Calgary

East Calgary International Avenue Communities

Local Area Plan

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Note: This office consolidation includes the following amending Bylaws:

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1	79P2025	2025 November 18	(a) Map 3 – Amend (b) Map 4 – Amend

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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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 Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6. The Plan acknowledges all Indigenous people who have made Calgary their home.

Guided by the White Goose Flying Report, The City's response to the findings and calls to actions of the Truth and Reconciliation Commission and the Indigenous Policy, a Council-approved policy which outlines meaningful ways forward and policy opportunities to grow from and build common ground. 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.

What is the East Calgary International Avenue Communities Local Area Plan?

The East Calgary International Avenue Communities Local Area Plan, or Plan, provides the long-term vision specific to the East Calgary International Avenue Communities and presents a broad strategy for community growth and change. With guidance from the **Municipal Development Plan (MDP**), this Plan provides community-specific policies related to land use planning and development. The following provides a summary of how everyone from the public to a developer can best use this document. Key content of the Plan is summarized below.

The Municipal Development Plan

Calgary's Municipal Development Plan (MDP) is a statutory plan that lays out a vision for how the city will grow and develop over the next 30 to 60 years. Alberta's Municipal Government Act requires that the council of every municipality must adopt an **MDP** by bylaw.

Together with the Calgary Transportation Plan (CTP), the **MDP** sets a long-term strategy of a more sustainable city form for Calgary and the transportation network to serve it. To do so, the **MDP** encourages growth within the city to make the best use of existing land, reduce the cost of City services, locate residents closer to where they work, shop and play and support increased mobility options. The long-range target set in the MDP is to accommodate 50% of Calgary's future population growth to the Developed Areas over the next 60 to 70 years, starting in 2009.

(Source: The City of Calgary, **Municipal Development Plan** 2020).

Chapter 1 Visualizing Growth

Chapter 1 of the Plan contains contextual information, as well as the Plan vision and core values that support this vision. The vision and community context guide the application of this Plan and will continue to direct planning and development in the East Calgary International Avenue Communities through the implementation of the core values.

Chapter 2 Enabling Growth

To achieve the vision and core values of Chapter 1, Chapter 2 of the Plan sets out the Future Growth Concept for the East Calgary International Avenue Communities. The Plan applies urban form categories and scale modifiers, as well as **built form**, general and area-specific policies to the local context.

Urban Form Categories

Map 3: Urban Form shows the urban form categories in the East Calgary International Avenue Communities and should be used as a starting point when determining the general function envisioned for a specific area. Readers should review Section 2.2 Urban Form Categories, which provides further details and applicable policies that apply to each urban form category.

Scale Modifiers

Scale modifiers are used to complement an urban form category to provide additional **built form** policies for specific locations. Map 4: Building Scale shows where the different scale modifiers are applied. Readers should review Section 2.3 Scale Modifiers, which introduces each scale modifier and its associated policies.

General and Area Specific Policies

The remaining sections in Chapter 2 provide general policies and additional design considerations that apply on a Plan-wide or site-specific basis. This Plan provides general policies, which primarily focus on the interface of the **public space** with buildings and more specific policies that apply to areas such as **Main Streets, transit station areas** and **Activity Centres**. The additional design consideration provides policy guidance on planning matters, such as mobility, culture and sustainable development.

Chapter 3 Supporting Growth

Chapter 3 of this Plan identifies specific objectives and investment priorities for supporting growth and change within the East Calgary International Avenue Communities. This chapter is intended to set out high-level, strategic direction to inform how investments are made to support the Future Growth Concept.

Chapter 4 Implementation and Interpretation

Chapter 4 contains policies regarding the legal interpretation, status and limitations of the Plan. The Plan is a statutory plan, as outlined in the Municipal Government Act and must be read in conjunction with the **Municipal Development Plan**, Calgary Transportation Plan and other City of Calgary policy documents. Chapter 4 also contains a Glossary of common terms used throughout the Plan, which are bolded throughout the text.

Appendices

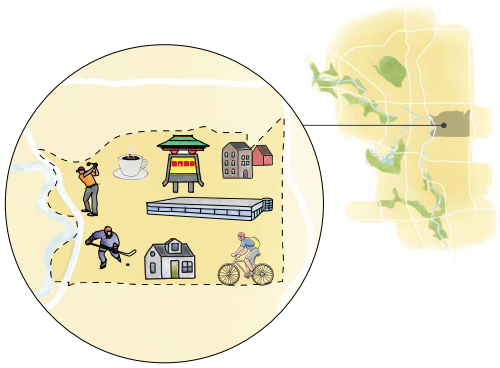
Additional non-statutory plan information can be found in the Appendices, including Appendix A: Investment Opportunities, Appendix B: Regional Corridors and Context Map, Appendix C: Mobility, Appendix D: Constraints and Appendix E: Additional Historical Information. The appendices contain information intended to support the vision and core values of the Plan.

Figure 1: Policy Relationship



Citywide: Looking ahead 60 years

Calgary's **Municipal Development Plan** outlines a broad vision and long-term goals for how Calgary should grow and develop over the next 60 years.



Local: Looking ahead 30 years

Local area plans identify and guide where and how future growth, change and reinvestment could happen within a specific area.

Local area plans must align with the broader direction of the **Municipal Development Plan**, but provide more localized and specific guidance.

1 Visualizing Growth

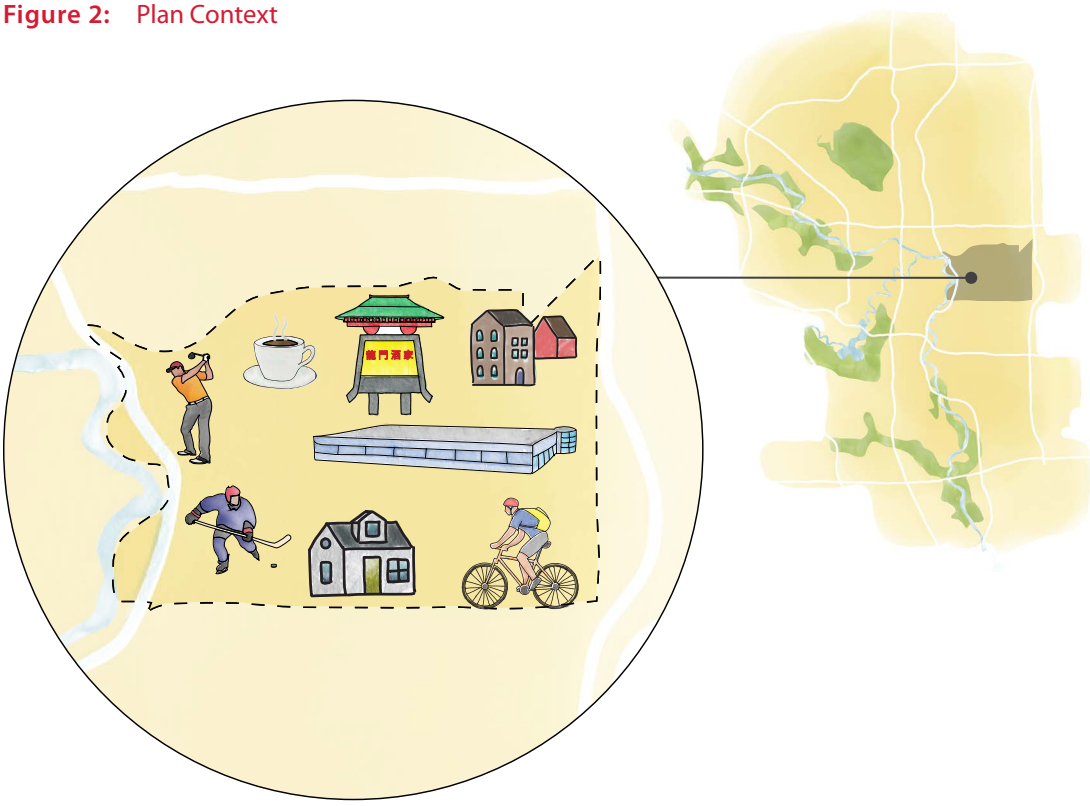
1.1 Introduction

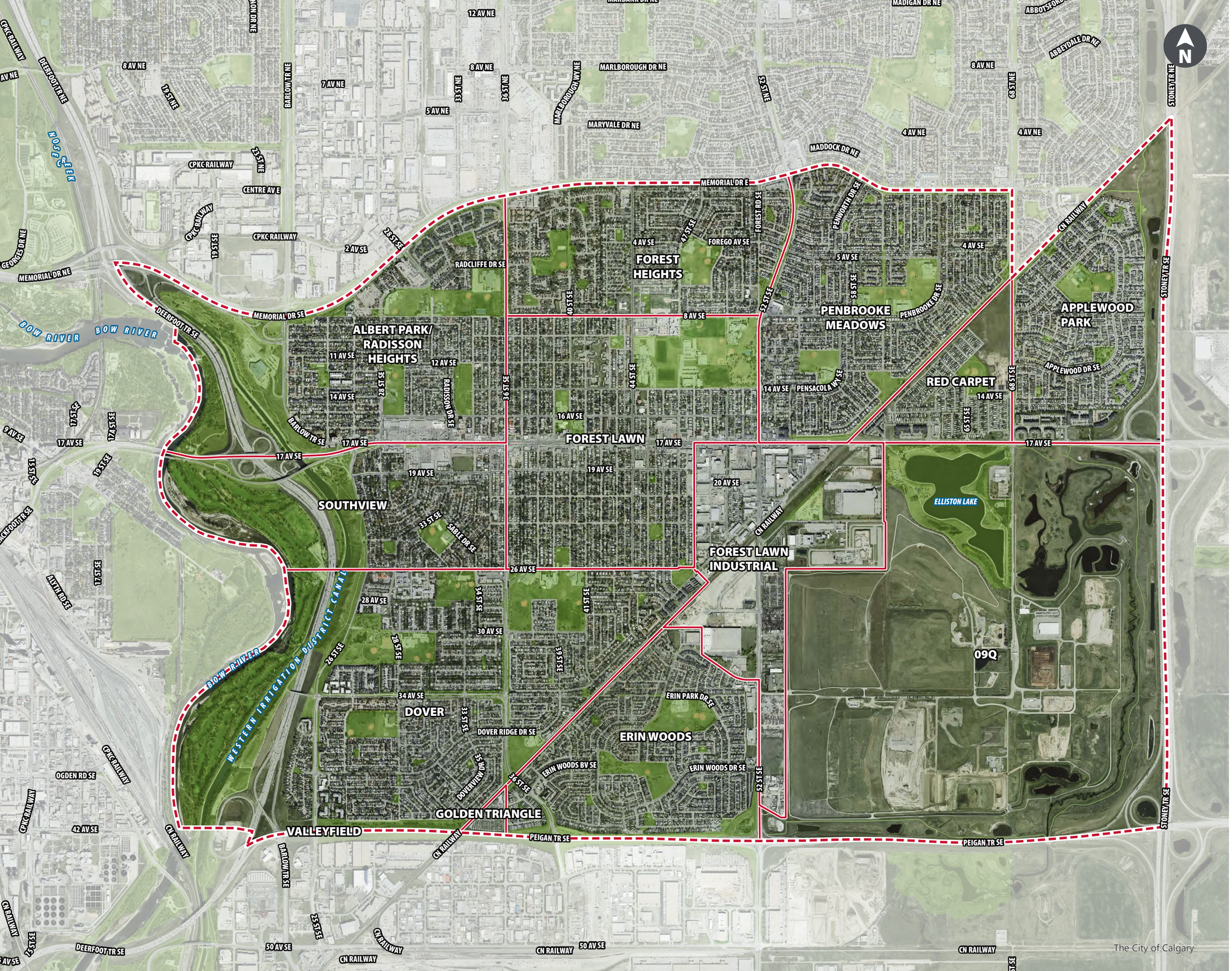
The East Calgary International Avenue Communities Local Area Plan (Plan) is a statutory policy document that provides a framework for long-term vision and guides local growth and change in the communities. The Plan takes a multi-community approach and includes a mixture of residential and industrial communities with Memorial Drive E to the north, Peigan Trail SE to the south, Stoney Trail S to the east and Bow River to the west (Figure 2: Plan Context), known as the Plan Area. The Plan recognizes and builds upon the history and uniqueness of each community through shared assets, amenities, public parks and open spaces, **transit station areas** and 17 Avenue SE Urban **Main Street**, also known as International Avenue, which naturally brings people and communities together.

The Plan Area consists of Albert Park/Radisson Heights, Applewood Park, Dover, Erin Woods, Forest Heights, Forest Lawn, Forest Lawn Industrial, Penbrooke Meadows, Red Carpet, Southview, 09Q and a portion of Golden Triangle (Map 1: Community Context).

The Plan will guide development and identifies amenities and **infrastructure** needed to support growth in the East Calgary International Avenue Communities. The Plan is meant to be updated periodically as development and change occur.

Figure 2: Plan Context





Map 1:
Community Context

Legend

- Community Boundary
- Plan Area Boundary

1.2 Vision and Core Values

Vision

The East Calgary International Avenue Communities value the cultural diversity and inclusivity found throughout the Plan Area and continue to evolve into thriving, welcoming and safe neighbourhoods. The Plan aims to provide diverse housing options, well-connected mobility choices, inclusive open spaces, recreation facilities, opportunities to build climate resilience and cultural, artistic and business opportunities for people in and beyond the communities.



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.



Housing Options

Support quality housing development that is diverse and accessible for people from all income levels, ages and cultural backgrounds throughout the Plan Area, particularly near **transit station areas**, International Avenue, commercial areas, major roadways and community amenity areas, to meet the evolving needs of people in all stages of life.



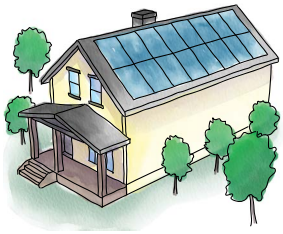
Parks, Recreation and Communities Facilities

Protect and invest in parks, open spaces and recreational and community facilities for people of all ages, cultural backgrounds and abilities to promote overall community wellness, biodiversity and quality of life. Create a safe, accessible and connected open-space system that links neighbourhoods, parks, natural areas and community amenities, such as the escarpment park, community hubs, Elliston Park and Max Bell Centre.



Culture, Arts and Business

Attract and support a variety of arts and culture initiatives, employment opportunities, businesses and services along International Avenue and commercial and industrial areas. Enhance and promote the communities' vibrancy and cultural diversity by fostering a creative and cultural destination hub within the Plan Area enjoyed by the community and all Calgarians.



Low Carbon and Climate Resilience

Reduce greenhouse gas emissions and strengthen resilience to climate change impacts in the community. Reuse and repurpose existing buildings and **infrastructure**, prioritize innovative energy- and resource-efficient building designs for existing and new development and encourage low-carbon mobility choices, such as walking, cycling and transit.



Mobility Choices

Provide people with safe, efficient, well-maintained, connected and accessible year-round mobility choices through a network of transit, pathways, walking and wheeling **infrastructure** and roadways in the community, especially as they move to and through places, including International Avenue, Barlow/Max Bell Light Rail **Transit station area**, Franklin Light Rail **Transit station area**, MAX Purple Bus Rapid **Transit station areas**, Primary Transit Network corridors along 36 Street SE and 52 Street SE and surrounding commercial and residential areas.

Figure 3: East Calgary International Avenue Illustrative Map



1.3 Community Context

History

Calgary is located on the ancestral lands and traditional territories of the people of the Nations that made Treaty 7. These Nations 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 Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6 and home to other Indigenous peoples.

The East Calgary International Avenue area occupies a plain east of the city centre between the Bow River and Stoney Trail SE. Most of the planning area lay outside of Calgary's city limits before 1961. The Dominion Land Survey divided this area in the 1880s, along with the broader region, into 640-acre sections, townships comprising up to 36 sections and ranges made up of townships. Sections of land could be further divided into quarter-sections and offered to agricultural settlers as homesteads, reserved for government or educational purposes, or granted to corporate interests, chiefly the Canadian Pacific Railway (CPR) and the Hudson's Bay Company.

Two years after Confederation in 1867, Canada asserted its sovereignty over the prairies and it dispatched the North-West Mounted Police (NWMP) west in 1874. The following year, the force's F Troop arrived at the confluence of the Bow and Elbow rivers and established the Bow Fort, which was renamed Fort Calgary in 1876. It was built on unceded land two years before Treaty 7 was signed at Blackfoot Crossing in 1877. An Indigenous trail that connected Blackfoot Crossing to the east with the Morley mission to the west passed through the area. In the years following the treaty, signatory nations were made to settle on designated land reserves as a step toward non-Indigenous settlement on their traditional lands.

A small western portion of the planning area (now part of Albert Park/Radisson Heights, Southview and Dover) lies within Township 24, Range 1 West of the Fifth Meridian (in sections 1, 12 and 13). In 1907 and 1910, these sections were annexed incrementally to Calgary, which had been incorporated as a town in 1884 (following the arrival of the CPR the previous year) and as a city in 1894. The rest of the planning area lies further east in Township 24, Range 29 West of the Fourth Meridian (within sections 1–4 and 9–16). This area lay outside of Calgary before 1961 when The City annexed the Town of Forest Lawn and its surrounding district. Additional annexations in 1974, 1979, 1981 and 1989 brought the entire planning area within city limits.

Farmers acquired land in the planning area from the government as homesteads or by purchase from the CPR, which received land grants in this area as it did across the prairies as a government incentive to build the transcontinental railway. Beginning in 1896, Ottawa expedited agricultural settlement in western Canada, largely through immigration from Great Britain, Europe and the United States. Many other settlers came from central and eastern Canada. This large population influx contributed to Calgary's rapid growth early in the 20th century and to a real estate boom that prompted land speculation. Additional local factors included the creation of Chestermere Lake through irrigation activity and the promotion of Chestermere as a resort destination. The CPR's Western Irrigation District canal, built in 1903–06, frames the western edge of the area as it carries water from the Bow River to the Chestermere Lake reservoir.

In 1911, the Chestermere Calgary Suburban Railway Co. proposed building an inter-urban railway line through the planning area. The project advanced as far as placement of poles and stockpiling of railway ties, but the line was never built. This evidently informed the myth that promoters of the planning area had tricked investors by placing railway ties and claiming, falsely, that a streetcar line would soon connect their developments with Calgary.

Another local factor was the expected routing of the Grand Trunk Pacific Railway (GTP) line into Calgary through Hubalta, as this proposed railway townsite in the future Forest Lawn Industrial district was named in 1910. The GTP line was completed in 1914 and passenger and freight service to Hubalta and Calgary stations began that year. The GTP was later merged with the Canadian Northern Railway to form Canadian National Railways (CNR) and the tracks remain as the boundary between Dover and Erin Woods, Dover and Golden Triangle and Penbrooke Meadows and Red Carpet. The tracks bisect Forest Lawn Industrial and form a boundary for Applewood Park.



Photo: "Grand Trunk Pacific Railway station at Hubalta, Alberta.", 1912, by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU190309 (Legacy Identifier: NA-2025-1)

Early in the twentieth century, Calgary experienced an economic and population boom that transformed it into a regional wholesale and distribution centre. Outside of the city limits, speculators—and, in some cases, local farmers—began registering subdivision plans for new business, industrial and residential developments on land that was expected to become part of Calgary or its metropolitan area. Many of these subdivisions were registered in the area between 1906 and 1912. There, prospective developers included, among others, outside investors like Calgarians C.T. Gilbert (who subdivided Forest Lawn) and A.J. Smyth (Albert Park) and local farmers Thomas Beveridge (Hazeldean in present-day Dover) and David D. Oughton (Oughton Estates in what is now Radisson Heights). Others created subdivisions with names like Golden Rose Park, Hubalta Park, Louise Park, Mountain View and Victoria Square.

A few, including Albert Park, Forest Lawn and Hubalta were actually developed; others remained on paper only. Victoria Square emerged as an industrial area, as originally intended. All of this development was located within Local Improvement District No. 220, which was established in 1912 and was redesignated as a municipal district in 1918. It was eventually renamed Municipal District of Shepard No. 220.

Calgary's real estate boom ended in 1913 and the subdivisions evolved as the unincorporated hamlets of Albert Park, Forest Lawn and Hubalta, all located within and administered by the municipal district. They were situated between Calgary's eastern limit and the CNR tracks to the east. Low taxation and living costs attracted residents, although the hamlets lacked most municipal infrastructure. By the early years of the Great Depression, a substantial portion of the municipality's population and most of its relief recipients, lived in the hamlets. Residents could avail themselves of Ernie Lock's horse-and-buggy transportation link to Calgary in 1921–22, followed by Ben Boswell's motorized service in 1924.

In 1934, in an apparent effort to ease the municipality's relief burden, the province withdrew the hamlets and reorganized them into two villages, Albert Park and Forest Lawn. A single appointed official administered both. The villages were reorganized in 1935 as a singular entity, the Village of Forest Lawn. An elected three-member council replaced the official administrator in 1946 and in 1952, Forest Lawn was re-incorporated as a town. Around the same time, Forest Lawn's counterpart suburbs northwest of Calgary were also incorporated. Bowness, along with its namesake park and streetcar link to the city, originated before the First World War; it became a village in 1948 and a town in 1951. Montgomery began in 1946 as a Second World

War veterans' housing project and was incorporated in 1958, first as a village and soon after as a town. Midnapore, a 19th-century settlement south of Calgary, remained an unincorporated hamlet.

