Chinook 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 Chinook Communities is an area south of downtown, straddled by Macleod Trail S with the communities of Bel-Aire, Britannia, Elboya, Mayfair, Meadowlark Park, Parkhill, Windsor Park, Manchester, a small naturalized area north of the Glenmore Reservoir, and a south portion of Manchester Industrial on the east side of Macleod Trail S.

The Chinook Communities developed historically in various decades, with the majority of the northern portion of the Plan area developing in the 1910s and 1920s and the southern half of the Plan area, south of 50 Avenue SW, in the 1940s and 1950s.

Change and evolution is always ongoing in communities. The Chinook Communities have experienced new residential redevelopment and an evolving transition to welcome new uses in addition to the many long-standing businesses in the communities. A further account of the history for each of the Chinook Communities can be found in Appendix E: Additional Historical Information.

Current Context

There are various parks and green spaces throughout the Plan area, including Stanley Park, the Riverdale Park escarpment, and the Elbow River pathway system.

CF Chinook Centre, Calgary's largest shopping mall, is located south of 58 Avenue SW and north of Glenmore Trail SW, and acts as a regional destination for people from across the city. Destinations such as Britannia Plaza also draw many people looking for commercial shopping, coffee, or restaurants on the west side of the Plan area.

East of Macleod Trail S, the community of Manchester and a southern portion of Manchester Industrial serve a key function for the inner city – serving as a place for local commercial and industrial business owners to set up shop and easily deliver goods across Calgary.

The east side of the Plan area also includes the Red Line **LRT** that includes the Chinook and 39 Avenue **LRT** stations.

Bel-Aire

Bel-Aire is a community that was privately developed in the late 1950s, located east of the Elbow River, west of Meadowlark Park and Elbow Drive SW, and north of Mayfair. Low-density residential was predominately constructed between 1961 to 1980 with a range of architectural styles. Today, Bel-Aire continues as a residential community with access to the Glenmore Reservoir and Elbow River.

Britannia

The City subdivided Britannia in 1953, with low-density residential dwellings constructed predominately up to 1960 along curvilinear streets reflecting the local topography and views to the Elbow River and Riverdale Park. Today, development is primarily low-density residential with certain multi-residential development. The southern edge of the community at Elbow Drive SW and 50 Avenue SW has been the focus for commercial development including the Britannia Plaza Shopping Centre.

Elboya

In 1910, Elboya was subdivided, and low-density residential was predominately constructed up to 1960 along angled streets conforming to the topography and grid-patterned streets and avenues on the plain to the south. Today, Elboya continues to be a primarily residential community with a mix of low-density and multi-residential development. The eastern edge of the community along Macleod Trail S has been the focus for commercial and multi-residential development. The southern edge of the community along 50 Avenue SW has an overhead power transmission line and is largely vacant.

Manchester

Manchester was subdivided into north and south portions in 1910 and 1912, both as mixed residential-industrial subdivisions, and both flanked the Canadian Pacific Kansas City (CPKC) freight railway corridor. Over time, older homes were replaced by commercial buildings or converted for commercial use. Between the 1950s and the 1970s, industrial warehousing was built along 1 Street SW and 1A Street SW. Today, Manchester is experiencing mixed-use and commercial/industrial infill development and continued evolution of uses along and close to Macleod Trail S and the CPKC freight railway corridor.

Manchester Industrial

The portion of Manchester Industrial within the Plan area is bordered by 34 Avenue SE to the north, Macleod Trail S to the west, Blackfoot Trail SE to the east, and Glenmore Trail SE to the South. It extends the residential-commercial strip along Macleod Trail S and the industrial area flanking the CPKC freight rail corridor. Today, Manchester Industrial continues to function with a locational advantage being close to downtown for emerging industrial trends, such as last-mile goods delivery or smaller industrial users to support industry, distribution, and warehousing.

Mayfair

Mayfair is a community that was developed in the late 1950s with low-density residential primarily constructed in the years following up to 1960. The community is located south of Bel-Aire, east of the Elbow River, west of Meadowlark Park and Elbow Drive SW, and north of Glenmore Trail SW. Current development continues to include low-density residential with nearby access to parks, civic and recreational uses, including the Glenmore Reservoir, Mayfair Playground, and commercial and mixed-use development south of Glenmore Trail SW.

Meadowlark Park

Meadowlark Park was developed in the early 1950s, with low-density residential being constructed predominately in the following years up to 1960. The community developed following a street plan that curves around a central park, which is also named Meadowlark Park. Today, Meadowlark Park continues to be a residential community with primarily low-density residential west of 5 Street SW and includes CF Chinook Centre east of 5 Street SW. CF Chinook Centre is the former site of the Chinook Drive-in Theatre and Chinook Ridge Shopping Centre.

Parkhill

Parkhill was developed through a series of subdivisions between 1906 and 1908. In the 1950s, low-rise apartment buildings began to replace original homes near Macleod Trail S. Many early homes were replaced by infill development on 25-foot lots following the adoption of an Area Redevelopment Plan in 1984. Today, Parkhill continues to see residential infill development with low-density and multi-residential development. Commercial development continues to focus along the eastern edge of the community in proximity to Macleod Trail S.

Windsor Park

Windsor Park was subdivided and marketed during the city's pre-First World War boom. The community follows a grid pattern with low-density residential development being constructed primarily in the 1960s to 1980s. Today Windsor Park continues to experience growth with new infill development, including low-density dwellings. Multi-residential development is primarily south of 56 Avenue SW, while commercial development continues to focus closer to the Britannia Plaza Shopping Centre and Macleod Trail S.

Future Evolution

The Chinook Communities Local Area Plan was created 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 Plan's vision is that the Chinook Communities will thrive as a place where people want to live, work, and play through a unique combination of diverse residential opportunities, walkable commercial spaces, innovative industrial areas, and healthy green spaces. Supported by a **public space** that fosters safe, active, and well-connected communities, the Plan will serve residents, employees, and visitors with the Red Line **transit station areas**, and the Macleod Trail S **Main Street** acting as focal points.

Key Moves

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

Flexible Industrial Development

Supporting Manchester industrial transition and Manchester Industrial triple mixed-uses

- Allowing additional mixed-uses (such as residential, commercial, and industrial) in strategic areas – primarily east of Macleod Trail S along the western side of the Manchester Industrial area.
- Signaling opportunities for new investment (such as supporting the Barley Belt as a cultural destination, providing streetscape improvements, investing in parks and open spaces, and enhancing the **pedestrian** and cycling connections).

Parks, Open Spaces, and Natural Areas

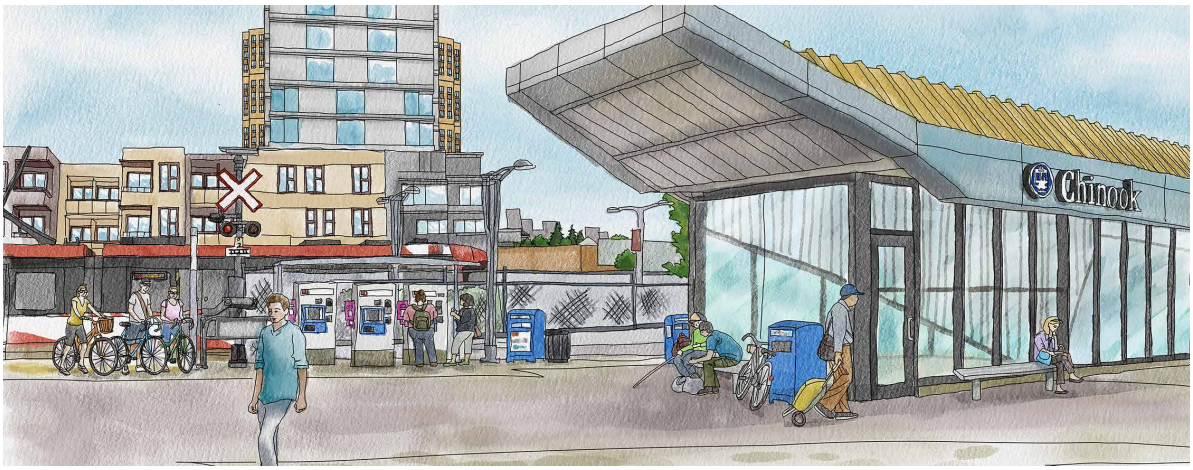
Improving linkages for passive and active recreational opportunities

- Highlighting opportunities for east-west pathway linkages along the Elbow River, Stanley Park, Riverdale Park, and the Glenmore Reservoir.
- Identifying opportunities for new civic facilities and community spaces near **LRT** stations and **Main Streets**.
- Expanding the urban forest as well as parks and open spaces within Windsor Park and east of Macleod Trail S.

Main Streets

Improving the public space and convenience of east-west connections for pedestrians

- Supporting enhanced **public spaces** and opportunities for placemaking and new residential and commercial development along Macleod Trail S.
- Providing additional opportunities for community-scale commercial businesses and homes surrounding 50 Avenue SW.



Mobility and Housing Choices

Improving connectivity between housing options and transit infrastructure

- Highlighting opportunities for improvements to mobility networks and east-west connections, especially across Macleod Trail S and Elbow Drive SW.
- Supporting a range of housing diversity while focusing higher growth at strategic locations, such as **transit station areas**, **Activity Centres**, **Main Streets**, and **community corridors**.

Transit-Oriented Development

Improving safety, connectivity, wayfinding, and accessibility within transit station areas

- Envisioning the area around the Chinook **LRT** station as a regional employment centre.
- Providing more opportunities for mixed-use development surrounding the 39 Avenue **LRT** station.
- Envisioning a potential future infill **LRT** station at 50 Avenue S.

Focus Areas For New Development

Key locations for Commercial Development (Neighbourhood Commercial)

Opportunities for new commercial amenities are envisioned at key nodes along Macleod Trail S (at 39 Avenue S, 42 Avenue S, 50 Avenue SW, and 58 Avenue SW), and along 61 Avenue SW, connecting the Chinook **LRT** station to CF Chinook Centre. Elbow Drive SW is envisioned as a **community corridor** with commercial opportunities concentrated around Britannia Plaza Shopping Centre.

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 envisioned along Macleod Trail S, 50 Avenue SW and Mission Road SW as well as into Manchester (primarily between Macleod Trail S and the CPKC freight rail corridor) and into Manchester Industrial (east of the Red Line **LRT** near **transit station areas**).

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 predominately along Elbow Drive SW, 4 Street SW, 57 Avenue SW, 58 Avenue SW, 38A Avenue SW, and the western portion of Mission Road SW.

Key locations for Primarily Residential Development (Neighbourhood Local)

Opportunities for residential homes or home-based businesses continue to be predominant throughout the Plan area for communities west of Macleod Trail S.

Key locations for Triple Mixed-Use Development (Industrial Transition/Special Policy Area)

Opportunities within the Manchester Industrial Special Policy Area along the east side of the Red Line **LRT** alignment support an industrial transition that allows for industrial, complementary commercial, and ancillary residential uses. The Industrial Transition in Manchester allows for the highest integration of triple mixed-uses.

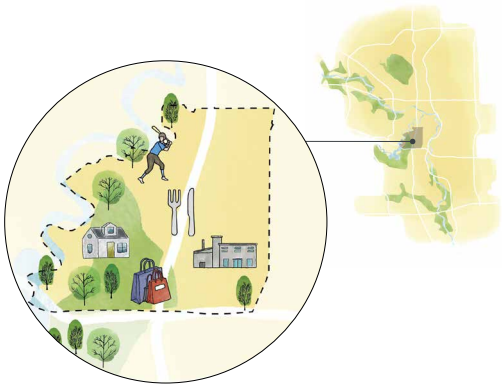
How To Read This Plan

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

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

Chapter 2 Enabling Growth

Includes a future growth concept (Urban Form Map and Building Scale Map) as well as policy direction for when 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

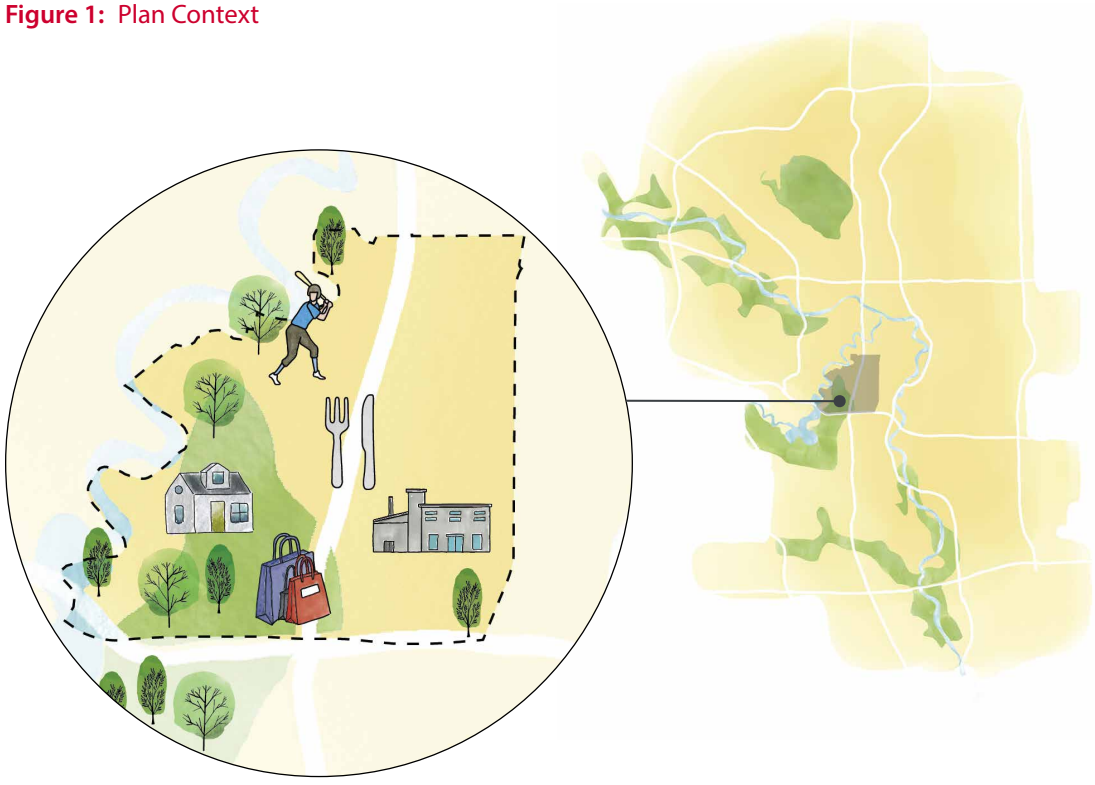
1.1 Introduction

The Chinook Communities Local Area Plan (the 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 is bounded by Glenmore Trail S to the south, Blackfoot Trail SE to the east, the Elbow River and the Riverdale Park escarpment to the west, and 34 Avenue S to the north (Figure 1: Plan Context).

The Plan area includes nine communities, collectively known as the Chinook Communities. These communities are Bel-Aire, Britannia, Elboya, Manchester, Mayfair, Meadowlark Park, Parkhill, Windsor Park, a portion of Manchester Industrial south of 34 Avenue SE, and a small naturalized area north of the Glenmore Reservoir (Map 1: Community Context). The Plan takes a multi-community approach that recognizes and builds upon the shared assets, amenities, and natural features including **infrastructure**, recreational amenities, cultural spaces, public parks, open spaces, **Main Streets**, corridors, **transit station areas**, and **Activity Centres**. These nine communities have their own unique history and evolution 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 Chinook Communities will thrive as a place where people want to live, work, and play through a unique combination of diverse residential opportunities, walkable commercial spaces, innovative industrial areas, and healthy green spaces. Supported by a **public space** that fosters safe, active, and well-connected communities, the Plan will serve residents, employees, and visitors with the Red Line **transit station areas** and the Macleod Trail S **Main Street** acting as focal points.

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.

Mobility and Housing Choices

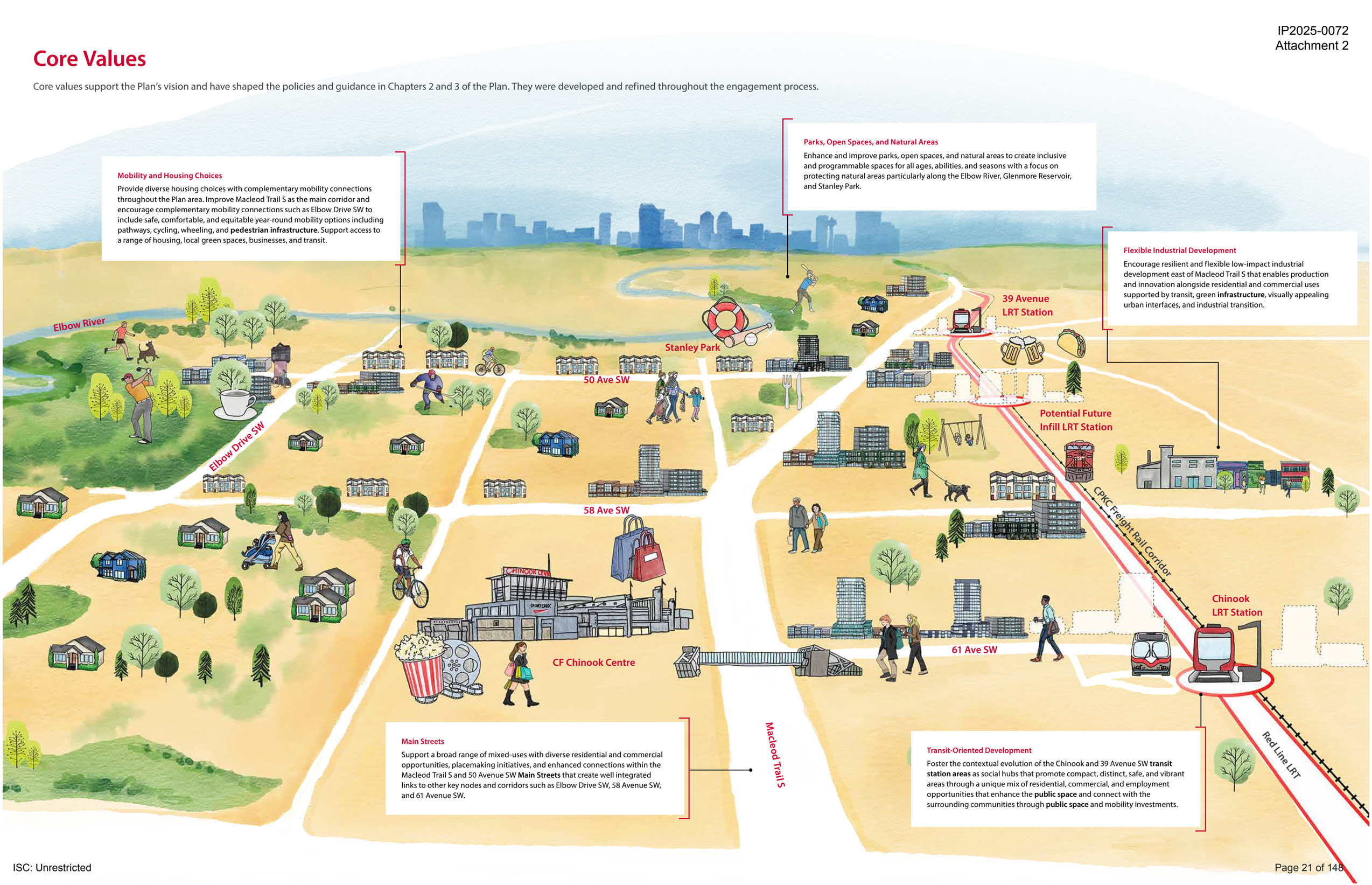
Provide diverse housing choices with complementary mobility connections throughout the Plan area. Improve Macleod Trail S as the main corridor and encourage complementary mobility connections such as Elbow Drive SW to include safe, comfortable, and equitable year-round mobility options including pathways, cycling, wheeling, and **pedestrian infrastructure**. Support access to a range of housing, local green spaces, businesses, and transit.

Parks, Open Spaces, and Natural Areas

Enhance and improve parks, open spaces, and natural areas to create inclusive and programmable spaces for all ages, abilities, and seasons with a focus on protecting natural areas particularly along the Elbow River, Glenmore Reservoir, and Stanley Park.

Flexible Industrial Development

Encourage resilient and flexible low-impact industrial development east of Macleod Trail S that enables production and innovation alongside residential and commercial uses supported by transit, green **infrastructure**, visually appealing urban interfaces, and industrial transition.



Main Streets

Support a broad range of mixed-uses with diverse residential and commercial opportunities, placemaking initiatives, and enhanced connections within the Macleod Trail S and 50 Avenue SW **Main Streets** that create well integrated links to other key nodes and corridors such as Elbow Drive SW, 58 Avenue SW, and 61 Avenue SW.

Transit-Oriented Development

Foster the contextual evolution of the Chinook and 39 Avenue SW **transit station areas** as social hubs that promote compact, distinct, safe, and vibrant areas through a unique mix of residential, commercial, and employment opportunities that enhance the **public space** and connect with the surrounding communities through **public space** and mobility investments.

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 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. The Lansdowne Britannia Natural Area in Britannia is believed to have good potential for archaeological examination.

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 at 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. These include Macleod Trail (which began as part of the Old North Trail, an ancient north-south travel route) and Blackfoot Trail (which began as the route to the fur trade posts). Both of these roads traverse the Plan area, which lies approximately three kilometres south of the confluence. It comprises an elevated piece of land (as well as the lower-lying Calgary Golf and Country Club site) above the Elbow River, which borders it to the west, and the plain to the east, which lies roughly between Macleod Trail and Blackfoot Trail.

Macleod Trail widening project to expand from 4 to 6 lanes in 1966. Courtesy of Glenbow Archives.

Permanent Settlement

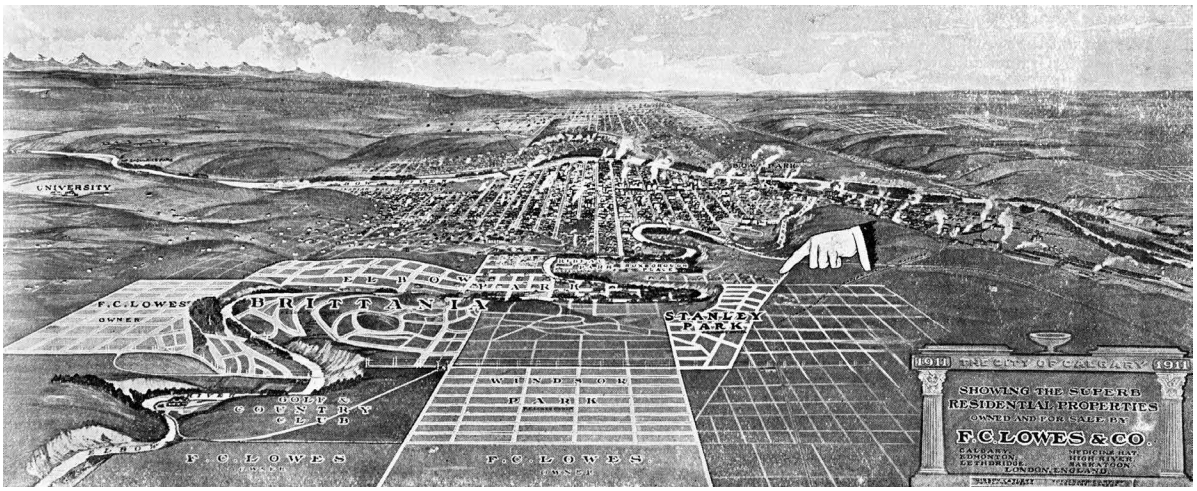
As a colonial entity, Calgary began in 1875 as a North-West Mounted Police post. By the time the Canadian Pacific Railway (CPR) arrived in 1883, Calgary had developed as an unincorporated settlement on the future site of the Inglewood neighbourhood. The CPR laid out a new townsite on its own property 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 it 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. The planning area was placed within sections 3 and 4, Township 24, Range 1 west of the Fifth Meridian (i.e., sections 3-24-1-W5M and 4-24-1-W5M) and, immediately to the south, sections 33 and 34 in Township 23 (i.e., 33-23-1-W5M and 34-23-1-W5M).

In the northwest corner of the planning area, settlers Joseph Butlin (1856–1924) and William George Smith received the original land grants to the southwest and southeast quarters of Section 4, respectively. Butlin established a ranch and sandstone quarry on the future site of Britannia; Smith's farm became Elboya.

To the south, the CPR obtained the original land grant for all of Section 33, comprising today's Bel-Aire, Mayfair, Meadowlark Park, Windsor Park and the Calgary Golf and Country Club. This was part of a federal government incentive ($25 million and 25 million acres across the west) that the CPR received to build the transcontinental railway. Under the same arrangement, the CPR obtained all of Section 3, comprising present-day Parkhill, Stanley Park (a projection of Elboya between 4 Street SW and Macleod Trail), and the northern parts of Manchester and Manchester Industrial (north of 50 Avenue). In 1891–92, as part of a branch line connecting Edmonton to Lethbridge via Calgary, the CPR laid railway tracks through this section and through Section 34 to the south.

In Section 34, the southern portion of present-day Manchester Industrial was divided between four settlers: Simon John Clarke (1852–1918), who was granted the southwest quarter in 1887; Thomas Righton, who acquired the southeast quarter, also in 1887; William Houston, who obtained the northwest quarter in 1889; and George Jacques, who got the northeast quarter in 1891. Houston's land grant also included the southern portion of Manchester. Clarke was elected to Calgary's town council in 1884; he later became a city commissioner and, ultimately, superintendent of Banff National Park.



