovoltaic panels attached on top that provide shelter for the use underneath.

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

Transit Hub – locations where passengers can transfer between transit routes, including **Light Rail Transit** and **Bus Rapid Transit** stations, transit centres, and bus stops. The streets in **transit hubs** support safe access for those walking and wheeling in addition to the movement of transit vehicles.

Transit-Oriented Development – a compact, mixed-use community within walking distance of a transit stop, 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 Priority Measures – strategies that improve transit operating speeds and transit travel time reliability in mixed traffic, such as dedicated lanes, traffic signal priority, or queue jumps.

Transit Station Area – the area typically up to 600 metres 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**, typically 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.

Urban Agriculture – a use where plants are grown outdoors for a commercial purpose.

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 space** (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 space.

Appendices

Appendix A: Investment Opportunities

In addition to the Implementation Options provided in Chapter 3, the following implementation actions have been identified by participants through a series of public engagement conducted during the drafting of this Plan. As noted in Chapter 3, these actions represent steps community members identified to achieve the supporting growth 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 options are identified through subsequent engagement and City department 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

Supporting Growth Goals	Investment Opportunities	Location(s)
Diverse, Accessible and Affordable Housing	Identify remnant City-owned parcels that can be utilized for **non-market housing** and **mixed-market housing** development.	Varies
	Where new civic services are being proposed on City-owned lands, develop sites as integrated civic facilities that can provide housing, prioritizing the delivery of **non-market housing** and **mixed-market housing**.	Varies
	Explore incentives for the inclusion of **non-market housing** and **mixed-market housing** in new developments.	Varies
	Explore opportunities for more **non-market housing** and **mixed-market housing** for seniors by encourage aging-in-place options (i.e., fully accessible housing styles).	Varies
	Explore opportunities for partnerships with not-for-profits to develop co-housing projects.	Varies
	Explore partnerships with the University of Calgary, Foothills Medical Centre, and Alberta Children's Hospital to identify opportunities for student and young professional housing.	Varies
Safe and Well-Connected Mobility Options	Conduct a holistic mobility network study within and surrounding Montgomery to determine the modal priority for each significant roadway, including 52 Street NW, Home Road NW, 32 Avenue NW, 16 Avenue NW, Shaganappi Trail NW, and Bowness Road NW.	Montgomery
	Conduct a functional planning study for the West Bow **BRT** Line.	Varies
	Improve the intersection of Home Road NW and 16 Avenue NW to enhance **pedestrian** and cyclist safety.	Montgomery
	Explore the feasibility of an additional **pedestrian** and cyclist crossing across 16 Avenue NW to Shouldice Athletic Park, specifically west of Home Road NW.	Montgomery
	Improve the intersection of Home Road NW and 32 Avenue NW to enhance **pedestrian** and cyclist safety and facilitate safe vehicular movement on the public road and from private sites.	Montgomery, Varsity
	Explore the feasibility of mobility and transportation corridor upgrades to 32 Avenue NW.	Varsity, University District

Supporting Growth Goals	Investment Opportunities	Location(s)
Safe and Well-Connected Mobility Options	Provide missing sidewalks on the north and south side of 32 Avenue NW.	Varsity, University District
	Investigate opportunities to improve **pedestrian** and cyclist connections at the intersection of 32 Avenue NW and Shaganappi Trail NW, specifically connecting University District and CF Market Mall.	Varsity, University District
	Explore opportunities to implement wheeling lanes, cycle tracks, bike lanes, or equivalent facilities along 49 Street NW.	Varsity
	Investigate opportunities to improve transit stop interface with CF Market Mall.	Varsity
	Implement the **5A Mobility Network** on University Drive NW, Uxbridge Drive NW, McKay Road NW, and 40 Avenue NW.	Varies
	Upgrade the existing cycling facilities on 19 Street NW, 37 Street NW, 29 Street NW, and 53 Street NW to be protected and/or separated.	Varies
	Install MAX **BRT** amenities and activate EB MAX **BRT** station at the intersection of 16 Avenue NW and 29 Street NW.	University Heights, St. Andrews Heights
	Investigate the functionality and design improvements at the 29 Street NW and 13 Avenue NW intersection.	St. Andrews Heights
	Explore opportunities to improve active transportation network along Toronto Crescent NW to improve connectivity to the Foothills Medical Centre.	St. Andrews Heights
	Explore the feasibility of mobility corridor upgrades to Morley Trail NW.	Banff Trail
Vibrant Transit Station Area Hubs	Explore opportunities for enhanced **public space** along 24 Avenue NW and Banff Trail NW, leading into the Banff Trail **LRT** Station.	Banff Trail **LRT** Station
	Identify improvements to create a **pedestrian** priority area at the intersection of 24 Avenue NW and Banff Trail NW.	Banff Trail **LRT** Station
	Identify options to improve accessibility and safety of the west ramp and stairways at the University **LRT** Station.	University **LRT** Station
	Explore partnerships with the University of Calgary to improve **pedestrian** and cyclist access to the University **LRT** Station, through the University of Calgary campus.	University **LRT** Station
	Support community-led art projects such as murals and art installations at **LRT** and **BRT** stations.	Varies
	Explore opportunities for redeveloping large surface parking areas including Park and Ride facilities and accommodating parking in above-grade parking structures or underground.	Brentwood **LRT** Station