To a certain extent, the incorporated border communities developed as commuter or dormitory suburbs where people who worked in Calgary could afford lower-cost housing than the city offered. Within a few years of the Leduc oil discovery in 1947, Calgary looked to the annexation of neighbouring lands to accommodate future growth. The border communities served as physical impediments to the east and northwest and they contributed to decentralized, uneven urban development. Edmonton faced a similar situation with its fringe communities. In response, the provincial government appointed the McNally Royal Commission on the Metropolitan Development of Calgary and Edmonton in 1954. The commission's 1956 report recommended that Calgary establish a single municipal authority by annexing its satellite communities. That year, Forest Lawn adjusted its street numbers to align with Calgary's and addresses along the town's avenues were consequently re-numbered.

Annexation was an expensive prospect requiring regulatory approval by the Public Utilities Board and it did not occur immediately. Meanwhile, Forest Lawn maintained an independent identity and its town council even contemplated city status. The community had its own newspaper (the Weekly Capital, with the Town paying for a subscription for every household) and bus service to Calgary (the privately-owned Forest Lawn Bus Service, which used three surplus Ford buses purchased from the Calgary Transit System). Forest Lawn applied successfully for its own land annexations in 1950 and 1952 and in the late 1950s it competed with Calgary over the right to annex potential industrial land that lay between the two municipalities. In 1961, the Board approved Calgary's application and ordered that Calgary also annex Forest Lawn, as the town had no future without the industrial zone. Mayor Chris Akkerman and his council opposed Calgary's takeover of Forest Lawn and the entire council resigned in protest just days before the annexation, which took effect December 31, 1961. Not everyone was displeased; in a series of plebiscites held between 1958 and 1961, a majority of the town's approximately 10,000 residents expressed a desire to join Calgary.



Photo: Forest Lawn Mayor Chris Akkerman (left) receiving key to the city from Calgary Mayor Harry Hays (right). The town of Forest Lawn was made part of the city of Calgary in 1961.

The 1961 annexation included extensive rural lands beyond the Town of Forest Lawn's municipal boundaries and it comprised most of the planning area. It even brought Midnapore into the city limits. Montgomery was annexed in 1963, followed by Bowness in 1964. Calgary thus effected the uni-city approach that the McNally Commission had recommended. It established a singular municipal authority within the metropolitan area, allowing for a unified approach to planning and provision of services while preventing duplication and incompatibility.

In time, private developers, in concert with The City, established new residential districts in the annexed planning area, including Radisson Heights (within the existing Albert Park district, 1964), Penbrooke Meadows (1969), Dover (circa 1970), Red Carpet (circa 1970) and Erin Woods (circa 1980). Southview and Forest Heights had been subdivided in 1950 and 1960 respectively before the annexation. Applewood Park (1982) was developed east of the 1961 annexation area in land annexed in 1979 and 1981.

The Plan Area has always attracted new Canadians, but the ethnic and cultural backgrounds of its population have changed drastically over time. Early settlers were Canadian-born or had come from the United Kingdom, the United States, or northern Europe. Canadian immigration policies varied over time and by the 1920s they involved a graduated scheme that gave preference to northern Europeans and Americans, secondary preference to central and eastern Europeans and limited entry of certain other groups. In time, the Forest Lawn area attracted newcomers from a variety of European backgrounds, many of them Polish or Ukrainian. But racial bias and other forms of discrimination informed Canadian immigration policy for decades and contributed to maintaining a largely white, Christian population.

There were exceptions. A family from India settled in Forest Lawn in 1930 and a Black man named Frieman, who lived south of the Forest Lawn Store, owned a wagon and team of mules and operated a contracting business. In 1960, Calgary's first mosque opened in the former St. Luke's Anglican Church (3027–17 Avenue SE).



Photo: St. Luke's Anglican Church, Calgary, Alberta," 1971-06-08, by Alison Jackson. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary. Located at 3019 - 17th Avenue SE, Forest Lawn district. Built circa 1912. By 1973 it was the Calgary Muslim mosque.

Canada eased immigration restrictions after the Second World War and abolished the 1923 Chinese Exclusion Act in 1947. However, racial discrimination remained part of immigration policy until 1962. Later in the 1960s, Canada signed a United Nations convention on refugees and adopted a points system for evaluating prospective immigrants. A new immigration policy in 1978 emphasized diversity, non-discrimination and family reunification. These policy changes dramatically altered the nature of immigration to Canada and, consequently, to Calgary. Low-cost, social and subsidized housing contributed to the area's attractiveness to immigrants and refugees who were now coming from countries around the world.



Photo: Yung Sun Lee, owner-manager of Lee's Fish and Oriental Foods in Forest Lawn Centre (3012–17 Avenue SE) Calgary, Alberta, 1979, by Sue Brun, Calgary Herald. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

By the 1986 census year, East Calgary International Avenue area was distinctive within Calgary for its first-generation immigrant population (24.5% compared with a city-wide figure of 21.2%) and for those with a first language other than English (20.7% in Plan Area, 15.3% city-wide), including Arabic, Chinese, German, Spanish and Vietnamese. By 2016, area residents included Amharic, Cantonese, Dinka, Ilocano, Portuguese, Punjabi, Romanian, Russian and Tagalog speakers. That year, while 36% of Calgarians identified themselves as visible minorities, that figure ranged in the area from 20% in Southview to 71% in Applewood Park. Indigenous people and Métis in the area make up a greater percentage of the population than in the city at large.

Changing demographics led businesses and services in the area to manifest a wider cultural diversity and 17 Avenue SE fostered a new identity as International Avenue. This informed the name of the International Avenue Business Revitalization Zone (BRZ), which was established in 1993. Along with its advocacy for the business district, the BRZ has contributed to liveability, vitality and safety through special events (such as "Around the World in 35 Blocks" food tours), procurement and installation of design elements (including cultural murals, public art, site amenities and trees) and engagement and advocacy on planning and transportation issues. It contributed to the establishment of the International Avenue Arts and Culture Centre in 2001 and to the creation of GlobalFest, an annual fireworks and cultural festival at Elliston Park, in 2003.

"Greater Forest Lawn Heritage," a public mural created by artist Eldon Walls, is one of many works of public art commissioned by the BRZ. Installed in 2001 and prominently displayed outside a strip mall in Southview (at 3111–17 Avenue SE, adjacent to Unity Park), "Greater Forest Lawn Heritage" depicts key personalities and places from the planning area's early history, with particular reference to 17 Avenue SE and its surroundings. Extensive public engagement with area seniors informed the mural's contents.

Nearby, the privately-funded Journey to Freedom Park (1907–17 Avenue SE), also in Southview, opened in 2022 to honour the thousands of Vietnamese refugees who came to Canada in the 1970s and the Canadians who welcomed and helped them. The Calgary Vietnamese Canada Association raised over one million dollars to build the park and the monument at its centre.

A further account of the history for each neighbourhood that make up the East Calgary International Avenue Communities is included in Appendix E: Additional Historical Information.



Photo: Journey to Freedom Park opened July 1st, 2022 at 1907 26 Street SE, Calgary, AB. Journey to Freedom Park is a symbol for all immigrants who left their countries to seek a new life in Canada and includes a Vietnamese Boat People Monument to commemorate the lives lost along the way in search of freedom.

Community Characteristics

The Plan Area and surrounding communities contain characteristics that were considered as part of the development of the Plan. These characteristics must be considered throughout all subsequent phases of planning and development. Key characteristics are shown on Map 2: Community Characteristics.

Topography

The Plan Area is characterized by generally high elevation east of the Bow River. The Bow River escarpment forms a portion of the southwestern edge of the area, sloping down to the west towards Deerfoot Trail and the Bow River. The intensity of the ridge reduces towards Memorial Drive E. The elevation across the Plan Area from west to east is relatively constant, with a gentle slope upward towards the northern boundary in the northwestern part of the Plan.

Natural Features and Open Space

The Plan Area is part of the Bow River Watershed and it is east of the Bow River. Components of Calgary's ecological network within the Plan Area include the Bow River valley, comprised of a riparian corridor and escarpment corridor that have been divided by Deerfoot Trail SE, a large grassland and wetland complex east of Elliston Park, Forest Lawn Creek and the connections between these areas. Development adjacent to the Bow River may be subject to flooding and is identified as part of the **floodway** or **flood fringe**. Chapter 2: Enabling Growth includes policies to strengthen resiliency and minimize development impact on the river and the ecological network while supporting intended growth.

The Plan Area also includes a range of regional pathways and open spaces, such as Bow River Pathway, Elliston Park and Valleyview Park. The Western Irrigation District Canal, a Canadian Pacific Railway irrigation project begun in 1906, parallels Deerfoot Trail SE along the start of its route eastward to Chestermere Lake.

Urban Forest Canopy

The East Calgary International Avenue Communities have a mature tree canopy that consists of trees on public and private lands. Healthy tree canopies are critical to climate change mitigation and enhance community wellbeing. As part of the Plan, policies have been provided to help maintain, improve and expand the existing tree canopies across the communities and contribute to broader City climate resiliency objectives.

17 Avenue SE Urban Main Street

In the **MDP**, 17 Avenue SE, also known as International Avenue, is identified as an Urban **Main Street**. It is serviced by the MAX Purple Bus Rapid Transit (BRT) that runs along 17 Avenue SE. The **MDP** includes general policies and development intensity targets for Urban **Main Streets**.

Activity Centres

This Plan identifies a series of Neighbourhood **Activity Centres** located at key intersections such as along 36 Street SE, 8 Avenue SE, 52 Street SE and 68 Street SE. The **Municipal Development Plan** includes general policies for **Activity Centres**.

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** include Barlow Trail SE, 36 Street SE, 52 Street SE, 68 Street SE (north of 17 Avenue SE), 8 Avenue SE and 34 Avenue SE.

Public Transit Infrastructure

The East Calgary International Avenue Communities are served by a range of transit services, including local bus services, Light Rail Transit (LRT) and Bus Rapid Transit (BRT). The Blue Line LRT runs in part along Memorial Drive E and provides services to the city's west and northeast communities.

The MAX Purple BRT line has several bus stations in its dedicated bus lanes along 17 Avenue SE that provide services to downtown and the City of Chestermere. Local bus routes are available and provide connections between communities within the Plan.

Pedestrian and Cycling Infrastructure

The Plan Area includes several pathways and bikeways, such as the regional pathways along Stoney Trail SE, 52 Street SE and the Bow River. Local pathways provide additional connectivity between communities. Shared on-street bikeways are located along collector and residential streets such as 8 Avenue SE, 12 Avenue SE, 19 Avenue SE, 26 Avenue SE and Dover Ridge Drive SE.

Despite existing **pedestrian** and cycling **infrastructure**, connectivity in the Plan Area is impacted by major roads, the freight rail corridor and communities' street layout. There are also areas where the **pedestrian infrastructure** is missing partially or entirely. There are other locations where numerous crossings make it difficult to provide continuous and separated **pedestrian** and cycling **infrastructure**. The mobility policy in this Plan aligns with the city-wide Always Available for All Ages and Abilities, known as the **5A Mobility Network**, providing safe, accessible, affordable, year-round options for transportation and recreation for all Calgarians.

Heritage Resources

The Plan Area does not currently have any recognized **heritage resources**, but **heritage resources** and heritage values that are not legally protected may still contribute to the community.

Historic resources are identified on The City of Calgary's **Inventory of Evaluated Historic Resources (Inventory)**. The **Inventory** does not prevent a **heritage resource** from being altered or demolished, but properties listed on the **Inventory** that request legal protection may be eligible for development and/or financial incentives through The City and the Province of Alberta.

There is the potential for undiscovered **historic resources,** which must be considered as redevelopment occurs and may impact development. Sites assigned a Historic Resource Value (HRV) are required to obtain Provincial approval in accordance with the *Historical Resources Act*.

Civic Facilities and Community Amenities

There are several civic facilities in the Plan Area, including the Max Bell Centre, Ernie Starr Arena and Bob Bahan Aquatic & Fitness Centre. Other amenities and facilities include seven Community Association buildings, numerous schools, the East Calgary Twin Arena and the Forest Lawn Library.

Landfill Setbacks

The East Calgary Landfill is in the southeast corner of the Plan Area in the community of 09Q. The landfill is between Stoney Trail SE and the freight rail corridor, north of Peigan Trail SE and south of 17 Avenue SE. Developments within the landfill setback are subject to the Municipal Government Act.

Airport Vicinity Protection Area

The Airport Vicinity Protection Area (AVPA) regulations outline uses that are prohibited within certain locations in Calgary, identified as Noise Exposure Forecast (NEF) areas, due to potential noise impacts from aircraft flying over communities as they arrive or depart. A portion of Albert Park/Radisson Heights, Southview and Dover are located within AVPA. Properties within the AVPA are subject to the Calgary International Airport Vicinity Protection Area Regulations.

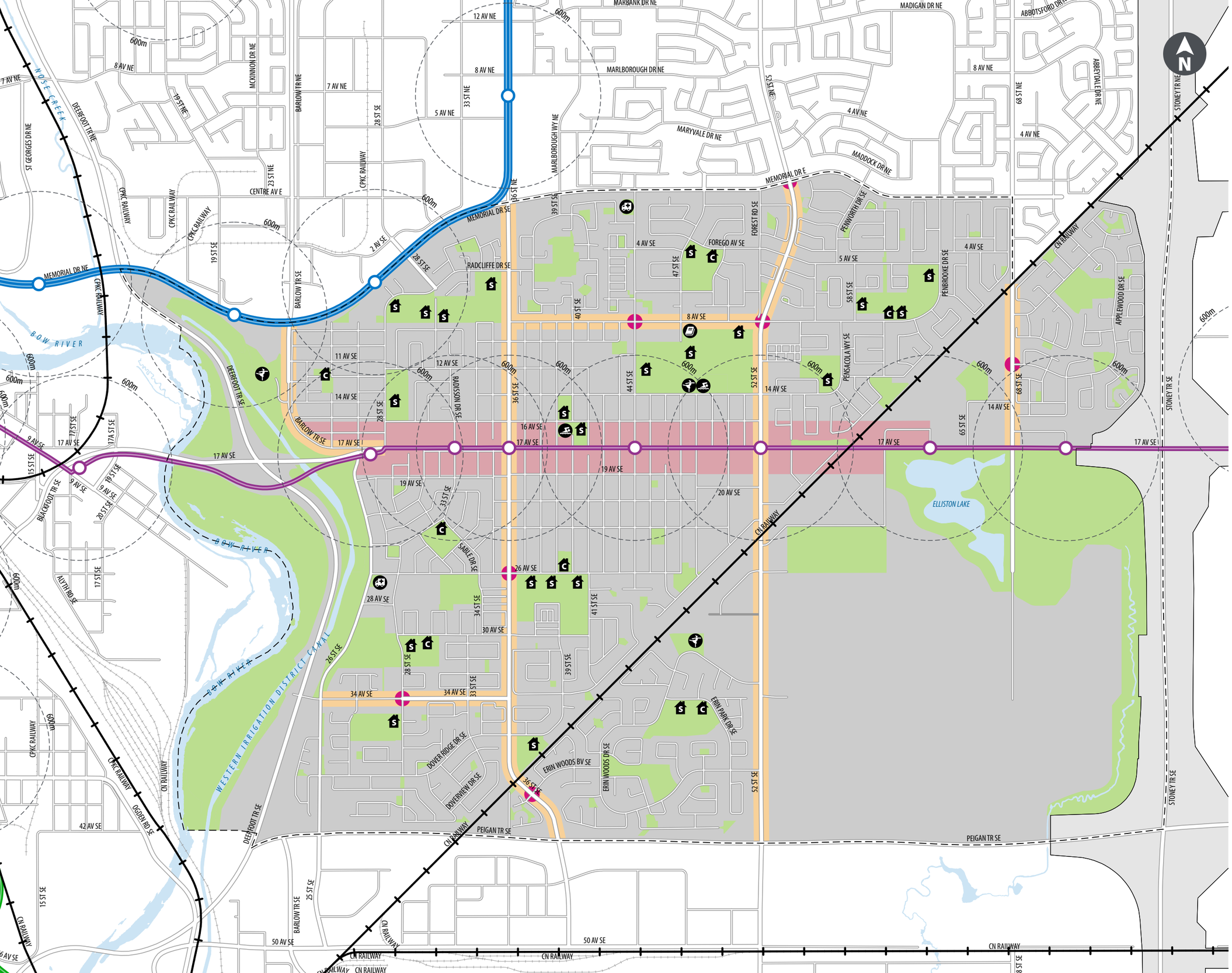
Freight Rail Corridor

A freight rail corridor runs diagonally from northeast to southwest through the Plan Area. Development in proximity to the freight rail corridor is subject to The City of Calgary's Development Next to Freight Rail Corridors Policy and any applicable regulations.

Climate Risk

The East Calgary International Avenue Communities are at significant risk from climate change impacts, such as higher average temperatures, extreme heat, heavy rainfalls and severe storms. These risks will increase over time as climate change intensifies and will affect the East Calgary International Avenue Communities in many ways, such as harm to the health of residents, damage to buildings and **infrastructure** and negative impacts to natural assets and areas. Planning for climate adaptation is critical to reduce the risk to community members. Interventions like improving **public spaces** to provide shade and cooling and enhancing the permeability of the land can reduce climate risks from extreme heat and heavy rainfall respectively.

Map 2:
Community Characteristics



Legend

- Aquatic and Recreation Centre
- Arena
- Community Centre
- EMS Station
- Library
- School
- Blue Line LRT
- Future Green Line LRT
- MAX Purple
- Distance from Station
- Freight Rail Corridor
- Community Corridor
- Neighbourhood Activity Centre
- Urban Main Street
- Parks, Civic and Recreation
- Plan Area Boundary
- Transportation/ Utility Corridor

2 Enabling Growth

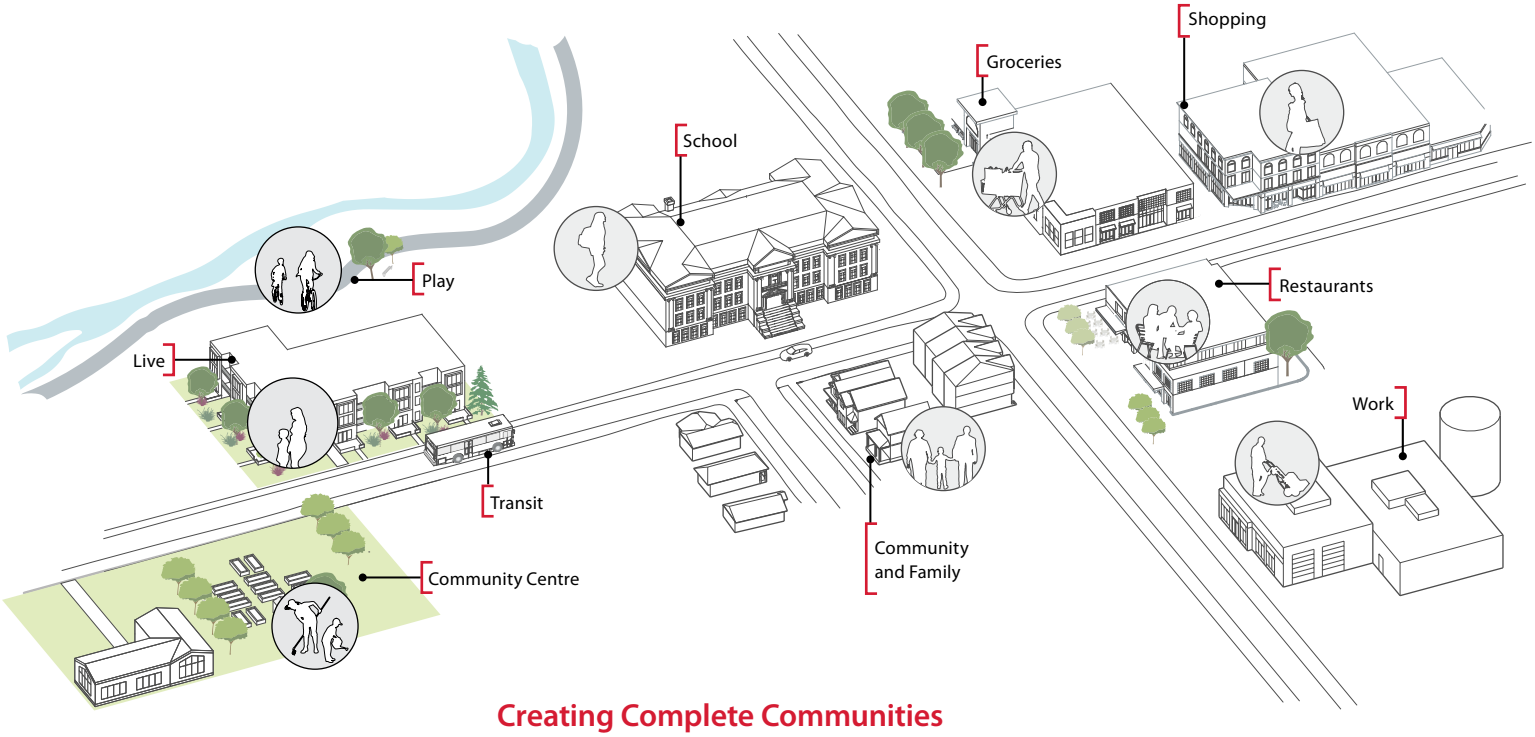


2.1 Introduction

The Plan sets out the framework for growth and change that recognizes and builds on the characteristics of the East Calgary International Avenue Communities. Policies in this section provide the direction to realize the Plan's vision and core values.