Advertisement used to promote the community of Stanley Park, which failed to materialize and later became City property in 1924 and converted into park space. Courtesy of Glenbow Archives.

Twentieth Century

Early in the 20th century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. Speculators began purchasing farmland outside the city limits and registering subdivision plans. This occurred in Parkhill between 1906 and 1908, in Windsor Park in 1910, and in southwestern Manchester Industrial (a proposed industrial-residential development called The Meadow) in 1911, before any of these districts were included within the city limits. Calgary absorbed the area incrementally in two large annexations (1910 and 1956) and four smaller ones (1911, 1951, 1952, and 1954).

The 1910 annexation, as it affected the planning area, was part of a much larger annexation known at the time as Greater Calgary. Within the Chinook Communities, it included Parkhill (which had already begun to be developed), Elboya (which was subdivided, named, and marketed in 1910), the part of Manchester and Manchester Industrial lying north of 50 Avenue, and the area that later became Britannia.

The next annexation, in 1911, was completed as part of a new municipal industrial policy adopted that year. The City acquired land and established the Manchester Industrial area, which had abundant space for industrial development and access to the CPR, which traversed the district. Through provision of utilities, transportation services, and tax concessions, The City was able to concentrate industry in an appropriate district and forestall industrial development outside of the city limits and the consequent loss of tax revenue. The 1911 annexation extended the city limits south to present-day 58 Avenue S, which brought the rest of Manchester, more of Manchester Industrial, and a small portion of eastern Windsor Park into the city. It was contemporaneous with the annexation of Ogden, a much larger industrial area. With The City's encouragement, residential districts were developed in Manchester, Ogden, and Bonnybrook to house industrial workers. The 1911 annexations were the last before Calgary's boom turned bust in 1913. Calgary grew modestly in the decades that followed, and it took until the 1950s before the city again grew spatially.

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 new subdivisions. Parkhill and Elboya, both lightly developed before the First World War, were now more intensively settled. In 1951, residents of Windsor Park petitioned successfully for their suburb to become part of Calgary. The City annexed The Meadow in 1952 and the western portion of Meadowlark Park (i.e., excluding the future Chinook Centre site) in 1954. Finally, in 1956, the balance of the Chinook Communities area joined Calgary as part of a larger annexation.

The City established a Planning Department in 1951 and adopted the "neighbourhood unit" concept that comprised quiet residential streets, schools, houses of worship, convenience stores and social services, and parks and playgrounds, all enclosed by busier collector streets that featured commercial development (including gas stations and neighbourhood shopping malls) at major intersections.

Up to the mid-1950s, The City acted as developer, building **infrastructure** and utilities itself and selling individual lots to builders. The City developed Britannia under this model in 1954. But under a new system

Parkhill Elementary became the first school established in the Plan area. The school closed in 1977 and was converted into private residences.
Courtesy of Glenbow Archives.

The Chinook Drive-In opened in 1949 as western Canada's first drive-in theatre. It was later demolished to make way for the Chinook Shopping Centre.
Courtesy of Glenbow Archives.

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 the developers. It was more efficient to provide **infrastructure** to undeveloped areas than to established parts of the city. Local builders joined forces to create new development firms like Carma Developers and Kelwood Corporation. Bel-Aire, Mayfair, and Meadowlark Park were developed under this new regime.

Public transit, which began in the city in 1909 as the Calgary Municipal Railway, was a key factor that accelerated and shaped early growth. Homebuilders gravitated toward areas close to these 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 1947, streetcars crossed the Elbow River over the Victoria Bridge and travelled along Macleod Trail to 50 Avenue SW, where a loop in the overhead trolley wire allowed them to turn around and return to the city centre.

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. Streetcars on the Manchester route were replaced in 1947 by diesel buses. But in the 1950s, a new trolley coach route (Number 3) provided trunk line service along Elbow Drive as far south as 50 Avenue (and, by 1962, all the way south to Haysboro). CTS was renamed Calgary Transit in 1970, and trolley coaches were replaced by buses in 1974.

In 1981, Calgary Transit re-introduced rail service with the CTrain, which began operating between downtown and points south in 1981. Like the Manchester streetcar route before it, the **Light Rail Transit (LRT)** system traverses the Chinook Communities, in this case east of, and parallel to, Macleod Trail S. The Plan has two existing stations that service the area: the Chinook **LRT** station and the 39 Avenue **LRT** station. The original Chinook **LRT** station building, designed by architect Ross E. Hayes of IBI Group Architects, was replaced by the present structure in 2013.

A further account of the history for each of the Chinook Communities can be found in Appendix E: Additional Historical Information.

Edwardian cottage-style residences built in 1913 in Manchester that developed as working-class housing adjacent to industrial development.
Courtesy of Calgary Heritage Planning.

Community Characteristics

The Chinook 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 Chinook Communities are situated south of downtown, east of the Elbow River, and are largely above the floodplain. The industrial area between Macleod Trail S and the freight rail corridor and **LRT** railway corridor are relatively flat and begin sloping upwards towards Blackfoot Trail SE on the east boundary of the Plan area. There is a sharp increase in slope adjacent to the west of Macleod Trail S leading into the residential communities. Many existing developments along Macleod Trail S incorporate retaining walls to separate themselves from the adjacent residential areas.

The residential communities south of 50 Avenue SW have low to moderate levels of sloping through the Plan area with the majority of the change occurring close to Macleod Trail SW. The residential communities north of 50 Avenue SW have a curvilinear road network with moderate levels of sloping on most streets.

There are three main escarpments within the Plan area that separate major changes in elevation. The first is along the northern edge of the Britannia community boundary that creates a large ridge between Britannia above and Elbow Park below. The second is in Manchester Industrial north of 50 Avenue SE and just west of Blackfoot Trail SE. The third is a continuous escarpment along the length of the Elbow River that creates a ridge between the river and the residential communities which acts as a flood barrier.

Natural Features and Open Space

The Chinook Communities include a range of natural areas and open spaces including the Elbow River, Stanley Park, Riverdale Park, as well as several smaller open spaces located throughout the Chinook Communities. The riparian lands adjacent to Elbow River and the Plan area's escarpments are environmentally significant and critical components of Calgary's ecological network that support biodiversity.

Urban Tree Canopy

The Chinook Communities have a mature tree canopy that consists of trees on public and private lands. The tree canopy in the Plan area began developing in the late 1940s and early 1950s in the natural spaces. The residential tree canopy commenced as new housing was built in the residential areas, beginning in the mid 1940s and spanning to the mid 1960s. Healthy tree canopies are important for climate change mitigation and enhance community well-being. This Plan includes policies to help maintain, improve and expand the existing tree canopy, and contribute to The City's broader climate resiliency objectives.

Main Streets

The portion of Macleod Trail S north of 50 Avenue SW is classified as an Urban **Main Street** while 50 Avenue SW west of Macleod Trail S is classified as a Neighbourhood **Main Street**.

Activity Centres

There are two Neighbourhood **Activity Centres** in the Plan area: one is in Britannia Plaza and the other is along Mission Road SW. The Plan includes one Major **Activity Centre** focused around the Chinook **LRT** station area (Map 2: Community Characteristics and Attributes).

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 are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres**, and **transit station areas**. Elbow Drive SW is a **community corridor** in the Plan area.

Public Transit Infrastructure

The Chinook Communities are serviced by local bus service and two Red Line **LRT** stations: Chinook station and 39 Avenue station. A potential future infill **LRT** station has been identified to be located approximately near the intersection of 50 Avenue S and the Canadian Pacific Kansas City (CPKC) freight railway corridor. This potential station is currently not funded and private sector interest and support would be the catalyst for pursuing further work related to this potential station. The Chinook **LRT** station is a key **transit hub** as it connects the **LRT** service with local bus services in the area. Bus routes also provide connections throughout the area and to city-wide destinations such as hospitals and post-secondary institutions.

Pedestrian and Cycling Infrastructure

The Chinook Communities are served by a range of pathways and bikeways, which are inter-connected with the city-wide Always Available for All Ages and Abilities Network, known as the **5A Mobility Network**, providing safe, accessible, affordable, year-round options for transportation and recreation for all Calgarians. These connections include regional pathways along the Elbow River that run from the Glenmore Reservoir to CF Chinook Centre and along 42 Avenue SE between Stanley Park and Blackfoot Trail SE.

Signed bikeways are located along Britannia Drive SW, Malibou Road SW, Meadowview Road SW, 5 Street SW, and 1A Street SW. The signed bikeway along 1A Street SW connects to a shared lane on Mission Road SW which provides access north towards the downtown core.

Historic Resources

Some of the Chinook 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 inclusion on the **Inventory**. Overall, most **Heritage Resources** in the Chinook Communities are not legally protected from significant alteration or demolition, but they still contribute to 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 Chinook Communities have one civic recreational facility, Stanley Park, which includes a baseball diamond, outdoor pool, tennis courts, playgrounds, and the Stanley Park Lawn Bowling Club.

Other community amenities include schools, community association buildings, several parks, and open spaces (Map 2: Community Characteristics and Attributes). Park spaces in the area include a variety of uses including several dog parks, play fields and courts, playgrounds, and open spaces.

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 risk climate hazards in the future, as heat waves will continue to increase in magnitude and frequency, and as stronger storms cause localized flooding. The high amount and concentration of paved spaces across the Plan area exacerbate extreme heat risks, especially in industrial areas and around CF Chinook Centre.

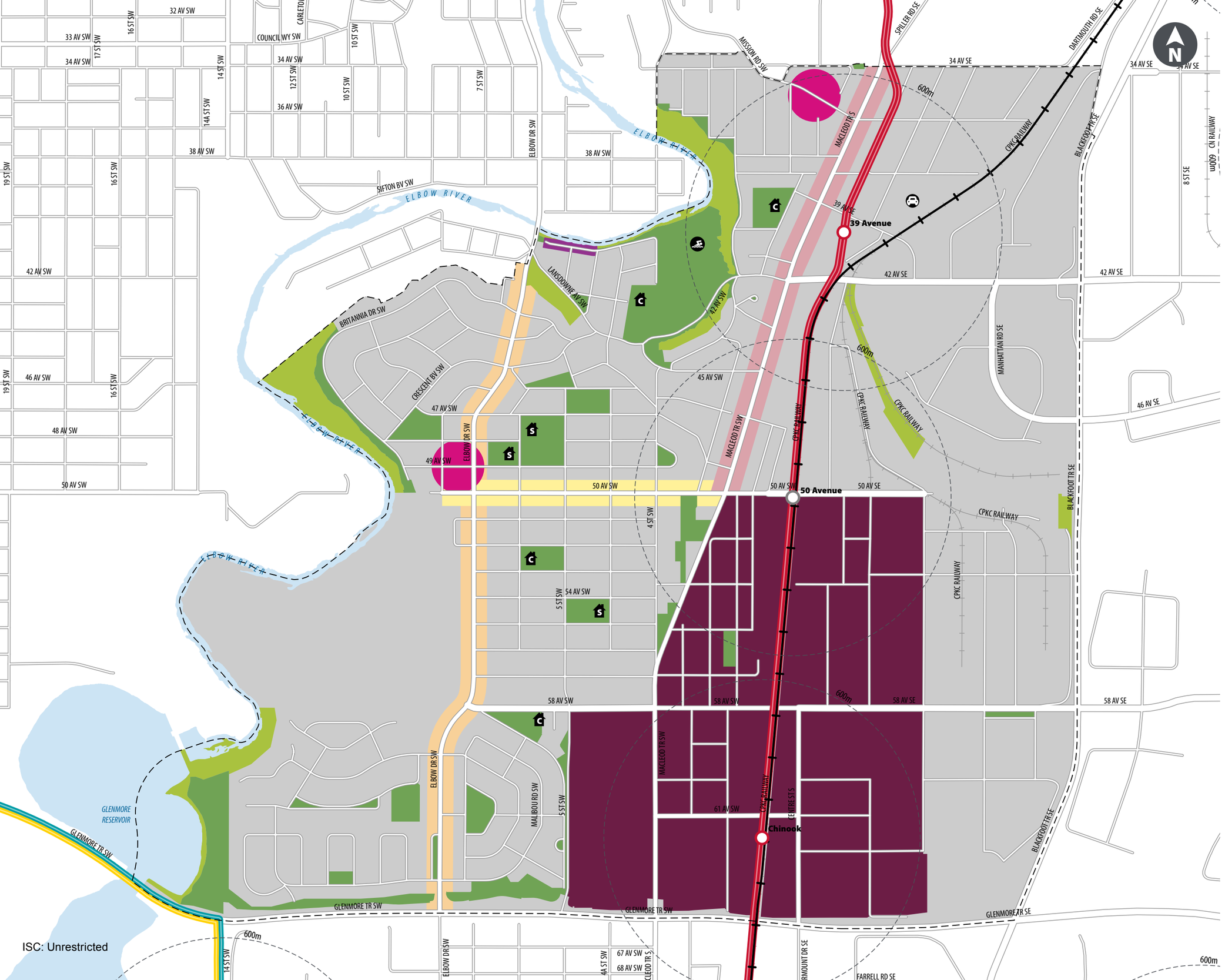
Electrical Power

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 Chinook Communities are part of the Elbow River watershed. Development adjacent to the Elbow River may be subject to flooding and is identified as part of the **floodway** or **flood fringe**. For more information on flood risk in the Chinook Communities, please see Appendix D: Constraints.

Map 2: Community Characteristics and Attributes



Legend

- Swimming Pool
- Community Centre
- Impound Lot
- School
- Red Line LRT
- MAX Teal
- MAX Yellow
- Potential Future Infill LRT Station *
- Transit Station Radius
- Freight Rail Corridor
- Heritage Boulevard
- Community Corridor
- Neighbourhood Activity Centre **
- Major Activity Centre
- Urban Main Street
- Neighbourhood Main Street
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

* The location of the Potential Future Infill LRT Station is conceptual only.

** Neighbourhood Activity Centres are small mixed-use areas that offer a broad range of community activities, amenities, and services. Approximate areas and development policies for Neighbourhood Activity Centres are found in Section 2.5.5.2.

2 Enabling Growth

2.1 Introduction

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

Policies in the Plan will guide growth primarily around the Major **Activity Centre** located around the Chinook **LRT** station, the **transit station areas**, Macleod Trail S Urban **Main Street**, 50 Avenue SW Neighbourhood **Main Street**, other important corridors, and commercial and industrial areas. Future growth will be guided by the Plan's vision and core values, ensuring that as growth and change happen in the area, the Chinook Communities continue to build upon their strengths, and further itself as a unique and distinct place.

2.1.1 Future Growth Concept

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

The Plan envisions the Major **Activity Centre** located around the Chinook **LRT** station, **Main Streets**, and **transit station areas** as key locations that will support a range of commercial, industrial, and residential development. These areas will continue to attract the greatest amount of activity and development intensity in the Chinook Communities. New development in these areas will contribute to a high-quality **public space** and have buildings of larger scale than the surrounding areas. Development within the **transit station areas** will consider opportunities to add increased activity, public and private amenities, as well as scales of development that complement the surrounding neighbourhoods.

Other focus areas for growth include Mission Road SW, Elbow Drive SW, Britannia Plaza, and strategic park and open spaces. These locations are envisioned to have modest growth. Britannia Plaza and Mission Road SW are designated as Neighbourhood **Activity Centres**.

Finally, the Plan envisions the industrial areas of the Chinook Communities to evolve as distinct industrial neighbourhoods that include a range of industrial uses and complementary non-industrial uses that are supported by an improved **public space**. The industrial lands will continue to function as an important employment sector within the Plan area and support innovation and creativity.

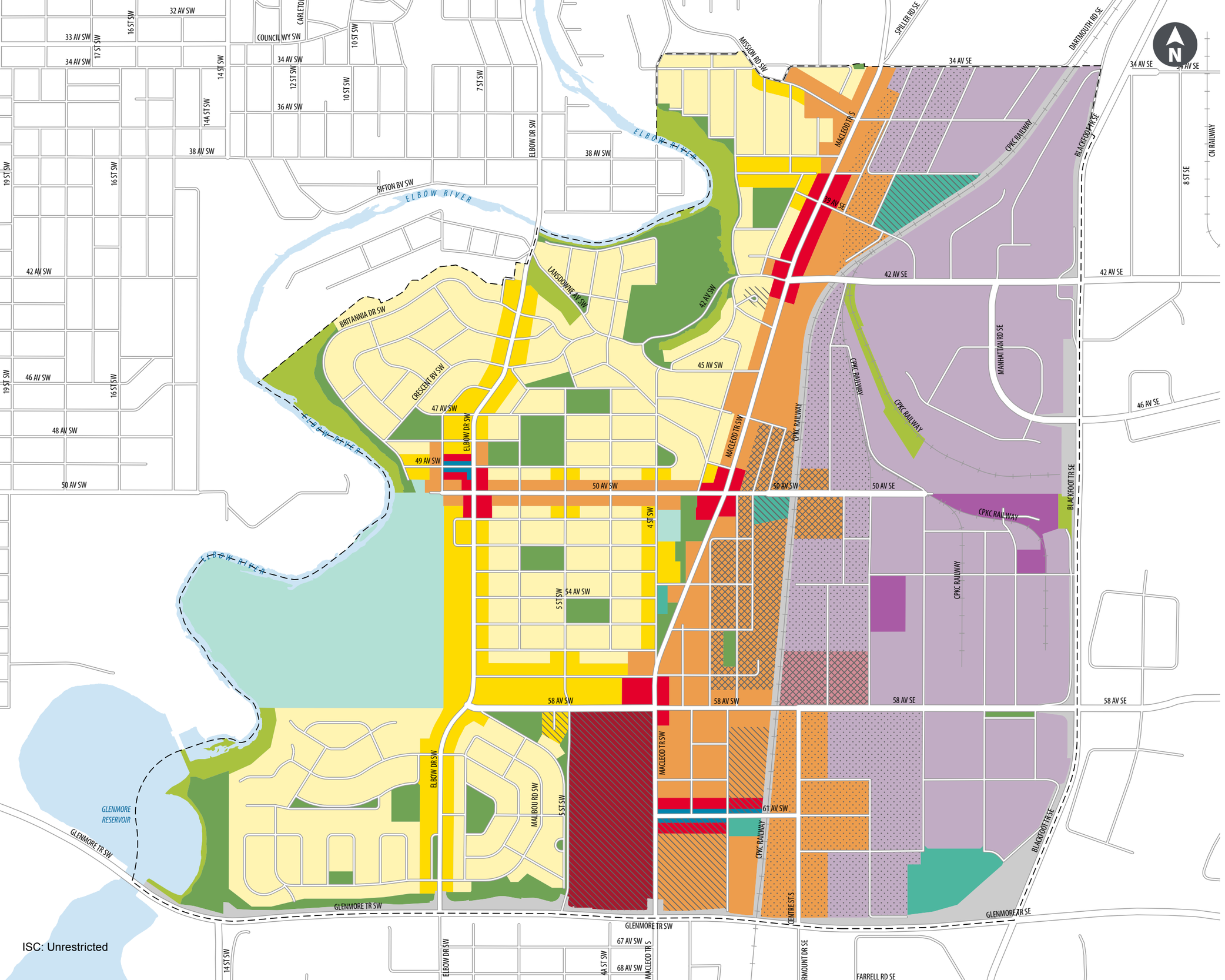
The Future Growth Concept is represented on Map 3: Urban Form and Map 4: Building Scale. Together, these two maps indicate where different types of growth and activity would be focused in the Plan area and define the general functions in different parts of the Chinook Communities. The specific urban form categories and building scale modifiers are described in relation to the overall vision in the policy sections that address the distinct areas of the Chinook Communities.

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

Map 3: Urban Form will illustrate the general location of urban form categories and how they apply across the unique geography of the Plan area. These categories describe the primary community functions and land uses (housing, commercial, industrial, parks, civic and recreation, and natural areas) and policy directions for the Plan area. The urban form categories general policies are provided in Section 2.2 Urban Form Categories and must be read together with locally specific policies.

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

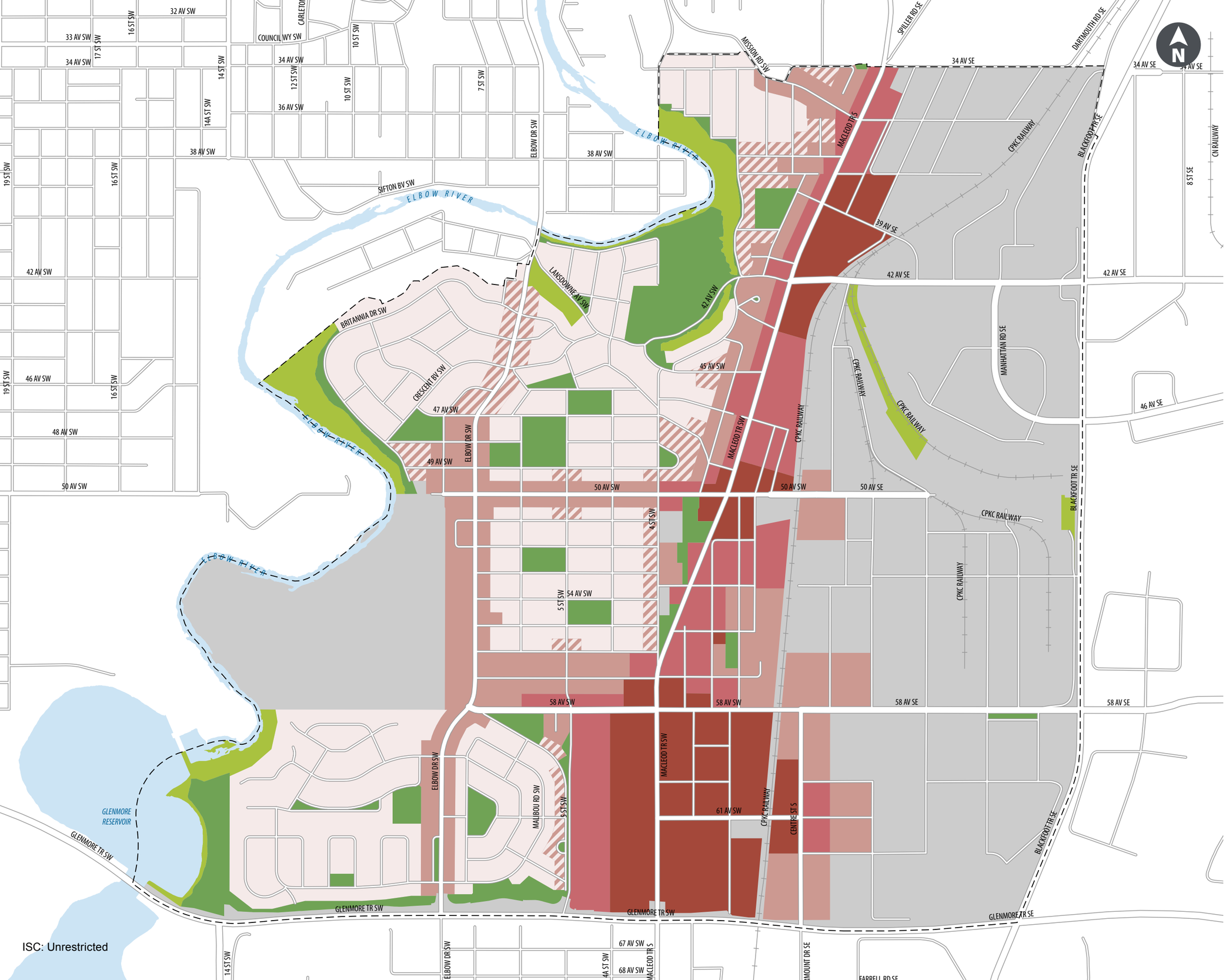
Urban Form

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

Additional Policy Guidance

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

Map 4:
Building Scale



Legend

- Limited (up to 3 Storeys)
- Low - Modified (up to 4 Storeys)
- Low (up to 6 Storeys)
- Mid (up to 12 Storeys)
- High (up to 26 Storeys)
- 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 twelve urban form categories that may direct land use and **built form** in the Chinook Communities. This section identifies the characteristics of the urban form categories and where they apply as well as land use and site, building and landscape design policies for each category.

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

May overlay any urban form category:

- Special Policy Areas
- Comprehensive Planning Site

Urban Form Categories

Neighbourhood

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

Vehicle-Oriented Commercial

- Commercial Centre
- Commercial Corridor

Industrial

- Industrial General
- Industrial Heavy

Parks, Civic and Recreation

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

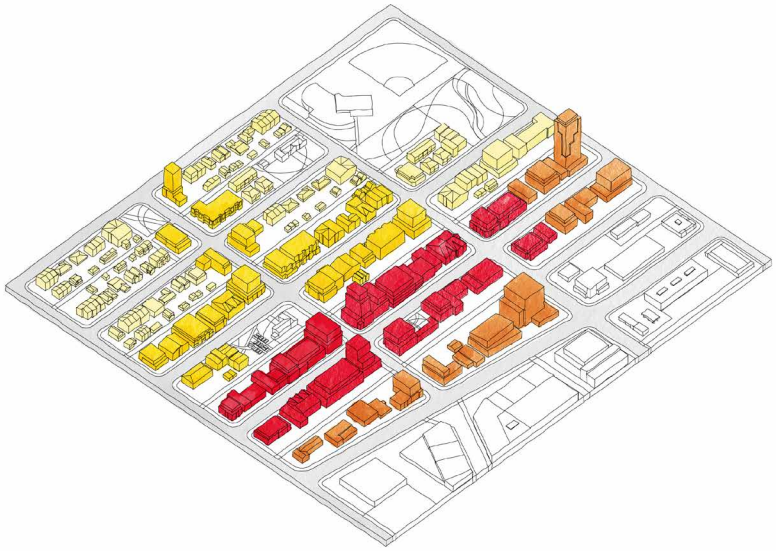


Figure 3: Neighbourhood Urban Form Categories

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

2.2.1 Neighbourhood

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

Neighbourhood Commercial areas support a range of commercial uses on the ground floor, with the most active areas requiring uses such as shops, services, and restaurants. Neighbourhood Flex areas support a mix of uses on the ground floor. Neighbourhood Connector and Neighbourhood Local areas are primarily residential, with a strong delineation between the private and **public spaces**. 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 **public spaces** 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 Chinook 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 plan-wide 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 and wayfinding signage 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 plan-wide 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. Uses may be mixed horizontally or vertically within a building or a block.