Supporting Growth Goals	Investment Opportunities	Location(s)
Recreational Opportunities for All Ages and Abilities	Identify opportunities and locations for providing both active and passive recreation for all ages and abilities.	Varies
	Explore opportunities to provide affordable recreational opportunities for all ages, abilities, and cultural backgrounds including additional programming at City facilities.	Varies
	Explore opportunities for outdoor gym and fitness equipment within the South Shaganappi Communities' parks.	Varies
	Explore the provision of additional winter programming at Shouldice Athletic Park.	Shouldice Athletic Park
	Explore opportunities for temporary uses to activate Shouldice Athletic Park year-round.	Shouldice Athletic Park
	Explore the potential for a skatepark and/or pump track in Shouldice Athletic Park.	Shouldice Athletic Park
	Identify opportunities to celebrate and recognize the diversity of athletes through statues, field naming, memorials, or other mediums.	Shouldice Athletic Park
	Explore the feasibility of providing a public library within the South Shaganappi Communities.	Varies
	Investigate opportunities and locations for additional fenced dog parks and off leash areas.	Varies
	Identify opportunities to improve mountain biking trails along the escarpment in Bowmont Park.	Varsity
Protected and Enhanced Parks, Open Spaces, Natural Areas, and Bow River Pathway System	Identify locations for improving functionality of parks and open spaces across all communities through implementation of active and passive recreation opportunities.	Varies
	Provide activation in parks and open spaces year-round by incorporating winter-city design elements.	Varies
	Support community-led art projects such as murals and art installations at City parks and facilities.	Varies
	Explore opportunities to upgrade the playgrounds in Bowmont Park, one located south of 40 Avenue NW, and one located west of Christine Meikle School.	Varsity

Supporting Growth Goals	Investment Opportunities	Location(s)
Protected and Enhanced Parks, Open Spaces, Natural Areas, and Bow River Pathway System	Investigate opportunities to protect wildlife habitats and reduce erosion along the escarpment in Bowmont Park.	Varsity
	Identify opportunities for improving the functionality and increasing usership of the pocket park northwest of the intersection of 53 Street NW and 40 Avenue NW.	Varsity
	Explore opportunities to improve the multi-functionality of the parks at 4811 Vegas Way NW and 3225 McKay Road NW through naturalization and/or programming.	Varsity, Montgomery
	Identify improvements to increase functionality and safety of Montgomery Town Square, located on the SW corner of the Bowness Road NW and Home Road NW intersection.	Montgomery
	Provide additional tree plantings and maintain existing trees along McKay Road NW, to increase tree canopy and provide sound reduction from Shaganappi Trail NW.	Montgomery
	Investigate congested locations for pathway widening along the Bow River pathway system.	Bow River Pathway System
	Investigate publicly available **infrastructure** improvements along the Bow River pathway system.	Bow River Pathway System
	Work with experts and organizations in supporting conservation and protection of natural areas, local wildlife, and biodiversity along the Bow River pathway system.	Bow River Pathway System
	Work with Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government to identify opportunities for enhancing the cultural landscape and Indigenous worldviews within parks, open spaces, and natural areas along the Bow River pathway system.	Bow River Pathway System

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 and Map B2: Regional Transportation Corridors and Context as identified by the 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

- Pipeline
- Power Transmission
- Plan Area Boundary

Map B2: Regional Transportation Corridors and Context

Legend

- LRT Terminus Station/ Intermunicipal Connection
- Park and Ride
- The Great Trail
- Existing Higher Order Tansit
- Private Intermunicipal Transit Route
- Rail Transportation
- Level 1 Highway
- Level 2 Highway
- Level 3 Highway
- Planned Future Higher Order Transit
- Plan Area Boundary

Map B3:
Growth Plan Placetype Alignment

Legend

- Employment Area
- Infill and Redevelopment

DESCRIPTION

- Natural Areas
- Parks and Open Space
- Mixed Use Centre/ TOD Placetype Overlay *
- Plan Area 100 m 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

The following maps highlight various aspects of the transportation network. Together, they represent a robust multimodal transportation network that offers a variety of choices throughout the Plan Area.

Map C1: Road and Street Network provides an overview of the street classifications throughout the Plan Area. The map is not intended to make any recommendations about the specific corridors. Map C2: **Pedestrian** Corridors and Map C3: Cycling Network identify existing **pedestrian** and cycling mobility connections and recommended mobility improvements within and surrounding the South Shaganappi Communities. The maps are based on, but also inform, the **5A Mobility Network** and show existing and recommended connections identified in The City's **municipal development plan** at the local area plan level.

