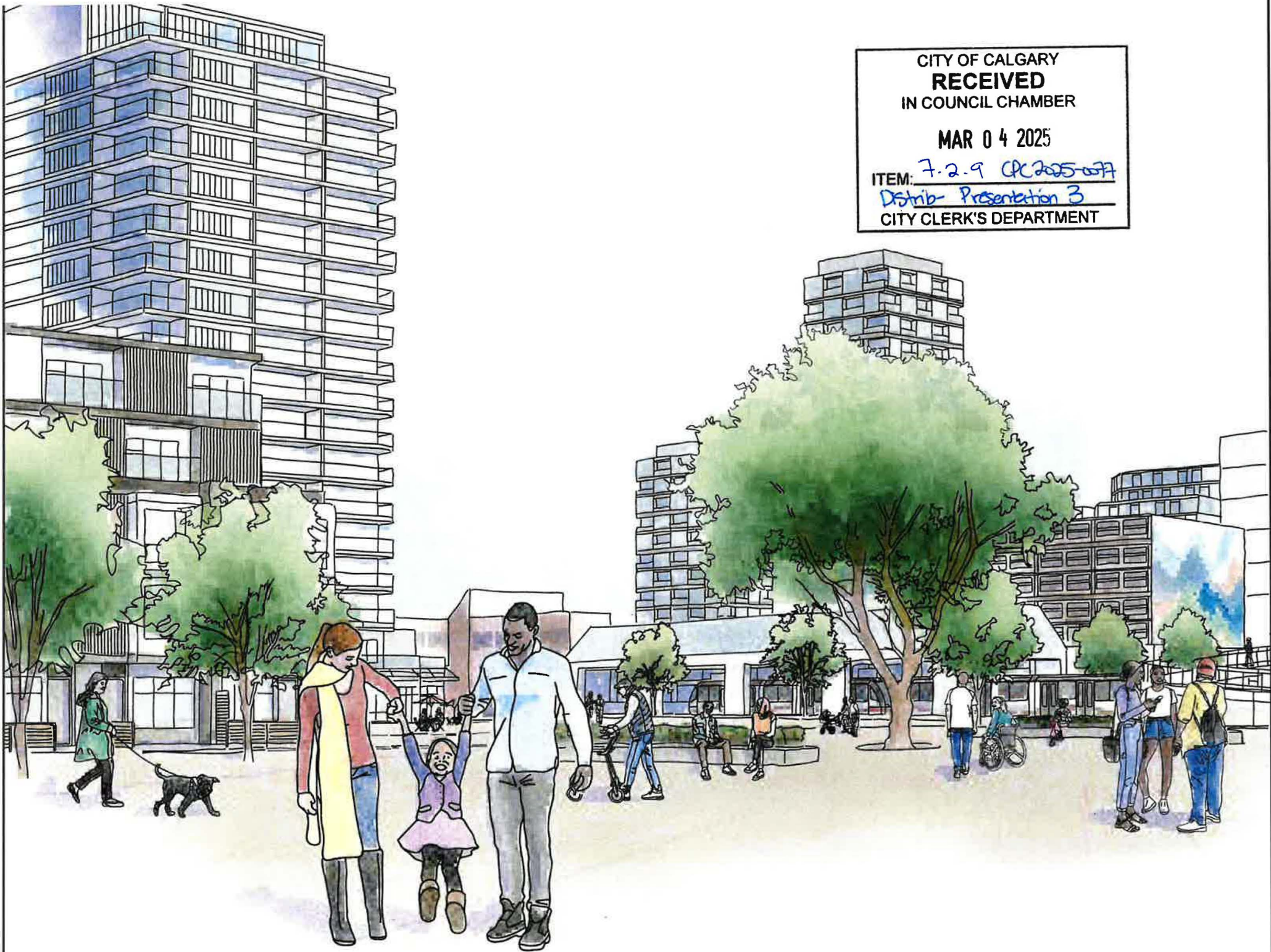


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ITEM: 7.2.9 CPC 2025-077
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CITY CLERK'S DEPARTMENT



Policy

- a. Where new development in a **Core Zone** is located adjacent to or separated by a lane or street from Low or Low – Modified building scales, it should have a maximum **street wall** height of four storeys.
- b. Development within **Core Zones** should consider recommended **5A mobility enhancements** and improve active modes mobility connections to Heritage Station as well as along Heritage Drive S, Haddon Road SW, Horton Road SW and Bonaventure Drive SE.
- c. Development between the Freight Rail Corridor and LRT right-of-way and Macleod Trail S should front buildings onto Horton Road S and improve the interface along this street through design measures such as **public realm** improvement, wide sidewalks, and landscaping.