Industrial Transition may be identified near Industrial General areas to support the integration of a range of low-impact, light industrial, and small-scale manufacturing uses in Neighbourhood Flex areas.

Policy

Land Use

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

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

- **i.** combine compatible industrial working spaces with residential or commercial uses;
- **ii.** enable **work-live units**;
- **iii.** consider limited opportunities to provide areas for large or bulky goods and vehicles to be sold, leased, or rented; and,
- **iv.** consider opportunities to accommodate an extension of complementary uses outside of a building, such as **retail** display areas.

Site, Building, and Landscape Design

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

c. The **public space** should be designed to support moderate to high volumes of **pedestrians**.

d. Development in Industrial Transition areas should:

- **i.** fully enclose industrial activities in a building and limit off-site impacts if it presents disruptions to adjacent uses such as heat, odour, dust, vibration, light, or waste;
- **ii.** encourage industrial working spaces along the lane;
- **iii.** provide well-marked primary entrances facing the street or lane;
- **iv.** provide windows with views to and from the street, including views to production areas;
- **v.** provide a transition from the **public space** to a building using landscaped areas, amenity space, or other design features; and,
- **vi.** provide high-quality landscaping.

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially-oriented areas of the Chinook 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 may include a range of **work-live units** or home-based businesses.

Site, Building, and Landscape Design

In addition to the plan-wide 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 parks: 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 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 plan-wide site, building, and landscape design policies in Section 2.4, the following policies apply:

e. Non-residential development in Neighbourhood Connector areas 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.

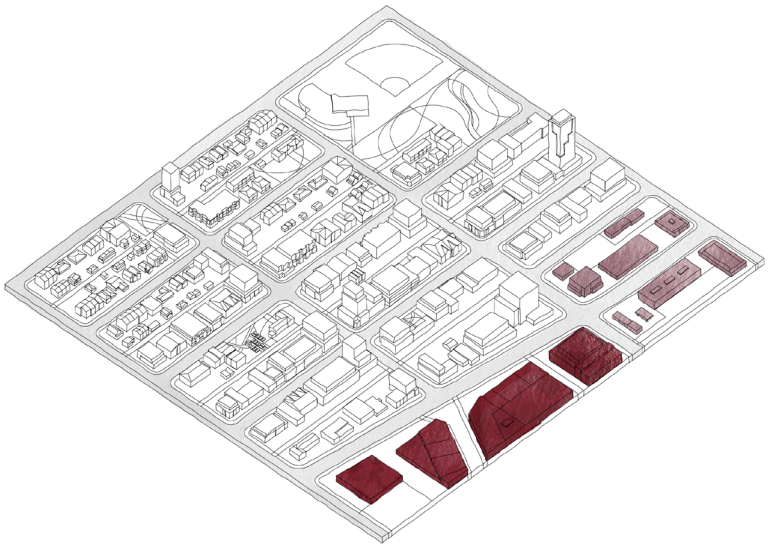


Figure 4: Vehicle-Oriented Commercial Urban Form Categories

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

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

- **i.** windows with views to the street and access to natural light;
- **ii.** amenity space that could be used for daily activity or seasonal programming; and,
- **iii.** lobbies that have well-marked entrances and allow for clear sight lines to and from the building.

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

- **i.** minimize the number of locations where vehicles cross the sidewalk;
- **ii.** minimize driveway width or locate driveways on a lower activity street;
- **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 plan-wide 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 are characterized by a range of commercial uses, typically concentrated at key nodes or along key corridors. Existing development may be vehicle-oriented, with parking areas between the building and the public street. As redevelopment occurs, the intent is that these sites will support intensification through new buildings that frame public and private streets, improve connectivity, and provide a comfortable **pedestrian** experience.

Industrial Transition may be identified near Industrial General areas to support the integration of a range of low-impact, light industrial, and small-scale manufacturing uses in Commercial Corridor areas.

Policy

Land Use

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

- **i.** combine compatible industrial working spaces with housing or commercial space;
- **ii.** consider opportunities to provide areas for large or bulky goods and vehicles to be sold, leased, or rented; and,
- **iii.** consider opportunities to accommodate activities outside of a building for storage or display.

Site, Building, and Landscape Design

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

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

c. Development in Industrial Transition areas should:

- **i.** limit off-site impacts;
- **ii.** accommodate vehicular movement and loading to minimize conflicts with **pedestrians**;
- **iii.** encourage industrial working spaces along the lane;
- **iv.** provide well-marked primary entrances facing the street or lane;
- **v.** provide a transition from the **public space** to a building using landscaped space, design features, or amenity space; and,
- **vi.** provide high-quality landscaping.

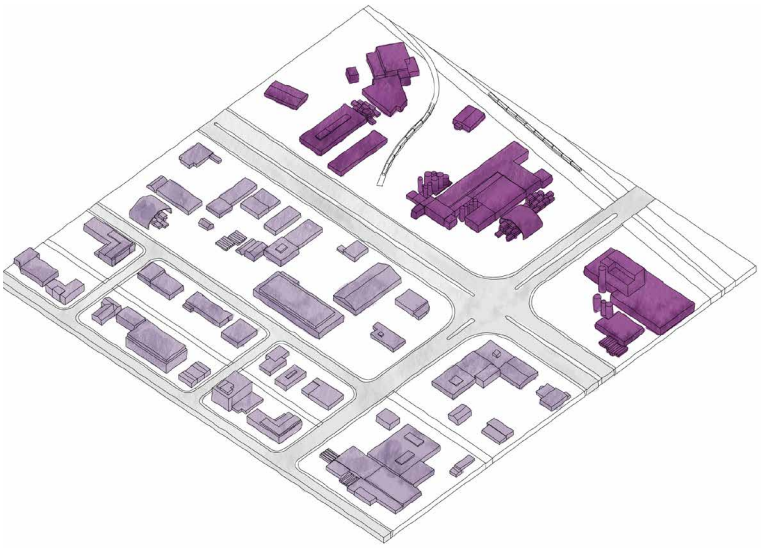


Figure 5: Industrial Urban Form Categories

Industrial General
Industrial Heavy

2.2.3 Industrial

There are two industrial urban form categories – Industrial General and Industrial Heavy. These areas primarily include a range of industrial uses with off-site impacts. Block patterns and site layouts will prioritize large vehicle and goods movement along public streets.

Industrial areas are critical to supporting economic diversity and decisions regarding encroachment of other uses into these areas must be carefully considered to minimize impacts on the operational requirements of industrial areas. In addition to the policies below, policies provided in Section 2.2.6.1 Manchester Industrial Special Policy Area are also applicable to portions of the Industrial urban form categories.

Policy

Land Use

a. Development in Industrial areas should:

- **i.** integrate a limited range of supporting office and commercial uses that support industrial activities; and,
- **ii.** limit new, large-format commercial uses.

Site, Building, and Landscape Design

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

b. Development in Industrial areas should:

- **i.** accommodate a range of **built forms** that support industrial uses;
- **ii.** consider opportunities to limit off-site impacts;
- **iii.** provide **pedestrian** connections to adjacent transit stops; and,
- **iv.** provide landscaped areas and amenity spaces.

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

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

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

2.2.3.1 Industrial General

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

Policy

Land Use

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

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

Site, Building, and Landscape Design

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

c. Development in Industrial General areas should explore opportunities for renewable energy.

d. Landscaped areas in Industrial General should:

- **i.** use climate resilient, native, and low or no maintenance plant species;
- **ii.** avoid the use of invasive species;
- **iii.** ensure sufficient soil volumes and adequate spacing to support healthy plant growth; and,
- **iv.** encourage the use of water conservation strategies such as, but not limited to:
  - **A.** the use of drought-tolerant or low water-use plants;
  - **B.** grouping plants into mulched planting beds; and,
  - **C.** redirecting surface runoff to landscaped areas.

e. Development should provide connections to adjacent mobility **infrastructure**, such as sidewalks and cycling routes.

2.2.3.2 Industrial Heavy

Industrial Heavy areas are characterized by a range of heavy industrial uses. A significant portion of industrial activities occur outdoors and may generate off-site impacts on neighbouring parcels such as noise, dust, vibration, and odour. These activities generally require larger sites with buildings that may integrate heavy machinery.

Policy

Land Use

a. Industrial Heavy areas should not contain residential or commercial uses.

Site, Building, and Landscape Design

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

b. Development in Industrial Heavy areas should:

- **i.** appropriately mitigate off-site impacts;
- **ii.** consider incorporating landscaped areas; and,
- **iii.** explore opportunities for renewable energy.

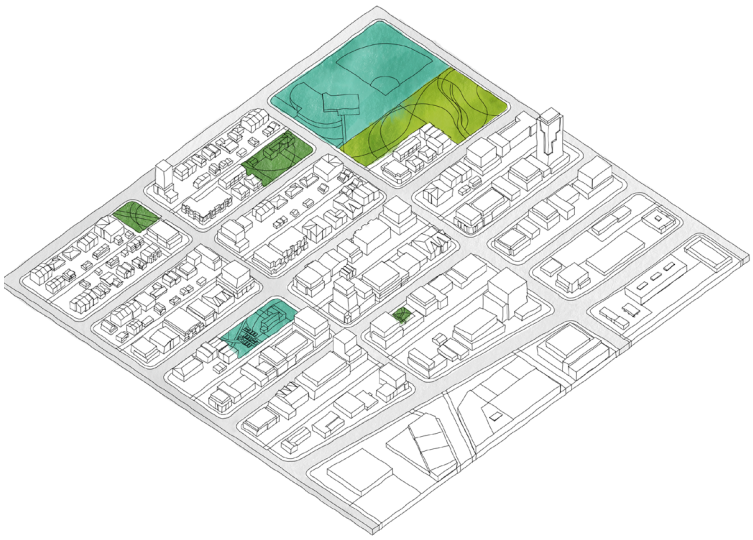


Figure 6: Parks, Civic, and Recreation Urban Form Categories

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

2.2.4 Parks, Civic, and Recreation

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

Policy

Site, Building, and Landscape Design

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

a. Development 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 plant species;
- **iii.** consider operations and maintenance requirements, such as 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; and,
- **v.** consider design that allows indoor spaces to open to the outdoors.

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; and,
- **v.** providing public art or cultural spaces.

2.2.4.1 Natural Areas

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

Policy

Site, Building, and Landscape Design

In addition to the plan-wide 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. Natural Areas may identify and integrate cultural landscapes in their design and layout.

2.2.4.2 Parks and Open Space

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

Site, Building, and Landscape Design

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

c. 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.

d. 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 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.

e. 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.

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

g. 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.

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

i. Parks and Open Space areas may identify and integrate **Heritage Resources** in their design and layout.

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

2.2.4.3 City Civic and Recreation

City Civic and Recreation areas are characterized by indoor and outdoor facilities located on public land. These areas may include a range of programmed spaces, such as athletic, arts and cultural amenities, or museums. Some schools and community association buildings may 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, recreation facilities and arenas, 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 a requirement of access, such as golf courses. The private sector, public sector, non-profit agencies, charities, and partnerships may play a role in the ownership, operation, and development of these community assets.

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.

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

- **i.** **pedestrian** connections to adjacent transit stops;
- **ii.** provide on-site **pedestrian** routes to minimize conflicts with vehicles, particularly near access and service areas;
- **iii.** location of parking areas to support activities on the site; and,
- **iv.** screening from adjacent uses.

Site, Building, and Landscape Design

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

d. City Civic and Recreation areas should:

- **i.** support adaptable spaces and amenities designed to be multi-purpose and accommodate a range of uses that respond to diverse needs in the community;
- **ii.** identify and integrate cultural landscapes in their design and layout;
- **iii.** be designed in a manner that allows for safe and accessible access for 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.

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

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

2.2.4.4 Private Institutional and Recreation

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

Policy

Land Use

a. Development in Private Institutional and Recreation 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.

Site, Building, and Landscape Design

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

2.2.5 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 change over each phase;
- **vi.** identify opportunities for comprehensive energy planning and consider the inclusion of 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.

2.2.5.1 CF Chinook Centre

The CF Chinook Centre site includes the lands north of Glenmore Trail SW, south of 58 Avenue SW, west of Macleod Trail SW, and east of 5 Street SW, as identified on Map 3: Urban Form. In addition to the policies below, policies provided in Section 2.5.2.1 Macleod Trail S Urban **Main Street**, Section 2.5.4.1 Chinook **Transit Station Area**, and Section 2.5.5.1 Major **Activity Centre** are also applicable to portions of this site.

Policy

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

- **i.** include mixed-use development;
- **ii.** exclude vehicle-oriented uses;
- **iii.** explore **non-market housing** opportunities;
- **iv.** locate taller buildings towards Macleod Trail SW;
- **v.** transition building scale down towards 5 Street SW to minimize massing impacts onto adjacent residential development;
- **vi.** provide for **pedestrian-scaled** block sizes that do not exceed 125 metres in length;
- **vii.** prioritize **active uses** at-grade on primary **pedestrian** routes;
- **viii.** provide a connected **public space** with an enhanced landscaping treatment, gathering spaces of various scales, and outdoor furniture and **infrastructure** elements;
- **ix.** provide a **pedestrian-scale** and high-quality **public space** with enhanced landscaping along 5 Street SW;
- **x.** ensure corner sites, both internal and at the perimeter of the development site, create vibrant street intersections with gathering spaces, enhanced landscaping, wayfinding elements, and well-articulated buildings;
- **xi.** identify opportunities for publicly-accessible open space amenities;
- **xii.** include continuous, safe, and accessible **pedestrian** and cycling **infrastructure** along adjacent roadways that connects to existing networks;
- **xiii.** include **pedestrian** and cycling facilities along Macleod Trail SW separated from the roadway;
- **xiv.** consider providing enhanced at-grade **pedestrian** and cycling crossings across Macleod Trail SW and if at-grade crossings are not feasible, consider providing grade-separated **pedestrian** and cycling crossings across Macleod Trail SW;
- **xv.** provide a safe, accessible, and vibrant interface with the **pedestrian** bridge at 61 Avenue SW; and,
- **xvi.** accommodate new parking in above-grade parking structures, such that the above-grade parking structure should:
  - **A.** allow at-grade commercial uses;
  - **B.** mitigate visual impacts on the **public space** and streets;
  - **C.** have vehicular access via a grade-separated northbound to westbound ramp from Macleod Trail SW; and,
  - **D.** not propose any grade-separated ramps located along the eastern edge of Macleod Trail SW.

2.2.5.2 Potential Future Infill LRT Station

The potential future infill **LRT** station site includes the parcel located at 5202 1 Street SW, as identified on Map 3: Urban Form. In addition to the policies below, policies provided in Section 2.5.5.1 Major **Activity Centre** and Section 2.5.4.3 **Transit Station Area** for the Potential Future Infill **LRT** Station are also applicable to this site.

Policy

a. Should an **LRT** station be funded at or near this site, an amendment to this Plan may be required to incorporate new urban form categories and building scale modifiers that will allow for **transit-oriented development**.

b. If an **LRT** station is funded along the Red Line at 50 Avenue SW, comprehensive redevelopment of this site should be designed to:

- **i.** include mixed-use development with **pedestrian-scale** commercial spaces;
- **ii.** exclude vehicle-oriented uses;
- **iii.** provide a variety of building scales, with the greatest heights adjacent to the potential future infill **LRT** station and 50 Avenue SW;
- **iv.** provide a variety of building forms, with a diversity of ground floor commercial and residential opportunities;
- **v.** explore **non-market housing** opportunities;
- **vi.** ensure corner sites, both internal and at the perimeter of the development site, create vibrant street intersections with gathering spaces, enhanced landscaping, wayfinding elements, and well-articulated buildings;
- **vii.** incorporate design solutions to mitigate noise, vibration, and visual impact from the freight rail corridor;
- **viii.** identify opportunities for a transit plaza and other publicly-accessible open space amenities;
- **ix.** prioritize **pedestrian** and cycling **infrastructure** connections within the site and to adjacent communities;
- **x.** provide a multi-use pathway along the west side of the **LRT** right-of-way;
- **xi.** provide an enhanced **pedestrian** and cycling connection across the **LRT** right-of-way; and,
- **xii.** locate vehicular parking primarily underground or in a parking structure.

2.2.5.3 6500 Macleod Trail SW

This Comprehensive Planning Site includes the lands north of Glenmore Trail SW, south of 61 Avenue SW, east of Macleod Trail SW, and west of 1A Street SW, as identified on Map 3: Urban Form. In addition to the policies below, policies provided in Section 2.5.2.1 Macleod Trail S Urban **Main Street**, Section 2.5.4.1 Chinook **Transit Station Area**, and Section 2.5.5.1 Major **Activity Centre** are also applicable to this site.

Policy

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

- **i.** include mixed-use development;
- **ii.** exclude vehicle-oriented uses;
- **iii.** explore **non-market housing** opportunities;
- **iv.** provide for **pedestrian-scaled** block sizes that do not exceed 125 metres in length;
- **v.** create a comprehensive street network to ensure the safety and vibrancy of the **public space**;
- **vi.** provide a connected **public space** with an enhanced landscaping treatment, gathering spaces of various scales, outdoor furniture, and **infrastructure** elements;
- **vii.** ensure corner sites, both internal and at the perimeter of the development site, create vibrant street intersections with gathering spaces, enhanced landscaping, wayfinding elements, and well-articulated buildings;
- **viii.** identify opportunities for publicly-accessible open space amenities;
- **ix.** include continuous, safe, and accessible **pedestrian** and cycling **infrastructure** along adjacent roadways that connects to existing networks;
- **x.** include **pedestrian** and cycling facilities along Macleod Trail SW separated from the roadway;
- **xi.** provide a safe, accessible, and vibrant interface with the the **pedestrian** bridge at 61 Avenue SW; and,
- **xii.** locate vehicular parking primarily underground or in a parking structure.

2.2.5.4 Admiral Court

The Admiral Court site generally consists of the lands south of 58 Avenue SW, north of 61 Avenue SW, east of 1A Street SW, and west of the **LRT** and CPKC freight rail corridor, as identified on Map 3: Urban Form. In addition to the policies below, policies provided in Section 2.5.4.1 Chinook **Transit Station Area** and Section 2.5.5.1 Major **Activity Centre** are also applicable to this site.

Policy

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

- **i.** include mixed-use development;
- **ii.** exclude vehicle-oriented uses;
- **iii.** explore **non-market housing** opportunities;
- **iv.** provide for **pedestrian-scaled** block sizes that do not exceed 125 metres in length;
- **v.** create a comprehensive street network to ensure the safety and vibrancy of the **public space**;
- **vi.** provide a connected **public space** with an enhanced landscaping treatment, gathering spaces of various scales, outdoor furniture, and **infrastructure** elements;
- **vii.** ensure corner sites, both internal and at the perimeter of the development site, create vibrant street intersections with gathering spaces, enhanced landscaping, wayfinding elements, and well-articulated buildings;
- **viii.** identify opportunities for a transit plaza and other publicly-accessible open space amenities;
- **ix.** include continuous, safe, and accessible **pedestrian** and cycling **infrastructure** along adjacent roadways that connects to existing networks;
- **x.** provide a multi-use pathway along the west side of the **LRT** right-of-way;
- **xi.** provide an enhanced **pedestrian** and cycling connection across the **LRT** right-of-way; and,
- **xii.** locate vehicular parking primarily underground or in a parking structure.

2.2.5.5 Municipal Impound Lot

The Municipal Impound Lot includes the parcel located at 400 39 Avenue SE, as identified on Map 3: Urban Form. In addition to the policies below, policies provided in Section 2.5.4.2 39 Avenue **Transit Station Area** are also applicable to this site.

Policy

a. Should this site no longer be required for its current impound lot purpose, an amendment to this Plan may be required to incorporate new urban form categories and building scale modifiers that will allow for **transit-oriented development**.

b. Comprehensive redevelopment of this site should be designed to:

- **i.** incorporate mixed-use development and Industrial Transition areas;
- **ii.** exclude vehicle-oriented uses along 39 Avenue SE and Manchester Road SE;
- **iii.** explore **non-market housing** opportunities;
- **iv.** locate taller buildings and **active uses** closer to 39 Avenue SE and Manchester Road SE intersection, and transition building scale down towards 38A Avenue SE and the freight rail corridor;
- **v.** create a comprehensive street network to ensure the safety and vibrancy of the **public space**;
- **vi.** provide a connected **public space** with an enhanced landscaping treatment, gathering spaces of various scales, outdoor furniture, and **infrastructure** elements;
- **vii.** ensure corner sites, both internal and at the perimeter of the development site, create vibrant street intersections with gathering spaces, enhanced landscaping, wayfinding elements, and well-articulated buildings;
- **viii.** identify opportunities for publicly-accessible open space amenities;
- **ix.** incorporate design solutions to mitigate noise, vibration, and visual impact from the freight rail corridor;
- **x.** include continuous, safe, and accessible **pedestrian** and cycling **infrastructure** that connects to existing networks; and,
- **xi.** locate vehicular parking primarily underground or in a parking structure. Where surface parking is provided, it should be well landscaped and avoid being located between a building and a street.

2.2.5.6 Maple Place SW and Stanley Place SW Cul-De-Sacs

There are two cul-de-sacs in the Plan area that are identified as Comprehensive Planning Sites: Maple Place SW located in Meadowlark Park and Stanley Place SW located in Parkhill, as identified on Map 3: Urban Form. Comprehensive redevelopment may be considered should all parcels located within the cul-de-sac site be consolidated.

Policy

a. Comprehensive redevelopment of the Maple Place SW and/or Stanley Place SW cul-de-sacs that is not grade-oriented or greater than three storeys should:

- **i.** consolidate all parcels and be comprehensively planned within the the cul-de-sac site for greater development potential;
- **ii.** incorporate a road closure of the cul-de-sac; and,
- **iii.** explore opportunities to provide publicly-accessible open space that integrates with the existing community.

2.2.6 Special Policy Areas

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

2.2.6.1 Manchester Industrial Special Policy Area

The Manchester Industrial Special Policy Area is located to the east of the freight rail corridor and **LRT** right-of-way within the Chinook Communities. These areas include primarily light industrial uses with limited vehicle-oriented commercial uses and a mix of emerging breweries, distilleries, and food establishments. The policy in this section will encourage complementary non-industrial uses that will serve a new residential population base in close proximity to the existing and potential future infill **LRT** stations.

Development constraints are identified in Appendix D: Constraints that should be considered for development applications in the Manchester Industrial Special Policy Area. Specifically, the non-operating Springbank Landfill is located in the southeast corner of the Plan area and the non-operating Manchester Incinerator Ground is located outside the northeastern boundary of the Plan area. Landfill and waste management facilities setbacks from provincial regulations may impact future development in the Manchester Industrial Special Policy Area.

In addition to the policies below, policies provided in Section 2.5.4.1 Chinook **Transit Station Area**, Section 2.5.4.2 39 Avenue **Transit Station Area**, and Section 2.5.5.1 Major **Activity Centre** are also applicable to portions of the Manchester Industrial Special Policy Area.

Policy

Neighbourhood Flex Urban Form Category

In addition to the policies provided in Section 2.2.1.3 Neighbourhood Flex, the following policies apply to the Neighbourhood Flex urban form category within the Manchester Industrial Special Policy Area:

a. Development is encouraged to support a range of low-impact, light industrial, and small-scale manufacturing uses.

b. Development is encouraged to support **work-live units**.

c. Development should be designed to:

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

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

   iii. fully enclose industrial activities in a building and limit off-site impacts if it presents disruptions to adjacent uses such as heat, odour, dust, vibration, light, or waste;

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

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

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

   vii. provide high-quality landscaping.

d. Development located within the landfill and waste management facilities setbacks shall not include schools, hospitals, or residences, unless a variance to these setbacks is granted through the regulations of the Municipal Government Act.

e. Development located along Centre Street S or 61 Avenue S should be designed to front any residential uses onto Centre Street S or 61 Avenue S.

f. Development located north of 39 Avenue SE and east of Burnsland Road SE should be designed to front any residential uses onto 39 Avenue SE or Manchester Road SE.

Industrial General Urban Form Category

In addition to the policies provided in Section 2.2.3.1 Industrial General, the following policies apply to the Industrial General urban form category within the Manchester Industrial Special Policy Area:

g. Development may include complementary non-industrial uses including office, **retail**, institutional, and/or recreation.

h. Development may include ancillary residential uses or **work-live units**.

i. Where development includes ancillary residential uses, the development should be four storeys or less.

j. Development should not include standalone residential uses.

k. Development is discouraged to support new low-employment intensity uses such as bottle depots or outdoor storage.

l. Development located within the landfill and waste management facilities setbacks shall not include schools, hospitals, or residences, unless a variance to these setbacks is granted through the regulations of the Municipal Government Act.

m. Where development includes non-industrial uses, Section 2.4.2 **Built Form** policies are also applicable.

n. Where development includes non-industrial uses, these uses should not conflict with the operational requirements of surrounding industrial uses.

o. Where industrial development is located adjacent to a Neighbourhood Flex urban form category, the building and site design should incorporate measures to reduce potential negative effects such as industrial traffic, noise, vibration, and visual impacts resulting from business operations.

p. Development should be designed to:

- **i.** consider opportunities to combine compatible industrial working spaces with non-industrial uses;
- **ii.** provide well-defined and direct **pedestrian** routes, including to nearby transit stops and stations;
- **iii.** position landscaped areas that enhance and complement the interface between the building and **pedestrian** routes; and,
- **iv.** provide secure bicycle parking and other active transportation supportive amenities.

q. The interface between development and the freight rail corridor and **LRT** right-of-way areas should:

- **i.** avoid long blank walls on the building façade facing the railway corridor;
- **ii.** include new trees, passive recreation, and seating opportunities; and,
- **iii.** accommodate a pathway running parallel to the west side of the freight rail corridor and **LRT** right-of-way areas.