The recommended **pedestrian** corridors depicted on Map C2: **Pedestrian** Corridors inform specific streets where an enhanced **pedestrian** space is desired. An enhanced **pedestrian** corridor 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. The enhanced **pedestrian** network connects key destinations (schools, parks, transit, etc.) and helps identify locations where investment in enhanced intersection crossing treatments is required. All other streets not identified on Map C2: **Pedestrian** Corridors are to provide standard residential sidewalks to create a complete walking network.

The recommended cycling network shown on Map C3: 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 connections and help determine the type of facility/ **infrastructure** to be built.

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 Map C2: **Pedestrian** Corridors and Map C3: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility.

Map C4: Transit Network identifies existing and future major transit routes on the **Primary Transit Network** only. Map C5: Goods Network provides an overview based on the Calgary Goods Movement Strategy.

The mobility maps in Appendix C are intended to complement and inform the investment priorities identified in Chapter 3: Supporting Growth as well as future mobility improvements and investment.

Map C1: Road and Street Network

Legend

- Skeletal
- Arterial
- Collector
- Local
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

Map C2:
Pedestrian Corridors

Legend

- Existing Pathway
- Proposed Pathway
- Recommended Enhanced Pedestrian Corridor
- Existing Pedestrian/ Cycle Crossing
- Future Pedestrian/Cycle Crossing Upgrade
- Future Pedestrian/ Cycle Crossing

DESCRIPTION

- Natural Areas
- Parks and Open Space

- Red Line LRT Station
- MAX Orange Station
- Plan Area Boundary

* May require upgrades to meet 5A standards

Map C3:
Cycling Network

Legend

- Existing Pathway
- Proposed Pathway
- Existing On-Street Bikeway - 5A*
- Proposed On-Street Bikeway
- Existing Pedestrian/ Cycle Crossing
- Future Pedestrian/Cycle Crossing Upgrade
- Future Pedestrian/ Cycle Crossing
- Primary Cycling Network
- Red Line LRT Station
- MAX Orange Station
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

* May require upgrades to meet 5A standards

Map C4:
Transit Network

Legend

- Primary Transit Network
- CPKC/ Regional Commuter Rail Future
- Transit Hub
- Red Line LRT
- MAX Orange
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

Map C5:
Goods Network

Legend

- Main Goods Movement Corridor
- Supporting Goods Movement Corridor
- Freight Rail Corridor
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

Appendix D: Constraints

Map D: Constraints identifies development constraints that should be considered for development applications. Specific development constraints are summarized here.

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas of the 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.

The South Shaganappi Communities are part of the Bow River watersheds. Development adjacent to the Bow River may be subject to flooding and is identified as part of the **floodway** or **flood fringe**.

Map D:
Constraints

Legend

- 1:100 Flood Inundation Boundary
- Plan Area Boundary
- Freight Rail Corridor

Please refer to The City'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, flood policies of The City's municipal development plan, and related development requirements within The City's land use bylaw.

Appendix E: Additional Historical Information

Major roads

16 Avenue NW

16 Avenue NW originated as a section road that divided farms along a standard grid established by the Dominion Land Survey in the 1880s. In the 1950s and early 1960s, completion of the Trans-Canada Highway was a national project. In 1960, City Council designated the portion of 16 Avenue NW from 24 Street NE to 37 Street NW as part of the Trans-Canada Highway.

Crowchild Trail NW

Crowchild Trail NW was named in 1966 when 24 Street SW/NW was being transformed into a freeway that was completed the following year. It was named for Tsuut'ina Chief David Crowchild (1899–1982). Crowchild Trail NW extends north through the South Shaganappi Communities and then follows the former highway route to Banff.

Shaganappi Trail NW

Shaganappi Trail NW was so named in 1964. The name refers to the rawhide lacing that Métis people wrapped around cartwheels and used as harnessing for dogsleds and Red River carts.

The Communities

Parkdale

Calgary's growth in the early years of the twentieth century led to a series of annexations culminating in the massive 1910 "Greater Calgary" annexation that included the future Parkdale (as well as Banff Trail, St. Andrews Heights, the University of Calgary campus, and University Heights).

Developers Samuel Munroe Hartronft (1875–1942) and William Scott immediately subdivided the original Parkdale (which now lies mostly within neighbouring West Hillhurst), and before the end of the year, the much-larger Parkdale Addition (present-day Parkdale and Foothills Medical Centre in St. Andrews Heights).