The Plan guides future growth around 17 Avenue SE Urban **Main Street**, Blue Line LRT and MAX Purple BRT **transit station areas**, Neighbourhood **Activity Centres**, neighbourhood commercial areas, major roadways, **community corridors** and areas around community amenities. The Plan also supports continued evolution and change within the East Calgary International Avenue Communities, focusing on moderate residential growth throughout the Plan Area.

Figure 4: Complete Communities



Creating Complete Communities

Our journeys are supported by the city around us—the sidewalks, lights, buildings, open space, roads and transit service. The way a community is built-out and evolves should support the activity of the people who are there and those who will be there in the future.

2.1.1 Future Growth Concept

The Future Growth Concept set out in this Plan envisions accommodating growth and change in key areas identified in the **Municipal Development Plan** through planning and technical analysis and the public engagement conducted during the drafting of this Plan. The Plan builds upon the characteristics and attributes of the East Calgary International Avenue Communities and the policies in this section provide the direction to realize the vision and core values.

This Plan envisions the highest densities and activities along 17 Avenue SE Urban **Main Street** and **community corridors**, Blue Line LRT and MAX Purple BRT **transit station areas** and Neighbourhood **Activity Centres**. These areas will attract residents and visitors to recreate and enjoy shops and restaurants. New developments in these areas will be well-designed buildings with a mixture of Low Scale-Modified to High Scales that promote high-quality **public spaces** and street experiences.

Major roadways and **community corridors** such as Memorial Drive E, 36 Street SE, 44 Street SE, 52 Street SE, 68 Street SE, 8 Avenue SE and 34 Avenue SE are envisioned to accommodate moderate residential growth and provide opportunities to support local businesses and amenities. Development may range from Limited to Low Scales, with High Scales closer to Neighbourhood **Activity Centres**.

The Plan envisions the industrial areas continuing to support various forms of light and medium industrial uses that contribute to the area's economic diversity. Heavy industrial use is recommended to be limited to the East Calgary Landfill site within the Plan Area.

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

Map 3: Urban Form illustrates the general location of urban form categories and the block pattern in the Plan Area. These categories describe the primary community functions, type of land uses (housing, commercial, industrial, parks, civic and recreation and natural areas) and policy direction for the East Calgary International Avenue Communities. Urban form categories can respond to the local context through additional policy.

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

Map 3
Urban Form

Legend

Urban Form

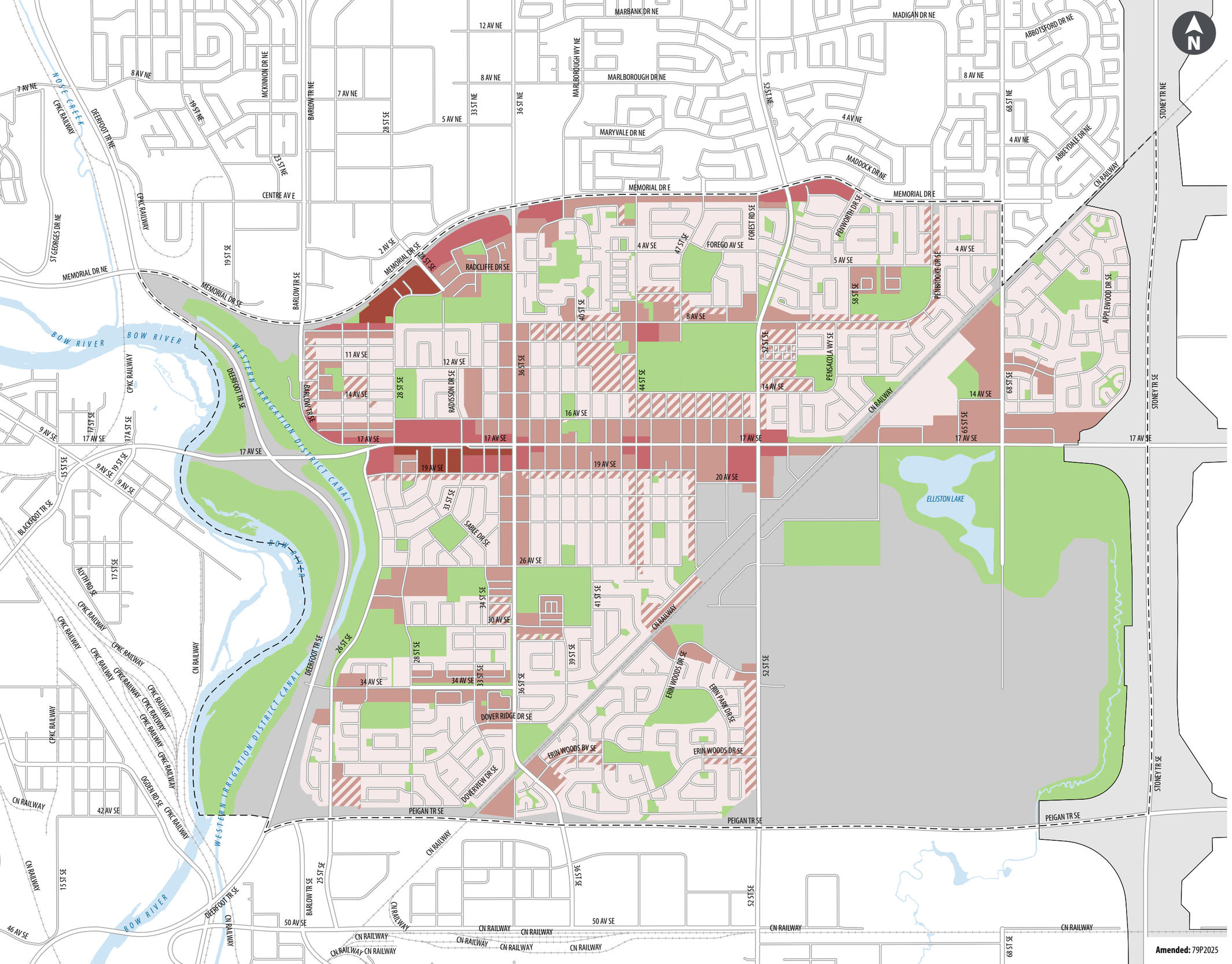
- Neighbourhood Commercial
- Neighbourhood Flex
- Neighbourhood Connector
- Neighbourhood Local
- Commercial Corridor
- Industrial General
- Industrial Heavy
- Natural Areas
- Parks and Open Space
- City Civic and Recreation
- No Urban Form Category

Additional Policy Guidance

- Comprehensive Planning Site
- Special Policy Area
- Active Frontage
- Plan Area Boundary
- Transportation/ Utility Corridor

Amended: 79P2025

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
- Parks, Civic and Recreation
- Plan Area Boundary
- Transportation/ Utility Corridor

Amended: 79P2025

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 relationship between the urban form categories demonstrates how the different areas of a community relate to and support each other.

There are ten urban form categories that direct land use and **built form** in the East Calgary International Avenue Communities. This section identifies the characteristics of the urban form categories and where they apply, as well as the type of 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 and additional general **built form** policies to be applied.

Urban Form Categories

Neighbourhood

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

Vehicle-Oriented Commercial

- Commercial Corridor

Industrial

- Industrial General
- Industrial Heavy

Parks, Civic and Recreation

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

May overlay any urban form category:

- Special Policy Area
- Comprehensive Planning Site

Additional Policy Guidance

Only applies to an urban form category where noted:

- Active Frontage



Figure 5: 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 space** with features such as landscaping, sidewalks, seating, 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 integrate sensitively into the community. Residential areas may also accommodate a range of commercial activities, including childcare, small-scale manufacturing and home-based business.

2.2.1.1 Neighbourhood Commercial and Neighbourhood Flex

Neighbourhood Commercial and Neighbourhood Flex represent the more commercially oriented areas of the East Calgary International Avenue Communities, where people go to shop and gather. While people also live in these areas, **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. along **Main Streets** and in areas of high **pedestrian** activity;
   ii. within **transit station areas**; or,
   iii. where the use interferes with access to cycling **infrastructure**.

Site, Building and Landscape Design

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

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, where possible;
   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 texture, 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 sidewalks;
   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 **public spaces**.

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 broadest range of commercial uses compared to other urban form categories. Buildings are oriented to the street, with units supporting 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.

Active Frontage areas on Map 3: Urban Form indicate areas where the ground floor must contain **active uses**.

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.

Site, Building and Landscape Design

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

c. Development in Neighbourhood Commercial areas should:

   i. integrate 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.

d. **Public space** in Neighbourhood Commercial areas should be designed to support high volumes of **pedestrians** in all seasons through features such as wide sidewalks, street furniture and lighting.

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

f. Development in Active Frontage areas should support **active uses**. This may include, but is not limited to:

   i. frequent entrances and windows that maximize views to and from the street;

   ii. setbacks to accommodate an extension of the use outside of the building, such as patios and display areas; and,

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



2.2.1.3 Neighbourhood Flex

Neighbourhood Flex areas are characterized by a mix of commercial and residential uses. Buildings are oriented to the street with units that may accommodate commercial uses, offices, personal services, institutional uses, recreation facilities and residential uses on the ground floor. Uses may be mixed horizontally or vertically within a building or a block.

Policy

Land Use

a. Development in Neighbourhood Flex areas should support a range of uses on the ground floor facing the street.

Site, Building and Landscape Design

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

b. **Public space** in Neighbourhood Flex areas should be designed to support moderate to high volumes of **pedestrians**.

2.2.1.4 Neighbourhood Connector and Neighbourhood Local

Neighbourhood Connector and Neighbourhood Local represent the more residentially oriented areas of the East Calgary International Avenue Communities. While some commercial and work from home opportunities exist here, **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 of a community should:

- **i.** be primarily residential uses; and,
- **ii.** support a broad range and mix of housing types, unit structures and forms.

b. Development in Neighbourhood Connector and Neighbourhood Local areas may include a range of **work-live units** or home-based businesses.

Site, Building and Landscape Design

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

c. Development in Neighbourhood Connector and Neighbourhood Local areas should:

- **i.** consider the local **built form** context;
- **ii.** be oriented towards the street;
- **iii.** consider shadowing impacts on neighbouring properties; and,
- **iv.** provide access to off-street parking and loading areas from the lane, where possible.

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 residential 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, where feasible;
- **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 and lane.



2.2.1.5 Neighbourhood Connector

Neighbourhood Connector areas are characterized by a broad range of housing types along higher activity streets. These areas may accommodate small-scale commercial uses to meet residents' daily needs and often provide connections to other communities. **Public spaces** may include features such as wide sidewalks and cycling **infrastructure**.

Policy

Land Use

a. Development in Neighbourhood Connector areas should support a higher frequency of units and entrances facing the street.

b. Development in Neighbourhood Connector areas may include local commercial uses to serve nearby residents, such as cafes, corner stores, **retail**, personal service uses, **work-live units** or home-based businesses.

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

Site, Building and Landscape Design

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

d. Non-residential development in Neighbourhood Connector should:

- **i.** provide **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. **Public spaces** may include features such as landscaped boulevards and public street trees.

Limited Scale Policies

The policies in this section only apply to Neighbourhood Local areas with the Limited Scale modifier. Limited Scale policies recognize that single-detached housing may be developed anywhere within Neighbourhood Local, Limited Scale areas.

Policy

a. Secondary suites are supported where already allowed by the existing land use designation and are not considered a unit in the following policies.

b. Building forms that contain three or more residential units in Neighbourhood Local, Limited Scale should be designed to complement the surrounding context and consider the impacts of massing, lot coverage and setbacks on the following:

- **i.** access to sunlight and shade on adjacent parcels; and,
- **ii.** protection of existing, healthy trees or landscaping on the parcel where appropriate.

c. Multi-residential building forms should not be supported within areas shown in Map 3: Urban Form as Neighbourhood Local and Map 4: Building Scale as Limited Scale.

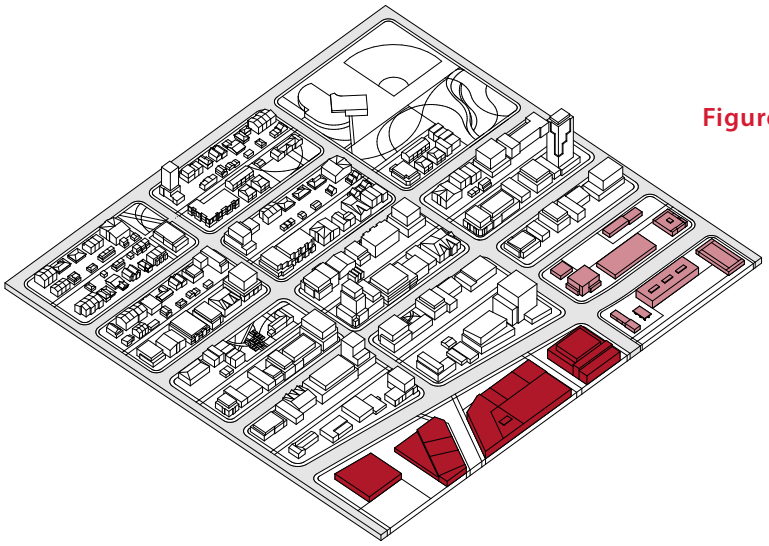


Figure 6: Vehicle-Oriented Commercial Urban Form Categories

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 or on parcels along higher volume roads that have limited opportunities for street-facing commercial development. 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 development and provide a comfortable **pedestrian** experience that improves connectivity to and within these sites. The incremental improvements policy in Section 2.4.2.2 guides discretion, where limited redevelopment is proposed.

Policy

Land Use

a. Development in Vehicle-Oriented Commercial areas of a community 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 that are located outside of the landfill and waste management facility setbacks 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 in any one or more of the following:

   i. in areas of high **pedestrian** activity;

   ii. within **transit station areas**; or,

   iii. where the use interferes with access to cycling **infrastructure**.

Site, Building and Landscape Design

In addition to the general site, building and landscape design policies in Section 2.4, the following policies apply to the Vehicle-Oriented Commercial areas:

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 where possible;
- **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 texture, 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, noise, vibration, light, or waste impacts that are disruptive to adjacent uses.

h. Development 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 activities 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 where feasible;
- **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 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.

Policy

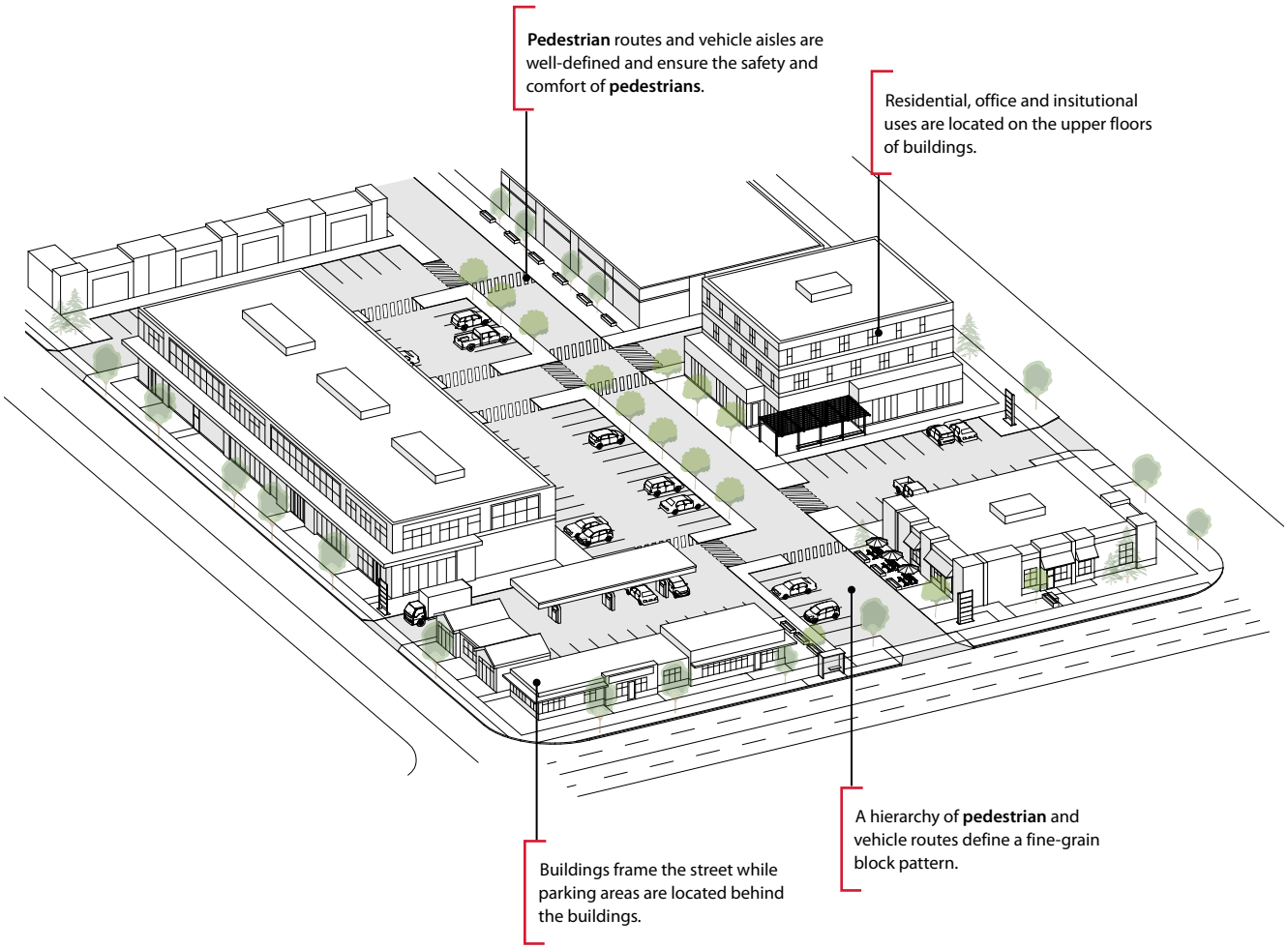
Site, Building and Landscape Design

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

a. Development in Commercial Corridor areas should:

- **i.** support commercial use on the ground floor facing a public street or internal publicly-accessible private street;
- **ii.** establish a fine-grained block pattern through a hierarchy of internal vehicular and **pedestrian** routes;
- **iii.** locate vehicle-access and service areas off a lane, where possible; and,
- **iv.** locate residential, office and institutional uses on the upper floors of buildings.

Figure 7: Commercial Corridor Bird's Eye View



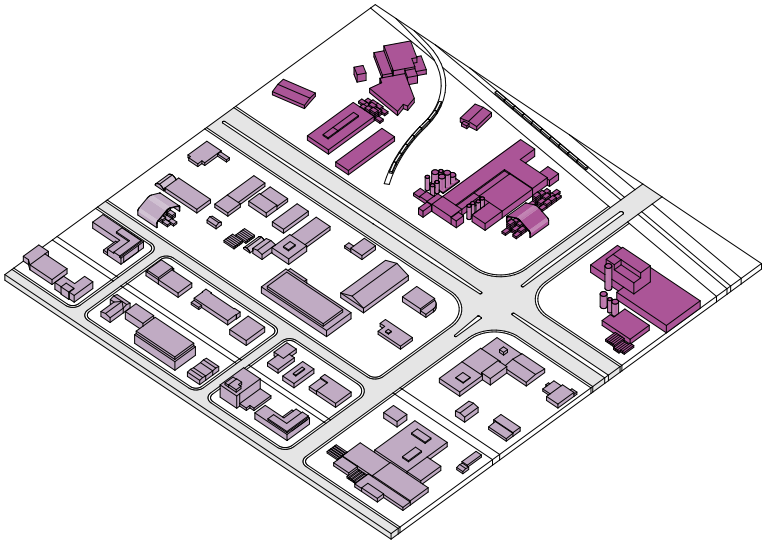


Figure 8: Industrial Urban Form Category

Industrial General
Industrial Heavy

2.2.3 Industrial

Industrial 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.

Policy

Site, Building and Landscape Design

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

a. 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 nearby transit stops; and,
- **iv.** provide landscaped areas and amenity spaces.

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

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

d. When significant changes to a site are proposed, development should provide incremental improvements to support **pedestrian** safety, such as sidewalks and 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 general site, building and landscape design policies in Section 2.4, the following policies apply to Industrial General areas:

c. Development should explore opportunities for renewable energy.

d. Landscaped areas in Industrial General should:

   i. use climate resilient, native and low maintenance plants;

   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, where appropriate.