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, rowhouse residential development, and small stand-alone commercial or mixed-use buildings.

Low – Modified

- Buildings of four storeys or less.
- Typically characterized by a 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.

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 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 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 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

b. 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**.

c. 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, including Industrial Transition areas within these categories. The **built form** policies do not apply to the Industrial urban form categories except as noted in Section 2.2.6.1 Manchester Industrial Special Policy Area.

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 impacts on transit movement or **pedestrian** activity to transit **infrastructure**.

f. Development is encouraged to 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 façades 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 space** 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 reduce impervious surfaces to improve water quality and reduce runoff volume by applying stormwater management practices such as **low impact development**.

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

p. Development is encouraged to make use of shared driveways where rear lanes do not exist to reduce vehicle crossings of the sidewalk.

q. The interface between development and the freight rail corridor and **LRT** right-of-way areas should:

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

ii. avoid long blank walls on the building façade facing the freight rail corridor;

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

iv. include passive recreation and seating opportunities.

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.** reduce the impacts of wind at the ground floor and to optimize sunlight access to the **public space**, open spaces, and amenity spaces;
- **vi.** integrate mechanical equipment as part of the overall design of the building; and,
- **vii.** use durable and climate resilient building materials.

b. Development 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, 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 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.

g. 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**.

h. 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.

i. Development is encouraged to be **Net Zero** or **Net Zero Ready**.

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

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

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

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

n. Development adjacent to natural areas should incorporate 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 (up to 16.0 metres);
   ii. soft landscaping and glazing around the rooftop amenity areas; and,
   iii. building lighting.

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 publicly-accessible amenity spaces can be 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. Publicly-accessible and shared private amenity spaces are encouraged to provide access to drinking water and universally accessible washrooms.

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, 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 may 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 The City's **land use bylaw** relaxations to enable the retention of **Heritage Resources**.

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

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

e. An applicant shall provide photo documentation of **Inventory** properties to The City prior to 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 Chinook Communities, including **Main Street** areas, **transit station areas**, **community corridors**, and **Activity Centres**.

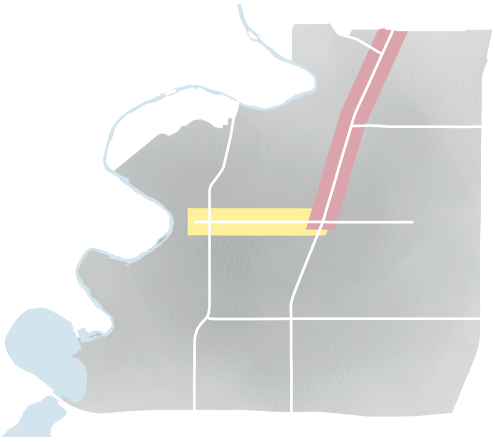
2.5.1 Main Streets

This section includes policies that apply to development with frontage on the area's **Main Streets** as identified on Map 2: Community Characteristics and Attributes, including Macleod Trail S Urban **Main Street** between 34 Avenue SE and 50 Avenue SW, and 50 Avenue SW Neighbourhood **Main Street** between Macleod Trail SW and 8 Street SW.

A portion of Macleod Trail SW is within the Major **Activity Centre** and is not identified as an Urban **Main Street**. The policies in this section also apply to parcels along Macleod Trail SW in the Major **Activity Centre** in addition to the policies provided in Section 2.5.5.1 Major **Activity Centre**.

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, composite, 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 station **infrastructure**;
- **ii.** enhanced landscaping including **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 maximize the use of transparent windows, doors, gathering spaces, patios, and display windows at street level.

e. New standalone low-intensity uses such as single detached, semi-detached and duplex housing should not be located along **Main Streets**.

f. Consolidating 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.

g. When adjacent to Neighbourhood **Activity Centres**, the development along a **Main Street** should support a continuous **public space** connecting the two areas.

h. 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.

i. 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.

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

k. 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. using siting of building structures, façades, and trees to maximize sun exposure and mitigate wind at transit stops; and,

v. enhancing transit waiting areas.

2.5.2 Urban Main Street

The portion of Macleod Trail S between 34 Avenue SE to 50 Avenue SW is identified as an Urban **Main Street** in The City's **municipal development plan**.

2.5.2.1 Macleod Trail S Urban Main Street

A portion of the Macleod Trail SW is within the Major **Activity Centre** and is not identified as an Urban **Main Street** in The City's **municipal development plan**. The policies in this section also apply to parcels along Macleod Trail SW in the Major **Activity Centre** in addition to the policies provided in Section 2.5.5.1 Major **Activity Centre**. This Urban **Main Street** provides opportunities for residential and employment intensification while improving **pedestrian** and cycling connections across Macleod Trail S, linking adjacent communities to services, amenities, and each other.

Policy

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

b. Development should provide **pedestrian** and cycling facilities separated from the roadway through a buffer such as a landscaped boulevard.

c. Development should be designed to establish a network of well-defined and safe **pedestrian** routes that connect directly to public sidewalks and transit stops.

d. Development located at the corner of Macleod Trail S and an adjacent road that connects directly to Macleod Trail S should be designed to provide an enhanced **public space** on all adjacent streets.

e. New vehicle-oriented uses such as automotive sales, retailers with large surface parking areas, and drive-through restaurants or services should not be located along Macleod Trail S except for the lots located to the east side of Macleod Trail SW between 43 Avenue SW and 46 Avenue SW where vehicle-oriented uses must be designed to mitigate vehicular conflicts with **pedestrians** and cyclists and be screened and located away from public streets.

f. New development with surface parking located between a building and a public street is strongly discouraged. Existing developments should screen their surface parking located between a building and a public street with soft and hard landscaping from the public sidewalk.

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

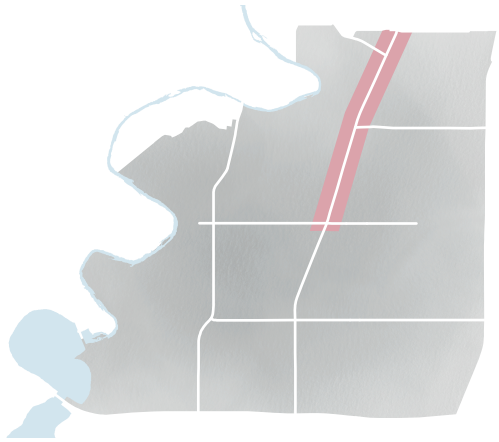


Figure 7: Macleod Trail S Urban Main Street

2.5.3 Neighbourhood Main Street

The portion of 50 Avenue SW between 8 Street SW and Macleod Trail SW is identified as a Neighbourhood **Main Street** in The City's **municipal development plan**.

2.5.3.1 50 Avenue SW Neighbourhood Main Street

The Plan envisions the **Main Street** to accommodate additional residential and commercial developments along with higher levels of **pedestrian** and cycling activity. Areas at either end of the **Main Street** are envisioned to support higher activity commercial and mixed-uses while the remainder of the street would support more residential and locally focused commercial uses.

Policy

a. Development should improve the **public space** and create a safe, welcoming **pedestrian** environment along 50 Avenue SW. Design strategies should include, but are not limited to:

- **i.** orienting building lobbies and entries toward 50 Avenue SW;
- **ii.** reducing building scale closer to the adjacent existing lower scale residential developments; and,
- **iii.** providing **pedestrian** and cycling facilities separated from the roadway through a buffer such as a landscaped boulevard.

b. Development should create a well-defined **street wall** to support a human-scaled street environment on 50 Avenue SW. 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, patio, planters, awnings, and lighting along **street wall** to enhance **pedestrian** experience.

c. New vehicle-oriented uses such as automotive sales, retailers with large surface parking areas, and drive-through restaurants or services should not be located along 50 Avenue SW.

d. Relaxations for front setback requirements should be considered within The City's **land use bylaw** so that buildings can be located closer to 50 Avenue SW without compromising the **public space**.

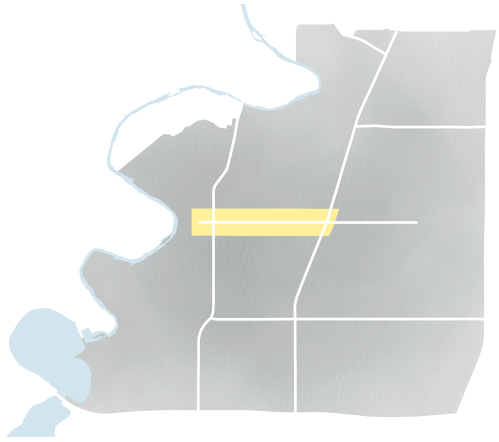


Figure 8: 50 Avenue SW Neighbourhood Main Street

2.5.4 Transit Station Areas

The Chinook Communities include three **transit station areas** located along the Red Line **LRT**: two **transit station areas** around the Chinook **LRT** station and the 39 Avenue **LRT** station, and a third **transit station area** which has been assessed at 50 Avenue SW.

The Plan envisions **transit station areas** evolving into compact, distinct, and safe mixed-use areas that provide varied mobility options and convenient access to employment, amenities, and commercial services across the city. The Plan identifies areas in immediate proximity to a station as **Core Zones** and **Transition Zones**. **Core Zones** are where building scale and **pedestrian** activity are envisioned to be the highest. 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 existing or capital funded **LRT** station should provide for a high-quality **public space** that encourages social gathering, user comfort, and recreation activities through elements such as:

- **i.** 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; and,
- **vi.** enhanced landscaping, including public trees.

b. Development adjacent to an existing or capital funded **LRT** station should include design measures that enhance the transit interface and make the area feel 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; and,
- **ii.** including architectural features that provide weather protection and create human-scaled environments.

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

f. Development is encouraged to include lane activation to enable 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.

g. Development should mitigate the off-site impacts of any additional height, massing, and shadowing within the surrounding area through:

   i. limited floor plate sizes on upper storeys;

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

   iii. building orientation.

h. 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**.

i. 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.

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

k. 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.

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

2.5.4.1 Chinook Transit Station Area

The Chinook **LRT** station is located to the east of CF Chinook Centre. An elevated **pedestrian** overpass across Macleod Trail SW connects CF Chinook Centre to 61 Avenue SW. The future regional railway corridor runs adjacent to the Chinook **LRT** station. This area is envisioned to continue to grow and evolve as a regional employment centre with the highest levels of activity and development intensity in the Plan area. In addition to the policies below, policies provided in Section 2.5.2.1 Macleod Trail S Urban **Main Street**, Section 2.5.5.1 Major **Activity Centre**, and Section 2.2.6.1 Manchester Industrial Special Policy Area are also applicable to portions of this station area.

Policy

a. Development in **Core Zones** should:

- **i.** have a minimum building height of six storeys;
- **ii.** provide for **pedestrian-scaled** block sizes that do not exceed 125 metres in length;
- **iii.** provide publicly-accessible amenity spaces;
- **iv.** prioritize transit access; and,
- **v.** provide connections to support a comfortable and safe **pedestrian** and cycling experience, and complete missing links to and from transit stations and transit stops.

b. Further to the building scale policies in Section 2.3, development in **Core Zones** and **Transition Zones** may exceed the building scale identified in 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 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.

c. Proposals to exceed maximum building heights as outlined in Section 2.5.4.1(b) should be reviewed on a case-by-case basis and applied using a direct control district and implemented during the development permit stage.

d. Development in the **Core Zone** should align with the recommended **5A Mobility Network** and improve **pedestrian** and cycling connections to Chinook **LRT** station, along 61 Avenue SW, 1A Street SW, Centre Street S, and adjacent to the **LRT** tracks to connect to 39 Avenue **LRT** station in the design.

Figure 9: Chinook LRT Transit Station Area

Legend

Chinook Core Zone

Chinook Transition Zone

2.5.4.2 39 Avenue Transit Station Area

The 39 Avenue **LRT** station is located one block east of Macleod Trail S. The area to the west of the **LRT** station is envisioned to have mixed-use development with high levels of activity and development intensity. The area to the east of the **LRT** station is envisioned to remain predominantly industrial and allow for flexibility in future uses that support increased transit ridership. In addition to the policies below, policies provided in Section 2.5.2.1 Macleod Trail S Urban **Main Street** and Section 2.2.6.1 Manchester Industrial Special Policy Area are also applicable to portions of this station area.

Policy

a. Development in **Core Zones** should:

- **i.** have a minimum building height of four storeys;
- **ii.** provide for **pedestrian-scaled** block sizes that do not exceed 125 metres in length;
- **iii.** provide publicly-accessible amenity spaces;
- **iv.** prioritize transit access; and,
- **v.** provide connections to support a comfortable and safe **pedestrian** and cycling experience, and complete missing links to and from transit stations and transit stops.

b. 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 in 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 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.

c. Proposals to exceed maximum building heights as outlined in Section 2.5.4.2(b) should be reviewed on a case-by-case basis and applied using a direct control district and implemented during the development permit stage.

d. Development in the **Core Zone** should align with the recommended **5A Mobility Network** and improve **pedestrian** and cycling connections between the 39 Avenue **LRT** station, along 39 Avenue SE and 42 Avenue SE to connect to the Macleod Trail S Urban **Main Street**, and adjacent to the **LRT** tracks to connect to Chinook **LRT** station.

Figure 10: 39 Avenue LRT Transit Station Area

Legend

- 39 Avenue Core Zone
- 39 Avenue Transition Zone

2.5.4.3 Transit Station Area for the Potential Future Infill LRT Station

A potential future infill **LRT** station has been identified by The City to be located approximately near the intersection of 50 Avenue SW and the CPKC freight rail corridor. This potential station is currently not funded and private sector interest and support would be the catalyst for pursuing further work related to this potential station. Should the potential station be funded or constructed, the **transit station area** is envisioned to be of moderate to high levels of activity and development intensity over time. Interim development may be appropriate in this **transit station area** if there is no short-term market demand to support the ultimate development outcomes until there is private sector interest and support to fund or construct this potential station. In addition to the policies below, policies provided in Section 2.5.2.1 Macleod Trail S Urban **Main Street** and Section 2.5.5.1 Major **Activity Centre** are also applicable to portions of this station area.

Policy

a. Interim development is supported in accordance with Section 2.4.3.3.

b. Further to the building scale policies in Section 2.3, development in **Core Zone**s may exceed, with a limited number of storeys, the building scale identified in 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:

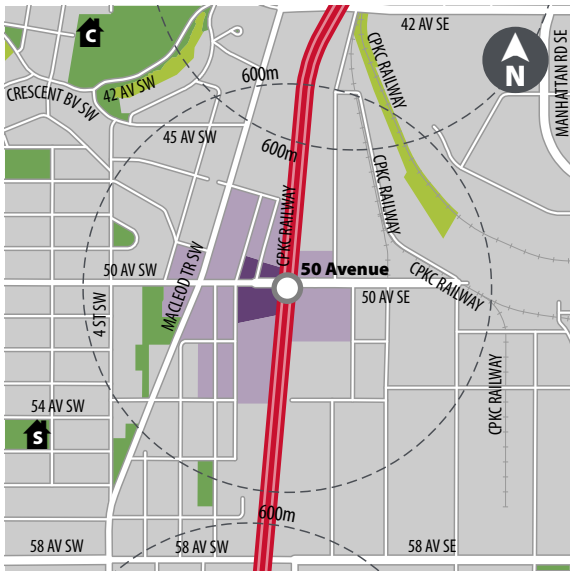
- **i.** providing a substantially enhanced, high-quality publicly-accessible private open space; or
- **ii.** provision of **non-market housing** and/or **mixed-market housing** acceptable to the Manager of Housing Solutions.

c. Proposals to exceed maximum building heights as outlined in Section 2.5.4.3(b) should be reviewed on a case-by-case basis and applied using a direct control district and implemented during the development permit stage.

d. Development in the **Core Zone** should align with the recommended **5A Mobility Network** and improve **pedestrian** and cycling connections between the potential future infill **LRT** station, 1 Street SW, 1A Street SW, and Centre Street SW to connect to the Macleod Trail S Urban **Main Street**, and the 50 Avenue SW Neighbourhood **Main Street** and adjacent to the **LRT** tracks to connect to Chinook and 39 Avenue **LRT** stations.

e. Should the potential future infill **LRT** station be funded, an amendment to this Plan may be required to revise **Core** and **Transition Zones**, urban form categories, building scale modifiers, and **transit station area** policies in accordance with Section 2.5.4.4.

Figure 11: Potential Future Infill LRT Transit Station Area



Legend

- 50 Avenue Core Zone
- 50 Avenue Transition Zone
- Potential Future Infill LRT Station *

* The location of the Potential Future Infill LRT Station is conceptual only.

2.5.4.4 Future Transit Station Areas

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

Policy

a. Should a new transit station be provided within the Plan area, an amendment to this Plan may be required to address **transit station area** policies to:

- **i.** apply **Core** and **Transition Zones** within approximately 600 metres of the station;
- **ii.** include transit supportive urban form categories and building scale modifiers;
- **iii.** identify opportunities for a transit plaza and other open space amenities;
- **iv.** support a high-quality public realm 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 plan-wide policies of this Plan, the following policies apply to development in Major **Activity Centres** and Neighbourhood **Activity Centres**. The policies are intended to support compact, mixed-use developments in locations where high-quality transit and a diversity of commercial, residential, and service uses currently exist, or where they could be encouraged.

2.5.5.1 Major Activity Centre

One Major **Activity Centre** is located in the Chinook Communities and identified on Map 2: Community Characteristics and Attributes. The Major **Activity Centre** is located north of Glenmore Trail S, south of 50 Avenue S, east of 5 Street SW and Macleod Trail SW, and west of 3 Street SE.

In addition to the policies below, policies provided in Section 2.5.2.1 Macleod Trail S Urban **Main Street** are also applicable to parcels along Macleod Trail SW, and policies provided in Section 2.2.6.1 Manchester Industrial Special Policy Area, Section 2.5.4.1 Chinook **Transit Station Area**, and Section 2.5.4.3 **Transit Station Area** for the Potential Future Infill **LRT** station are also applicable to the portions of the Major **Activity Centre**.

Additional policies for the CF Chinook Centre, Potential Future Infill **LRT** Station, 6500 Macleod Trail SW, and Admiral Court sites are provided in Section 2.2.5 Comprehensive Planning Sites.

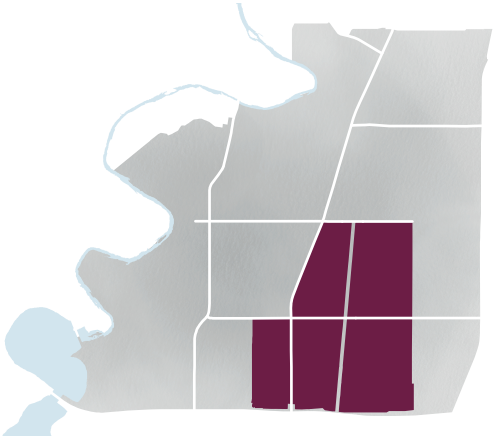
Policy

a. New development should identify a network of **pedestrian** routes that connect destinations on and adjacent to the site.

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

- **i.** **pedestrian** crossings internal and external to a 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.** incorporating renewable energy features; and,
- **x.** enhanced cycling **infrastructure**, including secure and covered bicycle parking.

c. New standalone low-intensity uses such as single detached, semi-detached and duplex housing are strongly discouraged.



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

e. 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.

f. A functional ground floor that could enable industrial uses should be provided in buildings with office uses in the Industrial urban form categories located north of 58 Avenue SE and east of the CPKC freight rail corridor.

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

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

i. 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, new driveway crossings facing or near transit stops; and,

   iv. using siting of building structures, façades and trees to maximize sun exposure and mitigate wind at transit stops.

2.5.5.2 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. The Britannia Plaza Neighbourhood **Activity Centre** is identified on Figure 12 and the Mission Road SW Neighbourhood **Activity Centre** is identified on Figure 13.

Policy

a. When adjacent to a **Main Street**, the development in a Neighbourhood **Activity Centre** should support continuous **public space** connecting the two areas.

b. **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.

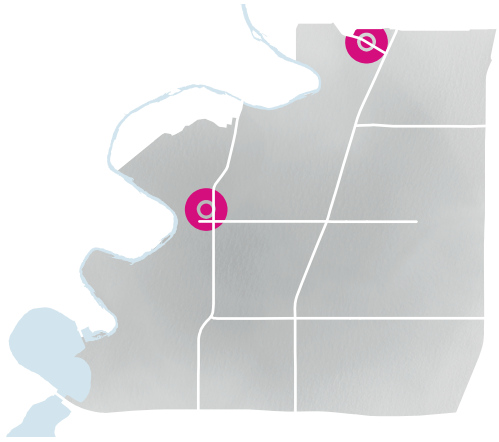
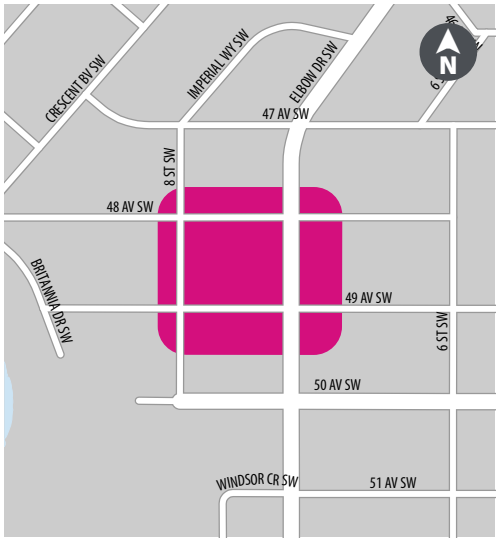


Figure 12: Britannia Plaza Neighbourhood Activity Centre



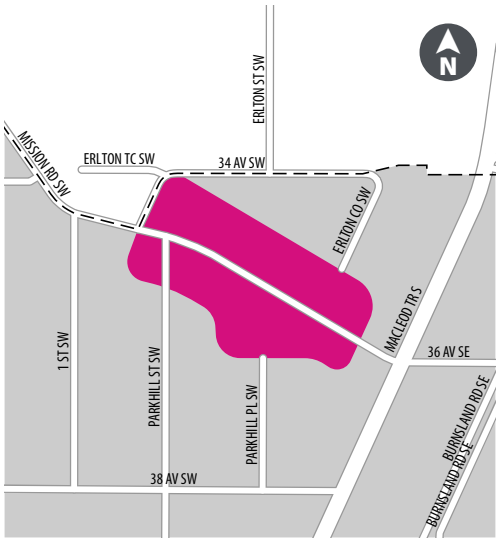
Legend

Britannia Plaza
Neighbourhood Activity Centre

c. 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 the **street wall** to enhance **pedestrian** experience.

Figure 13: Mission Road Neighbourhood Activity Centre



Legend

Mission Road SW
Neighbourhood Activity Centre

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

Community corridors serve as important links connecting services, amenities, and communities to one another. **Community corridors** in the Chinook Communities are identified on Map 2: Community Characteristics and Attributes and include Elbow Drive SW.

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 two to four storey **street wall**;
- **iv.** provide a comfortable **pedestrian** and cycling experience;
- **v.** close existing driveways onto **community corridors** where access can be provided from a lane or side streets; and,
- **vi.** consolidate, limit, and minimize driveway widths when required off **community corridors**.

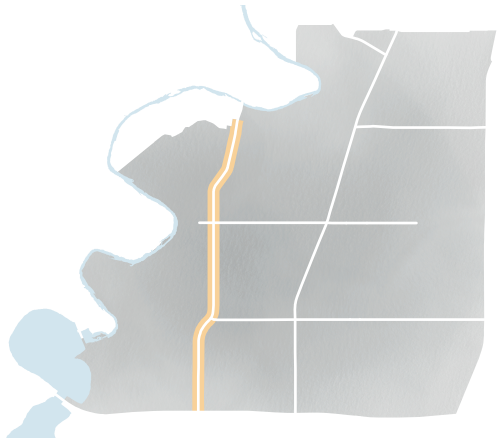


Figure 14: Elbow Drive SW Community Corridor

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, 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.

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 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; 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.

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 reductions or relaxations 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 where a lane intersects a street to improve safety and to 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 Chinook Communities share common amenities, services, parks and open spaces, natural areas, and public facilities; however, no single community has the amenities and services to provide for all the daily needs of residents.

The Chinook Communities share commercial amenities along the Macleod Trail S Urban **Main Street**, CF Chinook Centre as a hub to a Major **Activity Centre**, a multi-modal transportation network, and a range of parks, recreation spaces, and natural areas including Stanley Park, the Elbow River, and Glenmore Reservoir pathway network. 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 City's **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** improvement, enhanced mobility choices, and **transit-oriented development**. 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 implementation options in this chapter are statutory, while the investment opportunities identified in Appendix A are non-statutory.