Beginning in 1909, the Calgary Municipal Railway developed and operated a streetcar network that made it accessible to live in distant subdivisions. In 1912, the streetcar reached Parkdale on its way to Bowness and Bowness Park, which then lay outside of the city limits. The tracks followed a northwest-southeast route along a single road through Parkdale with multiple names: Parkdale Boulevard NW (east of 32 Street NW); 3 Avenue NW (from 32 Street NW to 37 Street NW); and Bowness Road NW (west of 37 Street NW). The neighbourhood was lightly developed, and several homes from the pre-First World War years are on The City's **Inventory of Evaluated Historic Resources**. One notable early resident was Alfred T. Jewitt, secretary-treasurer of the public school board, in 1912.

The area also included the Hudson's Bay Company Athletic Grounds, which the department store chain developed in 1913 for the Hudson's Bay Amateur Athletic Association, a club for store employees. The facility, which remained extant as late as 1940, and initially included a baseball diamond, a football field, a space for field sports, and a clubhouse with dressing rooms and kitchen facilities. A golf course was later added, and it became the Parkdale Golf Course under separate management in 1940. It was advertised as the city's only golf course with direct streetcar access. The golf course existed until at least 1942.

By 1949, Alex Squair (1914–1985) opened the Parkdale Riding Academy on the south side of Bowness Road

NW at 37 Street NW, and it remained there until at least 1953. This business advertised trail rides and hay rides. Further research has the potential to determine whether this horse-riding facility was located in present-day Parkdale or Point McKay.

Calgary's boom ended in 1913, and the growth of present–day Parkdale, like that across the city, stalled for decades. Homebuilding resumed with renewed vigour in the 1950s, and the public school board built and opened Parkdale Elementary School (728–32 Street NW) in 1952. Beginning in 1976, Parkdale Elementary doubled as the Calgary Board of Education's (CBE) Alternative High School. Parkdale Elementary closed in 2003, and Westmount Charter School took over the campus in 2011. The Parkdale Community Association was established in 1953, and its community hall was constructed in Parkdale Park in 1955. The building was replaced by a new structure in 1983.

The streetcar tracks remained in place until 1950 when streetcar service was withdrawn. That year, the renamed Calgary Transit System extended a trolley coach route along the old streetcar line as far west as 37 Street NW. Trolley coaches were rubber-wheeled vehicles like buses, but—like streetcars—they were powered electrically via a trolley pole atop the coach that connected it to overhead power lines. Trolley lines required a loop at the end of the route so the vehicle could turn around without disconnecting from the overhead power source. The Parkdale trolley turned around at the Parkdale loop at 37 Street NW.

The extant commercial area located in Parkdale Crescent NW, and on 3 Avenue NW as it flanks the crescent, was developed in 1952. Parkdale Shopping Centre, a low-rise strip mall at 3402 through 3410–3 Avenue NW, was built that year. Its longtime occupants have included the Parkdale Food Store (between 1953 and 1971) and Leavitt's Ice Cream Shop (LICS) since 1983. On Parkdale Crescent NW, an early 1950s plumber's shop later became the Lazy Loaf and Kettle Cafe, and in 1960, George Him Yip (1924–2018) opened Chop Stick Foods Ltd., a takeout and wholesale Chinese food business, in Keith Construction's former office building. Since 1983, the building has housed Oriental Palace, a restaurant established by Hong Kong-born Daniel Leung and his partners.

Parkdale United Church (2919–8 Avenue NW), dedicated in 1961, traces its roots to Parkdale Methodist Church, which was established in 1911 in present-day West Hillhurst and joined the United Church of Canada upon its formation in 1925. The congregation built its Christian Education Centre on the present site in 1955 and worshipped there until the sanctuary was completed six years later. The Roman Catholic diocese created St. Bernard's parish in 1955 and opened St. Bernard's Church, now located at 711–37 Street NW, in 1959. Wood's Christian Homes was built in 1978.

In 1972, Nu-West Developments Ltd. proposed building a high-density condominium complex on the escarpment between Parkhill and St. Andrews Heights. Residents of both neighbourhoods opposed the development successfully, and The City purchased the property and turned it into a park. The Karl Baker Off Leash Dog Park is now located there.

Carewest Colonel Belcher Care Centre (1939 Veteran's Way NW), an extended care facility for Canadian war veterans, opened in 2003. It is a successor to the Colonel Belcher Hospital, a veterans' hospital established after the First World War.

Montgomery

Montgomery lay outside the city limits until 1963. In the 1890s, ranchers Oswald Asheton Critchley (1862–1934) and Thomas Somerville Charters Lee (1858–1926) received land grants in this area. James Shouldice (1850–1925), also a rancher, bought their land in 1906. In 1910, in the context of Calgary's pre-First World War boom, Shouldice subdivided his property as Shouldice Terrace and marketed it as an exclusive suburb. He donated land for Shouldice Park and built a fine mansion for himself in 1912 that remained a local landmark for sixty years.