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

f. Development that contains single use should be designed to enable future conversion for multi-use development.

g. Parking should be located at the rear of buildings or be screened from view of the street.

h. Where surface parking is provided, development is encouraged to include carports or canopies that integrate photovoltaic (PV) technology.

i. When industrial development is located adjacent to residential development, the building and site design should incorporate measures to reduce potential negative effects such as noise, odour, vibration and visual impacts resulting from business operations.

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 general site, building and landscape design policies in Section 2.4.

b. The following policies apply to the Industrial Heavy areas:

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

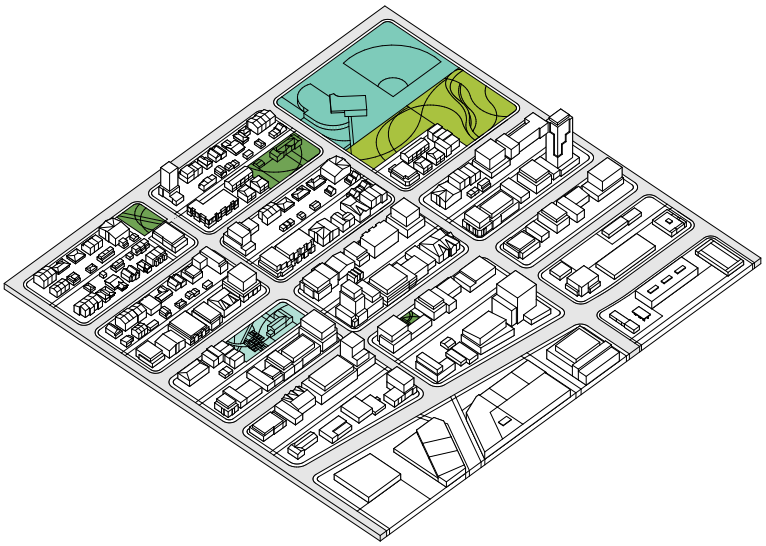


Figure 9: Parks, Civic and Recreation Urban Form Categories

- 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 general site, building and landscape design policies in Section 2.4, the following policies apply to Parks, Civic and Recreation areas:

a. Development within 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 plant material that includes native species that require low maintenance;
- **iii.** consider community gardens;
- **iv.** consider the use of winter-specific design;
- **v.** consider operations and maintenance requirements, such as snow clearing and storage, to prevent inhibiting the primary functions of the site; and,
- **vi.** include 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, where appropriate;
- **v.** consider design that allows indoor spaces to open to the outdoors; and,
- **vi.** identify opportunities to improve building performance, including reducing energy consumption and improving stormwater management.

c. 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 seasons use;
- **ii.** protecting or rehabilitating natural areas;
- **iii.** improving accessibility;
- **iv.** adding additional servicing, such as electrical and water service to allow for future facilities and capacity to support festival activities, where feasible;
- **v.** providing public art or cultural spaces; and,
- **vi.** identifying opportunities for cultural expression.

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

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 using natural materials to minimize disturbance to ecologically sensitive areas and to create a buffer between the Natural Area and adjacent development.

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

d. Riparian areas should be preserved and restored to enhance resilience to river flooding using natural **infrastructure**, where feasible.

e. Prioritize conservation and restoration along the Bow River riparian corridor, escarpment corridor, grassland/wetland complex east of Elliston Park and Forest Lawn Creek corridor.

f. Naturalize and expand parks and open space adjacent to the Bow River riparian corridor, escarpment corridor, grassland/wetland complex east of Elliston Park and Forest Lawn Creek corridor, where possible.

2.2.4.2 Parks and Open Space

Parks and Open Space areas are characterized by publicly-accessible outdoor spaces 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 also contain civic uses, such as schools, community associations and significant publicly-accessible open space. Parks and Open Space areas may include significant historical, cultural, archeological, 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, festival and event spaces and/or sites and social programming;
   iii. commercial services or pop-up and temporary uses that complement the primary function of the site, where possible; and,
   iv. public education programming and interpretive information about local natural history and ecosystems.

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

Site, Building and Landscape Design

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

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, where possible;
   v. account for visibility within and around the site, including lighting, where appropriate;
   vi. provide accessible connections within the site; and,
   vii. recognize the diversity, culture, art and history of the community.

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, educational opportunities and amenities to meet the needs of an increasingly diverse city;
   iii. winter-specific 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 should 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 cultural landscapes and **historic resources** in their design and layout.

j. Parks and Open Space areas may encourage the provision and incorporation of space for community gardens, processing, sales and programming 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 occur 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 municipality-operated buildings.

b. All types of care facilities and **non-market housing** are appropriate in this category and are encouraged to locate 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. on-site **pedestrian** routes that minimize conflicts with vehicles, particularly near access and service areas;
   iii. the 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 general site, building and landscape design policies in Section 2.4, the following policies apply to the City Civic and Recreation areas:

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 the diverse needs in the community;
   ii. be designed in a manner that allows for safe and accessible use by all ages and abilities;
   iii. identify and integrate cultural landscapes in their design and layout;
   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 site 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.

g. Supplementary uses, such as residential or commercial uses within the City Civic and Recreation areas should be located in buildings less than three storeys. Buildings containing a residential or commercial use on the floor greater than three storeys shall require an amendment to Map 4: Building Scale.

h. Building Scale modifiers are not applied within the City Civic and Recreation areas for recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.

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

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

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 phasing for future development, including how parking areas and parking demand and supply may change over each phase;
- **iv.** identify and include mobility **infrastructure** and missing links to connect to adjacent areas amenities and transit stops;
- **v.** identify opportunities to reduce greenhouse gas emissions in the construction and operation of the development and improve climate resiliency;
- **vi.** use site design to activate edge conditions, including setbacks, lot patterns, building siting and landscaping;
- **vii.** identify the location of publicly-accessible open space;
- **viii.** identify opportunities to create a sense of place that offers flexibility for cultural activities;
- **ix.** integrate transit **infrastructure**;
- **x.** identify utility connections; and,
- **xi.** incorporate well-defined and direct **pedestrian** and cycling **infrastructure** between buildings and to nearby amenities and transit stops.

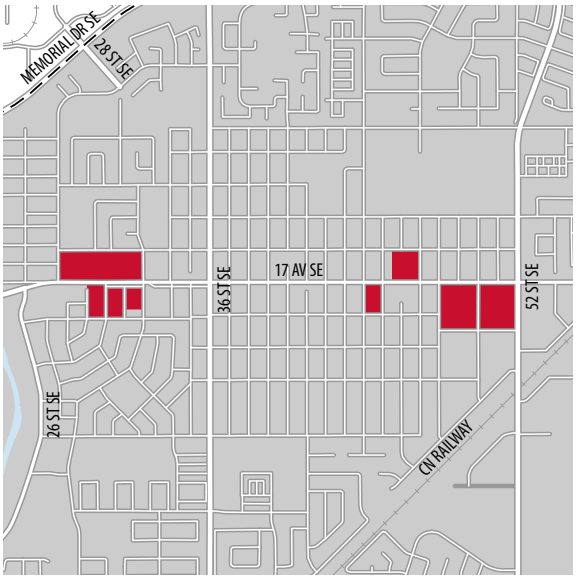
2.2.5.1 17 Avenue SE (International Avenue) Sites

Map 3: Urban Form identifies Comprehensive Planning Sites along 17 Avenue SE, also known as International Avenue. Development on these sites should follow the relevant policies for the 17 Avenue SE Urban **Main Street** and **transit station areas** contained in Section 2.5.1 and Section 2.5.2.

Policy

a. Development on these sites should:

- **i.** ensure the buildings along the Urban **Main Street** are developed in the first phase or phases when development is constructed in phases;
- **ii.** explore creative concepts for site layout, such as courtyards or **pedestrian** malls;
- **iii.** provide sufficient landscaping, at-grade level amenity areas and adequate **pedestrian** connectivity to sidewalks or other **public spaces**;
- **iv.** incorporate adaptable spaces for cultural expression into the site and building design;
- **v.** provide continuous street frontage for buildings fronting the Urban **Main Street**;
- **vi.** explore mixed-use building opportunities; and,
- **vii.** provide a variety of **built forms** and building scales.



Legend

17 Avenue SE Comprehensive Planning Sites

2.2.5.2 Franklin LRT Station South Lot Site

Map 3: Urban Form identifies the land, west of Radcliffe Drive SE, southeast of Memorial Drive E, north of 9 Avenue SE and adjacent to Franklin LRT Station as a Comprehensive Planning Site. Development on this site should follow the relevant policies for **transit station areas** in general and Franklin LRT Station in particular, contained in Section 2.5.2.

Policy

a. Development on this site should:

- **i.** explore mixed-use building opportunities;
- **ii.** provide **non-market housing**;
- **iii.** prioritize **pedestrian** and cycling **infrastructure** connections within the site, as well as to adjacent communities and Franklin Station;
- **iv.** activate existing or new park spaces;
- **v.** strongly discourage surface parking;
- **vi.** identify opportunities to incorporate cultural spaces, community gathering spaces, or spaces for cultural activities and programming; and,
- **vii.** identify opportunities for a transit plaza that fronts the station and integrates with the street.



Legend

Franklin LRT Station South Lot Comprehensive Planning Site

2.2.5.3 Albert Park/ Radisson Heights Gateway Site

Map 3: Urban Form identifies the lands west of 28 Street SE, north of Radcliffe Drive SE and south of Memorial Drive E as Comprehensive Planning Sites. Development on this site should follow the relevant policies for **transit station areas** in general and Franklin LRT Station in particular, contained in Section 2.5.2.

Policy

a. Development on the site should:

- **i.** provide iconic architectural design that emphasizes the site as a gateway to the community;
- **ii.** provide a detailed massing study outlining specific building heights for the entire site;
- **iii.** provide a shadow study that includes the location of the highest buildings to minimize shadowing on **public space**;
- **iv.** explore **non-market housing** and **mixed-market housing** opportunities; and,
- **v.** consider incorporating publicly-accessible private open space that provides active and passive recreation opportunities for all ages and abilities.



Legend

Albert Park/Radisson Heights Gateway Comprehensive Planning Site

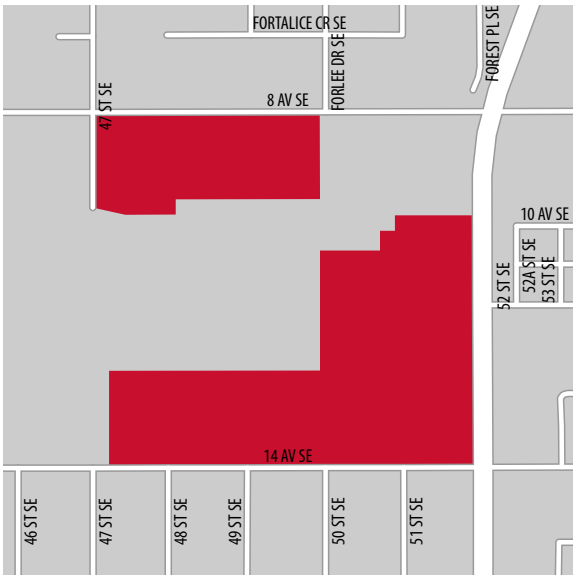
2.2.5.4 Forest Lawn Multi-Service Centre Site

Map 3: Urban Form identifies portions of land south of 8 Avenue SE, north of 14 Avenue SE, east of 44 Street SE and west of 52 Street SE as Comprehensive Planning Site. The site is comprised of several separate parcels.

Policy

a. Development on this site should:

- **i.** provide passive and active recreation opportunities with year-round adaptable community gathering spaces for all ages and abilities with diverse cultural backgrounds;
- **ii.** integrate public art and cultural spaces within the development design;
- **iii.** retain outdoor park space and trees on site, where possible;
- **iv.** provide various community service uses, such as emergency service, arts and culture spaces, library and outdoor learning centre, aquatic and fitness facilities, greenspace amenities, municipal service counters and community support spaces;
- **v.** provide **non-market housing** opportunities;
- **vi.** prioritize **active uses** at-grade on primary **pedestrian** routes;
- **vii.** integrate wayfinding at key locations within the site and explore implementing multi-language signage that reflects the cultural diversity of the area; and,
- **viii.** seamlessly integrate accessible design, such as the Braille language system (tactile writing system) and visual announcements, into the site and building designs.



Legend

Forest Lawn Multi-Service Centre Comprehensive Planning Site

2.2.5.5 David D. Oughton Site

Map 3: Urban Form identifies the land south of 12 Avenue SE, west of 34 Street SE, north of 16 Avenue SE and east of the lane as Comprehensive Planning Site. Development on this site should follow the relevant policies for **transit station areas** in general and 26 Street SE & 33 Street SE BRT stations in particular, contained in Section 2.5.2.

Policy

a. Development on this site should:

- **i.** provide ground floor residential units that front onto a public street;
- **ii.** enhance interface and **public space** improvements along 34 Street SE, 12 Avenue SE and 16 Avenue SE;
- **iii.** provide **non-market housing** and/or **mixed-market housing**;
- **iv.** minimize the number of vehicle access points;
- **v.** minimize the quantity and impacts of surface parking lots;
- **vi.** include additional boulevard trees as part of redevelopment;
- **vii.** provide any Municipal Reserve owed in the form of land upon subdivision; and,
- **viii.** locate Municipal Reserve lands at locations that are publicly-accessible and have public street frontage on at least two sides.



Legend

David D. Oughton Comprehensive Planning Site

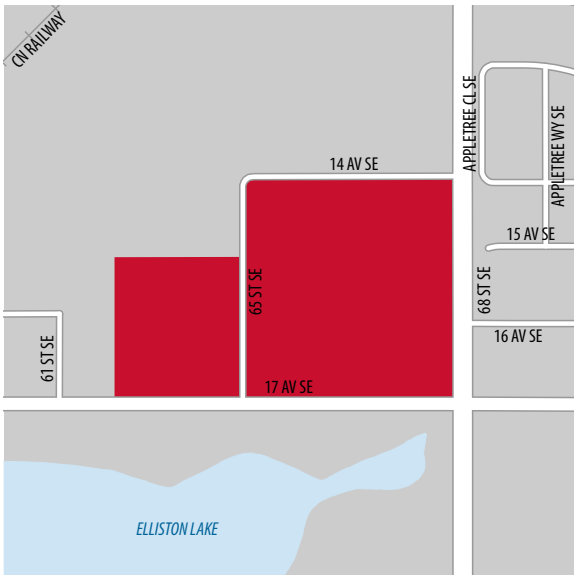
2.2.5.6 Red Carpet Sites

Map 3: Urban Form identifies the lands west of 68 Street SE, north of 17 Avenue SE, east of 61 Street SE and south of 14 Avenue SE as a Comprehensive Planning Site. Development on these sites should follow the relevant policies for **transit station areas** in general and 61 Street SE & 70 Street SE Transit Stations in particular, contained in Section 2.5.2.

Policy

a. Development on these sites should:

- **i.** explore **non-market housing** and/or **mixed-market housing** opportunities;
- **ii.** explore opportunities to provide residential uses in various **built forms** and building scales, including, but not limited to cohousing and tiny houses;
- **iii.** transition building scale down towards adjacent park space to minimize shadowing impacts;
- **iv.** provide ground floor residential units that front onto parks and open spaces when residential use is proposed;
- **v.** provide enhanced **public space** and interface between development and the BRT station at 17 Avenue SE and 61 Street SE; and,
- **vi.** minimize the quantity and impacts of surface parking lots.



Legend

Red Carpet Comprehensive Planning Sites

2.2.5.7 Golden Triangle Site

Map 3: Urban Form identifies the land west of 35 Street SE, north of Peigan Trail SE and southeast of the freight rail corridor as a Comprehensive Planning Site.

Policy

a. Development on this site should:

- **i.** explore mixed-use development opportunities;
- **ii.** explore opportunities to provide a variety of **built forms** and building scales that step down to lower building scales towards 35 Street SE;
- **iii.** incorporate design measures to mitigate noise, vibration and visual impacts from the freight rail corridor; and,
- **iv.** explore opportunities to provide multi-modal connections to 36 Street SE and to nearby amenities.



Legend

Golden Triangle Comprehensive Planning Site

2.2.6 Special Policy Areas

A Special Policy Area identifies places for special policy guidance where an area does not fit within an existing urban form category. This section provides additional policy guidance to a specific area while still emphasizing the general function of an urban form category.

2.2.6.1 East Calgary Landfill Special Policy Area

Map 3: Urban Form identifies the lands northwest of Peigan Trail SE and Stoney Trail SE as East Calgary Landfill Special Policy Areas. The lands are expected to continue to operate as a landfill.

Redevelopment of sites will be considered in conjunction with existing municipal and provincial waste management facilities operational and regulatory requirements, long-term **infrastructure** asset plans, provincial variance requirements, as well any required assessments needed to confirm that the site conditions meet minimum health and safety standards for future intended development.

Policy

a. Development not associated with The City's operations shall require an amendment to Map 3: Urban Form and Map 4: Building Scale.

b. Development not associated with The City's waste and recycling operation should undertake a master planning exercise prior to, or at the time of, a planning application and should:

   i. identify the risks associated with the site, the current level of risk and how this relates to the proposed development and the risk management that will be incorporated into the development to reduce unnecessary risk;

   ii. identify an appropriate transition of use and scale to adjacent areas;

   iii. identify a hierarchy of streets and **pedestrian** routes that connect destinations on and to the site;

   iv. identify and include mobility **infrastructure** and missing links to connect adjacent areas;

   v. identify phasing for future development; and,

   vi. explore a variety of **built forms** and building scales.

c. Where community amenities are provided, development should:

   i. prioritize equitable passive and active recreation opportunities for year-round adaptable community gathering spaces for all diverse cultural backgrounds;

   ii. explore integrating public art and cultural spaces within the site design; and,

   iii. prioritize the integration of multi-function facilities including, but not limited to, critical **infrastructures**, renewable energy and efficient systems and public open spaces that act as a destination for activities and education.

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 **Municipal Development Plan**.

At every scale, it is important to establish an appropriate **street wall** to reduce building bulk, reduce wind impact, provide access to sunlight and create a sense of enclosure for **public space**. Stepbacks above the **street wall** should be an appropriate height to respond to the existing street context and reduce shading on **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 **Land Use Bylaw** will supplement building scale modifiers by regulating height, density and setbacks.

The building heights identified on Map 4: Building Scale are the maximum allowable building heights. These heights may not be achievable or appropriate for all development applications. Factors such as, but not limited to, parcel consolidation, technical feasibility, utility conflicts, transportation considerations, shadowing and geotechnical constraints may limit the maximum height that can be achieved. The allowable maximum building height for each respective development application is to be reviewed and confirmed through the land use amendment and development application process.

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 for uses that comprise recreation, civic, arts and cultural opportunities, emergency services or municipal **infrastructure**.

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 and 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, 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 development that is 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 development that is four storeys or less. This modifier includes forms such as single-detached, semi-detached, duplex, rowhouse, apartments, stacked townhouses, stand-alone or mixed-use buildings.

Policy

a. Development in Low Scale–Modified areas should be four storeys or less in height.





2.3.3 Low Scale

Low Scale accommodates development that is 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, 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 development and maximize exposure to natural light.



2.3.4 Mid Scale

Mid Scale accommodates development up to twelve storeys in height. This modifier includes forms such as apartments, offices and mixed-use buildings in a variety of configurations.

Policy

a. Development in Mid Scale areas should be twelve storeys or less in height.

b. Development in Mid Scale areas should:

- **i.** be designed to reduce the impacts of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
- **ii.** use variation in building heights, 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 development and maximize exposure to natural light.



2.3.5 High Scale

High Scale accommodates development 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 impact of wind at the ground floor and to optimize sunlight access to streets and open spaces; and,
- **ii.** use variation in building heights, 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 development 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 **public space**; and,
- **ii.** be designed to incorporate publicly-accessible amenity spaces at the ground level to enhance **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 resources** or buildings with historic significance.

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;
- **ii.** decreasing height incrementally through a block;
- **iii.** building stepbacks and angular planes to step down heights and decrease scales incrementally through a block to shift building massing away from adjacent lower-intensity development;
- **iv.** reducing the **street wall** height to transition the visible mass of a taller building to match the cornice line for a shorter building;
- **v.** setbacks and landscaping to buffer higher-intensity development from lower-intensity development; or
- **vi.** the use of smaller or narrower floorplates and increased distances between towers to reduce shadowing impact, provide more light for surrounding residential units and allow flexibility for potential conversion of office buildings to residential.

b. Higher density development that shares a property line or lane with low density residential development should stepback the building where it interfaces with the lower density development. The stepback should provide a clear and distinct transition in scale between the two development types.

2.4 General Policies

2.4.1 Climate Mitigation and Adaptation

The following policies help guide the Development Authority to explore alternative approaches with regard to regulations, enabling better climate-friendly outcomes.

Policy

a. The Development Authority may support relaxations to the **Land Use Bylaw** to enable or incentivize the:

- **i.** development of **net zero** buildings;
- **ii.** reduction of greenhouse gas emissions through energy efficiency improvements and/or renewable energy; or,
- **iii.** inclusion of **community climate resilience assets**, including green roofs and walls, on-site stormwater management features that reduce net stormwater runoff volume to zero or less using cisterns or **low impact development** features.

b. New development, major renovations and retrofits are encouraged to participate in measuring and disclosing their energy performance through The City of Calgary's Energy Benchmarking Program.