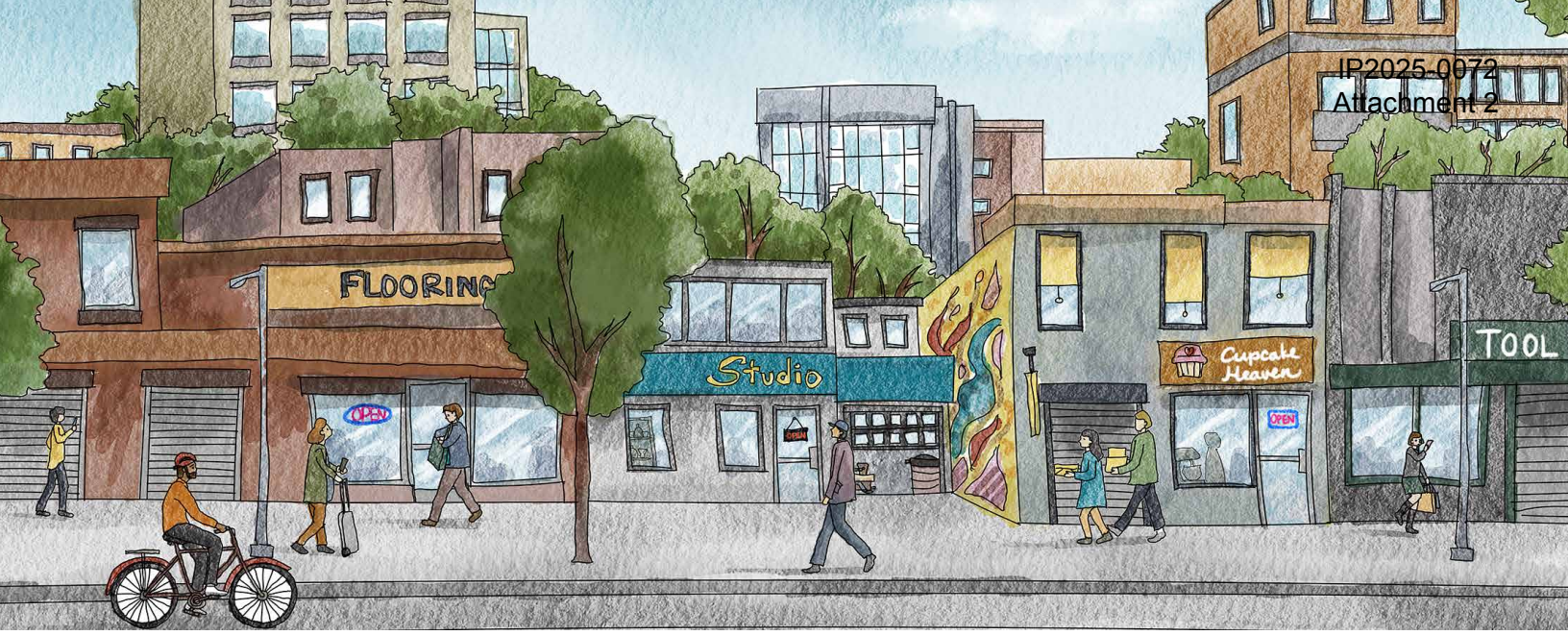
Appendix A includes a list of additional investment opportunities identified through the development of the Plan. These implementation options are examples of actions that could be taken by The City of Calgary, developers, business improvement associations, and residents to further the individual goals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

To support the Chinook Communities through growth and change, the suggested implementation 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 **net-zero** emissions and climate resilient communities;
- The City's corporate investment priorities and budget availability; and,
- the availability and use of appropriate planning and financial tools to support implementation.

3.2 Goals, Objectives, and Implementation Options

The Plan identifies 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 Flexible Industrial Development

Industrial areas provide a crucial employment and economic base for Calgary. Providing flexibility in their operations offers an opportunity to respond to economic activities. Encouraging resilient and flexible low-impact industrial development while blending residential and commercial opportunities in strategic locations supports more housing opportunities closer to employment areas, provides a more compact and efficient development pattern, and encourages redevelopment of underutilized sites.

Objectives

The following objectives are intended to guide decisions for supporting growth and promoting flexible industrial development in the Plan area:

- Encourage economic activities that allow for compatible integration with residential and commercial uses in strategic locations.
- Encourage the development of unique industrial operations.
- Enhance the **public space**, including walking, cycling, and transit **infrastructure**.
- Ensure industrial areas feel safe and inviting for workers, visitors, and residents.

Implementation Options

The following actions have been identified to achieve the flexible industrial development core value:

Barley Belt

The Barley Belt is a cultural destination in Calgary comprised of a number of local breweries and distilleries. The region extends the length of the Plan area through the communities of Manchester and Manchester Industrial.

a. To support the Barley Belt as a cultural destination and ensure it is well connected to nearby planned residential and commercial areas, the following should be considered:

- **i.** explore wayfinding opportunities that direct **pedestrians** and cyclists to nearby amenities;
- **ii.** invest in park and open spaces near **pedestrian**-oriented uses located east of Macleod Trail S; and,
- **iii.** provide streetscape improvements such as wider sidewalks, enhanced **pedestrian** crossings, curb extensions, protected cycling **infrastructure**, high-quality paving materials, public art, naturalized landscaping and trees, shade amenities, and improved lighting on 34 Avenue SE, 36 Avenue SE, 42 Avenue SE, and 1 Street SE.

Enhance the Pedestrian and Cycling Connections

Industrial areas serve as economic hubs that draw employees and customers from across the city. Improving the **public space** in these areas will enhance the **pedestrian** experience and help welcome a variety of users.

b. To improve the **pedestrian** and cycling experience, the following should be considered:

- **i.** improve lighting in industrial areas to promote night-time activity in the area;
- **ii.** implement a regional pathway that runs parallel to the west of the **LRT** and Canadian Pacific Kansas City (CPKC) freight rail corridor, connecting the 39 Avenue and Chinook **LRT** stations;
- **iii.** provide a robust network of dedicated cycling **infrastructure** throughout the Manchester Industrial area;
- **iv.** enhance connectivity and safety by aligning intersections at 58 Avenue S that impede direct active mobility connections; and,
- **v.** improve transit **infrastructure** such as shelters, benches, and direct access to transit stops through surface improvements, upgrades to sidewalks, and pathways and completing missing active mobility links.

3.2.2 Parks, Open Spaces, and Natural Areas

Natural areas, parks, open spaces, and public and private green **infrastructure** contribute to the ecological health of the Chinook Communities by providing cooling and shading, wildlife habitat, **public space**, and stormwater management. These spaces also contribute to mental and physical health, a sense of belonging, and general wellness. They are essential in mitigating and adapting to the impacts of climate change. Natural areas, parks, and open spaces also provide opportunities for both structured and unstructured recreation activities to support active lifestyles.

Objectives

The following objectives are intended to guide decisions to enhance parks, open spaces, and natural areas throughout the Plan area:

- Protect, maintain, enhance, and expand the existing tree canopy on public and private land.
- Support accessible, inclusive, and year-round programming for parks and open spaces.
- Explore opportunities for new parks and open spaces in the communities of Windsor Park, Manchester, and areas in close proximity to future residential development located east of Macleod Trail S.
- Improve passive and active recreation opportunities in parks, open spaces, and natural areas along the Elbow River and Glenmore Reservoir pathway network.
- Improve east-west pathway linkages in the Plan area to the Elbow River and Glenmore Reservoir pathway network.
- Protect, maintain, and enhance riparian areas along the Elbow River and Glenmore Reservoir to facilitate the movement, biodiversity, and overall health of urban wildlife and native plants while also improving resilience to erosion, flooding, and mitigating negative impacts to water quality.
- Support new civic facilities and community spaces, such as libraries and recreation centres.

Implementation Options

The following actions have been identified to achieve the parks, open space, and natural areas core value:

Stanley Park

Stanley Park offers a range of programmed recreational and sport amenities and unique natural areas that create a regional draw of visitors to the park. It is the largest park in the Plan area and provides opportunities for gathering, socialization and leisure. The park is a major link between the Glenmore Reservoir and the downtown core along the Elbow River pathway.

a. The following improvements should be considered for Stanley Park:

- **i.** preserve, restore, and enhance natural areas;
- **ii.** encourage year-round structured and unstructured recreational activities with supporting **infrastructure** minimizing the impacts on ecologically sensitive areas;
- **iii.** support winter use through amenities such as lighting, wind breaks, public washrooms, and warming huts; and,
- **iv.** delineate and improve the picnic area along the riverfront to protect the natural vegetation from disturbance.

Escarpments and Riparian Areas

The escarpments and riparian lands adjacent to the Elbow River are environmentally significant and critical components of Calgary's ecological network that supports biodiversity.

b. To support future investment in the Elbow River, adjacent escarpments, and riparian areas, the following should be considered:

- **i.** provide safe and accessible connections from escarpment ridges and riparian areas to the pathway system along the Elbow River around Stanley Park and Riverdale Park;
- **ii.** mitigate the negative impacts of recreation uses on ecologically sensitive areas;
- **iii.** support investment in restoration along escarpment ridges and riparian areas to reduce erosion and degradation of existing natural areas and enhance wildlife network connectivity; and,
- **iv.** add more amenities and features such as benches, lookout points, and areas for shade at the top of the escarpments.

Macleod Trail SW and 50 Avenue SW Open Space

The open space, located between 50 Avenue SW to the north, Macleod Trail SW to the east, and 53 Avenue SW to the south, was redesignated in 2010 to enable the creation of a park and open space.

c. The following improvements should be considered for this open space:

- **i.** explore opportunities to create **pedestrian** access to the park space from 53 Avenue SW and 4 Street SW;
- **ii.** complete the formalized pathway to link to 50 Avenue SW and explore opportunities to link the pathway directly to Macleod Trail S;
- **iii.** include opportunities for passive and active recreational uses and locate these opportunities in high visibility areas; and,
- **iv.** investigate slope adaptive recreational uses on the site that utilize the site topography.

Urban Forest

The urban forest provides important **ecosystem services** including improved air quality, stormwater runoff volume reductions, and water quality improvements, offering shade and cooling, providing wildlife and native plant habitats, and creating stress-reducing environments for residents. To achieve and maintain a healthy, sustainable urban forest, it is critical that The City, developers, and residents contribute to consistent and continuing urban forest management by protecting existing private and public trees where possible, planting the right trees in the right location and in the right way, and maintaining all trees in good health. The Chinook Communities currently have 12.4% tree canopy coverage, which is above the city average. The goal for this area is to maintain the current tree canopy of 12.4% by 2030 and increase to 14.8% by 2040 and 15.9% by 2050 through retention of the existing canopy and planting new trees.

d. To support and expand the urban forest in the Chinook 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.** support tree planting programs for private lands;
- **iv.** protect, maintain, and enhance public trees in boulevards and on residential streets;
- **v.** invest in ongoing maintenance and lifecycle of public trees;
- **vi.** encourage planting of diverse plant species on public and private land, especially species friendly to pollinators;
- **vii.** encourage drought-resistant vegetation, appropriate soil, and sufficient soil volume for trees on public and private property; and,
- **viii.** use of soil cells for stormwater detention and enhanced landscaping that collects and retains or infiltrates rainwater.

Recreation/Community Facilities and Spaces

The Chinook Communities are home to many recreation opportunities and community association facilities that allow residents to gather, socialize, and play. Continued support and investment in these facilities is necessary to allow them to thrive and support new and existing residents.

e. To support future investment in community facilities and spaces, the following should be considered:

- **i.** support the continued role and enjoyment of recreation and community facilities and spaces for all community members by supporting equitable access to programs and facilities;
- **ii.** explore opportunities for new community and recreation facilities, services, and parks and open spaces near the Red Line **LRT** stations and **Main Streets** with convenient access for new and existing residents;
- **iii.** explore opportunities for year-round use and enjoyment of parks and open spaces including incorporating winter-friendly designs;
- **iv.** fund the design and construction of safe and convenient **pedestrian** and cycling routes that connect various parks and community spaces throughout the Plan area;
- **v.** identify opportunities to improve functionality of parks and open spaces including multi-purpose fields, street furniture, and **infrastructure** such as lights, electricity, water, drinking fountains, and washrooms;
- **vi.** explore options to enhance safety and accessibility of parks and open spaces such as enhanced **pedestrian** crossings, improved lighting, wayfinding and signage, and improved sightlines;
- **vii.** collaborate with residents, partners, and other levels of government to deliver functional and sustainable facilities, spaces, and programming that addresses community needs; and,
- **viii.** where appropriate, integrate civic uses into existing and new facilities and spaces to create multi-purpose and multi-use amenities.

3.2.3 Main Streets

The Plan envisions the evolution of Macleod Trail S as an Urban **Main Street** that enhances the **public space**, creates opportunities for placemaking, and new housing options. The evolution of 50 Avenue SW as a Neighbourhood **Main Street** will enhance east-west connections, create additional community-scale commercial places, and allow for additional housing opportunities.

Objectives

The following objectives are intended to guide decisions to enhance **Main Streets**:

- Improve the quality of the **public space** along Macleod Trail S to create a safe, accessible, comfortable, and well-connected Urban **Main Street** area.
- Improve the safety and convenience of east-west connections for **pedestrians** and cyclists across the Macleod Trail S Urban **Main Street** area.
- Enhance the 50 Avenue Neighbourhood **Main Street** area as an important east-west connection that links the Britannia Plaza Neighbourhood **Activity Centre** to the Macleod Trail S Urban **Main Street**.

Implementation Options

a. The following actions support the growth objectives of **Main Streets**:

i. undertake streetscape master plans that are designed to support the activity levels envisioned in this Plan and ensure construction is undertaken in a coordinated fashion;

ii. improve the growing conditions for public trees with soil volumes and appropriate spacing that prevents salt sprays while emphasizing canopy cover and biodiversity;

iii. prioritize a comfortable, accessible, and safe **public space** and include consistent streetscape elements to unify the area visually;

iv. improve **pedestrian** spaces, cycling **infrastructure**, and transit **infrastructure**; and,

v. design **Main Streets** to mitigate conflicts between different modes of mobility, particularly at approaches to significant intersections.

Macleod Trail S Urban Main Street

Currently, the Macleod Trail S Urban **Main Street** area is predominantly a vehicle-oriented corridor that provides access to the downtown core and a large portion of southern Calgary. The Plan envisions the evolution of this Urban **Main Street** to include an enhanced **public space** around and within development sites as well as improved east-west **pedestrian** and cycling connections across Macleod Trail S.

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

- **i.** improve existing east-west walking and cycling connections at all signalized intersections;
- **ii.** evaluate opportunities for walking, cycling, and **public space** improvements at the intersection of Glenmore Trail S and Macleod Trail S, particularly as development intensity increases around this location;
- **iii.** provide separate north-south facilities for both **pedestrians** and cyclists where practical; especially for the section between Glenmore Trail S and 58 Avenue S;
- **iv.** create a buffer that allows for separation between active mode and vehicular mobility options; and,
- **v.** explore the opportunity to incorporate **transit priority measures** to improve travel time and reliability, which may include signal priority, queue jumps, transit-only lanes or links, or stop configuration that limit transit delays.

50 Avenue SW Neighbourhood Main Street

50 Avenue SW provides an east-west connection that connects the Britannia Plaza Neighbourhood **Activity Centre** to Macleod Trail SW. An overhead power transmission line runs along the north side of 50 Avenue SW and future development along this Neighbourhood **Main Street** would require the lines to be relocated or buried.

c. Enhancements to the 50 Avenue SW Neighbourhood **Main Street** should:

- **i.** green the street through tree planting, the provision of green boulevards and green **infrastructure**, and creating conditions that support the growth of healthy mature public trees;
- **ii.** improve **pedestrian** and cycling **infrastructure** that provide connections to the surrounding communities;
- **iii.** design the intersection at 50 Avenue SW and 5 Street SW to be a multi-modal experience, prioritizing the north-south crossing of 50 Avenue SW for active mobility modes;
- **iv.** provide intersection improvements such as signal priority, enhanced crosswalks, and curb extensions;
- **v.** consider opportunities for interim uses for the lands constrained by the overhead powerlines to support the activation of the area, such as an off-leash dog park, pump track, sport courts, or community gardens;
- **vi.** evaluate opportunities to bury the overhead powerlines to allow for a more robust and viable **Main Street**; and,
- **vii.** explore the feasibility of an active modes crossing on 50 Avenue SW connecting to the communities across the Elbow River as per the **5A Mobility Network**.

3.2.4 Mobility and Housing Choices

Providing safe, comfortable, connected, and accessible year-round mobility options will improve connectivity between communities, businesses, and amenities both within and outside the Plan area. The optimization and function of these mobility networks can be maximized by ensuring that diverse housing options are situated nearby. While there are clear north-south routes in the Chinook Communities with Macleod Trail S and Elbow Drive SW, east-west connections are much more limited, especially crossing Macleod Trail S to access the Red Line **LRT** stations.

Objectives

The following objectives are intended to guide decisions for increasing mobility and housing choices:

- Prioritize walking and cycling connections and complete missing links between **transit station areas**, **Activity Centres**, **community corridors**, community association sites, schools, parks, and natural areas with a focus on east-west connections that link communities across the Macleod Trail S Urban **Main Street**.
- Improve the quality and safety of the **pedestrian** and cycling network to support active modes of transportation.
- Enhance transit usability by meeting the needs of the area for bus routes, equipping bus shelters with upgraded **infrastructure**, and adding other features that can improve the user experience.
- Create opportunities for housing options that help improve housing affordability and enhance the mobility networks.
- Encourage 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

To support mobility choices in the Plan area, the following should be considered:

Improved Cycling and Pedestrian Connections

The Always Available for All Ages and Abilities, known as the **5A Mobility Network**, intends to improve safety and create improved pathway and bikeway connections across the city. The following policies provide general guidance for **5A Mobility Network** improvements as well as identify specific mobility corridor enhancements in the Chinook Communities.

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

  i. improved **pedestrian** and cycling connections linking **transit station areas**, **Activity Centres**, **Main Streets**, and **community corridors** as well as recreation facilities and parks and open spaces such as Stanley Park, the Elbow River, and community facilities;

ii. implement traffic calming measures that support safe and comfortable **pedestrian** and cycling activity within the Chinook Communities. The focus should be on slowing vehicle speeds through school zones, along residential/neighbourhood streets, and along collector streets;

iii. create a formalized sidewalk on the west side of 4 Street SW between 50 Avenue SW and Macleod Trail SW;

iv. explore the creation of a regional pathway along the west side of the existing Red Line **LRT** right-of-way that links Chinook **LRT** station to 39 Avenue **LRT** station; and,

v. provision of lighting, shade, and cooling **infrastructure** along **pedestrian** and cycling corridors to ensure user comfort and safety.

Elbow Drive SW

Elbow Drive SW is an important north-south corridor through the Plan area that links the communities of Britannia, Elboya, Windsor Park, Bel-Aire, Mayfair, and Meadowlark Park together. Elbow Drive SW further connects these communities to key areas outside the Plan area by providing direct access to Mission and the downtown core to the north and Fish Creek Provincial Park to the south. Map 2: Community Characteristics and Attributes shows Elbow Drive SW as a **community corridor**.

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

   i. provide traffic calming measures that focus on reducing vehicle speed and enhanced **pedestrian** safety;

   ii. enhance **public space** around transit stops that ensures accessibility;

   iii. explore improved safety measures for at-grade **pedestrian** crossings along Elbow Drive SW, particularly near Britannia Plaza and 61 Avenue SW;

   iv. protect existing mature trees and their canopy, and include additional trees and landscaping along the corridor; and,

   v. explore new dedicated cycling **infrastructure** along Elbow Dive SW, such as multi-use pathway or cycletrack, throughout the Plan area from Glenmore Trail SW to the Elbow River and beyond to include connections further north and south.

1A Street SW

1A Street SW is the primary north-south connector through the community of Manchester and provides access to the Chinook **LRT** station. Enhancing this connector will provide safer access to transit and create suitable access to important east-west connectors in the Plan area.

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

- **i.** explore opportunities to re-align the intersection at 1A Street SW and 58 Avenue SW to create a defined linear connection through the communities of Manchester and Manchester Industrial that connects the Chinook **LRT** station to 50 Avenue SW;
- **ii.** enhance 1A Street SW to act as a primary north-south **pedestrian** and cycling connection east of Macleod Trail S;
- **iii.** enhance transit connections and amenities along the **primary transit network**; and,
- **iv.** modernize the street lighting and electrical servicing network.

5 Street SW

Prioritizing an integrated and complete multi-modal transportation network, including pathways and bikeways, is a key component of this Plan. The 5 Street SW cycle route, including the connections to it, serves as an important cycling connection for Chinook Communities. Strengthening this route and building upon the network it serves will provide safer, more direct, and more convenient mobility options for the Chinook Communities.

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

- **i.** provide enhanced cycling **infrastructure** such as raised or protected pathways, cycletracks, bike lanes, or traffic-calmed bicycle boulevards. On-street cycling connections that share roadway space with motor vehicles should only be considered on low-volume roads where substantial traffic calming measures are implemented; and,
- **ii.** enhance **pedestrian** and cycling connections between Meadowview Road SW and 5 Street SW to improve accessibility and safety.

58 Avenue SW

58 Avenue SW is an important east-west connector through the Chinook Communities that links Elbow Drive SW to Blackfoot Trail SE. West of Macleod Trail SW, 58 Avenue SW connects the surrounding residential communities, while east of Macleod Trail SW, it serves as a commercial and industrial corridor with a variety of mobility users.

e. To improve 58 Avenue SW, design for this mobility corridor should:

- **i.** accommodate multi-modal connectivity for all mobility modes;
- **ii.** improve east-west **pedestrian** and cycling connections, particularly across Macleod Trail SW, the CPKC freight rail corridor, and **LRT** right-of-way;
- **iii.** enhance transit connections and amenities along the **primary transit network**; and,
- **iv.** complete missing **pedestrian** and cycling links that enhance the **public space**.

Mission Road SW

Mission Road SW is an important connection that links the northern portion of the Plan area and the Macleod Trail S Urban **Main Street** directly to the Mission community and the downtown core.

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

- **i.** explore the inclusion of a separated cycling facility; and,
- **ii.** enhance the **pedestrian** connection across Mission Road SW at 34 Avenue SW with dedicated **pedestrian** signalization.

50 Avenue S

This section applies only to the portion of 50 Avenue S east of the Macleod Trail S Urban **Main Street**. 50 Avenue S provides an opportunity for an east-west connection between Macleod Trail S and Deerfoot Trail SE.

g. To improve the multi-modal transportation network along 50 Avenue S, design for this mobility corridor should:

- **i.** provide direct and continuous active modes **infrastructure** for **pedestrians** and cyclists;
- **ii.** explore the unique opportunity to connect active modes between the Elbow River and Bow River pathway systems via 50 Avenue S;
- **iii.** ensure enhanced transit amenities are provided on the **primary transit network**, which includes connections across Blackfoot Trail SE;
- **iv.** explore the feasibility of providing a potential future infill **LRT** station near the intersection of 50 Avenue SW and the CPKC freight rail corridor to provide additional access for the Chinook Communities to the Red Line **LRT**;
- **v.** explore connectivity to the adjacent road network, especially Blackfoot Trail SE and 11 Street SE;
- **vi.** determine if railway/**LRT** grade separation is recommended via an underpass or an overpass; and,
- **vii.** design for this mobility corridor should align improvements with the 50 Avenue SW **Main Street** west of Macleod Trail SW.

Centre Street S

Centre Street S is an important north-south connector within the Chinook **LRT transit station area** that provides a connection to the communities of Fairview and Fairview Industrial through the Glenmore Trail SE underpass.

h. To improve safety and comfort for all mobility options, design for this mobility corridor should:

- **i.** enhance the **pedestrian** network to include wide sidewalks separated from the roadway by landscaped boulevard space;
- **ii.** review **pedestrian** and cyclist crossings throughout the corridor;
- **iii.** explore the inclusion of a separated cycling facility as indicated on the **5A Mobility Network** map;
- **iv.** explore the inclusion of Centre Street S to the **primary transit network** from 58 Avenue S to Fairmount Drive SE; and,
- **v.** upgrade existing transit stops along the corridor to include customer amenities.

Blackfoot Trail SE

Blackfoot Trail SE is an important north-south corridor connecting the Plan area to communities to the north and south.

i. To improve Blackfoot Trail SE, design for this mobility corridor should:

- **i.** consider the importance of Blackfoot Trail SE as a regional north-south goods movement corridor;
- **ii.** explore implementation of the **5A Mobility Network** with continuous, protected cycling **infrastructure**;
- **iii.** explore improving right turns for better sight line and deflection angles; and,
- **iv.** explore noise attenuation measures throughout the corridor.

Non-market 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. It adds diversity by attracting young adults and families into the neighbourhood, enables residents to age in place, improves individual outcomes related to the social determinants of health, promotes self-sufficiency, and builds equity in communities.

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.

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

- **i.** encourage inclusion of **non-market housing** units in new residential and mixed-use developments, including **transitional housing**, **social housing**, **affordable housing** and **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, including opportunities to build Indigenous housing from local perspectives involving local Indigenous governments, Indigenous community leaders, and Indigenous focused housing organizations and service providers, to address unmet housing needs;
- **v.** leverage municipal land where available to contribute to **non-market housing** or **mixed-market housing** development;
- **vi.** encourage co-location of **non-market housing** units within civic development;
- **vii.** encourage and incentivize the provision of **non-market housing** or **mixed-market housing** on identified comprehensive planning sites, **transit station areas**, **Main Streets**, and **Activity Centres**;
- **viii.** support and encourage the development of **affordable housing** in areas that are well served by the **primary transit network** and appropriate services, including access to grocery stores and schools; and,
- **ix.** support the increase in **emergency shelters** in strategic locations.