Calgary's boom crashed in 1913, and Shouldice Terrace remained a lightly-settled, unincorporated locality. It lay along the streetcar line that connected Calgary to Bowness Park, and it was at this point that the streetcar crossed the Bow River on the Hextall Bridge. John Hextall (1861–1914), the developer of Bowness, built the bridge in 1910 and granted it to The City, along with the site for Bowness Park, in exchange for the streetcar connection to his suburb. The bridge, now known as the Hextall (Shouldice) Bridge, was converted to **pedestrian** and bicycle use in 1986 when a newer bridge was built adjacent to it. The Hextall Bridge is the neighbourhood's only site on The City's **Inventory of Evaluated Historic Resources**. Located nearby was the Foothills Dine and Dance, a popular stop for Calgarians who took the streetcar to and from Bowness Park. Streetcar service ended in 1950, but the Calgary Transit System, which operated Bowness Park, replaced it with bus service that continued to cross the Hextall Bridge.

A post office opened in the area in 1947, but it could not be named Shouldice; that name was already in use at the hamlet of Shouldice, southeast of Calgary, which was also named for James Shouldice. Instead,

the post office was named Montgomery, reportedly for Field Marshal Bernard Law Mongomery, 1st Viscount Montgomery of Alamein (1887–1976), a senior British commander in the Second World War who had visited Calgary briefly in 1946. Available sources indicate that one or more members of the Shouldice family suggested the new name. For a few years afterward, this area was known both as Montgomery and as Shouldice Terrace. After the Second World War ended, sixty new houses were built at this location under the Soldier Settlement Fund.

In 1949, the community withdrew from the Bowness School District and formed Shouldice Terrace School District No. 4967. The first Montgomery school was built in 1950. Further research can determine whether this was the Terrace Road School (2103–46 Street NW), a public school built in the 1950s and enlarged in 1966. Montgomery Junior High School (2116 Mackay Road NW) was built by 1952. The CBE closed the school in 2011, and the facility later became Foundations for the Future Charter Academy, North High School Campus.

Montgomery was withdrawn from the surrounding Local Improvement District in 1955 and administered in its own right as Improvement District No. 46. The Montgomery Welfare Committee, a citizen organization, petitioned for village incorporation, but the province declined to act on the petition until after the report of the Royal Commission on the Metropolitan Development of Calgary and Edmonton. The McNally Commission, as it was commonly known, recommended in 1956 that Calgary annex its satellite communities of Bowness, Forest Lawn, and Montgomery. The City declined to do so initially, and Montgomery was incorporated as a village in January 1958 and as a town just four months later. It had its own Council, Administration, and town hall. Mayors included William Douglas LeBaron (1913–1985) in 1958, George Baker in 1958–59, Claude Campbell Wyldman (1903–1986) in 1959–62, and John E. (Jack) Kemp in 1962–63. Calgary annexed Bowness on August 15, 1963.

Bowness Road NW, the streetcar route that was later designated as part of the Trans-Canada Highway, developed as a business street, which it remains. One of its longtime early businesses was Wyldman's General Store (later addressed as 4630–16 Avenue NW, the future site of CLC Massage), which Mayor Wyldman owned and operated.

The Montgomery Community Association was formed by 1950.

Redeemer Lutheran Church (5136–17 Avenue NW) was dedicated in 1958, and the sanctuary later became home to the Calgary Community Church. Montgomery United Church (4712–21 Avenue NW) was dedicated in 1965, and its sanctuary later became the New Life Evangelical Free Church. Western Baptist Church (4324–19 Avenue NW) opened in 1979.

Angel's Cafe, a popular establishment first opened in 1997 and re-opened in a new building on its original site in 2019.

Banff Trail

Morleyville Trail, the historic route from Calgary to Morley, traversed this area long before it became part of Calgary.

This district takes its name from the short stretch of road that now exists only in this neighbourhood. In 1960, the Trans-Canada Highway was routed along 16 Avenue NW, and Banff Trail NW lost its significance as the main westbound highway from Calgary. The remnant of Banff Trail NW and the community that takes its name perpetuate that history.

Banff Trail separates the residential part of the neighbourhood from Motel Village, its commercial area. Development of both areas began in the early 1950s. Banff Trail was among the last subdivisions where homebuilders bought lots from The City rather than developers. Prospective buyers lined up at City Hall to buy lots. Some improved their chance of success by camping out a few days and nights leading up to the lot sale.

The Banff Trail Community Association first met in 1955, and construction of its hall in Banff Trail Park began in 1960. The public school board built and opened Branton Junior High School (2103–20 Street NW) in 1956, William Aberhart High School (3009 Morley Trail NW) in 1958, and Banff Trail Elementary School (3232 Cochrane Road NW) in 1960. All three schools later became bilingual institutions. St. David's United Church (2606–32 Avenue NW) was dedicated in 1963, and the Christian Science Church (2603–19 Street NW) was built in 1975.