2.4.2 Built Form

The following policies focus on the interface of **public space** with buildings. By focusing on this interface, the Plan can support an area's primary uses while promoting development that supports increased activity, comfort and safety. The design of buildings, sites and **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. The **built form** policies do not apply to the Industrial category.

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 widths and the number of locations where vehicles cross the sidewalk;
   iii. locate access and service areas off a lane, where possible;
   iv. provide well-defined and direct **pedestrian** routes to nearby transit stops and stations;
   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. retain 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;
   xii. provide design strategies to mitigate noise, vibration and visual impacts when adjacent to the freight rail corridor;
   xiii. maximize permeable surfaces, enhance greenspace and exceed required tree and soft landscaping requirements within the **Land Use Bylaw** to limit the impacts of extreme heat events and stormwater infiltration; and,
   xiv. integrate transit waiting amenities into development, such as transit plazas, benches and patios, when adjacent to transit routes.

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

c. 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.

d. **Pedestrian** access and internal circulation for all new development with multiple buildings should be designed for universal accessibility.

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

f. Development should support shared-mobility options in proximity to a **transit station area**, where appropriate and in a manner that minimizes impacts on transit movement or **pedestrian** access to transit **infrastructure**.

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

h. 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.

i. 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.

j. 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, where possible.

k. 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.

l. Applications for new development of buildings over 12 storeys in height should provide a **pedestrian** wind comfort and safety study at the application stage. The study should:

   i. outline **pedestrian** level wind impact on **public space** including sidewalks and street frontages, building entrance areas, surrounding open spaces and rooftop amenity areas; and,

   ii. identify mitigation strategies to decrease the negative effects of the wind, such as building massing, podium articulation, canopies and landscaping.

m. Development adjacent to Parks and Open Spaces, City Civic and Recreation and Natural Areas that are separated by a lane are encouraged to pursue lane reconfigurations or alternative lane treatments to facilitate development that fronts directly onto the lane and open space and/or provide improved **pedestrian** access and movement between the open space and adjacent development.

n. Existing mature trees should be protected and maintained on City-owned land, including boulevards, parks and other parcels.

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

p. Development on streets with road right-of-way setbacks should use the setbacks 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.

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

r. Surface parking lots are encouraged to include carports or canopies that integrate photovoltaic (PV) technology.

s. Development should connect to district energy systems, where feasible. The Development Authority may require a district energy connection analysis, prepared by a qualified professional, at the time of Development Permit application.

t. Surface parking areas are encouraged to be covered by **solar canopies**.

2.4.2.2 Building Design

Well-designed buildings contribute to a sense of place and a positive **pedestrian** experience. Building massing influences how people perceive the height and volume of a building. A consistent **street wall** rhythm and height creates a sense of enclosure and continuity that contributes to **pedestrian** comfort. The use of materials, colour and building features help to give a building character and visual interest. Buildings should be designed to create high-quality living and working environments and foster a vibrant and active **public space**.

Activity on the street is influenced by the design of the ground floor of a building and the interface with **public spaces**. 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 **public space**. Residential frontages should provide a transition from a home to **public spaces**, 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 **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 texture, 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. shift building massing away from adjacent low-density development;
   - vi. integrate transit stop amenities, such as seating and shelter, where feasible;
   - vii. reduce the impacts of wind at the ground floor and optimize sunlight access to **public spaces**, open spaces and amenity spaces;
   - viii. integrate mechanical equipment as part of the overall design of the building; and,
   - ix. use durable and climate resilient building materials.

b. Development is encouraged to integrate 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.

c. 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 ready charging **infrastructure**.

d. Development should 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 the time of construction or in the future.

e. Development is encouraged to be **net zero** or **net zero ready**. Development should connect to district energy systems, where available.

f. Development located outside of the **Floodway** or **Flood Fringe** but within the 1:100 **Flood Inundation Area** should be designed in accordance with **Flood Fringe** policies of the **Municipal Development Plan**.

g. Building frontages should:

   i. provide well-marked primary entrances that are barrier-free;

   ii. provide entrances and windows that maximize views to and from the street; and,

   iii. include building features that shelter **pedestrians**, provide weather protection and visual interest and support year-round activity.

h. 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.

i. Residential frontages on the ground floor should provide:

   i. well-marked, individual entrances for units that 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 **public space** to residential units that incorporate landscape and design elements or amenity spaces.

j. Development is strongly encouraged to reduce energy consumption beyond minimum energy code requirements by integrating high performance mechanical systems and building envelope wall-assemblies.

k. Development may require on-site stormwater retention to improve community flooding resiliency.

l. Development should ensure accessible and universal design principles are seamlessly incorporated into the overall design.

2.4.2.3 Amenity Space

Amenity spaces provide opportunities for people to gather, socialize, play and relax. There are three types of amenity spaces: 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 by enjoyed by all.

Policy

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

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

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;
- **v.** provide access to drinking water;
- **vi.** consider providing access to universally accessible restrooms; and,
- **vii.** 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.

2.4.2.4 Landscape Design

Landscaped areas have many benefits, including improving stormwater management, reducing 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 plant material, including native, drought tolerant 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.** use climate resilient plant material that includes native species that require low or no 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 surface runoff to landscaped areas, where appropriate.

2.4.3 Additional Design Considerations

The following policies provide additional design considerations to guide the use of discretion during planning applications, including the protection and identification of **heritage resources** and sustainable development. 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 allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards are encouraged where the proposed solution implements outcomes consistent with the goals of this Plan and the vision and objectives of the **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 development no longer conforms 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 be consistent with the scope of the application.

b. The use of discretion to allow relaxations to **Land Use Bylaw** regulations or alternative solutions to City standards should be considered to support incremental improvements.

2.4.3.3 Interim Development

Interim development may be temporary or part of a phased development. This type of development may be appropriate in areas anticipated to have significant development in the future, such as **transit station areas** or **Main Streets**, 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 contribute to the characteristics of communities and tell the story of past generations. **Heritage resources** should be retained or protected while balancing the ability to redevelop. New development within the context of **heritage resources** should consider opportunities to balance new and historic development forms. The City of Calgary recognizes that there are **heritage resources** other than buildings that include archaeological and culturally significant areas. This section provides policy for **heritage resources** in the Plan Area.

Policy

a. Property owners are encouraged to retain and conserve **heritage resources** through adaptive reuse.

b. The Development Authority should support **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.

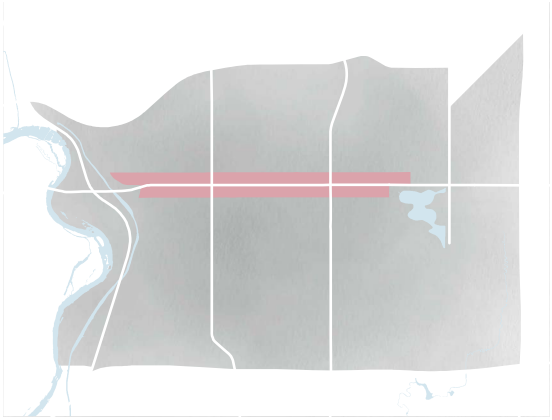
h. New development is encouraged to integrate contemporary interpretations of historical design, detail and materials and not directly copy the design of heritage buildings in the area.

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).

j. The conservation of **heritage resources** is encouraged by supporting high-density development and/or additional uses on sites where a **heritage resource** or cluster of **heritage resources** is retained.

2.5 Area Specific Policies

The following policies provide direction in specific areas of the East Calgary International Avenue Communities including Urban **Main Street, transit station areas**, **community corridors** and Neighbourhood **Activity Centres**. These policies build upon and support the urban form and building scale policies as well as the general policies of this Plan.

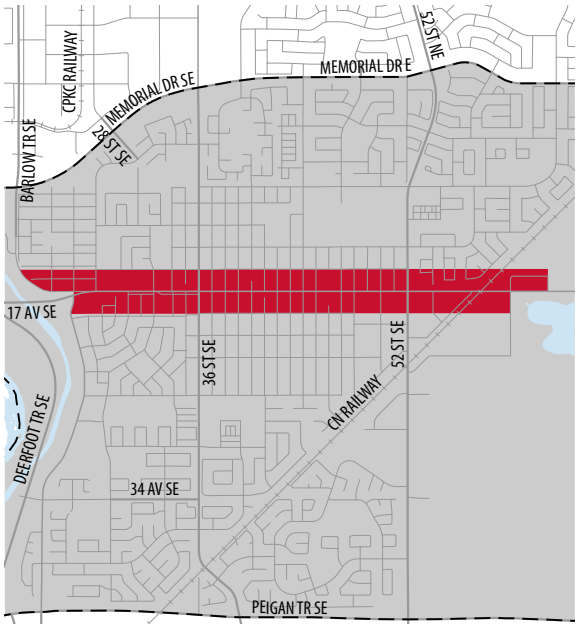


2.5.1 17 Avenue SE Urban Main Street

The **Municipal Development Plan** identifies 17 Avenue SE, also known as International Avenue, as an Urban **Main Street** between Barlow Trail SE/26 Street SE and 61 Street SE. 17 Avenue SE is a well-established multicultural commercial corridor offering a mix of shops, restaurants, services, public art and cultural events for the Plan Area and beyond. In addition, it is a multi-modal corridor that serves as a gateway for visitors and residents to and from the city.

This Plan envisions 17 Avenue SE continuing to evolve and function as a vibrant, **transit-oriented** and culturally diverse shopping boulevard that is safe, green and walkable. Urban **Main Street** 17 Avenue SE is intended to accommodate the highest concentration of density and **pedestrian** activity within the Plan Area, supported by a mixture of commercial and residential developments.

Figure 10: 17 Avenue SE Urban Main Street



Legend

17 Avenue SE Urban Main Street

Policy

a. New vehicle-oriented uses such as automotive sales, **retail** with large surface parking areas and drive-through restaurants or services should not be located along 17 Avenue SE between Barlow Trail SE/26 Street SE and 61 Street SE.

b. Encourage a range of multi-residential and mixed-use housing types to suit all income levels, ages and lifestyle needs.

c. New low-intensity uses such as single-detached, semi-detached and duplex housing should not be located along 17 Avenue SE.

d. Historic industrial uses in commercial areas should continue to exist but should not expand.

e. The required separation distance in the **Land Use Bylaw** and other development regulations for liquor stores, cannabis stores, pawn shops and pay day loan establishments, shall not be relaxed. Any two of the uses are not allowed within the same development.

f. Integration of wayfinding with public art and other forms of interactive mediums is supported.

g. Explore providing wayfinding and street signs in various languages that reflect the history and cultural diversity of 17 Avenue SE.

h. Provide public gathering places that are centered on cultural activities, public art and building community.

i. Development on 17 Avenue SE should improve **public spaces** and create a safe, welcoming **pedestrian** environment. Design considerations should include, but are not limited to:

   i. sidewalk widths that accommodate safe and comfortable **pedestrian** movement for the volume of anticipated users, while considering elements like adjacent outdoor patios or transit station **infrastructure**;

   ii. increased landscaping, including green stormwater **infrastructure**;

   iii. publicly-accessible amenity space, street furniture and/or street lighting, especially adjacent to transit stations;

   iv. the closure or merging of existing driveways;

   v. curb extensions at intersections and **pedestrian** crossings;

   vi. alignment with any City streetscape master plans or other City initiated **public space** plans; and,

   vii. opportunities to provide for interim streetscape enhancements within road right-of-way setbacks.

j. Development should create a well-defined **street wall** to support a human-scaled street environment on 17 Avenue SE. Design strategies may include, but are not limited to:

   i. building stepbacks at or below the sixth storey;

   ii. the reduction of building mass at or above the sixth storey;

   iii. building articulation using high-quality building materials, massing and projections; and,

   iv. external finishing materials for proposed commercial signage and developments should be compatible with the best examples of local development.

k. New development should be designed to form a consistent edge to streets and public places, define the spatial and visual quality and support the gathering functions at street corners.

l. New development and major exterior renovations should incorporate high-quality and durable exterior finishing materials, such as masonry, metal, glass and/or concrete on the **street wall**.

m. Development should maximize the use of transparent windows, doors and display windows at street level to provide eyes on the street.

n. The use of film or any visually blocking material on doors and display windows at street level should not be supported. Windows should be free of clutter to maintain clear glazing.

o. Fencing along 17 Avenue S.E. is generally discouraged but may be permitted for screening or security purposes to a maximum of 1.8 metres tall and should not include the use of barbwire, razor wire, or chain link. Acceptable materials include wrought iron, galvanized painted fencing, brick, stucco and wood.

p. Incorporate high-quality architectural designs and public art, such as murals that demonstrate the cultural values and identity of International Avenue.

q. Stand-alone surface parking should not be supported.

r. Surface parking in front of buildings and vehicular access directly from 17 Avenue SE should not be supported, except where traditional service roads with angle or parallel parking are introduced as part of the comprehensive redevelopment of a block.

s. New developments should be designed to form a consistent edge to streets and public places, define the spatial and visual quality and support the gathering functions at street corners.

t. Ground floor units should be designed with provisions to accommodate commercial uses at grade.

u. Consolidation of small parcels is encouraged for greater development potential and to provide for comprehensively planned development.

v. Parking relaxations should be supported 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.

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

   i. paved **pedestrian** connections;

   ii. transit stops incorporated into the overall site design; and,

   iii. avoiding blank walls, exhaust vents, or new driveway crossings facing or near transit stops.

x. Signage along the Urban **Main Street** should be of an appropriate height, size, location, orientation, illumination and be scaled for legibility by **pedestrians**. Design considerations should:

   i. maintain visual interest;

   ii. include canopy or projecting signs scaled and oriented to **pedestrians**; and,

   iii. integrate canopy or projecting signs into building designs.

y. Property owners of sites containing identified character signage or signs on the **Inventory** are encouraged to designate these sites as a **Municipal Historic Resource**, protecting them under the Alberta Historical Resources Act and making them eligible for conservation incentives.

z. The retention of character signage or signs on the **Inventory** in existing locations as redevelopment occurs is encouraged. Where retention is not possible, incorporating the integration of such signage into new development is highly encouraged in accordance with conservation best practice.

aa. Third-party advertising signs, digital third-party advertising signs and billboards shall not be located along the Urban **Main Street**.



Far East Foods
2830 17 Avenue SE



4 Seas Restaurant
3600 Block 17 Avenue SE



Paradise Lanes Bowl
3411 17 Avenue SE



Dragon's Gate Restaurant & Bar
4408 17 Avenue SE

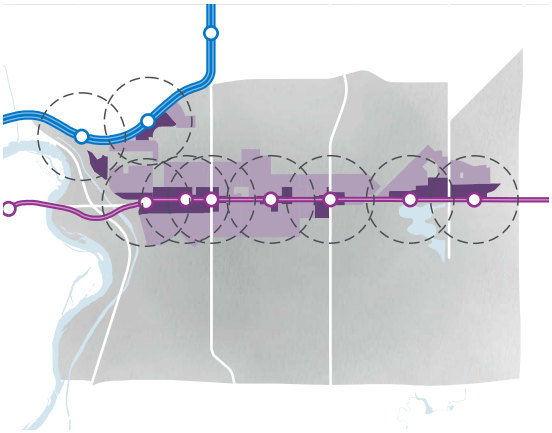


Best World Travel LTD
3500 Block 17 Avenue SE

2.5.2 Transit Station Areas

The East Calgary International Avenue Communities include nine **transit station areas**. Two are along the Blue Line Light Rail Transit (LRT): Barlow/Max Bell LRT Station and Franklin LRT Station. Seven **transit station areas** are located along the MAX Purple Bus Rapid Transit (BRT) line along 17 Avenue SE: 26 Street SE, 33 Street SE, 36 Street SE, 44 Street SE, 52 Street SE, 61 Street SE and 70 Street SE Stations. A potential future BRT route has been identified along 52 Street SE and if constructed, the station areas could be recognized as **transit station areas** with future amendments to this Plan.

The Plan identifies two zones of development intensity around transit stations. **Core Zones** are where **pedestrian** activity and building scale are envisioned to be the highest. Neighbourhood Commercial or Neighbourhood Flex urban form categories and Active Frontage policy guidance are applied in strategic locations where **active uses** are required. Building scales generally decrease away from the transit station in **Transition Zones,** which is achieved through lower building scales than the **Core Zones**.



Policy

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

- **i.** programable and adaptable publicly-accessible private open space or transit plaza;
- **ii.** street furniture and seating areas;
- **iii.** secure micro-mobility storage facilities and sharing service;
- **iv.** public art;
- **v.** access to shade and cooling;
- **vi.** drinking fountains, public washrooms and electrical servicing, where feasible;
- **vii.** enhanced landscaping; and,
- **viii.** multi-use pathway connections.

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

c. Development adjacent to an LRT or BRT 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, immediately adjacent to transit stops;
- **ii.** including architectural features that provide weather protection and create human-scaled environments, such as awnings, eye-level signage, public seating and **pedestrian** lighting; and,
- **iii.** ensuring accessible and universal design principles are seamlessly incorporated into the overall design.

d. Vehicle parking in the **Core Zone** should be located underground or in a parking structure. Where surface parking is provided, it should be short-stay parking, be well landscaped and should not be located between a building and a street.

e. Stand-alone surface parking lots should not be located within a **transit station area**, except for Transit's Park and Rides.

f. Development should consider activation of lanes to encourage additional activity through strategies such as:

   i. providing uses that front the lane;

   ii. enhancing landscaping and mobility features;

   iii. incorporating street art; 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. two to four storey **street walls**;

   ii. limited floor plate sizes on upper storeys; and,

   iii. increased stepbacks and/or reduced massing on upper storeys.

h. New automobile service centres, drive-through businesses and service stations and other vehicle-oriented uses shall not be located in the **Core Zones** and **Transition Zones**.

i. Parking relaxations should be supported for development on constrained sites, such as individual lots that cannot consolidate, to make development feasible.

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

   i. provide publicly-accessible amenity spaces in prominent locations; and,

   ii. provide connections to support a comfortable and safe **pedestrian** and cycling experience and to complete missing links to the transit stations and to transit stops.

k. Development in **Core** and **Transition Zones** should provide connections to adjacent mobility **infrastructure**, including between different transit services, to support a comfortable and safe **pedestrian** and cycling experience.

l. Where telecommunication **infrastructure** is provided, the design of such **infrastructure** should be integrated within the building design or be camouflaged with the natural surroundings.

m. Further to the building scale policies in Section 2.3, development in **Core Zones** may exceed the building scale identified on Map 4: Building Scale. A proposed development should only be allowed to exceed the building scale where the development meets a high standard of design excellence, including, but not limited to:

   i. providing for a substantially enhanced, high-quality **public space**;

   ii. iconic architectural design that emphasizes the station as a **gateway site**;

   iii. creating a sense of place through public art or other unique design elements;

   iv. incorporating sustainable building and site design elements; or,

   v. providing **non-market housing**.

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

2.5.2.1 Barlow/Max Bell Transit Station Area

The Barlow/Max Bell LRT station is located in the median along Memorial Drive E, west of Barlow Trail SE and north of Max Bell Centre. This station, located along the blue line is envisioned to continue to serve as an access point to the Max Bell Centre, which functions as a community hub for hockey and various sporting events, along with serving as a venue for festivals and cultural events.

Policy

a. Explore opportunities to support **non-market housing** or mixed-use development.

b. Commercial uses in the **Core Zone** that complement the primary function of Max Bell Centre are supported.

c. Development in the **Core Zone** should explore opportunities for viewpoints looking toward downtown.

d. Where carports and weather protection canopies are provided, integrate photovoltaic (PV) technology.

e. Improve the mobility network connections between Barlow/Max Bell Transit Station, Max Bell Centre and to nearby communities and amenities.

f. Prior to the Barlow Trail SE reconfiguration through the Deerfoot Improvements project, explore the conversion of a portion of Barlow Trail into an integrated linear park. The park should enhance pedestrian and cycling connections between Max Bell Centre to adjacent communities and provide viewpoints towards downtown.

Figure 11: Barlow/Max Bell Transit Station Area



Legend

Barlow/Max Bell Core Zone

2.5.2.2 Franklin Transit Station Area

The Franklin LRT station is located in the median along Memorial Drive E, northwest of Radcliffe Drive SE, east of Barlow Trail SE and north of the Franklin Station south parking lot. This **transit station area** is envisioned to become walkable, with a range of mobility options connecting communities to nearby local amenities. Development around the station will be a mix of residential and commercial uses that support intensification and **pedestrian** activity.

Policy

a. Development in the **Core Zone** adjacent to the LRT station should provide **non-market housing** and **mixed-market housing**, where appropriate.

b. Development in the **Core Zone** adjacent to the LRT station should provide for a centrally located transit plaza that is a well integrated and high-quality **public space** that includes hard and soft landscaping, as well as seating areas and open space to provide opportunities for outdoor activity, recreation, connectivity and social interaction.

c. Development in the **transit station area** should provide a range of unit sizes and floor plans such as three-bedroom units and universally accessible units to accommodate residents in various stages of life.

d. Development in the **transit station area** should provide enhanced interfaces with the public park.

e. Building design should adapt to the natural topography of the surrounding area.