3.2.5 Transit-Oriented Development

Fostering and supporting **transit station areas** is important to transition them into well-connected and vibrant mixed-use areas and to create diverse and functional community hubs. The Chinook Communities have two existing Red Line **LRT** station areas: 39 Avenue station and Chinook station. A third **transit station area** is noted at 50 Avenue S where a potential future infill **LRT** station has been assessed. This potential station is currently not funded and private sector interest and support would be the catalyst for pursuing further work related to this potential station. These areas are envisioned to accommodate the highest development intensities and activity within the Plan area and will serve as destinations for Chinook Communities and beyond. The Red Line **LRT** also links the Chinook Communities with the wider city and the downtown core.

Objectives

The following objectives are intended to guide decisions that support vibrant **transit-oriented development**:

- Provide enhanced **pedestrian** and cycling connections and complete missing mobility links between **transit station areas** and surrounding communities with an emphasis on east-west connections across Macleod Trail S.
- Improve safety, connectivity, wayfinding and accessibility for people of all ages and abilities within **transit station areas**.
- Enhance the **public space** within and around **transit station areas** to improve the transit passenger experience.

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. provide cycling **infrastructure** around the **transit station area** such as off-street pathways or on-street bikeways, bicycle racks in well-lit and weather protected areas and tool stations;

ii. cycling **infrastructure** shall provide direct, safe, and convenient connections within **transit station areas** to destinations such as **Activity Centres** and **Main Streets**;

iii. incorporate wayfinding elements to assist **transit station area** users in locating key amenities and facilities in the area;

iv. provide areas for sitting and gathering within the **transit station area**;

v. provide drinking fountains and public washrooms within the **transit station area**; and,

vi. incorporate **transit priority measures** to improve travel time and reliability, which may include signal priority, queue jumps, transit-only lanes or links, or stop configuration that limit transit delays.

Chinook Transit Station Area

The Chinook **LRT** station is located south of 61 Avenue SW between 1A Street SW and Centre Street S. Situated in the heart of a Major **Activity Centre**, this **LRT** station provides nearby access to a large base of employment opportunities and CF Chinook Centre.

b. To support future investments in the Chinook **transit station area**, the following should be considered:

- **i.** streetscape improvements such as connected and wider sidewalks, enhanced **pedestrian** crossings, curb extensions, high-quality paving materials, public art, landscaping and trees, and improved lighting, on 61 Avenue SW and 1A Street SW;
- **ii.** construct sidewalk connections on the east side of Centre Street S between 58 Avenue S and Glenmore Trail S;
- **iii.** construct sidewalk connections on the north side of 61 Avenue SE between Centre Street S and 2 Street SE;
- **iv.** construct sidewalk connections within the employment focused industrial lands located in the **transit station area**;
- **v.** incorporate **Crime Prevention Through Environmental Design (CPTED)** principles; and,
- **vi.** explore opportunities to locate new civic facilities and/or park and open spaces near the Chinook **LRT** station.

39 Avenue Transit Station Area

The 39 Avenue **LRT** station is located east of Macleod Trail S between 39 Avenue SE and 42 Avenue S. This **LRT** station abuts the Macleod Trail S Urban **Main Street** and provides additional mobility options for the community of Parkhill and the employment lands in the community of Manchester Industrial.

c. To support future investments in the 39 Avenue **LRT** station area, the following should be considered:

- **i.** explore opportunities to consolidate the driveway access points around the 39 Avenue **LRT** station;
- **ii.** streetscape improvements such as wider sidewalks, enhanced **pedestrian** crossings, curb extensions, high-quality paving materials, public art, landscaping and trees, and improved lighting on 39 Avenue SE and 42 Avenue S;
- **iii.** incorporate **Crime Prevention Through Environmental Design (CPTED)** principles;
- **iv.** complete cycling connections from 39 Avenue **LRT** station to the 42 Avenue S cycle track;
- **v.** enhance the **public space** along 39 Avenue SE to link the **LRT** station platform with the Macleod Trail S Urban **Main Street**; and,
- **vi.** incorporate amenities and park space around the **transit station area**.

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 Chinook 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 are approximate only, not absolute and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application, unless specified in section (e) below.

b. No measurements of 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 classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.

d. Any change to the text or maps within this Plan requires an amendment to the Plan.

e. Where the Low or Low – Modified building scale areas, as indicated on Map 4: Building Scale, are shown within the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, the Low or Low – Modified building scale areas shall be interpreted to extend a distance of 48 metres from the property line along the road identified as Low or Low – Modified building scale areas, unless the boundary of the Low or Low – Modified building scale area is clearly delineated with a lane, a road or other recognizable physical features or fixed boundaries, in which case the Low or Low – Modified building scale should be interpreted to end at the boundary of the lane, road, or recognizable feature.

Policy Interpretation

f. The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use and watershed management to achieve Alberta's economic, environmental, and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.

g. The Calgary Metropolitan Region Board's Growth Plan provides a policy framework for managing growth and implementing a long-term vision to accommodate the next million residents and about half a million jobs in the region. The Growth Plan provides strategies and policies for planning and managing future population and employment growth to help achieve vibrant inclusive communities while protecting and enjoying the environment. This Plan builds on and is in alignment with the policies of the Growth Plan. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level. The Plan area is predominantly the Infill and Redevelopment and Employment Area Placetypes as shown on Map B3: Growth Plan Placetype Alignment.

h. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

i. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with The City's **municipal development plan** policies, intent, and guidelines to the satisfaction of The City with regard to design and performance standards.

j. Policies that use the words “shall,” “will,” “must” or “require” apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

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

l. 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.

m. 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

n. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.

o. 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

p. 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

q. 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

r. Some parcels in the Plan area may have registrations on the certificate of title, called restrictive covenants, which may restrict development. These restrictions may include, but are not limited to, restricting development to one or two-unit dwellings. Where the restrictive covenant is not in alignment with the goals and objectives of this Plan, The City of Calgary supports the direction of this Plan.

4.3 Local Area Plan Implementation Monitoring, Review, and Amendments

a. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the Plan found in Chapter 1, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a Public Hearing of Council shall be required.

b. The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act.

c. Where an amendment to the Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with The 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.

Affordable Housing – means **non-market housing** providing permanent accommodation for households earning 65% or less of the Calgary area median income and spending more than 30% of gross income on shelter costs.

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

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.

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 transit station that is the focus of a **transit station area** as identified in the Plan.

Crime Prevention Through Environmental Design (CPTED) – a multi-disciplinary approach to crime prevention that uses urban and architectural design and the management of built and natural environments.

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 non-material benefits.

Emergency Shelters – are subsidized facilities providing support services and immediate, temporary, short-term accommodation for people experiencing homelessness.

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 Site – sites strategically located as a key entrance 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 Resource (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 – the bylaw approved by Council as a **land use bylaw** 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**.

Market Housing – means rental or for-sale housing provided by the private market.

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

Municipal Development Plan – The City of Calgary's vision for how the city grows and develops.

Municipal Historic Resource – sites that are legally designated by The City of Calgary in compliance with the Alberta Historical Resource Act.

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

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

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.

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 includes a range of businesses that depend on public traffic, such as shops, personal services, eating and drinking establishments, or other uses that generate frequent activity in and out of a building or business entrance.

Shared Mobility Operating Area – the geographic area that an approved shared mobility service designates where customers area allowed to start or end a trip. Shared mobility services can include, but are not limited to, shared electric scooter, shared bike and electric bikes, or shared car services.

Social Housing – means **non-market housing** providing support services and permanent accommodation for households earning 65% or less of the Calgary area median income and spending more than 30% of gross income on shelter costs.

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 Centre – an off-street transit terminal location, which may include any combination of **Light Rail Transit**, **Bus Rapid Transit**, and/or other transit routes and services.

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 an existing or a potential future 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.

Transitional Housing – means **non-market housing** providing support services and temporary accommodation for people at risk of experiencing or in the process of overcoming homelessness to bridge the gap between homelessness to permanent housing.

Transportation Demand Management (TDM) – programs, services and products to encourage a shift in travel behaviour from single-occupant automobiles to more sustainable modes of travel, including walking, cycling, transit, car sharing and carpooling. Examples of TDM measures include changing the time of day people travel, parking spaces allocated for carpooling or car sharing and enhanced bicycle stalls and facilities.

Work-Live Units – units designed to be used as a dwelling unit or commercial space concurrently or separately, offering flexibility and a more direct relationship to the **public 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 spaces.

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 engagements 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)
Flexible Industrial Development	Explore strategic locations to include new community and recreation facilities that support planned residential growth in the area.	Manchester and Manchester Industrial
	Explore the incorporation of local artwork in **public spaces** and in new development.	Manchester and Manchester Industrial
	Explore opportunities to add more parks and open space between Macleod Trail S and the CPKC freight rail corridor and/or in **transit station areas** by expanding existing parks and/or creating new parks.	Manchester and Manchester Industrial
	Explore increasing the urban tree canopy in industrial areas and provide opportunities to reduce the urban heat island effect through mechanisms such as increased plantings, permeable pavement, shading, and green spaces.	Manchester and Manchester Industrial
	Encourage land assembly to create more cohesive and comprehensively planned development.	Manchester and Manchester Industrial
	Incentivize and explore the development of renewable energy and systems.	Manchester and Manchester Industrial
	Explore enhanced cycling **infrastructure** along Manhattan Road SE that links to 46 Avenue SE.	Manchester Industrial

Supporting Growth Goals	Investment Opportunities	Location(s)
Parks, Open Spaces, and Natural Areas	Explore opportunities to create better vehicular access to the school site in the community of Bel-Aire from Elbow Drive SW.	Bel-Aire
	Explore opportunities to create a pathway to align with desire lines in Glenmore Park, west of the communities of Bel-Aire and Mayfair.	Bel-Aire and Mayfair
	Improve the pathways in Riverdale Park to create a safer **pedestrian** connection from Britannia Drive SW to the Sandy Beach Footbridge.	Britannia
	Explore programming the open space at 4 Street SW and Stanley Crescent SW with active amenities.	Elboya
	Explore opportunities for improved active modes access to the existing Manchester Park along 1A Street SW and enhance the park to provide additional functionality, such as sports-based amenities.	Manchester
	Explore opportunities for improved access to Meadowlark Park located at Mackay Drive SW and Meadowlark Crescent SW and include programmable spaces for all ages and abilities.	Meadowlark Park
	Explore expanding the size of the spray park.	Stanley Park
	Explore opportunities to create a pathway along the Elbow River that links the Glenmore Dam Pathway to Riverdale Park.	Varies
	Explore opportunities to incorporate heritage information stations along the Elbow River escarpments.	Varies
	Explore more recreational and programmable opportunities for seniors.	Varies
	Investigate improvements for wildlife crossings, reducing light pollution and restoring naturalized vegetation using native plants in ecological network corridors.	Varies
	Investigate opportunities for placemaking and naming of existing features within the Plan area, including, but not limited to streets, parks, open spaces, and public facilities, that recognizes and celebrates sustained Indigenous presences on these lands through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Métis Nation of Alberta as part of future upgrades.	Varies
	Explore opportunities for Indigenous placemaking, landscape designs, and cultural spaces, which establishes 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 Métis Nation of Alberta.	Varies

Supporting Growth Goals	Investment Opportunities	Location(s)
Main Streets	Explore inclusion sport programming and amenities in the vacant land under the existing power lines along 50 Avenue SW such as basketball courts or tennis and pickleball courts.	50 Avenue SW
	Consider signalization at the intersections of 50 Avenue SW Neighbourhood **Main Street** with 6 Street SW, 4A Street SW, and 4 Street SW.	50 Avenue SW
	Explore additional **pedestrian** and cyclist focused crossings near transit stops.	Macleod Trail S
	Explore opportunities to incorporate various housing types into civic projects.	Varies
	Incentivize the inclusion of affordable and subsidized housing in any new development.	Varies
	Explore opportunities to construct **affordable housing** for seniors by encouraging aging-in-place options (i.e., fully accessible housing styles).	Varies
	Incorporate static and interactive public art installations.	Varies
	Enhance transit stops, ensuring accessibility is provided to each stop along **Main Streets**.	Varies

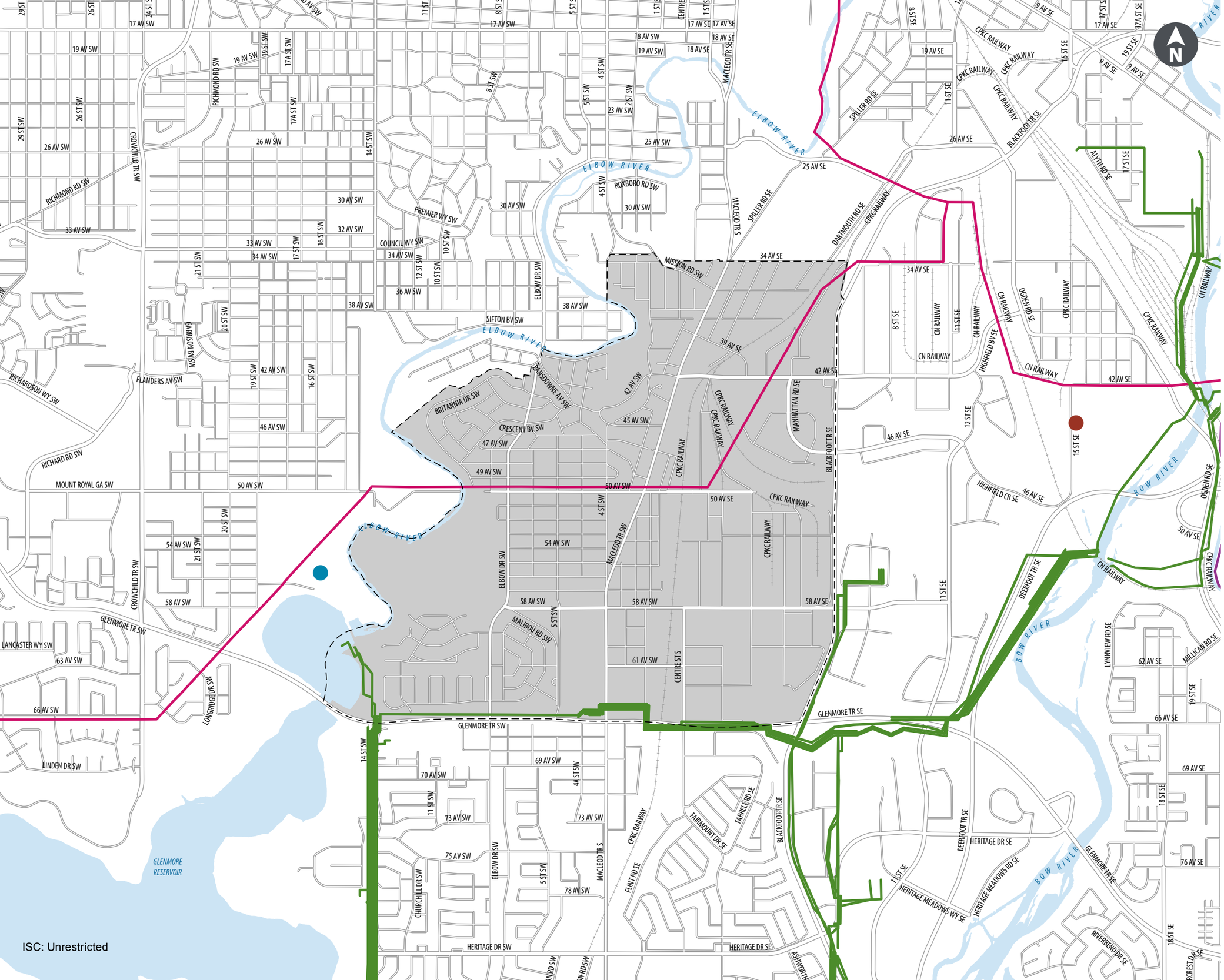
Supporting Growth Goals	Investment Opportunities	Location(s)
Mobility and Housing Choices	Conduct a multi-modal network study to evaluate the broader mobility needs of the Glenmore Trail S corridor, as well as a functional planning study of Glenmore Trail S (Richard Road SW to 14 Street SW) based on the findings of the network study to confirm ultimate design (and required right-of-way) for all mobility modes.	Glenmore Trail S
	Explore opportunities to improve the **pedestrian** and railway crossing interfaces to provide safe crossings for **pedestrians**.	**LRT** and CPKC freight rail corridors
	Complete north/south crosswalks on both sides of 58 Avenue SW, with curb ramps for wheelchair accessibility and tactile walking surface indicators for visually impaired **pedestrians**.	Manchester
	Improve the streetscape at Elbow Drive SW and Malibou Road SW to improve **pedestrian** and cyclist safety.	Mayfair and Meadowlark Park
	Enhance the safety measures for **pedestrians** and cyclists along the linear park adjacent to Glenmore Trail SW between 5 Street SW and the Glenmore Pathway.	Mayfair and Meadowlark Park
	Improve safety by adding more lighting along engineered walkways.	Meadowlark Park
	Include formalized **pedestrian** access north from Mission Road SW adjacent to St. Mary's Cemetery that provides access to MNP Community and Sport Centre.	Parkhill
	Improve connection from 1A Street SW between 38A Avenue SW and 40 Avenue SW to Stanley Park.	Parkhill
	Explore traffic calming opportunities for 38 Avenue SW.	Parkhill
	Explore improving **pedestrian** access points to CF Chinook Centre from all directions.	Varies
	Prioritize traffic calming around schools, recreation facilities, parks, and community associations.	Varies
	Complete missing sidewalk links and explore sidewalk widening along key **pedestrian** corridors, especially along streets that connect to the **primary transit network**.	Varies
	Explore opportunities to connect the cycling route on 5 Street SW along Glenmore Trail to 1A Street SW to create a continuous cycling connection to the Chinook **LRT** station.	Varies
	Explore incorporating cycling **infrastructure** along the Elbow River that connects Glenmore Trail SW to the downtown core.	Varies

Supporting Growth Goals	Investment Opportunities	Location(s)
Mobility and Housing Choices	Enhance the **pedestrian** crossing at 5 Street SW and 58 Avenue SW for all ages.	Varies
	Explore opportunities for **pedestrians** and cyclists to cross the Elbow River at 50 Avenue SW.	Windsor Park and Britannia
	Complete the missing sidewalk link along the south side of 50 Avenue SW between Stanley Road SW and Macleod Trail SW.	Windsor Park
Transit-Oriented Development	Create a direct **pedestrian** connection to both the northbound and southbound **LRT** lines from 42 Avenue SW.	39 Avenue **LRT** station
	Incentivize and explore the development of district energy systems.	Manchester and Manchester Industrial
	Review technical feasibility of ultimate **LRT** station locations and configurations within the Plan area (such as the potential future infill **LRT** station at 50 Avenue S).	Manchester and Manchester Industrial
	Incorporate additional lighting and wayfinding around the **LRT** stations.	Varies
	Explore opportunities to create a community hub that provides local community amenities (i.e., library, recreation centre, cultural centre, public plaza etc.) in proximity to **LRT** stations.	Varies
	Improve safety and accessibility along the **primary transit network** corridors.	Varies
	Explore opportunities for redeveloping large surface parking areas including Park and Ride facilities and accommodating parking in above-grade parking structures or underground.	Varies

Appendix B: Regional Corridors and Context Map

The Calgary Metropolitan Region Board's Growth Plan identifies regionally significant corridors and placetypes. Regionally significant corridors, including mobility corridors and transmission corridors, are depicted on Map B1: Regional Transmission Corridors and Context Map and Map B2: Regional Transportation Corridors and Context Map as identified by the Growth Plan. Map B3: Growth Plan Placetype Alignment shows the Plan area that is predominantly categorized as the Infill and Redevelopment and Employment Area Placetypes. Placetypes are elements of the Growth Plan that describe generalized land use categories at a regional level.

Map B1: Regional Transmission Corridors and Context



Legend

- Public Wastewater Treatment Plant
- Public Water Treatment Plant
- Western Irrigation District System
- Pipeline
- Power Transmission
- Plan Area Boundary
- Transportation/ Utility Corridor

Map B2: Regional Transportation Corridors and Context

Legend

- Airport Vicinity Protection Area
- The Great Trail
- Regional Pathway
- 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
- Transportation/ Utility Corridor

Map B3:
Growth Plan Placetype Alignment

* 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.

Legend

- Employment Area
- Infill and Redevelopment
- Parks and Open Space
- Natural Areas
- Mixed Use Centre/ TOD Placetype Overlay *
- Plan Area 100 m Buffer
- Plan Area Boundary

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 Chinook 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 are to provide, at minimum, standard residential sidewalks to create a complete walking network.

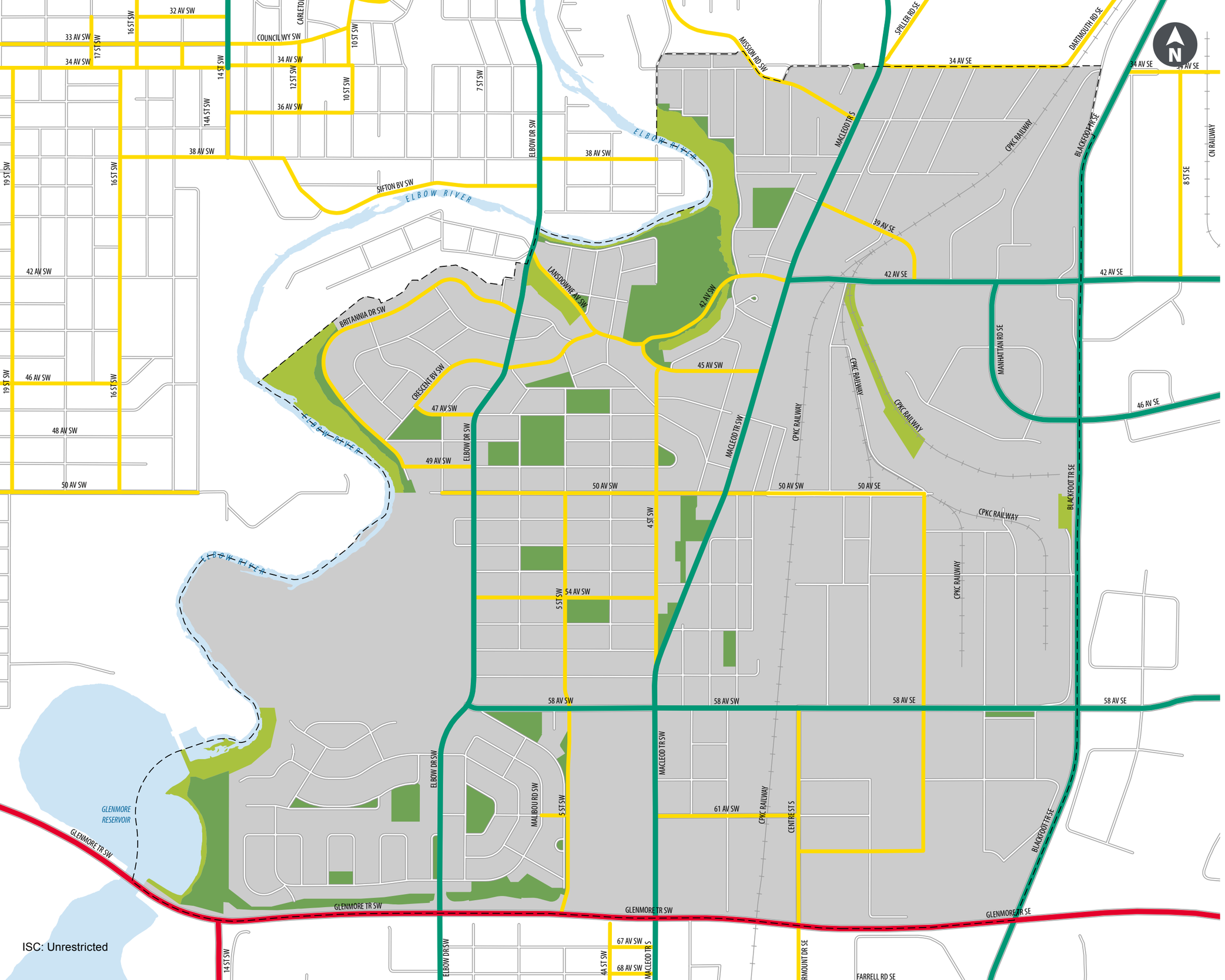
The recommended cycling network shown on Map C3: Cycling Network identifies corridors, not specific streets. The map is not intended to make any recommendation about the specific type of cycling connection that would be built, but rather the conceptual locations for those connections. The Future Growth 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 Maps C2: **Pedestrian** Corridors and 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.