In 1967, transit consultants tasked by The City produced Transit for Calgary's Future, a report that advocated, among other recommendations, a heavy-rail commuter system that would include a line to Banff Trail once Calgary reached its projected 1986 population. In the event, Calgary Transit's **Light Rail Transit** (**LRT**) system reached Banff Trail in 1987. Banff Trail **LRT** Station, designed by Graham McCourt (a precursor to GEC Architecture), comprises two side-loading platforms accessible at grade level. It opened in 1987 and was enlarged and refurbished in 2014.

Landmark businesses in the neighbourhood include the original Phil's Pancake House (2312–16 Avenue NW), which founder Phil Tetrault opened in 1960 as the first in his local chain of restaurants, and Nick's Pizza and Steak House (2430 Crowchild Trail NW), established in 1979 by Greek-born Nick Petros in a former J.B.'s Big Boy Restaurant built in 1974. Banff Trail's tallest building, The Hub Calgary (2416–16 Avenue NW), is a 28-storey student residential tower with a **retail** component conceived as **transit-oriented development** and designed by ARK architects of Toronto. Its random window pattern made it a controversial landmark when it was completed in 2020.

Banff Trail has been the subject of at least two books: Rose Scollard, Colin Jenken, and the Banff Trail Community Seniors, From Prairie Grass to City Sidewalks: Stories of the Banff Trail Community (Banff Trail Community Seniors, 1999), and James A. Onusko, Boom Kids: Growing up in the Calgary Suburbs, 1950–1970 (Wilfrid Laurier University Press, 2021).

St. Andrews Heights

The CPR received a land grant for this area in 1893, and it became part of Calgary in 1910. Developer Ezra H. Riley (the namesake of Riley Park) acquired the land, and in 1912 he leased it to the newly-formed Calgary St. Andrews Golf Club. This private club was led by W. Tait White, a CPR engineer who had golfed at the original St. Andrews in his native Scotland. Mayor John Mitchell officially opened the clubhouse, designed by architects Holman and Gotch, on July 1, 1912. Club rules allowed golfers to recover golf balls from gopher holes without penalty.

The club disbanded in 1927, and the following year, the Riley estate offered the property to The City as a site for its new airport (in the event, the Calgary Municipal Airport opened in Renfrew in 1929). A private owner took over the golf course in 1939 and operated it until the mid-1940s. Automobile dealer George Lennon then bought the property, and in 1950 his Renfrew Motors dealership sponsored an aviation club and made the former golf course property available as an airfield. Later that year, Lennon sold the land to a private developer who proposed subdividing it as the 1,000-home Lennon Park. The project was not successful, and in 1953, Keith Construction developed the former golf course as St. Andrews Heights. That autumn, the first families moved into homes along 11 and 12 Avenue NW. The Kalbfleisch Residence, a Modern-style home designed by architect John Hondema and built in 1967, is on The City's **Inventory of Evaluated Historic Resources**. The house is a landmark in the area and symbolizes the neighbourhood's mid-century development.

The St. Andrews Heights Community Association was formed in 1955, and that year the public school board built and opened Chief Crowfoot Elementary School. At the opening ceremony, Aakiinam (Joe Crowfoot)—a grandson of the school's namesake—presented the school with a photograph of his grandfather, Siksika chief Issapoomahksika (Crowfoot, 1830–1890). Chief Crowfoot School closed in 1982; the campus was later used as a Logos Christian School in the mid-1980s and later for police training before it was leased to Rundle Academy. More recently, it has housed the Maria Montessori Education Centre and the Swedish Language School. The site of a never-built separate school at London Street NW between 13 and 14 Avenue NW became an unofficial playground and skating rink before the property was replotted and sold as residential lots.

West of the golf course site, St. Andrews Heights also includes a portion of Scott and Hartronft's 1910 subdivision known as Parkdale Addition. In 1959, the Province announced that it would build the Foothills Provincial General Hospital on this site. Premier Ernest Manning officially opened the hospital in 1966. With the later addition of the University of Calgary Faculty of Medicine and the Tom Baker Cancer Centre, the institution was renamed the Foothills Medical Centre.

University of Calgary

The University of Calgary has a history much longer than the age of its present campus. The institution was established in 1906 as a teacher training college called the Alberta Normal School, and it was quickly renamed the Calgary Normal School. It was originally located on the top floor of the sandstone Central Public School, which was later renamed James Short School and was demolished in 1969.

In 1908, the Normal School moved to a purpose-built sandstone building at 455–6 Street SW (later renamed McDougall School and finally the McDougall Centre, the southern headquarters of the provincial government). Then, in 1923, it moved to another purpose-built structure, now known as Heritage Hall (1301–16 Avenue NW), on the present-day campus of the Southern Alberta Institute of Technology (SAIT). The Normal School shared the building and campus with the Provincial Institute of Technology and Art (the forerunner of SAIT and Alberta University of the Arts). The campus was converted to military purposes during the Second World War, and the Normal School moved to King Edward School (now cSpace, an arts centre in Marda Loop).