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

g. Development higher than six storeys should incorporate bird-friendly building designs.

h. Development in the **transit station area** should realize the **5A mobility network** enhancements and improve mobility connections to and from Franklin Station, as well as along Radcliffe Drive SE through design measures such as connecting missing links, enhanced cycling **infrastructure**, improved **pedestrian** crossings and soft and hard landscaping.

i. Future policies or development north of Memorial Drive E should provide connection, including pedestrian and wheeling linkages, to the East Calgary International Avenue Communities.

Figure 12: Franklin Transit Station Area



Legend

Franklin Core Zone

Franklin Transition Zone

2.5.2.3 26 Street SE & 33 Street SE Transit Station Area

The 26 Street SE and 33 Street SE **transit station areas** are located along the western portion of 17 Avenue SE and serve as gateways to the 17 Avenue SE Urban **Main Street**. The **transit station areas** feature **pedestrian**-friendly streetscapes, distinct building designs, active frontages with specialty shops and restaurants, a mixture of moderate to high-building scales and amenity spaces that function as community squares for events and activities.

Policy

a. Development should be designed to provide a **pedestrian**-friendly streetscape environment.

b. Development higher than six storeys should incorporate bird-friendly building designs.

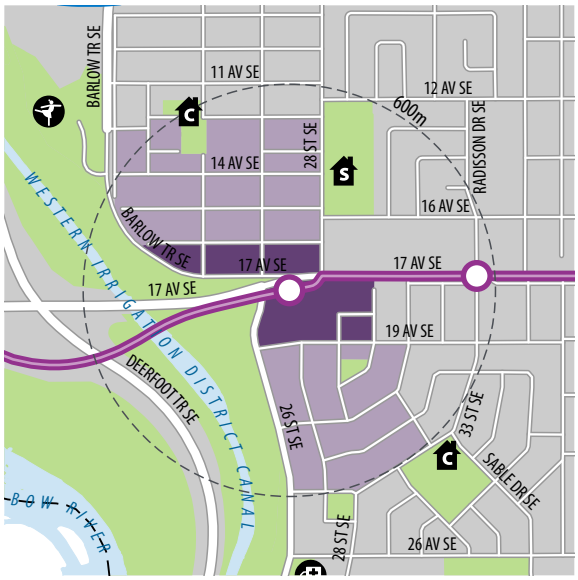
c. Store frontages for individual use in the **Core Zone** fronting Urban **Main Street** should be limited to 30 metres maximum width. If a larger area is needed, the remainder of the commercial area should be located on the floors above the main level, in the basement or be located to the interior of the building.

d. Development in the **Core Zone** fronting Urban **Main Street** and between 26 Street SE and 33 Street SE should:

- **i.** provide iconic architectural design that emphasizes the area as a gateway to the community;
- **ii.** activate the commercial frontages to create a vibrant and safe **pedestrian** environment throughout the day and evening;
- **iii.** incorporate cultural spaces, community gathering spaces, or spaces for cultural activities and programming;
- **iv.** provide continuous weather protection;
- **v.** provide safe and direct **pedestrian** connections within the site and to nearby amenities and transit stops; and,
- **vi.** preserve existing street parking, parallel parking and service roads.

e. Development adjacent to Unity Park is encouraged to provide publicly-accessible private open space with **retail** displays and outdoor patio spaces that front the park to enhance the interaction between private and public areas.

Figure 13: 26 Street SE Transit Station Area



Legend

- 26 Street SE Core Zone
- 26 Street SE Transition Zone

Figure 14: 33 Street SE Transit Station Area



Legend

- 33 Street SE Core Zone
- 33 Street SE Transition Zone

2.5.2.4 36 Street SE & 44 Street SE Transit Station Area

The 36 Street SE and 44 Street SE **transit station areas** are in the central portion of 17 Avenue SE and are intended to be vibrant **pedestrian-retail** hubs that feature continuous **street walls** with various small-format **retail** and restaurant uses. The **transit station areas** are envisioned to support mixed-use development with private and public gathering spaces that can promote social interaction.

Policy

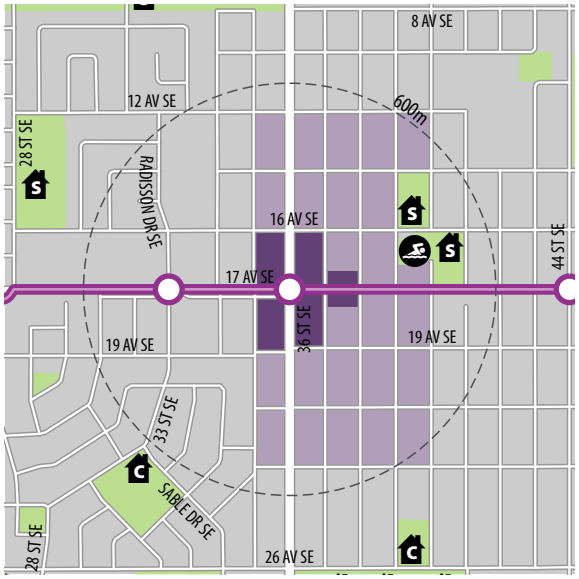
a. Development in the **Core Zone** should:

- **i.** maintain a four to six storey continuous **street wall**;
- **ii.** provide continuous weather protection; and,
- **iii.** explore outdoor amenities that can promote social and cultural activities for people of all ages and abilities.

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

c. Adaptive reuse, conversion of existing development or integration of existing buildings into new development is supported.

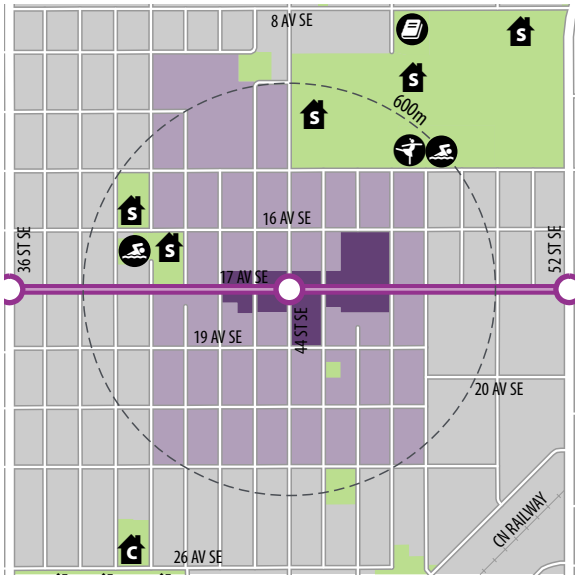
Figure 15: 36 Street SE Transit Station Area



Legend

- 36 Street SE Core Zone
- 36 Street SE Transition Zone

Figure 16: 44 Street SE Transit Station Area



Legend

- 44 Street SE Core Zone
- 44 Street SE Transition Zone

2.5.2.5 52 Street SE Transit Station Area

The 52 Street SE **transit station area** is in the eastern portion of 17 Avenue SE and represents a mixture of commercial, residential and light industrial uses. The **transit station area** is intended to provide efficient multi-modal connections to regional and local amenities and services along 52 Street SE and 17 Avenue SE. This area is envisioned to accommodate moderate mixed-use building scale development along 17 Avenue SE and support a variety of industrial uses adjacent to the freight railway corridor.

Policy

a. Development in the **Core Zone** should activate all corners of the 52 Street SE and 17 Avenue SE intersection.

b. Parking shall be located to the rear of the buildings, underground or away from the street with screening.

c. Development in the **Transition Zone**, south of 17 Avenue SE, should:

   i. explore opportunities for urban agriculture and other innovative light industrial uses;

   ii. articulate façades and varying setbacks to create outdoor amenity space; and,

   iii. incorporate building forms and features that will allow for flexibility and adaptability to the changing market.

Figure 17: 52 Street SE Transit Station Area



Legend

52 Street SE Core Zone

52 Street SE Transition Zone

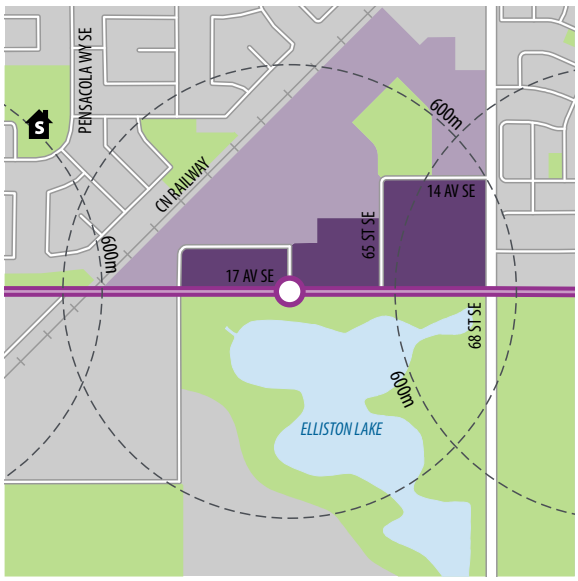
2.5.2.6 61 Street SE & 70 Street SE Transit Station Areas

The 61 Street SE and 70 Street SE **transit station areas** are in the eastern portion of 17 Avenue SE. The **transit station areas** are envisioned to accommodate various housing types and continue to serve as an access point to Elliston Park and nearby communities.

Policy

a. Development in the **transit station areas** is encouraged to provide **non-market housing** and **mixed-market housing**.

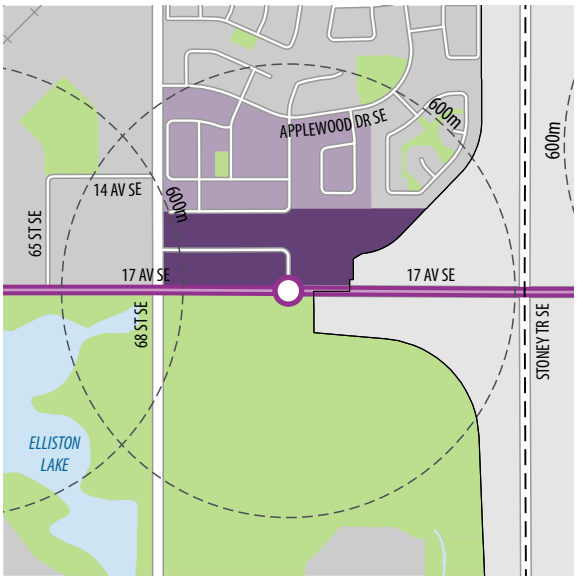
Figure 18: 61 Street SE Transit Station Area



Legend

- 61 Street SE Core Zone
- 61 Street SE Transition Zone

Figure 19: 70 Street SE Transit Station Area



Legend

- 70 Street SE Core Zone
- 70 Street SE Transition Zone

2.5.2.7 Future Transit Station Areas

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

Policy

a. Should a new LRT or BRT transit station be provided, an amendment to this Plan should be made to address transit station area policies on the following:

   i. apply **Core** and **Transition Zones** within approximately 600 metres of the station;

   ii. include transit supportive urban form categories and building scale;

   iii. identify opportunities for a transit plaza and other open space amenities;

   iv. support a high-quality **public space** and mobility connections; and,

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

2.5.3 Neighbourhood Activity Centres

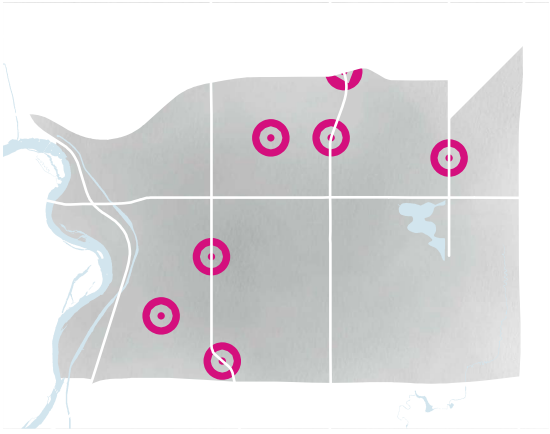
Neighbourhood **Activity Centres** are small mixed-use areas with local catchment businesses that offer a broad range of community activities, amenities and services within neighbourhoods. These **Activity Centres** are walkable destinations for local communities and serve as gathering spaces for social interaction while providing opportunities for local jobs and supporting moderate intensification.

There are seven Neighbourhood **Activity Centers** in the Plan Area, which are conceptually identified on Map 2: Community Characteristics.

Policy

a. Development in Neighbourhood **Activity Centres** should include improvements to **public space** to create a safe and welcoming **pedestrian** environment. Design considerations should include:

- **i.** universally accessible sidewalks that exceed minimum standards and the provision of green stormwater **infrastructure**;
- **ii.** publicly-accessible amenity areas, public open space, street furniture, street lighting and/or support **infrastructure**;
- **iii.** public and private street trees to support an expanded canopy;
- **iv.** innovative weather protection along high volume **pedestrian** routes;
- **v.** two to four storey **street walls**;
- **vi.** consolidated driveways; and,
- **vii.** curb extensions and other traffic calming measures, where appropriate.



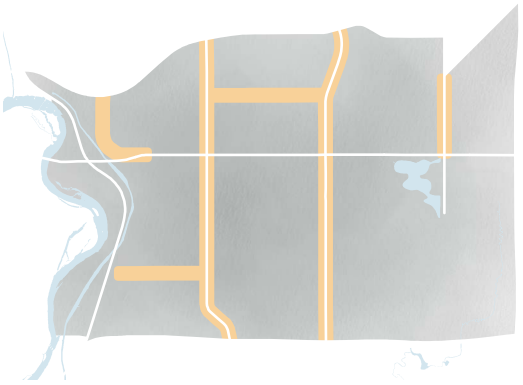
2.5.4 Community Corridors

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**. The **community corridors** are identified on Map 2: Community Characteristics.

Policy

a. Development along **community corridors** should:

- **i.** front buildings onto the street;
- **ii.** contribute to and improve mobility connections across the streets, to transit stops and into adjacent communities;
- **iii.** provide a comfortable **pedestrian** experience;
- **iv.** close existing driveways onto the street where access can be provided from a lane or side streets;
- **v.** consolidate, limit and minimize driveway widths when required off **community corridors**;
- **vi.** provide a range of unit sizes and floor plans such as three-bedrooms units and universally accessible units to accommodate residents in different stages of life; and,
- **vii.** explore opportunities to provide various **built forms** and building scales.



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

c. Commercial or industrial development that faces or backs onto primarily residential properties should ensure that the rear façade of commercial and mixed-use development uses material and design features similar to or better than the front façade of the buildings.

d. New loading and servicing areas should be located on less-active side streets, on lanes, or be internal to development sites and be designed to minimize impacts on streets and conflicts with **pedestrians** and cyclists.

2.5.4.1 Barlow Trail SE Community Corridor

The Barlow Trail SE **community corridor** provides vehicular access to the Max Bell Centre, Albert Park/ Radisson Heights community and 17 Avenue SE. It is envisioned to become a multi-modal route that provides safe and direct connections between Max Bell Centre area and to nearby communities.

Policy

a. A mobility functional study should be conducted to determine the feasibility of a linear park space along Barlow Trail SE.

b. If feasible, a linear park space should be designed to consider:

- **i.** multi-function uses for all age groups;
- **ii.** improved **pedestrian** connectivity to and from Max Bell Centre and surrounding open space to adjacent communities; and,
- **iii.** opportunities for viewpoints looking toward downtown.

2.5.4.2 36 Street SE Community Corridor

The 36 Street SE **community corridor** provides an important north-south multi-modal connection within the communities from Memorial Drive E to Peigan Trail SE. The street is envisioned to be **pedestrian**-oriented and support moderate growth with various residential building types, including opportunities for mixed-use development that allows for local catchment commercial uses. The **Land Use Bylaw** has identified a public realm setback between 8 Avenue SE and 26 Avenue SE to accommodate future street improvements.

Policy

a. Consolidation of parcels is encouraged for greater development potential and to provide for comprehensively planned development, especially between 8 Avenue SE and 26 Avenue SE where a public realm setback has been identified.

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

2.5.4.3 52 Street SE Community Corridor

The 52 Street SE **community corridor** is one of several Primary Transit Network routes in the Plan Area. The street is envisioned to be serviced by BRT, providing a north-south connection for residential communities and industrial regions within and beyond the Plan Area.

Development south of 17 Avenue SE along 52 Street SE will continue primarily for industrial purposes due to landfill and waste management facility setbacks, with opportunities to provide innovative industrial uses. Development north of 17 Avenue SE along 52 Street SE will be a mixture of residential housing types, with commercial and community amenities at key locations.

Policy

a. Consolidation of parcels is encouraged for greater development potential and to provide for comprehensively planned development, especially on the west side of 52 Street SE between 14 Avenue SE and 16 Avenue SE, where a public realm setback has been identified.

b. When industrial development is located adjacent to existing residential development, the building and site design should incorporate measures to reduce potential negative effects, such as noise, vibration and visual impacts resulting from business operations.

c. Renewable energy generation, such as solar parks, is supported subject to technical feasibility for lands between 52 Street SE and the East Calgary Landfill.

2.5.4.4 68 Street SE Community Corridor

The 68 Street SE **community corridor** is an important roadway that connects the Plan Area to the northeast communities in Calgary. It also provides direct access to the East Calgary Landfill site south of 17 Avenue SE. The portion of 68 Street SE north of 17 Avenue SE is envisioned to transition into a **pedestrian**-oriented street with at-grade residential developments, with opportunities for an Elliston Park expansion at the southeast corner of 17 Avenue SE and 68 Street SE.

Policy

a. A mobility functional study should be conducted to provide recommendations for the classification and multi-modal road design of 68 Street SE.

b. Development that fronts onto 68 Street SE should use design strategies to reduce traffic noise and vibration from the road.

2.5.4.5 8 Avenue SE Community Corridor

The areas along 8 Avenue SE between 36 Street SE and 52 Street SE will provide access to the Neighbourhood **Activity Centre**, schools and various community amenities and services. The street is envisioned to become a multi-modal corridor that fosters universally accessible designs and co-located spaces, offering a welcoming environment for residents and visitors of all ages.

Policy

a. Development should be designed to support safe **pedestrian** and wheeling crossings across 8 Avenue SE.

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

2.5.4.6 34 Avenue SE Community Corridor

The 34 Avenue SE **community corridor** provides safe and direct access to the escarpment and neighbouring communities. The street is envisioned as an inclusive neighbourhood street that features naturalized vegetation and multi-modal options and is accessible to all ages and abilities.

Policy

a. Development is encouraged to exceed tree requirements outlined in the **Land Use Bylaw** and to incorporate a range of plant species to promote biodiversity and support an expanded tree canopy along 34 Avenue SE.

b. Development should provide sight lines to 34 Avenue SE and avoid privacy fences or screening.

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 connects people to destinations and complements the **5A mobility network** identified in Appendix C: Mobility. These policies guide the review of planning applications for development that contributes to 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 should provide connections within development, 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 any street;
   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 that minimize conflicts with vehicular accesses;
   iv. be well-lit; and,
   v. 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. increasing 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 **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 conflict 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 should provide connections both to and within development, communities and 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 that minimize conflicts with vehicular accesses;
   iii. be well lit;
   iv. be designed to accommodate year-round use; and,
   v. provide facilities to repair maintain and securely store bicycles, where feasible.

b. Opportunities to improve the safety and convenience of cycling **infrastructure** should be explored, such as:
   i. separated, raised or protected bike lanes and intersections; and,
   ii. bicycle-specific traffic signals.

c. Secure bicycle storage is encouraged in **transit station areas**.

d. Public bicycle parking facilities should be:
   i. incorporated into development and public **infrastructure** and covered to support year-round and all-weather cycling; and,
   ii. conveniently located, well-lit and prominent.

e. Extensions to the regional pathway network should connect to the broader cycling network to serve a recreation and mobility function, where possible.

2.6.3 Transit

Transit service is a critical element of a well-connected mobility network, connecting people to destinations across the city. A range of destinations helps make transit a convenient and attractive alternative to personal vehicles.

Policy

a. Transit routes 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** that enhances comfort, safety and predictability for transit users.

d. New transit station designs 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-family residential development that proposes 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. Parking requirements should be reduced or relaxed where development is located within one or more of the following:

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

c. Parking requirements should be reduced or relaxed for the following types of development:

- **i.** development that retains a historic building or a resource that is on the **Inventory of Evaluated Historic Resources**;
- **ii.** development of **non-market housing**;
- **iii.** development of care facilities; and,
- **iv.** development that incorporates significant sustainable building measures.

d. Parking requirements may be reduced or relaxed where development:

- **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. The 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 high-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 impact; and,
- **iv.** support adaptive reuse or temporary use of space, such as parking for food trucks.

i. Above-grade parking structures should:

- **i.** be integrated into the development to minimize their visual impacts on the street;
- **ii.** be accessed by a lane or lower order 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 development should be encouraged to maximize the use of existing parking facilities.

2.6.5 Street Network

The street network is an important part of **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 considers the efficiency of transit service along Primary Transit Network (PTN) corridors; and,
- **iv.** other improvements and upgrades, where identified in this Plan or other applicable City policy or strategy.

b. Corner cuts are encouraged to be provided 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 accommodate large vehicles, equipment and goods movement and connections to regional corridors.