Legend

-  Core Zone
-  Transition Zone

Figure 11: Heritage LRT Station Area



heritage lrt station



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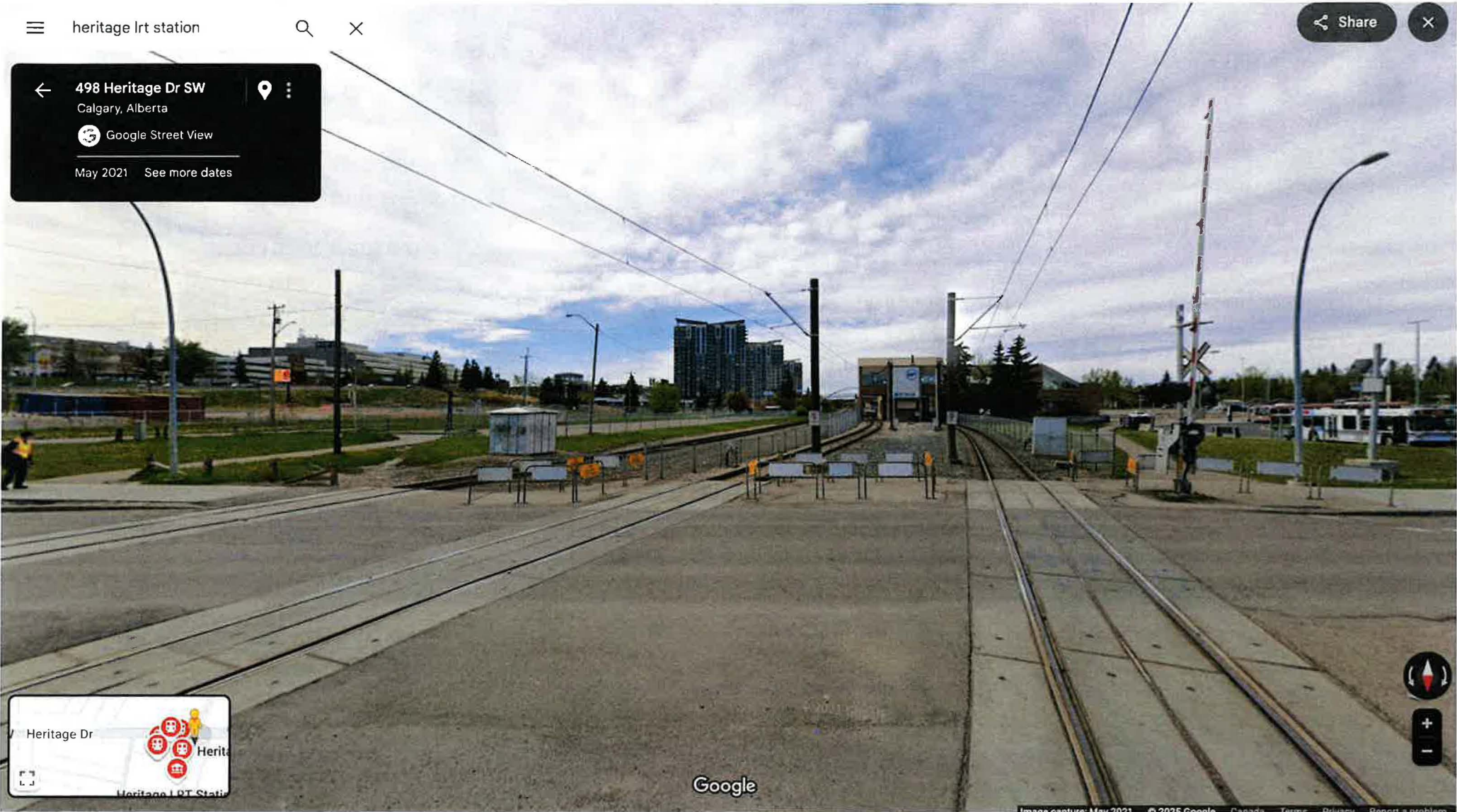
498 Heritage Dr SW

Calgary, Alberta



Google Street View

May 2021 See more dates



Heritage Dr



Herita

Heritage LRT Station

Google



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Policy

- a. Development adjacent to an LRT station should provide for a high-quality **public realm** that encourages social gathering, cultural and recreation activities through elements such as:
 - i. publicly accessible private open space or transit plazas;
 - ii. street furniture and seating areas;
 - iii. bicycle parking facilities;
 - iv. shading and cooling amenities;
 - v. public art; and,
 - vi. enhanced landscaping.
- b. Development adjacent to an LRT station should include design measures that enhance the transit interface and make the area comfortable for people waiting for transit by:
 - i. locating uses that support high levels of activity, such as **retail** frontages, adjacent to transit stops; and,
 - ii. including architectural features that provide weather protection and create human-scaled environments.
- c. Long blank walls are discouraged facing a street or public sidewalk. Where they are provided, the visual impact must be mitigated through design measures such as murals, artistic screening, and/or façade articulation.
- d. Incentives to encourage the development of **affordable housing** units and mixed-market housing may be explored and implemented through the planning applications process, including but not limited to density bonusing and parking reductions.
- e. Vehicle parking in **Core Zones** should primarily be located underground or in a parking structure. Where surface parking is provided, it should be well landscaped and should avoid being located between a building and a street.
- f. Development should consider activation of lanes to encourage additional activity through strategies such as:
 - i. providing uses that front the lane;
 - ii. enhanced landscaping and mobility features; and,
 - iii. incorporating street art.