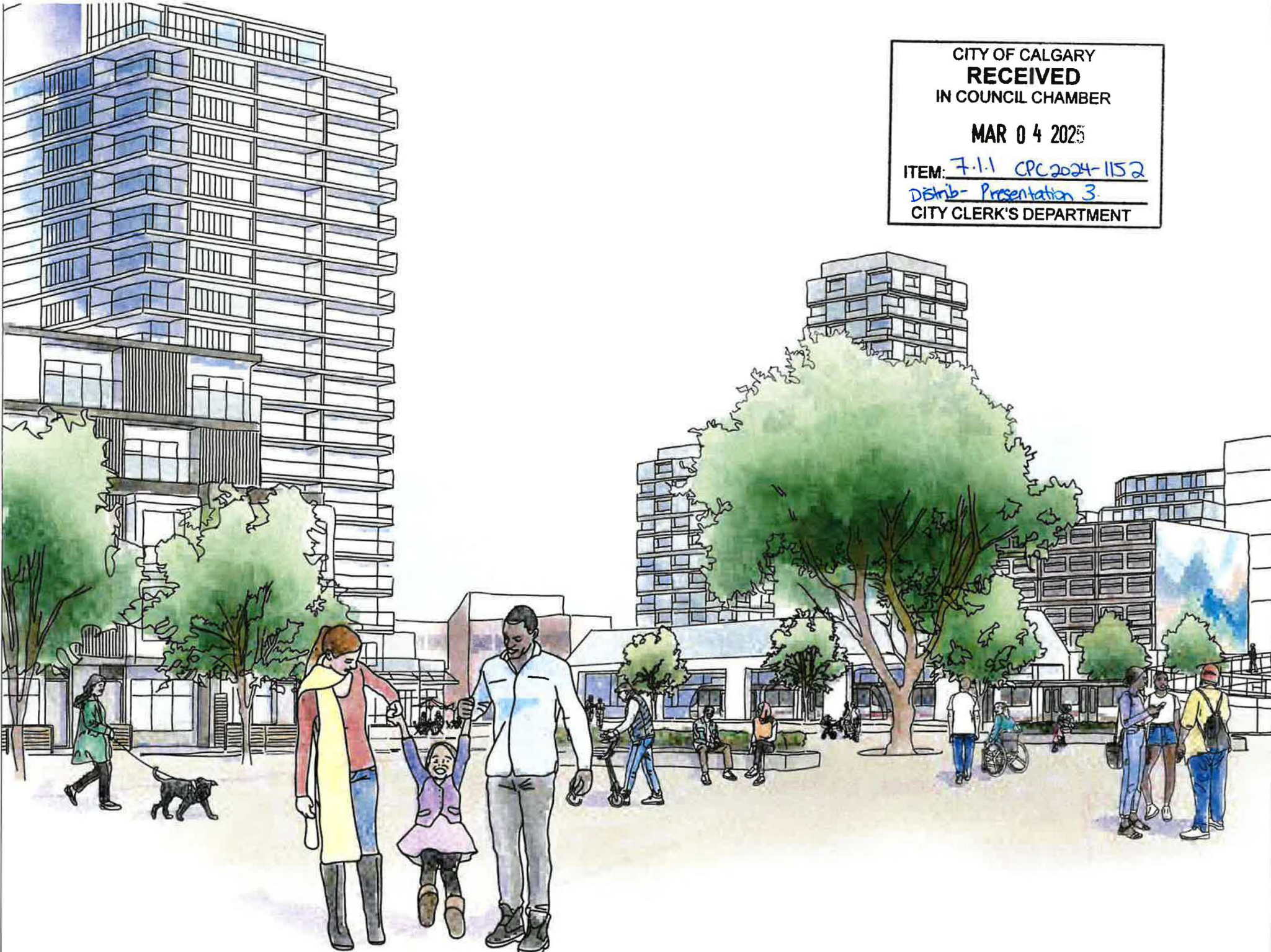


CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER

MAR 04 2025

ITEM: 7.1.1 CPC 2024-1152
Distrib- Presentation 3
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