3 Supporting Growth



3.1 Overview

The individual communities that make up the East Calgary International Avenue Communities share common amenities, services, parks, 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 East Calgary International Avenue Communities depend on interconnectedness, whether it is for commercial services along the Urban **Main Street** 17 Avenue SE, also known as International Avenue, or civic amenities like the Forest Lawn Library, or the network of pathways surrounding and weaving through the communities.



This chapter sets out the goals and objectives for current and future amenities and **infrastructure** related to the vision identified in Chapter 1: Visualizing Growth. This chapter identifies local area plan specific objectives and implementation options for supporting growth. Section 3.2 of this Plan identifies high-level goals that align with key planning direction provided within the **Municipal Development Plan (MDP)** and includes locally specific objectives that support the Plan's vision. The goals and objectives are long term, connected to the Plan's lifetime 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, optimization of City-owned land and climate resilient communities. This chapter also provides high-level strategic direction to inform investment decisions. Further detailed analysis and study for each option may be required and may include engagement with area residents, community associations, business improvement areas, landowners and industry, as appropriate. The options in this chapter are statutory, while the ones identified in Appendix A are non-statutory.

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

To support the East Calgary International Avenue 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 carbon **net-zero** and climate resilient communities;
- The City's corporate investment priorities and budget availability; and,
- the availability and use of appropriate planning and financial tools to support implementation.

3.2 Goals, Objectives and Implementation Options

This Plan identifies five goals aligned with the Plan's core values that are intended to frame and provide guidance for investment to support the Plan's vision. The foundation for the East Calgary International Avenue Communities Local Area Plan stems from the five core values: Housing Options, Mobility Choices, Parks, Open spaces, Recreation and Community Facilities, Climate Resilience, Culture, Arts and Business.

3.2.1 Diverse, Accessible and Quality Housing

Providing quality housing development that is diverse, accessible and affordable is a key consideration of the East Calgary International Avenue Communities. Expanding housing diversity would provide opportunities for people of all income levels, ages and cultural backgrounds to live in the community, support local businesses and access services.

Objectives

The following objectives are intended to guide decisions for supporting growth and promoting inclusive and diverse housing choices in the Plan Area:

- Provide and enable inclusive, diverse and equitable housing options across the Plan Area.
- Increase opportunities for **non-market housing** and **mixed-market housing** that meets the diverse and changing needs, life stages and financial abilities of individuals in the community.

Implementation Options

The following actions to achieve the supporting growth objectives were identified.

Housing For All

Access to safe and stable housing is important for the overall health, prosperity and safety of our city. Housing for all income levels, ages and cultural backgrounds promotes different housing types that include **non-market housing** and **mixed-market housing** options.



a. To improve access to quality housing for all income levels, ages and cultural backgrounds, consider the following:

   i. encouraging and incentivizing the building of **non-market housing** and **mixed-market housing** within all new development;

   ii. strategic partnerships with private and public organizations to address unmet housing needs;

   iii. leverage City land to contribute to **non-market housing** and **mixed-market housing** development;

   iv. the intensification, rehabilitation and retention of existing **non-market housing** and **mixed-market housing** development, ensuring no net loss of units;

   v. the inclusion of **non-market housing** and **mixed-market housing** units in new residential and mixed-use development;

   vi. support a variety of homes, including semi-detached, rowhouses and townhouses and multi-residential homes to meet different preferences and needs;

   vii. diverse housing options, such as, backyard suites and secondary suites, including aging-in-place options (universally accessible housing types);

   viii. strategic partnerships with private and public organizations, including opportunities to build Indigenous housing from a local perspective involving local Indigenous governments, Indigenous community leaders and Indigenous focused housing organizations and service providers, to address unmet housing needs;

   ix. incentives to encourage the provision of three-bedroom units in multi-residential development; and,

   x. prioritize **non-market housing** and **mixed-market housing** development in areas that are well served by the Primary Transit Network, especially around Franklin LRT station and the 17 Avenue SE BRT line and adjacent to other amenities that can meet daily needs.

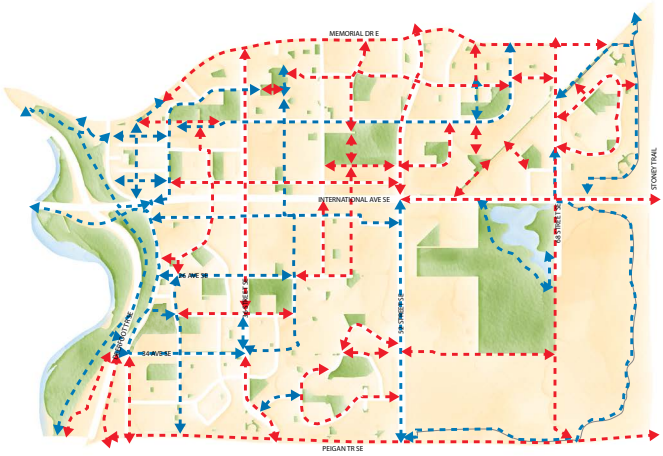
3.2.2 Safe, Efficient and Well-Connected Mobility Options

In the Plan Area, ensuring connections are efficient, safe and accessible is important for the mobility options available. A range of mobility options supporting walking, cycling and transit use is a community priority. The Calgary Transportation Plan (CTP) contains policies supporting the **5A mobility network**, a city-wide mobility network consisting of off-street pathways and on-street bikeways. The **5A mobility network** continues to be built throughout the Plan Area.

Objectives

The following objectives are intended to guide decisions to enhance mobility connectivity throughout the Plan Area:

- Prioritize **pedestrian** and cycling connections and complete missing links to amenities and points of interest across the Plan Area, such as **transit station areas**, **Main Streets**, community association sites, schools, parks and natural areas.
- Improve and expand upon the **pedestrian** and cycling **infrastructure** network, including the **5A mobility network**, to support active modes of travel.
- Enable and support improved transit service, including on Primary Transit Network corridors, throughout the Plan Area.
- 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.



Implementation Options

a. To achieve the mobility options core value, consider the following:

i. traffic calming measures, especially near school sites along Radcliffe Drive SE and Penbrooke Drive SE, to support safe and comfortable **pedestrian** and cycling activity;

ii. curb extensions adjacent to all new development where on-street parking is allowed;

iii. construction of missing sidewalk and pathway connections and curb ramps throughout the Plan Area;

iv. continuing the build out of the **5A mobility network** with a focus on key connections that improve access to transit stations and bus stops;

v. ensuring transit service is efficient, safe and accessible in all seasons for all age groups and abilities;

vi. safe and well-connected sidewalks and pathways to the 17 Avenue SE Urban **Main Street**, Blue Line LRT and MAX Purple BRT **transit station areas**, neighbourhood **Activity Centres** and **community corridors** such as 36 Street SE and 52 Street SE; and,

vii. improving the safety and condition of the Franklin LRT station.



Mobility Studies and Policy Updates

Mobility functional studies should be conducted by The City for how Calgarians move throughout the Plan Area so that mobility can be further enhanced in the East Calgary International Avenue Communities.

b. The following should be considered in mobility studies and policy updates:

- **i.** identifing the role, function and standards for each **community corridor** within the Plan Area;
- **ii.** a review of public realm setbacks on all **community corridors**; and,
- **iii.** a review and optimization of existing **infrastructure** to accommodate an integrated and multi-modal transportation network throughout the Plan Area.

Barlow Trail SE

Barlow Trail SE is an important link connecting Memorial Drive E and 17 Avenue SE in the Plan Area. Barlow Trail SE provides access to Max Bell Centre, a major amenity for the area and the city. Connectivity from Albert Park/Radisson Heights to Max Bell Centre, is limited so enhancing Barlow Trail SE through the development of a linear park would allow residents and visitors to access additional open spaces within the community and around Max Bell Centre. A Deerfoot Trail study completed by The City of Calgary and Alberta Transportation includes recommendations for the widening of Barlow Trail SE. Further analysis between The City and Alberta Transportation is recommended to consider a linear park for the community through a Barlow Trail SE Master Plan.

c. Improvements to Barlow Trail SE should consider the following:

- **i.** safe and direct **pedestrian** and cycling connections to Barlow/Max Bell LRT station, 17 Avenue SE BRT stations, Albert Park/Radisson Heights community and Max Bell Centre;
- **ii.** a multi-use pathway parallel to and on the west side of Barlow Trail SE between the Memorial Drive E and Barlow Trail SE intersection and the 17 Avenue SE and 26 Street SE intersection;
- **iii.** a **5A mobility network** on 24 Street SE between 9 Avenue SE and 15 Avenue SE;
- **iv.** evaluation of Transit's Park and Ride operations at Barlow/Max Bell transit station for further enhancements;
- **v.** including plants and vegetation that are resistant to drought or dry conditions in gardens, parks and greenspaces;
- **vi.** more seating, look-out points, wayfinding and pathways;
- **vii.** the feasibility of active modes connection across the Bow River; and,
- **viii.** ways to enhance this portion of the escarpment ridge by integrating the ridge with the community and re-imagining the area as a linear park.

68 Street SE

The **community corridor** of 68 Street SE is an important regional north-south corridor. The street requires further study of the classification, cross-sections and surrounding land uses. A study can provide a comprehensive review and recommendations that balance all modes of transportation with other City policies and best practices as described throughout the Plan.

d. The 68 Street SE improvements should consider the following:

- **i.** incorporating the **5A mobility network** with continuous and protected **cycling infrastructure**;
- **ii.** extending the multi-use pathway between Elliston Park and Peigan Trail SE;
- **iii.** the importance of 68 Street SE as a regional north-south corridor;
- **iv.** a review of the existing road classification to change the design of the road to balance all modes of transportation with the surrounding neighbourhoods;
- **v.** the feasibility of removing noise walls; and,
- **vi.** noise attenuation strategies in lieu of noise walls such as trees, vegetation, median landscaping, specific roadway designs and lower traffic speeds.

Memorial Drive E

An extension of Memorial Drive E will provide an important link from the existing communities of Abbeydale and Applewood Park to the city limits at 116 Street E, which is at the boundary with the city of Chestermere. The roadway extension is part of The City's plan to establish better connectivity between communities and businesses on both sides of Stoney Trail SE.

e. Street improvements to Memorial Drive E should consider the following:

- **i.** an extension of Memorial Drive E that would connect the communities west and east of Stoney Trail SE;
- **ii.** active modes connectivity for those walking and wheeling along the length of Memorial Drive E through the Plan Area, as per the **5A network map**. This would include connections across Stoney Trail, to the Rotary Mattamy Greenway and the Franklin LRT station; and,
- **iii.** enhanced transit service for increased mobility options along Memorial Drive E.

8 Avenue SE / Penbrooke Drive SE

As part of The City's Pathway and Bikeway Network, 8 Avenue SE and Penbrooke Drive SE are envisioned to extend the existing 8 Avenue SE on-street bicycle lanes in Forest Heights to the communities of Penbrooke Meadows and Marlborough Park.

f. Street improvements on 8 Avenue SE and Penbrooke Drive SE should consider the following:

- **i.** continuous and enhanced cycling facilities throughout, including a re-design of the existing on-street bicycle lanes on 8 Avenue SE with **infrastructure** that meets **5A mobility network** principles;
- **ii.** safety and traffic calming measures such as curb extensions that focus on slowing vehicle speeds and improving the **pedestrian** network;
- **iii.** enhanced quality of bus stops along the street; and,
- **iv.** public trees in the boulevard, where feasible.

36 Street SE

The roadway of 36 Street SE connects several communities within the Plan Area, including Albert Park/Radisson Heights, Forest Heights, Forest Lawn, Southview and Dover. Enhancing the **pedestrian** and cycling conditions along this street will improve connections to local destinations and will better integrate with existing and future transit **infrastructure**.

g. Street improvements to 36 Street SE should consider the following:

- **i.** continuous and protected cycling **infrastructure**;
- **ii.** traffic calming measures, such as curb extensions, that focus on slowing vehicle speeds, reducing **pedestrian** crossing distances and improving visibility for all users;
- **iii.** high-quality integration with transit **infrastructure** that enhances comfort, safety and accessibility for transit users; and
- **iv.** public trees in the boulevard, where feasible.

17 Avenue SE

Construction of the 17 Avenue SE Urban **Main Street**, including MAX Purple BRT service, was completed at 52 Street SE. Further expansion of the MAX Purple BRT line is identified for the Primary Transit Network. Extending the existing MAX Purple transit line improves travel time and travel efficiency by providing enhanced bus rapid transit service.

h. Improvements to the 17 Avenue SE BRT line should consider the following:

- **i.** extending the transit line eastward from its current endpoint at 52 Street SE to the east city boundary;
- **ii.** extending the transit line westward from its current endpoint at 9 Avenue SE to downtown and tie-in with the Green Line LRT;
- **iii.** improving transit **infrastructure** along the 17 Avenue SE BRT line to enhance comfort, safety and accessibility for transit users;
- **iv.** opportunities for placemaking, public art, community notice boards, cultural expression, wayfinding and enhanced landscaping near transit stops;
- **v.** amenities such as shelters, benches, waste bins and bicycle parking should be present at all **transit station areas**;
- **vi.** integrated transit stops with adjacent development through innovative site designs; and,
- **vii.** the feasibility of grade separating the freight rail corridor crossing at 17 Avenue SE to improve safety for all users and reduce travel delays.

52 Street SE

Transit service on 52 Street SE connects communities from Saddletowne in the north to the southeast industrial area and Seton in the south. Enhancing this service with an in-street north to south crosstown BRT line will further connect new and established residential communities.

i. Street improvements to 52 Street SE should consider the following:

- **i.** preliminary and detailed designs to bring the entire corridor to BRT line status;
- **ii.** improve transit **infrastructure** along 52 Street SE that enhances comfort, safety and accessibility for transit users;
- **iii.** opportunities for placemaking, public art, community notice boards, cultural expression, wayfinding and enhanced landscaping near transit stops;
- **iv.** amenities such as shelters, benches, waste bins and bike parking should be present at all transit stops;
- **v.** a continuous and protected cycling facility as recommended in the **5A mobility network** map;
- **vi.** enhanced **pedestrian infrastructure** throughout the corridor by completing missing links, widening sidewalks to best practice standards, separating sidewalks from 52 Street SE via landscaped boulevards and ensuring direct connections are made to bus stops and surrounding development; and,
- **vii.** integrated transit stops with adjacent development through innovative site designs.

34 Avenue SE

The corridor of 34 Avenue SE runs east-west through the Dover community and is envisioned to provide an enhanced cycling facility as per The City's Pathway and Bikeway Network. This street connects to Gosling Way which crosses the Bow River to provide access to amenities such as the Southview off-leash dog park, the river pathway and the private Inglewood Golf and Curling Club. The goals for the corridor are to improve safety and provide alternative active modes of mobility choices with **infrastructure** that is accessible to people of all ages and abilities.

j. Street improvements to 34 Avenue SE should consider the following:

- **i.** upgrading temporary and interim materials and road configuration of 34 Avenue SE to its permanent state;
- **ii.** new boulevard spaces to replace the excess asphalt from former vehicle travel lanes and upgrading substandard sidewalk widths to meet current standards;
- **iii.** additional traffic calming measures such as curb extensions that focus on slowing vehicle speeds, reducing **pedestrian** crossing distances and improving visibility for all users;
- **iv.** connections to destinations outside of the community, including the Bow River pathway and the neighbouring communities of Southview, Erin Woods and Forest Lawn; and,
- **v.** naturalized vegetation in medians and boulevards with enhanced landscaping and trees, where feasible.



Peigan Trail SE

Peigan Trail SE is an important east-west component of the skeletal roadway system that borders the south part of the Plan Area and provides regional connectivity for motor vehicles. Peigan Trail SE is a goods movement corridor that transports large vehicles and freight trucks through some of Calgary's industrial parks.

k. Street improvements to Peigan Trail SE should consider the following:

- **i.** widening road widths from an existing two-lane street to include four lanes temporarily, with potential long-term expansion to six lanes for increased capacity;
- **ii.** continuous east-west pathway connections along the entire corridor as identified in The City's **5A mobility network** map; and,
- **iii.** in the spirit of advancing Truth and Reconciliation, the renaming of Peigan Trail SE should be explored through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers.

Freight Rail Corridor Crossings

Active modes connectivity across the freight rail corridor continues to be a barrier to residents and visitors of the Plan Area. Administration should work with Canadian National Railway to identify locations where safe and convenient crossings can be implemented.

l. Improvements to freight rail corridor crossings should consider the following:

- **i.** safe, accessible and well-defined crossings to become an integral part of the **pedestrian** and cycling network;
- **ii.** the feasibility of a continuous pathway along the freight rail corridor alignment, as shown in the **5A mobility network** map; and,
- **iii.** above or below grade separations of the freight rail corridor crossings at 17 Avenue SE, 52 Street SE and 68 Street SE.

3.2.3 Parks, Open Spaces and Community Facilities

Parks, natural areas, open spaces and green **infrastructure** contribute to the ecological health of the Plan Area by providing cooling and shading, wildlife habitat, public amenities 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. Certain natural areas, parks and open spaces also provide opportunities for structured and unstructured recreation activities to support active lifestyles.

Objectives

The following objectives are intended to guide decisions to enhance parks, open spaces and community facilities:

- Improve the functionality of existing parks and open spaces so that these spaces can do more for more people.
- Improve the ecological functionality of existing parks and open spaces within the ecological network.
- Invest in and upgrade recreational and community facilities to provide improved services.
- Protect, maintain, enhance and expand the existing open space system and tree canopy.
- Explore opportunities for new parks and open space throughout the Plan Area.



Implementation Options

a. To achieve the parks, open spaces and community facilities core value, consider the following:

i. additional functionality within existing park spaces including but not limited to providing adequate space for unobstructed sport and recreation activities;

ii. protection and investment in accessible, inclusive and year-round programming in parks, open spaces, recreation and community facilities for people of all ages, cultural backgrounds and abilities;

iii. improvement of lighting and wayfinding within parks for active modes of transport as well as to allow for extended periods of activation;

iv. adding all-season recreational uses within parks such as outdoor winter festivals and upgrades to winter amenities such as ice-skating rinks, toboggan hills and warming huts;

v. enhancing diversity and inclusivity by providing opportunities for cultural expression in community facilities and in parks;

vi. opportunities for Indigenous placemaking, landscape designs and cultural spaces that establish places for cultural practice and learning on the land through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government;

vii. naturalizing parks with native vegetation;

viii. exploring opportunities for Indigenous medicinal gardens in parks;

ix. enhancing community facilities and activating outdoor spaces through the inclusion of **infrastructure,** such as lighting, access to electricity, drinking fountains and washrooms; and,

x. assisting and encouraging commercial activities in City parks by continuing to improve processes for interested businesses and citizens who can enhance the park user experience.

Elliston Park

Elliston Park is a beloved park and regional destination that attracts people across the city. It is located between 60 Street SE and 68 Street SE and south of 17 Avenue SE. It contains a 20-hectare stormwater retention pond, a walking trail for self-guided nature walks, an inclusive playground and an off-leash area for dogs. Elliston Park hosts many events and festivals and is the home of the first BirthPlace Forest, a tree-planting program dedicated to the number of babies that were born in Calgary in 2001.

b. Improvements to Elliston Park should consider the following:

- **i.** expanding the park east of 68 Street SE and including trails around the natural areas;
- **ii.** a **pedestrian** crossing across 68 Street SE to increase access and connections;
- **iii.** an active modes regional pathway on the north side of the park along 17 Avenue SE;
- **iv.** an active modes connection along 68 Street SE, south of 17 Avenue SE, for enhanced connectivity within the area;
- **v.** a dedicated area for more structured and unstructured sport and recreation opportunities; and,
- **vi.** enhancing the site to support festivals and events, including, but not limited to, upgrading electrical systems in the park.



Max Bell Centre

Max Bell Centre is an arena that is used for a multitude of activities, including hockey, a venue to host festivals and events and an indoor walking track. Max Bell Centre also provides a valuable venue for festivals that draw people from all over the province.

c. In addition to ongoing maintenance and renovations of Max Bell Centre, to further improve the site, consider the following:

- **i.** upgrading the parking lot with the addition of trees and naturalized vegetation to provide shade and cooling;
- **ii.** incorporating additional **retail** or commercial opportunities to further activate the area for local residents;
- **iii.** evaluating Transit's Park and Ride operations at Barlow/Max Bell LRT station for further enhancements;
- **iv.** adding outdoor seating areas, opportunities for formalized play and grassed open space; and,
- **v.** incorporating a linear park adjacent to Barlow Trail SE that will enhance access between the site and Albert Park/Radisson Heights.

d. To support the development of a disc golf course on and adjacent to the escarpment near Max Bell Centre, consider the following:

- **i.** sensitivity to the natural features of the area, including topography and vegetation and maintenance or increase of the function of the area as part of an ecological corridor;
- **ii.** sensitivity to the existing cultural elements in the area, including the medicine wheel and Journey to Freedom Park and;
- **iii.** improved user safety by attracting more users to the pathways, the Barlow/Max Bell LRT station and the open spaces in the area.