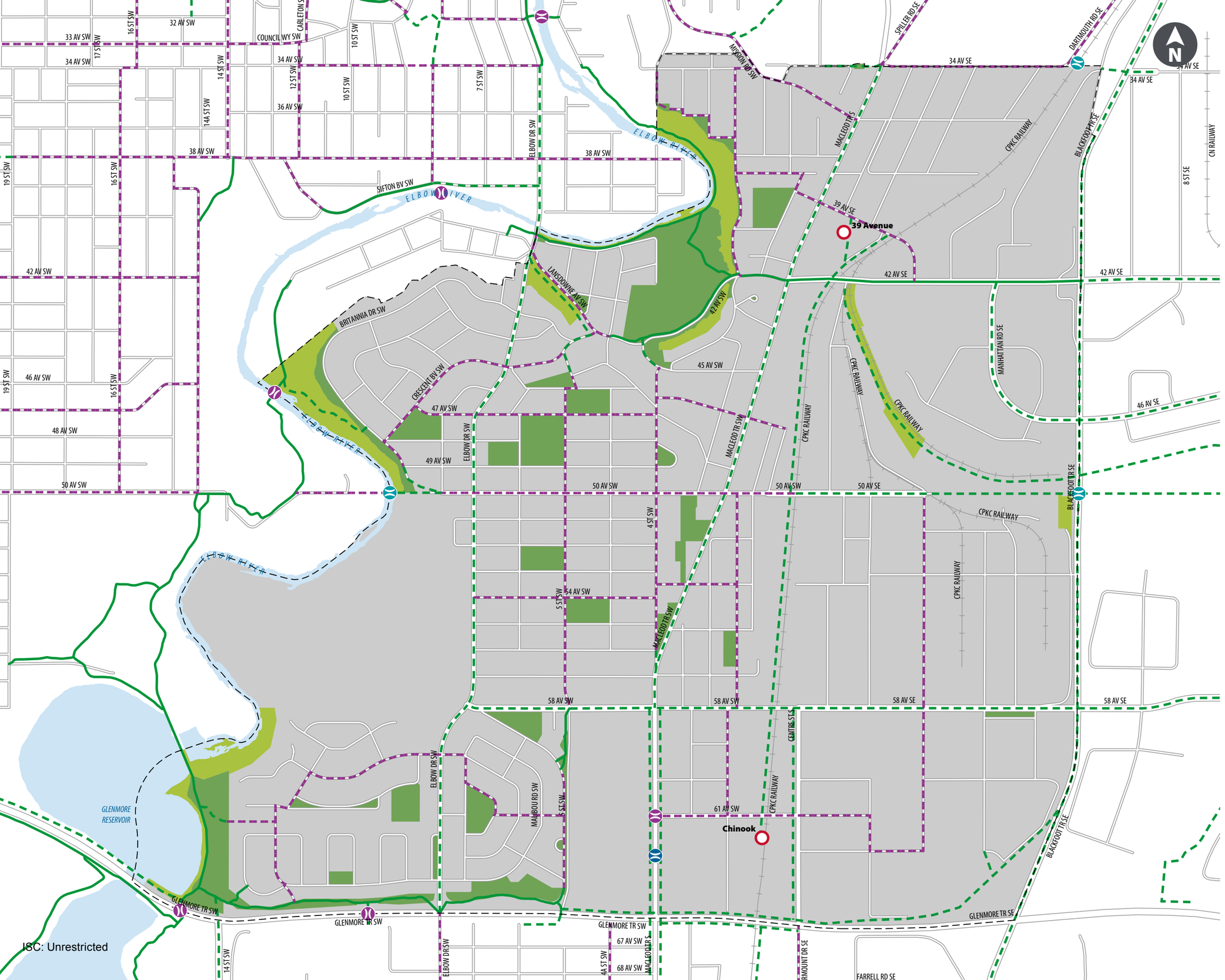
Map C1:
Road and Street Network



Legend

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

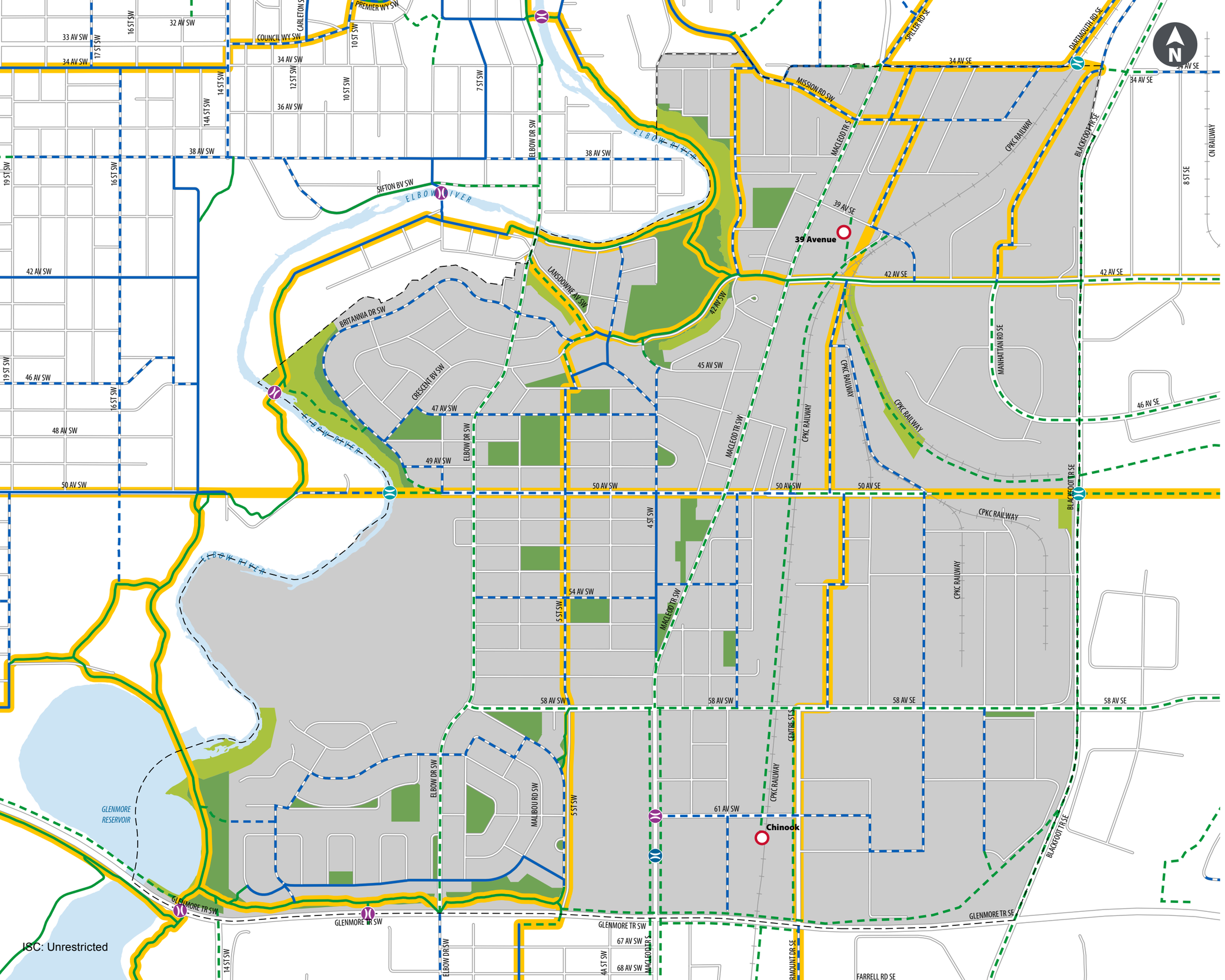
Map C2: Pedestrian Corridors



Legend

- Existing Pathway
- Proposed Pathway
- Recommended Enhanced Pedestrian Corridor
- Existing Pedestrian/ Cycle Crossing
- Future Pedestrian/Cycle Crossing Upgrade
- Future Pedestrian/ Cycle Crossing
- Natural Areas
- Parks and Open Space
- Red Line LRT Station
- Plan Area Boundary

Map C3:
Cycling Network

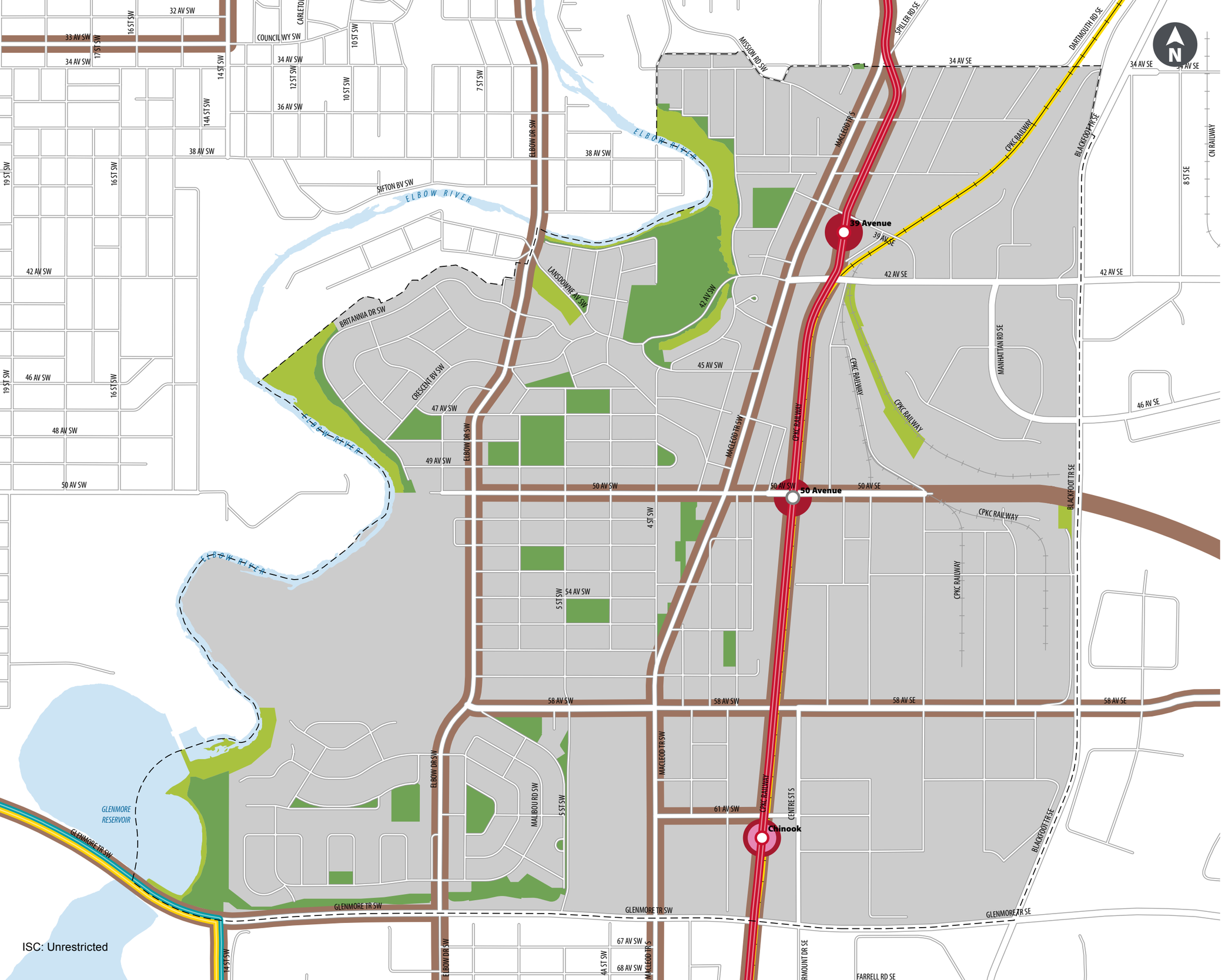


Legend

- 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
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

* May require upgrades to meet 5A standards

Map C4:
Transit Network

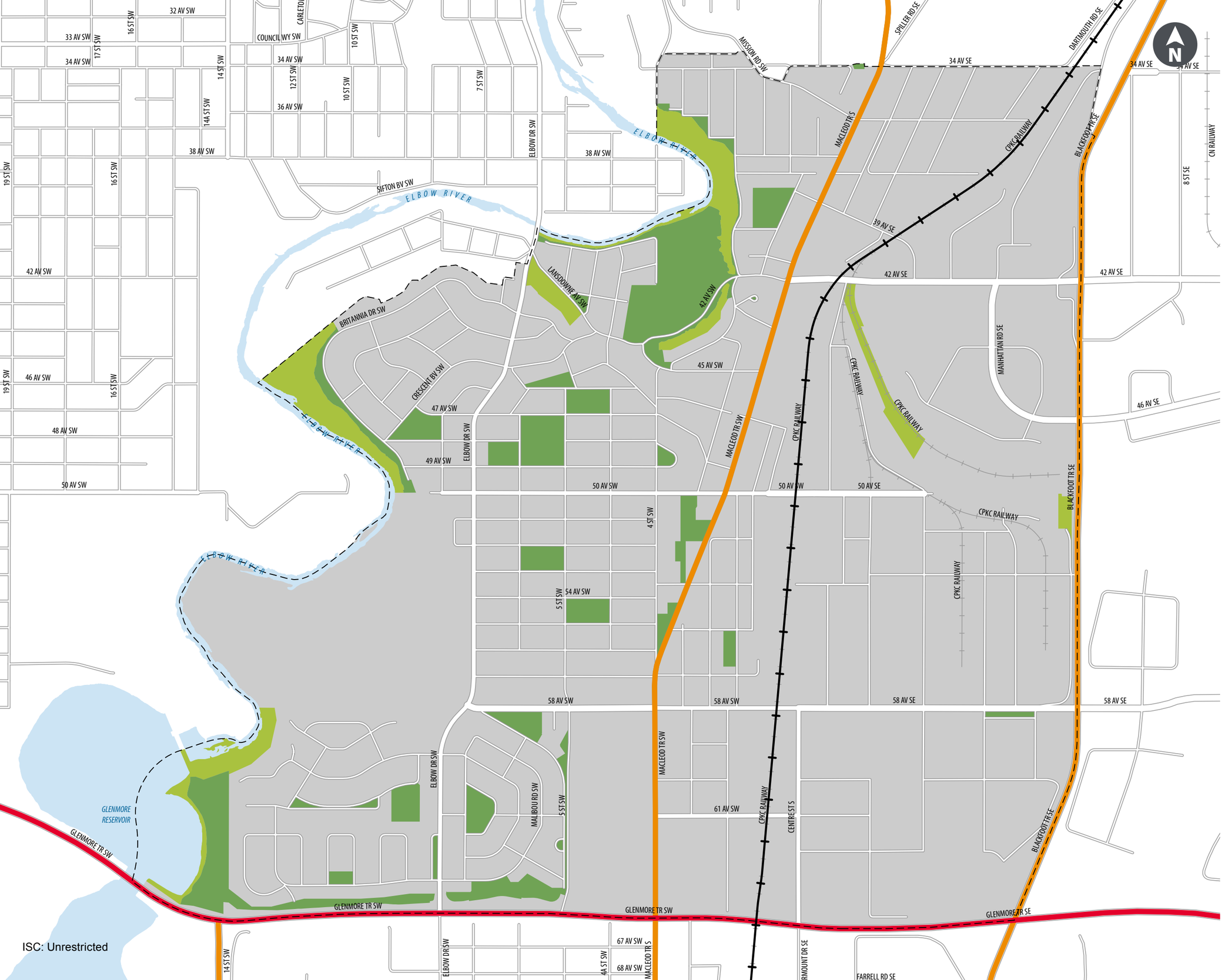


Legend

- Primary Transit Network
- CPKC/ Regional Commuter Rail Future
- Transit Hub
- Transit Centre
- Red Line LRT
- MAX Teal
- MAX Yellow
- Potential Future Infill LRT Station *
- Natural Areas
- Parks and Open Space
- Plan Area Boundary

* The location of the Potential Future Infill LRT Station is conceptual only.

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

Appendix D identifies development constraints that should be considered for development applications. Specific development constraints are summarized here.

Freight Rail Corridor

A Canadian Pacific Kansas City (CPKC) freight rail corridor runs through the centre of the Plan area adjacent to the Calgary Transit **LRT** line. Any development adjacent to the CPKC freight rail corridors should comply with the requirements of the Development Next to Freight Rail Corridors Policy, in addition to any other applicable policies.

Landfill and Waste Management Facilities Setbacks

The non-operating Springbank Landfill is located in the southeast corner of the Plan area. The non-operating Blackfoot Landfill is located outside the southeastern boundary of the Plan area. The non-operating Manchester Incinerator Ground is located outside the northeastern boundary of the Plan area. The setbacks for landfill and waste management facilities have the potential to impact future development in these corners of Manchester Industrial. Development within the regulated setbacks is subject to the applicable regulations within the Municipal Government Act.

Floodplain

Map D: Constraints shows the existing Flood Hazard Area zones included within The City's **land use bylaw**. The Government of Alberta has released draft updated Flood Hazard Area maps which reflect the latest understanding of flood risk across the province, including Calgary. Flood hazard areas are not shown on the draft updated map for the Elbow River, downstream of the Glenmore Dam. Flows are currently being re-assessed to include the effect of the Springbank Off-stream Reservoir (SR1), which will be operational in 2025. The flood mitigation provided by SR1 will have a significant impact on 1:100 flood flows along the Elbow River. It will also reduce flood flows in Calgary on the Bow River downstream of the confluence with the Elbow River, but there will be less impact on the Bow than on the Elbow. The potential impacts of SR1 on a wide range of flood flows are being currently assessed and will be reflected in flood maps when the reservoir is operational. We can estimate, however, that with SR1, a 1:100 flood will look more like the current 1:5 flood map.

There will still be risks that exist in the Elbow River Valley with SR1 in place. As such, some regulation will still be required to ensure these risks are adequately addressed in development planning and building design.

Potential risks include:

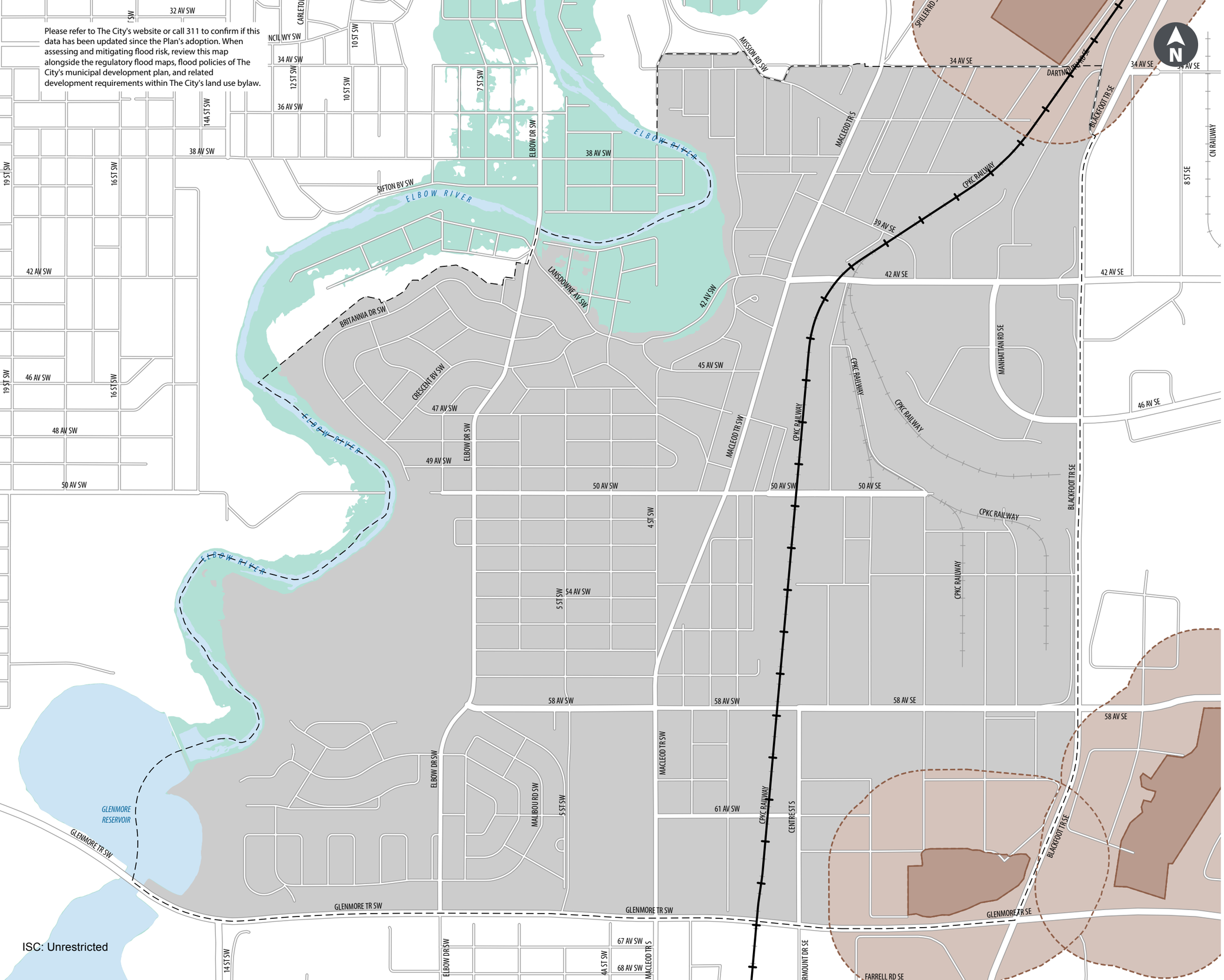
- Risk of a larger flood than both the SR1 and the Glenmore Reservoir can handle
- Risk of increasing flood flows due to our changing climate
- Risk of high groundwater in the river valley due to high river levels during and after flood events

Until the new Flood Hazard Area maps are finalized and City of Calgary policies and bylaws have been updated, development applications will continue to be assessed according to existing regulations. The City also considers information from the draft updated Flood Hazard Area map to provide advisory comments for further resilience.

As always, applicants may draw on additional information in support of their applications.

Map D:
Constraints

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.



Legend

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

Appendix E: Additional Historical Information

Major roads

50 Avenue S

50 Avenue S follows a section line that was established when the Dominion Land Survey subdivided this region into a standard grid for settlement and agricultural purposes. That line became Calgary's southern boundary following the 1910 "Greater Calgary" annexation. Within the Plan area, the city limit moved south to 58 Avenue S incrementally in 1911 (east of Macleod Trail SW when southern Manchester and Manchester Industrial were annexed) and between Elbow Drive SW and Macleod Trail SW in 1951 (when Windsor Park was annexed). In 1956, the city limit moved south to Anderson Road S. 50 Avenue S developed as a residential street west of Macleod Trail SW (apart from Britannia Shopping Centre) and as a commercial/industrial area east of Macleod Trail SW. Between Elbow Drive SW and Macleod Trail SW, it abuts a grassy strip built up only with AltaLink's overhead power transmission lines and the towers that support them.

58 Avenue S

Historically, portions of 58 Avenue S functioned as Calgary's southern city limit (from Macleod Trail SW and Blackfoot Trail SE in 1911–56 and between Macleod Trail SW and Elbow Drive SW in 1951–56). To the west of Macleod Trail SW, it developed as a residential street; to the east it became commercial and industrial.

Blackfoot Trail SE

Blackfoot Trail SE began as an Indigenous trail that led to fur trade posts at Edmonton and Rocky Mountain House. In its current, long-established location at the eastern edge of the Chinook Communities, it follows a section line.

Elbow Drive SW

As it passes through the Chinook Communities, Elbow Drive SW is a southern projection of the original residential street that began as 6 Street SW in Elbow Park. By 1912, a streetcar route extended along its length and turned around at a loop on 38 Avenue SW. In 1931, The City named the street Elbow Drive SW at the suggestion of the Elbow Park Residents' Association, and the new name continued along the street south of the Elbow River. The streetcar was phased out in the late 1940s, and Elbow Drive SW became the No. 3 bus route, which was serviced by rubber-wheeled, electric trolley coaches until they were phased out by buses in 1974.

In 1953, The City approved the paving of Elbow Drive SW south to 50 Avenue SW, and the new Elboya Bridge opened in 1954. The traffic circle south of the bridge was built in 1955. Elbow Drive SW remains a primarily residential street, but it has long been a commuter artery.

Glenmore Trail S

Glenmore Trail S follows a section line as it passes along the southern edge of the Chinook Communities. It lay outside the city limits until 1956. It was known as 66 Avenue until after the Glenmore Causeway was completed in 1963. The road was then named for the Glenmore Reservoir, which was itself named for the Glenmore school district and agricultural area that dated back to the late 19th century. It was designated as part of Highway 2 in the 1960s (until the highway shifted to the new Deerfoot Trail in the 1970s), and in the 1980s it became part of Highway 8.

Macleod Trail S

Macleod Trail S is a legacy colonial road that linked Calgary with Fort Macleod. It followed a much older Indigenous trail, the Old North Trail, that was part of a north-south continental transportation system. South of 58 Avenue, it follows a section line; north of that point, it is on a northeast-southwest axis.

Within the Plan area, Macleod Trail S was lightly developed with farmhouses, other dwellings, industries, and highway services such as motor garages and motels even while stretches of the road lay outside of the city limits. In 1966, Macleod Trail SW was widened from four lanes to six between 42 Avenue and 50 Avenue. In the 1970s, projected overcapacity for Macleod Trail S as a commuter road led to city council's 1977 decision to develop an **LRT** system.

The Communities

Parkhill

In a series of subdivisions between 1906 and 1908, businessman Albert A. Dick (1880–1970) created and marketed the residential district of "Park Hill" (history remembers Dick and his wife, Vera, as Calgary's *Titanic* survivor couple). At the time, Parkhill, along with the entire Chinook Communities area, lay outside of the city limits.

Parkhill was included in the "Greater Calgary" annexation of 1910, and it quickly developed as a working-class neighbourhood of detached homes constructed between 1910 and 1930. Early residents included a considerable number of settlers from Yorkshire, England[1]. A mixed residential-commercial strip developed along Macleod Trail, where landmark businesses included the Parkhill Grocery (3801 Macleod Trail S) and an "auto camp" (an early form of a motel) at 42 Avenue SW built around 1940 on a 20-acre site leased from The City. It was originally operated by the Calgary Auto Club as the A.M.A. (i.e., Alberta Motor Association) Camp, and it was later privately operated as the Calgary Tourist Cabins. More recently, the office building of Auto-Mart (4003 Macleod Trail S), a car dealership, was a Macleod Trail S landmark for decades until it was demolished and replaced by a 7-Eleven store. The form of this exemplary structure, which was evidently designed by architect William Milne (who also designed the Calgary Tower), evoked the prow of a ship. Milne used the same form in a now-demolished house on Britannia Drive that he designed for businessman Sam Switzer (1926-2018), one of the partners behind Auto-Mart.