During the war, the provincial government decided that all teacher training should be placed under the aegis of the provincial university. When the teacher training college returned to its campus in 1945, it became the University of Alberta Faculty of Education, Calgary Branch. Over the next several years, more university faculties established branches in the city; by the late 1950s, the University of Alberta, Calgary (UAC) was a complete branch of the provincial institution.

In 1955, The City set aside undeveloped land in Hounsfield Heights for a new university campus. That land was exchanged in 1957 for the present site, and the Hounsfield Heights property was developed as Briar Hill. Provincial cabinet minister Fred Colborne turned the sod in 1958, and UAC moved to its new home in September 1960. The two original buildings (now Administration and Science A), both two-storey rectangular blocks with open-air central courtyards, were nicknamed "the Kleenex boxes." Other buildings followed through the decades.

Campus landmarks include: "The Rock," a glacial erratic uncovered in 1968 during excavation for the Social Sciences tower and placed as a landscape feature that became the locus of student graffiti; the Olympic Oval, built in 1985 as a venue for the XV Olympic Winter Games in 1988 and is on The City's **Inventory of Evaluated Historic Resources**; and the Chinook Arch, a 1960s **pedestrian** overpass over Crowchild Trail NW that was repurposed in the 1980s as an entrance arch to campus placed at the end of University Drive NW.

South of the University of Calgary campus, McMahon Stadium was built in 1960, and its Red & White Club, an end-zone lounge, opened in 1985. The stadium was named for brothers Frank and George McMahon, two oilmen who made its construction possible. Nearby Foothills Arena and Foothills Stadium opened in 1964, and Norma Bush Memorial Arena opened in 1975. In 1985, Foothills Arena was upgraded to Olympic standards and renamed the Father David Bauer Arena. The University Chapel (2526–24 Avenue NW), a Latter-day Saints church later known as the Bow Valley LDS Chapel, was built by the early 1960s.

University Heights

It was annexed in 1910 and quickly subdivided as The Bronx. The developer promoted its "magnificent views of the snow-clad Rockies" and promised streetcar access in the future. The end of the boom in 1913 also ended a future for The Bronx, and the land reverted to The City.

In 1961, The City announced that it would develop this area adjacent to the new university campus as University Heights. Streets were originally meant to be named for famous universities, but Alderman Grant MacEwan (a future mayor and Lieutenant-Governor) opposed this successfully.

This was Calgary's last City-developed subdivision. In the 1950s, large development firms had begun creating whole neighbourhoods, buying a large volume of land, building roads and other **infrastructure**, and selling directly to homebuyers. But The City followed an older model in creating University Heights and sold lots individually. Lot sales flopped, and in 1963 The City sold the undeveloped remainder to Carma Developers. Carma created a British theme for the neighbourhood, and builder-shareholders built Tudor-style show homes. Carma got an Air Canada flight attendant to mail invitations to the home show postmarked from London.

The University Heights Community Association was formed by 1969. The public school board opened Sir William Van Horne School (2215 Uxbridge Drive NW) in 1967 and University Elementary School (3035 Utah Drive NW) in 1968. Van Horne was a vocational high school that closed in 2010; its campus became Westmount Charter School in 2011. The elementary school was a joint project of the school board and the University of Calgary, and it was intended as a laboratory-demonstration school that included spectator galleries for university students to observe teaching in progress.

Stadium Shopping Centre, a strip mall at 16 Avenue NW and Uxbridge Drive NW, opened in 1963 with Safeway as its anchor tenant. One of its long-time notable tenants was the Hi-Ball Restaurant, established in 1969 by restaurateur Tom Gee. It was still there in 2015 when the mall was expected to be demolished for redevelopment, and when the Hi-Ball was gutted by fire along with three other businesses. The mall was demolished by 2021 when construction began on UXBorough, an 830,000-square-foot urban village.

Foothills Mennonite Church (2115 Urbana Road NW) was built in 1965 to house the former North Hill Mennonite Church congregation. Our Lady Queen of Peace Roman Catholic Church (2111 Uxbridge Drive NW), a landmark church designed in Expressionist style by architect John Hondema and built in 1967–68, is on The City's **Inventory of Evaluated Historic Resources**, where it is valued for its curved, conic roof and its symbolic significance to Calgary's Polish Catholic community.

Point McKay

Alfred Sidney McKay (1860–1940), an Ontarian originally from England, came to this area in 1880 as part of a CPR survey team and returned in 1886, when he became a squatter at this location on part of the massive Cochrane Ranche lease. McKay received title to his property in 1891, and he hauled sandstone from the CPR quarry across the frozen Bow River to build his extant sandstone house (35 Point Drive NW) in 1905. He donated 50 acres from his homestead to The City, and that land now lies within Shouldice Park.