Share

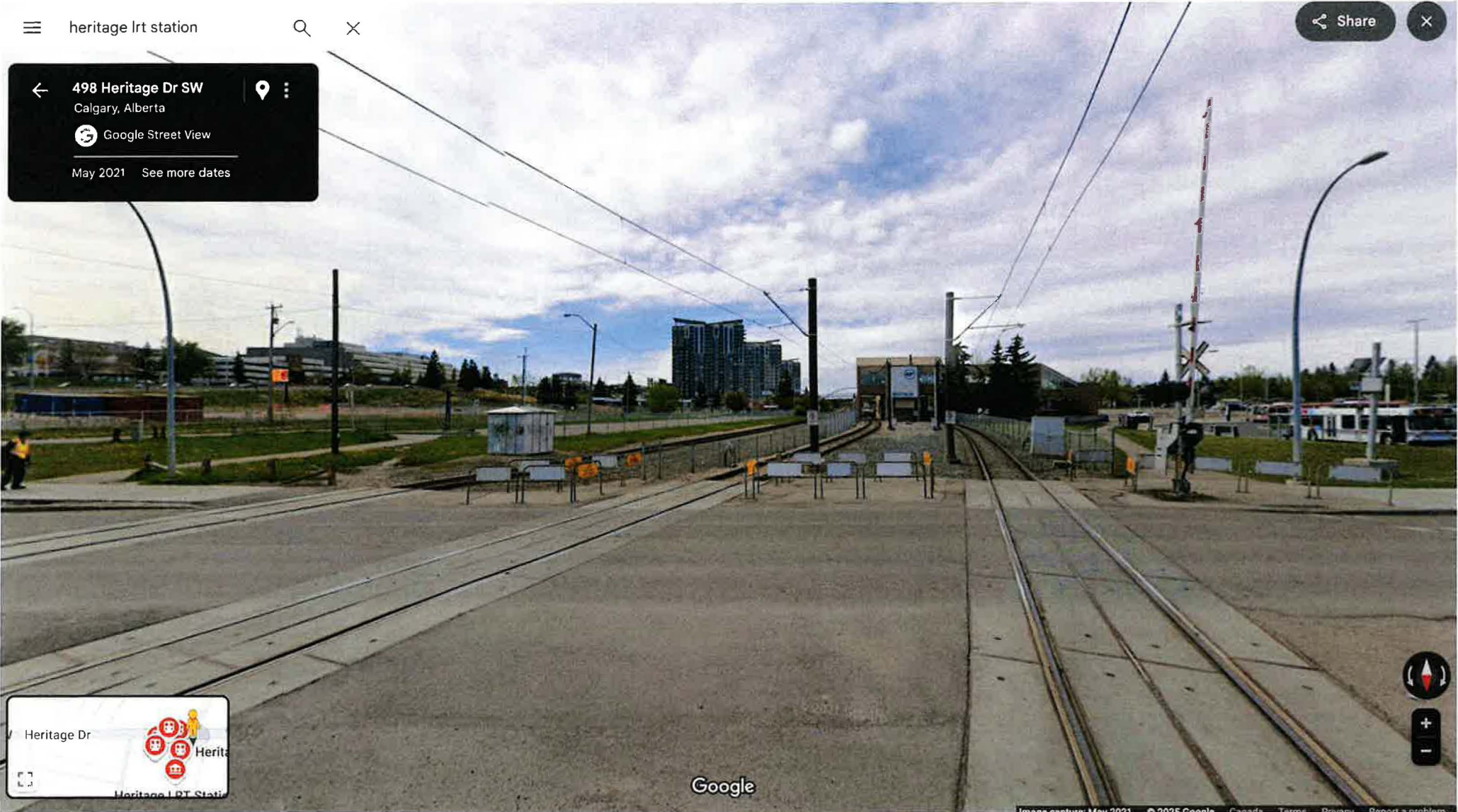


498 Heritage Dr SW
Calgary, Alberta



Google Street View

May 2021 See more dates



Heritage Dr



Herita

Heritage LRT Station

Google

Imagery captured May 2021 © 2021 Google Canada Terms Privacy Report a problem

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.