Unlike Parkhill, the adjacent subdivision of Stanley Park failed to materialize. Frederick Charles Lowes (1880–1950), Calgary's most successful and flamboyant developer during the pre-First World War boom, proposed a low-density residential subdivision in 1911. F.C. Lowes & Co. successfully developed Elbow Park, Rideau Park, and Roxboro, but Stanley Park was unrealized. The site became City property, and in 1924 it was designated as a City park. The 21-hectare Stanley Park (4011–1A Street SW) has been developed over the years to include a picnic area, wading pool, and lawn bowls.

In 1912, residents petitioned successfully for a public school. Parkhill Public School (3650–2 Street SW), a four-room brick cottage school, opened in 1913 on what had been an undeveloped eight-lot site acquired from an absentee owner. Edith Stanley (approx. 1870–1973) became the school's first principal, a position she held until 1925. Stanley had previously taught at Erlton School from which Parkhill's first pupils were transferred. Cottage schools were designed for temporary use as schools and for eventual disposal and conversion into residences. Declining enrolment led to the school's closure in 1977, and it was converted into a private home. The building is on The City's heritage **Inventory**, and an historical interpretive panel tells its story.

Stanley Park Methodist Church (123–38A Avenue SW) was built in 1910, and it became Stanley Park United after the formation of the United Church of Canada in 1925. The congregation evidently dissolved in the 1940s, and the building appears to have been converted into a residence. It is no longer extant. The Parkhill Church of Christ was founded in 1938, and in 1949 it moved into its new purpose-built home at 110 Mission Road SW. Rev. W.G. Chapman led the congregation for decades. In 1988, the congregation sold the building and moved to Cedarbrae as the renamed Oak Park Church of Christ. The following year, the Mission Road building was converted into Calgary's first Ahmadiyya mosque. Mirza Tahir Ahmad, the leader of the worldwide Ahmadiyya Muslim community, opened the mosque officially. In 2008, that congregation moved to the larger, purpose-built Baitun Nur mosque in the northeast community of

1 Foran, *Calgary: An Illustrated History*, 86. The earliest residents listed in *Henderson's Directory* are as follows: Edward J. Ashmore, caretaker, Lyric Theatre; Henry Cheek, CPR boilerwasher; George Harris, night watchman at Cushing Bros. Co. Ltd.; J.E. Harris, an office boy at the CPR district passenger agent's office; and Amil Razcumonsky, CPR car oiler.

Prairie Winds Park. The Parkhill building was demolished and replaced by condominiums and shops after the Mission Road **Main Street** Innovation Project began in 2011.

Residents formed the Parkhill and Manchester Ratepayers' Association by 1916. By 1926, it had become (or had been replaced by) the Parkhill Community and Ratepayers' Association and, by 1928, the Parkhill Community Club. In its November 25, 1942 edition, the *Calgary Herald* commended the club for its "enviable record in Calgary as a public service organization that has in the past provided Parkhill youngsters with sport facilities better than are offered in many other parts of the city." The organization had been renamed the Parkhill-Stanley Park Community Association by the time its purpose-built clubhouse opened in a park setting at 4013 Stanley Road SW in 1956.

In the 1950s, low-rise apartment buildings began to replace original homes along Macleod Trail S, between 38 Avenue SW and 38A Avenue SW, and between 45 Avenue SW and Stanley Drive SW. At that time and into the 1960s, the residential portion of Stanley Park – the area of Parkhill south of 42 Avenue SW – was developed. Many early homes were replaced by infill development on 25-foot lots following the adoption of an Area Redevelopment Plan in 1984.

Commercial development increased along the stretch of Macleod Trail S on Parkhill's eastern edge by the 1950s. Around 1958, restaurateur Harry Seto (approx. 1896–1965) added the Chuck Wagon Coffee Shop (4505 Macleod Trail SW) to his family's group of businesses. Born in Guangdong, China, Seto immigrated to Canada in 1910 and settled in Calgary in 1948. The Chinese Exclusion Act, enacted in 1923, prevented him from bringing his family to Canada until after its repeal in 1947. Fong Seto (1933–2018), one of Harry's sons, converted it in 1959 into Oriental Fine Foods, a take-out and delivery restaurant. Macleod Trail S widening forced its closure in 1967. Dumbarton Square (later renamed Urban Square, 4515 Macleod Trail SW) was built adjacent to its site in the mid-1970s. Commercial occupants in 2023 – a Chinese restaurant named for a traditional Guangdong recipe and a halal grocery store and butcher shop – perpetuate this location's tradition of diversity.

Notable Parkhill residents have included: James A. Hargreaves (approx. 1880-1950), a streetcar motorman who rose to become assistant superintendent of the Calgary Municipal Railway; Joseph B. Chandler (1883–1938), The City's Civic Storekeeper and Purchase Agent for over three decades; and Arthur Halpen (1888–1974), a longtime printer for the *Albertan and Calgary Eye Opener* newspapers (and secretary of the Parkhill and Manchester Ratepayers' Association). Parkhill School's best-known alumnus, Jack Dennett (1916–1975), became nationally famous as a newscaster and *Hockey Night* in Canada television personality.

Manchester

Manchester was a creation of the new industrial policy that The City adopted in 1911 in an effort to concentrate industrial development in an appropriate setting with abundant room for growth – and to prevent industries from avoiding municipal taxes by setting up outside the city limits – The City facilitated creation of a pioneering industrial park in an undeveloped area adjacent to the CPR tracks. The City provided utilities and offered tax incentives to encourage industries to locate here. Proximity to the freight rail corridor allowed for the extension of railway leads and spurs directly to the factories for shipping and receiving. Manchester was established partly within The City's existing 1910 boundaries and partly within a half-section to the south that was annexed in 1911.

Private landowners were involved in this venture. South of 50 Avenue S, William Houston subdivided Manchester in 1910. North of 50 Avenue S, Patrick Burns (1856–1937) subdivided Leeds in 1912. (Burns was one of the Big Four ranchers who offered financial backing for the original Calgary Stampede in 1912, and he later became a senator.) Both were mixed residential-industrial subdivisions, and both flanked the CPR tracks. Leeds comprised what is now northern Manchester (north of 50 Avenue S), while Houston's Manchester comprises the district's southern portion as well as part of Manchester Industrial to the east. Leeds has vanished from use as a name for this neighbourhood.

Manchester developed as a low-density working-class community of detached houses within walking distance to industrial employers. Workers' houses lined 1 Street and 2 Street SW, and a rare surviving set of Edwardian cottage-style residences (4724 to 4822–1 Street SW) symbolizes the phenomenon of working-class housing adjacent to industrial development. From 1912 until 1947, streetcars shuttled along Macleod Trail S between 50 Avenue S and Cemetery Hill and from there to the city centre. Early residents included a significant number of Welsh families. Early in the 20th century, some of the Indigenous people who came to the city to attend the annual Calgary Stampede encamped in Manchester.

The neighbourhood had a one-room school by 1921, and that year the public school board built the new four-room Manchester Cottage School (50 Avenue SW and 1 Street SW) to replace it. A newer Manchester School (307–55 Avenue SW, alternatively 5702–3 Street

SW) opened in 1950, and the separate school board purchased the old building and reopened it that year as St. Anthony's School. Dwindling enrolment led to the public school's closure in 1973. The building was later used as the board's Educational Media Selection Centre and, eventually, as Columbia College, a privately-operated vocational centre. The school became vacant in 1999 and was demolished in 2003. St. Anthony's School moved to a new building in Elboya in 1955.

Residents formed the Parkhill and Manchester Ratepayers' Association by 1916, and by 1949 it had become (or was succeeded by) the Manchester Ratepayers and Community Association. The Manchester Community Hall (5711–1A Street SW) was built around 1955, and it remained extant at least until the 1970s. Area residents formed the Manchester Rotary Club in 1955.

Over time, older homes were replaced by commercial buildings or were themselves converted for commercial use. Between the 1950s and the 1970s, industrial warehousing was built along 1 Street SW and 1A Street SW. By the 1990s, the remaining residential population included a higher percentage of Indigenous residents than the city-wide average.

A mixed residential-commercial strip developed along Macleod Trail SW, where landmark businesses included automobile garages and service stations, petroleum-related businesses, and restaurants and motels like Foothills Bungalows (4630 Macleod Trail SW), an early motel with a sequence of female managers.

Beginning in the late-1940s, Chinese-Canadians established or acquired businesses on Macleod Trail SW and usually lived on the premises or nearby. Woo Koy (approx. 1900–1965) moved to Calgary in 1948 and took over the Silver & Black Store (5012 Macleod Trail SW). Woo had immigrated from China in 1919, and he married Fui Gin in Hong Kong in 1924. But the Chinese Exclusion Act prevented her from joining him in Canada, which she did eventually in 1956. When Woo's entire family was finally reunited in Calgary in 1969, Mayor Rod Sykes hosted a celebration at City Hall. Other Chinese-Canadian business operators included Chong Yick Yuen and his partners, who built the Palm Café (5008 Macleod Trail SW) in 1951, and Louie Yam and Joe Yuen, who took over the Hi-Way General Store (5318 Macleod Trail SW) by the mid-1950s.

There are at least two extant examples of notable commercial buildings along Macleod Trail SW. The former Bank of Montreal, Macleod Trail Branch (4108 Macleod Trail SW) advertised an "extra little service" when it opened in 1955 – a parking lot. The Mayfair Building (4816 Macleod Trail SW), a low-rise office block built in the 1950s, has been distinguished since 1994 by a bas-relief mural of the Taj Mahal. Basant Chandna (1937–2022) and Amrit Kaur Chandna, a Sikh couple originally from Pakistan, took over Calgary's only Indian restaurant in 1973, renamed it the Taj Mahal, and relocated it from the Beltline in 1976. The Chandnas commissioned artist Thomas Arnatt to design the mural, which covers the building's front façade and remains as an early example of public mural art in the city.

Notable industries in Manchester included the Mountain Spring Brewing Company (5240–1 Street SW), which was built in 1912 and renamed the Silver Spray Brewing Company and, after its acquisition by the Calgary Brewing and Malting Company, the Big Horn Brewery. It remained in operation until the 1970s, when it was demolished.

Manchester Industrial

Manchester Industrial is a much larger area that borders Manchester to the south and east. To the south, it extended the residential-commercial strip along Macleod Trail SW and the industrial zone flanking the CPR tracks. The refineries were built in the 1920s and 1930s to process petroleum brought by pipeline from Turner Valley. The Regal Oil Refinery was built in 1927, rebuilt after a fatal 1928 explosion, and demolished in 1939 after Imperial Oil bought and closed it. Fires and noxious fumes were persistent hazards at this refinery. The Lion Oils Refinery was built by 1935. The British American Oil Company built the last one, the Bell Refinery, in 1938. Bubbles Car Wash (5912 Macleod Trail SW), an extant landmark built in 1959 as Rocket Car Wash, stands near the site of the refineries. Further south, the Chinook Station shopping centre occupies the former site of the Green Crest Motor Court (6618 Macleod Trail SW) and the Trade Winds Motor Hotel that replaced it in 1961.

During the post-Second World War oil boom, The City reprised its 1911 industrial policy, launching a new program of City-developed, planned industrial districts, beginning with a Manchester expansion in 1953 and the adjacent Highfield industrial, which was developed in collaboration with Canadian National Railways in 1954. Reflecting the increasing importance of trucking to industry, distribution, and warehousing, these new industrial areas provided access to new arterial roads like Barlow Trail SE and Blackfoot Trail SE as well as railways.

The northeast portion of Manchester Industrial belonged to Patrick Burns, and by 1919 it became the site of the Manchester Gravel Pit, where The City extracted gravel for use in road construction and maintenance. A crushing plant was constructed at an unknown early date, and a second was installed in 1927. The area was

also used as a landfill site - the Manchester Dump. The City became interested in rehabilitating the gravel pit as an industrial zone as early as 1951, but it took until 1966 for the North Manchester Industrial Park to be ready for marketing and lot sales.

A business strip developed along Blackfoot Trail SE, where the extant Bank of Montreal, Highfield Branch (4307 Blackfoot Trail SE), was built in 1962. It stands as a rare example in Calgary of the bank's post-war transition to Modernist style. The building's folded plate, thin-shell concrete roof is a landmark, and the building is on The City's heritage **Inventory**.

Elboya

In 1910, a syndicate led by real estate agents Malcolm D. Geddes (1866–1927) and Herbert T. Sheffield (1885–1916) subdivided and named Elboya and marketed it as a residential suburb. The area included a portion of Riverdale Avenue SW (a residential street fronting the Elbow River), angled streets to the south conforming to the topography, and grid-patterned streets and avenues on the plain to the south. The original subdivision also included portions of present-day Britannia and Elbow Park.

Geddes and Sheffield started building houses in Elboya, and eight had been constructed by 1914. But Calgary's pre-First World War boom had ended by then, and the neighbourhood remained lightly developed for decades, although some new houses were built along Landsdowne Avenue in the 1930s and 1940s. Many lots that had been sold reverted to The City for non-payment of taxes. Sometime before 1924, the Canadian Western Natural Gas company (the forerunner to Atco Gas) built the extant gas regulator building on Lansdowne Avenue.

Between the wars, The City developed three landscaped boulevards on Riverdale Avenue in 1929, and they remain extant and are recognized by inclusion on The City's heritage **Inventory**. Influenced by the City Beautiful Movement that was current at the time, the boulevards were developed under the authority of longtime Parks Superintendent William Reader. The regularly spaced plantings include Elm trees and Honeysuckle shrubs.

Intensive development began in 1947 following the Second World War. The street pattern as developed is consistent with the original subdivision but named streets and avenues in the southern area have been numbered instead. In 1950, residents formed the Elboya Community Association and successfully opposed a 68-lot development in the southern portion of the neighbourhood by a single contractor; residents had feared that houses built under such an arrangement would be uniform in appearance. The Elboya Community Hall (416 Park Avenue SW) was built around the same time. The society was reorganized in 1960 as the Elboya Heights Community Association, and after 2016 it became the Elboya-Britannia Community Association.

Elboya Elementary and Junior High School (4804 6 Street SW) opened in 1953, and St. Anthony's, a Catholic school, moved from the former Manchester Cottage School into a new Elboya campus (4811 6 Street SW) built in 1955. Both St. Philip's Anglican Church (629–49 Avenue SW) and St. Anthony's Roman Catholic Church (5340 4 Street SW) were dedicated in 1961. The Anglican congregation later relocated to South Calgary, and its building is now Living Spirit United Church.

Notable residents have included developer Malcolm Geddes (1866–1927), photographer Harry Pollard (1880–1968), restaurateurs Jerrold Puckett (1908–1989) and Harry Seto (approx. 1896–1965), and former Alberta premier John E. Brownlee (1883–1961).

The eastern edge of the neighbourhood comprises a mixed-use stretch of Macleod Trail SW, where there are three remaining older buildings, none of them on The City's heritage **Inventory**. Brothers Frank Kramer (1916–2007), Walter Kramer (approx. 1925–1984), and Herb Kramer (1931–2015) built and opened the Kramer Bros. garage (4701 Macleod Trail SW) in 1946 and operated it until 1975. George and Grace Suel built the Grace Inn restaurant (5001 Macleod Trail SW) in 1946-47 and lived on the premises. Harry Seto bought it around 1950, renamed it Harry's Café, and lived in the building with his family and with other Chinese-Canadian residents. The Patterson Block (5009 Macleod Trail SW) a 1950s commercial-residential building, was the longtime home Ross Marshall's namesake drugstore and Sub-Post Office No. 28 which he served as postmaster.

Windsor Park

As with Britannia and Stanley Park, developer F.C. Lowes subdivided and marketed Windsor Park during the city's pre-First World War boom. The subdivision was adjacent to the Calgary Golf and Country Club grounds, which was developed not long afterward. Lowes' 1910 plan follows a grid pattern on level ground. However, Windsor Park developed slowly, and the Elboya Dairy Farm (operated in sequence by E. Blake, William H. Hardy, and James W. Wilson) remained in this location well into the First World War. Rancher Reuben Porter also lived (and presumably ranched) there in 1913. Horseman Trevor Willans (1899–1939) established the Windsor Park Riding Academy by the 1930s, and it remained on site as late as 1951. As late as the 1930s, the Calgary Hunt & Polo Club Stables were located in Windsor Park.

Suburban housing development occurred in the 1940s, and by 1950, Windsor Park was an unincorporated

suburb with a population of over one thousand people. Residents appealed successfully for annexation to Calgary, which took place in January 1951. Windsor Park Elementary School opened in 1953. The Windsor Park Association was established by 1951, and it was known as the Windsor Park Community Association by 1955 when its community hall (5304 6 Street SW) was built. The neighbourhood developed as a low-density residential area with detached homes. An early luxury apartment tower, Britannia 800 (811 50 Avenue SW), opened in 1964.

The Roman Catholic diocese created St. Anthony's Parish in 1953, and St. Anthony's Parish Hall (5340 4 Street SW) was built around that time. In 1961, St. Anthony's Catholic Church was completed on the site and blessed in 1961. The First Evangelical Free Church (732 55 Avenue SW) was dedicated the following year; its congregation had previously met at its former church in Manchester and in the Meadowlark Park community hall.

Local landmarks included Burt's Store (739 50 Avenue SW), which J. Austin Burt (approx. 1917 1982) operated for years, an adjacent dry cleaners with a prominent neon sign, and the Medical Dental Centre (5104 Elbow Drive SW[2]). A condominium development replaced these structures in the 2010s. Fire Station No. 11 (5506 4 Street SW) opened in 1957, and The City planned to develop a park adjacent to it the following year. The hall was later rebuilt. The Providence Children's Centre (5232 4 Street SW), with its Indigenous-themed mural painted in 1995, is a landmark visible from Macleod Trail SW.

The original Burger Baron (5211 Macleod Trail SW), which opened in 1957 and has since been demolished, was the first in an international chain of fast-food restaurants established by American businessman Jack McDonnell. In Alberta, virtually all Burger Barons were eventually owned and operated by Lebanese immigrants and their families. Omar Mouallem, an Edmonton writer and filmmaker, documented this story in his 2023 film *The Lebanese Burger Mafia*.

Britannia

In 1912, developer F.C. Lowes acquired this property and hired a Seattle town planner to lay out the low-density district of "Britannia." Lowes had already successfully developed Elbow Park, Rideau Park, and Roxboro. However, the end of Calgary's real estate boom in 1913 stalled the development and ended Lowes' career as the city's most prominent developer. For years afterward, however, "Britannia" remained on the list of "Calgary Suburbs and Sub-Divisions" in the annual *Henderson's Directory*.

The City of Calgary subdivided Britannia in 1953 and developed it over the next two years. It was planned as a low-density neighbourhood with curvilinear streets reflecting topography and scenic views. Some ten percent of the neighbourhood's land is park space. Like the district itself, most of its street names were chosen with the monarchy in mind – Anne Avenue SW, Britannia Drive SW, Charles Avenue SW, Coronation Drive SW, Edinburgh Road SW, Elizabeth Road SW, and Imperial Way SW. Britannia's development came soon after Queen Elizabeth II acceded to the throne in 1952, her coronation in 1953, and the launch of the Royal Yacht Britannia, also in 1953. When the Queen and Prince Philip visited Calgary in July 1959, a late change to their itinerary made it possible for their motorcade to travel the length of Britannia Drive SW, where residents held lawn parties and watched the royal motorcade pass. The Queen admired the Switzer home at 4732 Britannia Drive SW, a local landmark, and stopped to chat with the owners. Like the Auto-Mart car dealership on Macleod Trail S in Parkhill, the house was designed for Sam Switzer by architect William Milne to look like the prow of a ship. The house was on the itinerary for Brewster's tour buses in the city for years, but it has since been demolished.

The southern edge of the neighbourhood, at Elbow Drive SW and 50 Avenue SW, was reserved for commercial development. Britannia Shopping Plaza, an outdoor shopping mall with a private road between its two main buildings, opened in 1955 and remains a popular shopping destination for a much wider area than Britannia itself. From 1955 until 1996, the anchor tenant was Food-Vale, an independent supermarket owned by Jack Kwong along with parters including Joe Lee, Ed Lee, and Larry Kwong. The store was known for its high-quality meats and its early adoption of specialty items such as avocado and clamato juice. The store was rebuilt after a 1978 fire. Sunterra Markets purchased the business in 1996.

Notwithstanding its superficial British identity, Britannia has long been home to many Jewish families, and early in the 21st century, Living Spirit United Church (900 47 Avenue SW), built in 1961 as Riverview United Church, became Temple B'nai Tikvah, a Reform Jewish congregation.

2 The Burts lived nearby at 625 50 Avenue SW.

Meadowlark Park

Homebuilder Arthur H. Sullivan, one of the founders of Kelwood Corporation, developed Meadowlark Park independently in the early 1950s. His building firm, Art Sullivan & Co., was the neighbourhood's sole homebuilder. Sullivan acquired 100 acres from the vast Burns holdings in the area as well as a strip along the future Glenmore Trail from Hamel Brothers. Sullivan later developed a neighbourhood in the town of Jasper Place (which was annexed to Edmonton in 1964) before moving permanently to the United States. Sullivan developed the residential neighbourhood west of 5 Street SW, and he sold the land he had acquired between 5 Street and Macleod Trail for commercial development.

The neighbourhood's street plan curves around a central park, which is also named Meadowlark Park. Both the community association and the community hall (623 58 Avenue SW) date from the 1950s, although the Meadowlark Park Community Association was registered as a provincial society in 1985.

Milton Williams School was built on land donated by farmer Milton Williams (1864–1947) in 1943. Williams had been Secretary of Glenmore School District No. 14 for 30 years. The original bungalow school was expanded in 1952 and taken over by the Calgary School Board in 1957. The junior high addition opened in 1960. The bungalow portion was renovated in 1968 and closed in 1977. The complex was demolished in 2005 to make way for the Glenmore Trail S/Elbow Drive SW/5th Street SW Interchange Project. An historical interpretive panel on the school's site tells the story of Milton Williams, the school, and the Meadowlark Park neighbourhood.

The east side of the neighbourhood, fronting Macleod Trail SW, was built up in the 1940s and 1950s. To the south, the Chinook Drive-In (6415 Macleod Trail SW) opened in 1949 as western Canada's first drive-in theatre. Further north, the Meadowlark Athletic Club (511–58 Avenue SW), a largely Jewish curling club initially chaired by Ted Riback (who later developed Bel-Aire), opened in 1955. The drive-in was demolished in the late 1950s to make way for the massive Chinook Shopping Centre, which was built by the contracting firm Burns and Dutton and opened in 1960 with Woodward's Department Store as its anchor tenant. The curling club was demolished in 1964 to make way for Southridge Mall, which opened in the mid-1960s with the Simpsons-Sears Department Store as its anchor. In time, the two malls amalgamated, and the merged complex was known briefly as Chinook-Ridge Shopping Centre. For years, 60 Avenue SW, which had separated the two malls, remained a public road that passed through the shopping centre and underneath its second storey. In the past, the mall has included public services such as a public library branch and a police station.

Bel-Aire

During the pre-First World War real estate boom, the local development firm Newton and Nowers (comprising partners A.C. Newton and Edward B. Nowers) promoted residential lots at this location, but the development was unrealized. Bel-Aire was privately developed in the late 1950s by Bel-Aire Estates Ltd., a firm headed by businessman M. Ted Riback (1910–2010), who had chaired the Meadowlark Curling Club when it built its facility in Meadowlark Park in 1955. Bel-Aire was conceived as a high-end, laneless subdivision of 137 homes with stone pillars at the Elbow Drive SW entrance announcing the neighbourhood's name. The plan called for garbage pickup at the sides of homes and for houses to be built with exterior closets at the side to house garbage cans. Mayor Harry Hays cut the ribbon at the 1960s home show of 11 custom-built houses, and future mayor Ross Alger served as master of ceremonies.

Apart from park space and a single school building, Bel-Aire was developed entirely as low-density detached houses. Residents waged a successful fight in the late 1960s when the developer attempted to build a high-rise apartment tower in the neighbourhood.

Bel-Aire Public School (1011 Beverley Boulevard SW) was built in 1964, and Jessie Brookman (1912–1992) was its longtime principal. The school was considered for closure in 1977, and it later housed a series of private schools who leased the premises. These included: Akiva Academy, a private Jewish school that held its grade 1 and 2 classes here around 1980–83; a bilingual kindergarten program operated by the German-English Education Society, 1983; and, from about 1985 to 2005, the Christopher Robin School, a private pre-school and elementary school founded in Elbow Park around 1935. The Calgary Board of Education approved the sale of the property in 2000, and the building later became the grades 4 and 5 campus of the Calgary Girls Charter School, a public charter school established in 2003.

The Pentecostal Tabernacle of Calgary, First Assembly (6031 Elbow Drive SW) was constructed in 1967–68 and dedicated on November 10, 1968.

Mayfair

Kelwood Corporation developed Mayfair in the late 1950s as a low-density neighbourhood of detached homes. It was developed without a community reserve, with the understanding that it would be served by community reserve land in nearby Kingsland. The Mayfair Community Association was established by 1959. Mayfair had a small commercial area, the Mayfair Shopping Centre (6511 Elbow Drive SW), which opened in 1959 at the northwest corner of Elbow Drive and Glenmore Trail. Cottage Crafts Gifts and Fine Arts, which sold Indigenous and Inuit art and supported the artists, was a long-time landmark tenant.

Mayfair was impacted considerably by the Glenmore Trail S/Elbow Drive SW/5th Street SW Interchange Project in 2005, when an entire street of houses were removed and the Mayfair Shopping Centre was demolished.