McKay's land became part of the Town of Montgomery, which remained separate from Calgary until it was annexed in 1963. Cinema Park, which claimed at the time to be Canada's largest drive-in theatre, opened on July 16, 1953. Campeau Corporation, an Ottawa-based developer, acquired Cinema Park and the Alfred S. McKay Residence from Famous Players Ltd. in 1977 and developed Point McKay as a residential neighbourhood. The neighbourhood was named for its pioneer settler, and his sandstone house is on The City's **Inventory of Evaluated Historic Resources**.

The University of Calgary River Cooling Water Pump Station (103–37 Street NW) was built in this neighbourhood in 1966, and it was added to the **Inventory of Evaluated Historic Resources** in 2013. The station is valued for its function in sustaining the university campus, its innovative and sustainable design, and its modern architectural design informed by rustic influences.

Varsity

Apart from the University of Calgary Research Park east of 37 Street NW, Varsity lay outside the city limits until 1961. Land grants in this area were issued to William Byers, James Johnston, Arthur Wolfstan Edwin Riley (1875–1954), Harold William Hounsfield Riley (1877–1946), and the CPR.

The residential district was developed in three phases, all by Carma Developers, a Calgary-based forerunner of Brookfield Residential that was formed by local homebuilders in Calgary in 1958.

Varsity Acres was launched with an 18-house home show in 1963. The marketing campaign included the phrase "Graduate to Varsity Acres" and an image of a mortarboard. Varsity Acres Shopping Centre (4625 Varsity Drive NW, later renamed Shaganappi Village Shopping Centre) opened in 1966. One of its landmark tenants, Matador Pizza, opened in the mall in 1976.

Varsity Village to the south and Varsity Estates to the northwest both had their initial home shows in 1971. Varsity Village included the Market Mall shopping centre, which opened in 1971, and it incorporated **pedestrian** pathways in place of rear lanes. Varsity Estates included the Silver Springs Golf and Country Club, which opened for use in 1971 and was the site of that year's Parade of Homes, the annual showcase of the Calgary Homebuilders Association.

The public school board built Varsity Acres Elementary School (4255–40 Street NW) in 1965. In Varsity Estates, the public school board opened F.E. Osborne School (5315 Varsity Drive NW), a combined elementary and junior high school in 1967, and Marion Carson Elementary School (5225 Varsity Drive NW) in 1969. The separate school district built nearby St. Vincent de Paul Elementary & Junior High (4525–49 Street NW) in 1967. The public school board opened Jerry Potts Elementary (3720–42 Street NW) in Varsity Village in 1970. That school closed in 2006, and its campus has become École Terre des Jeunes. Christine Meikle School (3525–50 Street NW) was built in Varsity Village around 2014 as a new home for a school founded in 1958 for students with developmental disabilities.

Ambassador Baptist Church (4807 Valiant Drive NW) was dedicated in 1970, and its sanctuary later became the Varsity Bible Church. Varsity Acres Presbyterian Church (4612 Varsity Drive NW) was built in 1972. The Calgary Christian Centre (5300–53 Avenue NW), an Evangelical congregation that originated in the Montgomery neighbourhood, dedicated its new church in Varsity Estates in 1978. The building later became home to Bow Valley Christian Church, which originated as the Cambrian Heights Church of Christ.

The site of the University of Calgary Research Park in eastern Varsity has an unusual history. It is part of a quarter-section that was included in the "Greater Calgary" annexation of 1910, but it was at the edge of the city and remained undeveloped. In a rare occurrence, The City de-annexed this area in 1923, and it remained rural agricultural land until it was again annexed in 1954. The University of Calgary Research Park was established in 1967, and the initial structure was the Western Canada Geological Survey building and core lab.

The Varsity Acres Community Association was formed by 1965.

University District

The University District site was granted to the CPR in 1891, and it remained outside of the city limits until the annexation of Montgomery in 1963. During Montgomery's existence as a town in the late 1950s and early 1960s, this was likely the site of a gravel pit between the town and the city. In 1970, Varsity Courts (916 Harris Place NW) opened at the north end of this community as a married students' complex. Streets in the area were named for artists from the Group of Seven, a group of landscape painters (Casson Green, Harris Place, Lismer Green, Jackson Place, Varley Drive).

The University of Calgary received the land as an endowment in 1995, and it was known as the West Campus lands until 2014.

In 2000, the southern portion of the area was identified as the new site of the Alberta Children's Hospital, which was built at a cost of $253 million and opened in September 2006. A master plan was created in 2006, and the West Campus Development Trust was created in 2011 to develop the property. The name University District was chosen around 2015, and the trust evidently became the University District—University of Calgary Properties Group (UCPG). University District has been developed as a LEED ND Platinum status mixed-use district with a high street commercial area. Streets are named for past chancellors of the University of Calgary.