Escarpment/Ridge Park

The escarpment ridge runs along 26 Street SE between the Western Irrigation District Canal and the community of Southview and includes natural open space, an off-leash area for dogs and a few lookout points that offer views of the city's downtown skyline. The escarpment is a supporting corridor within Calgary's ecological network.

e. Improvements along the ridge should consider the following:

- **i.** enhancing existing **pedestrian** crossings from the residential areas to the ridge along 26 Street SE and additional crossings and curb extensions;
- **ii.** add more amenities and features such as benches, lookout points and areas for shade;
- **iii.** fencing around the off-leash dog area and providing enrichment opportunities for dogs with agility training equipment;
- **iv.** naturalizing the area with native vegetation;
- **v.** exploring opportunities for Indigenous medicinal gardens; and
- **vi.** enhancing the ecological corridor function of the escarpment through restoration and the removal of barriers.



3.2.4 Low Carbon and Climate Resilient Communities

The Plan Area is already and will continue to experience the impacts of climate change hazards, which are increasing in intensity and frequency. The suggested implementation options can contribute to reducing greenhouse gas emissions or reducing risk and improving adaptability to climate change. The City of Calgary is committed to achieving **net zero** greenhouse gas emissions by 2050. It is critical that the East Calgary International Avenue Communities are aware of and ready to identify, adapt and mitigate impacts to support the well-being of residents and the ecological health of the area.

Objectives

The following objectives are intended to guide decisions for reducing greenhouse gas emissions and improving community resiliency to climate-related hazards in the Plan Area:

- Ensure that the reduction of greenhouse gas emissions is a key consideration in redevelopment.
- Reduce climate risks by addressing vulnerabilities to climate change hazards.
- Emphasize the economic, social and environmental benefits of green **infrastructure**, civic facilities, the urban forest and open spaces.
- Maintain, enhance and expand the existing tree canopy on public and private land.

Implementation Options

a. To support climate adaptation and mitigation in the Plan Area, consider the following:

i. prioritizing sustainable mobility modes such as walking, cycling and transit to reduce greenhouse gas emissions;

ii. enhancing **infrastructure** for all sustainable and active mobility modes, including wide sidewalks, priority design for bicycle parking and high-quality transit stops;

iii. encouraging high intensity residential and mixed-use development in locations well-served by local amenities, transit and active mobility **infrastructure** to reduce greenhouse gas emissions;

iv. encouraging the development of **net zero** emission buildings for public facilities;

v. the adaptive re-use of existing buildings and **infrastructure** where viable;

vi. exploring the feasibility of renewable energy generation and district energy systems, **low impact development**, green **infrastructure** and integrated water management in the Plan Area;

vii. the naturalization of vegetation in boulevards and park spaces where feasible;

viii. prioritizing the protection of existing trees from the impacts of development;

ix. protection from severe winds using wind screens and strategically planted vegetation;

x. reducing the risk of stormwater flooding through improved stormwater systems, greater permeability to prevent runoff and **low-impact development** features like bioswales and rain gardens;

xi. ensuring all public plants are drought tolerant and climate appropriate; and,

xii. reinstating the BirthPlace Forest tree program.

Urban Forest Tree Canopy

The urban forest provides green **infrastructure** and ecosystem functions including improving air quality, reducing stormwater runoff, providing shade and cooling, wildlife habitat and creating stress-reducing environments for residents. The East Calgary International Avenue Communities currently have 7.1% tree canopy coverage. The goal for this area is to increase the canopy to 8.1% by 2030, 9.1% by 2040 and 10.1% by 2050, through retention of the existing canopy and planting new trees. To ensure the canopy continues to thrive and grow, it is critical that The City, developers and residents contribute to consistent and continuing urban forest management.

b. To support a healthy tree canopy and increase tree canopy coverage, consider the following:

- **i.** enhancing streetscapes along 28 Street SE, 44 Street SE, 8 Avenue SE and Erin Woods Drive SE through additional boulevard trees;
- **ii.** raised median planters for trees along the centre of 52 Street SE within the length of the street that resides within the Plan Area;
- **iii.** protecting trees on public land wherever possible from development activities that may impact roots during construction and from unnecessary canopy pruning;
- **iv.** replacing trees that cannot be retained during redevelopment to avoid net loss in the tree canopy;
- **v.** 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; and,
- **vi.** ongoing maintenance and life cycle of public trees.



Stormwater Retention and Mitigation

In established neighbourhoods, such as those in the East Calgary International Avenue Communities, redevelopment tends to cover more land with buildings and hard surfaces, reducing the areas that can absorb, retain and filter water. This results in an increase in both the volume and contamination of storm water runoff, placing a greater burden on stormwater management **infrastructure** in the same communities where opportunities for large-scale **infrastructure**, such as ponds, are limited. With climate change increasing the intensity and frequency of heavy rainfall events, the risk of stormwater flooding is rising significantly. However, with redevelopment, there are opportunities to integrate stormwater management into both private property and public property.

Where the primary function of the **public space** is not compromised, explore stormwater mitigation strategies on **public space** through improvements such as rain gardens, bioretention areas, underground storage, green roofs, increased landscaped areas and other permeable surfaces on existing impervious surfaces.

c. To support stormwater retention and mitigation improvements, consider the following:

- **i.** coordinating stormwater improvements with **pedestrian** safety, through landscaped curb extensions, midblock crossings and other similar improvements;
- **ii.** reductions in travel lane widths on streets to accommodate additional landscaped areas in boulevards;
- **iii.** elimination of slip lanes and other areas where excessive roadway space can be reduced and replaced with permeable surfaces;
- **iv.** the reduction of parking lanes to allow for landscaped areas;
- **v.** the closure of roads or portions of roads to provide additional open space and permeable surfaces; and,
- **vi.** semi-permeable materials, such as open joint bricks, grass-concrete pavers, gravel and stone aggregate and porous bricks, where applicable, such as pathways and plazas.



Zero Carbon Neighbourhoods

A **net zero** emissions neighbourhood is a community that has greatly reduced energy needs through energy efficiency and relies on zero emissions electricity, heating and transportation fuels. The buildings and renewable energy aspects have been addressed in this Plan in previous sections. The zero carbon neighbourhoods section focuses on the land use planning and transportation aspects of **net zero** emissions neighbourhoods.

d. To enable the transition of the East Calgary International Avenue Communities toward zero carbon neighbourhoods consider the following:

- **i.** incorporating improved building envelope insulation and renewable power generation as public facilities are constructed or renovated;
- **ii.** future public investment in mobility **infrastructure** to support **public space** and street designs that encourage active, low carbon travel options, including walking and cycling;
- **iii.** the deployment of car sharing programs, low carbon and electric vehicles;
- **iv.** encourage future public investments to explore opportunities to assist owners of existing buildings with planning and funding major renovations and retrofits to improve overall energy usage and reach **net zero** emissions including:
  - **A.** improved building envelope insulations;
  - **B.** **net zero** technologies for building operations;
  - **C.** bicycle and end-of-trip facilities;
  - **D.** **solar canopies** on rooftops with new and existing at-grade parking areas;
  - **E.** electric vehicle charging **infrastructure**; and,
- **v.** exploring opportunities to create a public subsidy program intended to assist households with preparing and responding to climate risks.

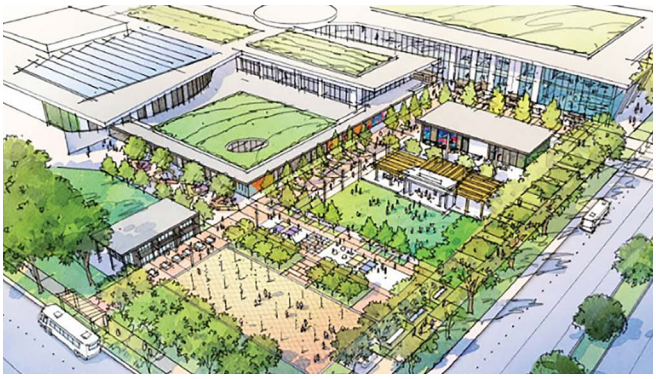
3.2.5 Vibrant and Diverse Culture, Arts and Business

In the Plan Area, businesses offer cultural diversity and a sense of belonging for the various community members who live in or visit the area. The businesses along 17 Avenue SE, also known as International Avenue, represent the various backgrounds in the community. The street also showcases several public art pieces, which can enhance a sense of place, add to the aesthetic of the area and provide wayfinding for those who are unfamiliar with the neighbourhood or for those who have difficulty getting around.

Objectives

The following objectives are intended to guide decisions that support vibrant and diverse culture, arts and business.

- Continue using local artists' work in the community.
- Create spaces where cultural expression is welcomed and represents the diverse and rich culture in the Plan Area.
- Support local businesses so that they continue to thrive, stay viable and provide social community connections.



Forest Lawn Multi-Service Centre



Implementation Options

a. To support businesses, arts and culture in the area, consider the following:

- **i.** multi-functional community cultural spaces that leverage City places and that can meet changing community cultural needs;
- **ii.** opportunities for transforming City-owned or funded facilities that are unused or underutilized into affordable and accessible cultural spaces;
- **iii.** 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 recognize and celebrate 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 Otipemisiwak Métis Government as part of future upgrades;
- **iv.** prioritizing the creation of safe and universally accessible **public space** through wider sidewalks, safe **pedestrian** crossings, curb extensions, cycling connections, high-quality paving materials and public trees;
- **v.** building strong communities by supporting the development of social infrastructure and the use of Crime Prevention Through Environmental Design (CPTED) assessments so that residents, users and other community members feel safe living, working and recreating in the community;
- **vi.** seeking local artists to add interactive public art that reflects the cultures of the Plan Area;
- **vii.** flexibility in providing locally-focused commercial amenities along **community corridors** and commercial areas within neighbourhoods;
- **viii.** supporting a concentration of commercial amenities along International Avenue that will offer various restaurants and services catering to different cultural backgrounds; and,
- **ix.** enhancing the vibrancy and cultural diversity of International Avenue by encouraging various arts and culture initiatives, employment opportunities, businesses and services.

Forest Lawn Multi-Service Centre

Creating great communities by investing in and supporting vibrant **public spaces** is a key goal of the East Calgary International Avenue Communities Local Area Plan. The Plan Area contains many community facilities and recreational opportunities; however, residents desire to have a large recreational and multi-cultural centre closer to home to accommodate the evolving needs of the communities.

b. The Forest Lawn Multi-Service Centre should consist of the following:

- **i.** spaces that allow guests to express their culture through performance arts programs and other forms of artistic expression;
- **ii.** educational components that include outdoor learning and a public library;
- **iii.** recreational activities such as aquatics, both outdoor and indoor and fitness facilities, as well as spaces for both formal and informal classes;
- **iv.** playgrounds for kids of all ages and abilities, playfields for soccer, cricket and other sports, as well as indoor and outdoor courts for sports such as basketball, tennis and others;
- **v.** community gardens and spaces where people can gather and enjoy passive activities, such as gardening, or photography;
- **vi.** community and social support services that offer assistance with City and social programs, not-for-profit information and volunteer opportunities;
- **vii.** transit service counters and other services similar to the offerings available at the municipal building;
- **viii.** a large event space that can hold functions for people from all over the city including cultural events, festivals, holiday celebrations and other occasions; and,
- **ix.** private complementary uses, including food and beverage services, day care and professional/medical services.

Building Strong Communities

Building a strong community can ensure that the East Calgary International Avenue Communities foster and maintain a cohesive community so that residents and visitors feel safe living, working and recreating in the area. Safety and security should be a consideration in the design of buildings, open spaces, walkways, or pathways, parking areas and all **public space**.

c. To build strong communities, The City should consider the following:

- **i.** a strong network of community services and facilities designed to meet the evolving needs of the community;
- **ii.** evaluation of the types and levels of community services and facilities through periodic reviews of existing and projected demographic profiles of area residents and inventories of area services and facilities;
- **iii.** strategies for providing new social infrastructure or improving existing community service facilities for areas that are inadequately serviced or experiencing major growth or change;
- **iv.** high-quality parks, **public spaces** and recreation facilities throughout the community to meet the needs of a growing and diverse community;
- **v.** continue the use of Crime Prevention Through Environmental Design (CPTED) assessments as part of the development permit application process;
- **vi.** a community safety committee comprised of representatives from Community Associations, area Business Revitalization Zone (Business Improvement Area), the Calgary Police Service, Animal and By-law Services, Emergency Medical Services and social service agencies to monitor safety and develop strategies to address emerging public safety concerns;
- **vii.** partnerships with Calgary Police and other City partners to provide an accessible street-level presence of enforcement officers in the community to address problems and concerns in a pro-active manner; and,
- **viii.** positively improve the community's perception of safety by addressing graffiti, unsightly properties, panhandling and other social disorder concerns.

Educational Facility

Investment in schools can yield important economic outcomes for both individuals and communities. In addition to strong, high-quality learning environments, some community schools offer adult learning, training and skill development opportunities both during and after regular school hours. An adult educational facility in the East Calgary International Avenue Communities can also offer the English as a second language classes for the demographic of the area.

d. An educational facility is encouraged to consider the following:

- **i.** a central location within the Plan Area along a frequent transit line;
- **ii.** affordable classes for adult learning, English as a second language, employment skills development and Canadian life skills for newcomers; and,
- **iii.** co-locate other services that can complement an educational facility such as tax filing, financial services, job fairs and career and employment services.

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 East Calgary International Avenue 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 **Municipal Development Plan** (Volume 1) the Calgary Transportation Plan (Volume 3) 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 sections (e), (f) and (g) below.

b. No measurements of distances 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 shall require an amendment to the Plan that includes a Public Hearing of Council.

e. Where the Neighbourhood Connector urban form category, as indicated on Map 3: Urban Form, is shown within the Limited Scale area, as indicated on Map 4: Building Scale, the Neighbourhood Connector urban form category should be interpreted to extend for a distance of 41 metres (approximately two parcels) from the property line along the road identified as a Neighbourhood Connector, unless the boundary of the Neighbourhood Connector urban form category is clearly delineated by a lane.

f. Where the 'low-modified' building scale is shown on 19 Avenue SE, between 26 Street SE and 48 Street SE, as indicated on Map 4: Building Scale, the 'low-modified' building scale shall be interpreted to extend a distance of 48 metres from the property line shared with 19 Avenue SE, unless the boundary of the scale modifier is clearly delineated with a lane.

g. Where the 'low-modified' building scale is shown on 24 Street SE, between 9 Avenue SE and 11 Avenue SE, as indicated on Map 4: Building Scale, the 'low-modified' building scale shall be interpreted to extend a distance of 70 metres from the property line shared with 24 Street SE.

Policy interpretation

h. 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.

i. 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.

j. 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.

k. 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 **Municipal Development Plan** and Calgary Transportation Plan policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

l. 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.

m. 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.

n. 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

o. 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.

p. 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

q. 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

r. 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

s. 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 **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 **Municipal Development Plan** and conceptually identified in the Plan.

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

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

Community Corridors – **pedestrian**-focused streets that are intended to support low to moderate growth in a range of primarily residential and small-scale mixed-use and commercial building forms. These corridors are higher-classification streets that connect other growth areas including **Main Streets**, **Activity Centres** and **transit station areas**.

Core Zone – the area typically within 200 to 300 metres of a transit station that is the focus of a **transit station area** as identified in the Plan.

Ecosystem Services – the benefits people obtain from ecosystems, including provisioning services such as food and water; regulating services such as regulation of floods, drought, land degradation and disease; supporting services such as soil formation and nutrient cycling and cultural services such as recreational, spiritual, religious and other nonmaterial benefits.

Flood Fringe – lands abutting the **floodway**, the boundaries of which are indicated on the **Floodway/Flood Fringe** Maps 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 the Floodway/Flood Fringe Maps that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.

Gateway Sites – sites strategically located at key entrances to a community, such as major intersections and transit stations.

Heritage Asset – privately-owned structure, typically constructed before 1945, that significantly retains the original form, scale, massing, window/door pattern and architectural details or materials. Individual **heritage assets** may not warrant inclusion on the **Inventory**.

Heritage Resource – includes historic buildings, bridges, engineering works and other structures; cultural landscapes such as historic parks, gardens or streetscapes, culturally significant areas, Indigenous traditional use areas and sites with archaeological or paleontological resources. These can be managed by municipal, provincial or federal authorities.

Infrastructure – the technical structures that support a society, including roads, transit, water supply, sewers, power grid, telecommunications, etc.

Inventory of Evaluated Historic Resources (Inventory) – a growing (non-exhaustive) list of sites that have been assessed by Heritage Calgary according to the Council-approved Historic Resource Evaluation System.

Land Use Bylaw – legislative document that regulates development and land use in Calgary and informs decisions regarding planning applications.

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 **Municipal Development Plan**.

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

Municipal Historic Resource – sites that are legally protected in compliance with the Alberta Historical Resources Act, which includes a designation Bylaw passed by City Council.

Municipal Development Plan – The City of Calgary's vision for how the city grows and develops over the next 30 to 60 years.

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

Non-Market Housing – rental or for-sale housing that is subsidized for needs 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.

Public Space – the space between and within buildings that are publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facilitate public life and social interaction.

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

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

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

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

Transit-Oriented Development – a compact, mixed-use area of a community within walking distance of a transit station, 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 Station Area – the area surrounding a transit station along a primary transit line, such as a Light Rail Transit or Bus Rapid Transit route, that includes enhanced amenities.

Transition Zone – the area that extends from the outer edge of the **Core Zone** up to an additional 300 metres and provides a transition of form and activities between the **Core Zone** and the surrounding community as identified in the Plan.

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

Work-Live Units – units designed to be used as a dwelling unit or commercial space concurrently or separately, offering flexibility and a more direct relationship to the **public space** (e.g., sidewalks) than traditional dwelling units. These spaces are designed to be highly flexible and adaptable in design and allow for a variety of professional and commercial uses, such as markets, artists' studios, instructional facilities, consulting firms, or artisanal production space.

A 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 Core Values	Investment Opportunities (What We Heard)	Location(s)
Diverse, Accessible and Affordable Housing	Encourage diverse housing options, including housing with different **built forms** and sizes.	Varies
	Explore opportunities to incorporate housing types into civic projects.	Varies
	Incentivize the inclusion of **non-market housing** in any new development.	Varies
	Explore opportunities to construct **non-market housing** for seniors by encouraging aging-in-place options (i.e., fully accessible housing styles).	Varies
	Provide incentives for homeowners to improve/upkeep their houses.	Varies
Safe, Efficient and Well-Connected Mobility Options	Prioritize traffic calming around schools, recreation facilities, parks, community associations and along 26 Avenue SE, Penbrooke Drive SE and 8 Avenue SE. Curb extensions should be considered adjacent to all new developments where on-street parking is allowed.	Varies
	Explore the feasibility of allowing complementary uses, such as small **retail** businesses, within **transit station areas**.	Varies
	Improve the **public space** experience in industrial and commercial areas.	Varies

Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Safe, Efficient and Well-Connected Mobility Options	Complete missing sidewalk links and explore sidewalk widening along key **pedestrian** corridors, especially along streets that connect to the Primary Transit Network.	Varies
	Enhance public spaces between LRT stations and major community destinations especially around the Franklin and Barlow/Max Bell LRT Stations.	Franklin and Barlow Trail/Max Bell LRT Stations
	Explore a Park and Ride lot adjacent to Elliston Park along 68 Street SE by 17 Avenue SE.	68 Street SE by 17 Avenue SE
	Construct additional bus shelters on the Primary Transit Network that provide services along 17 Avenue SE, 36 Street SE and 52 Street SE.	17 Avenue SE 36 Street SE 52 Street SE
	Add a pathway on the north side of 17 Avenue SE between 68 Street SE and Stoney Trail SE to connect to the existing sidewalk.	17 Avenue SE 68 Street SE
	Explore the feasibility of constructing an active modes bridge across Stoney Trail SE from Applewood Park to East Hills shopping area.	Applewood Park
	Explore opportunities to enhance 52 Street SE for **pedestrians** and cyclists.	52 Street SE
	Prioritize the development of a BRT route along 52 Street SE.	52 Street SE
	Improve the streetscape along 36 Street SE to improve **pedestrian** and cyclist safety.	36 Street SE
	Explore additional **pedestrian** crossings and enhance existing crossings along 26 Street SE to improve access to the escarpment.	26 Street SE
	Explore the potential to incorporate Forest Lawn's last mayor, Mayor Chris Akkerman, into naming of a site in the East Calgary International Avenue Communities.	Varies
	Explore the feasibility of constructing a pedestrian crossing across the freight rail corridor between the Penbrooke Meadows and Red Carpet communities.	Penbrooke Meadows and Red Carpet
	Consider installing an entrance feature along 17 Avenue SE at the entrances to the MAX Purple BRT route.	17 Avenue SE
	Investigate opportunities to enhance **pedestrian** crossing safety at the U-turn intersections along 17 Avenue SE.	17 Avenue SE
	Explore the feasibility of additional vehicular and pedestrian access to Max Bell Centre.	Max Bell Centre
	Develop a pedestrian and cycling pathway from Barlow/Max Bell LRT Station to 26 Street SE MAX Purple BRT Station.	Barlow/Max Bell LRT Station

Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Inclusive Parks, Open Space and Community Facilities	Explore park amenity enhancements to support additional year-round gathering opportunities and enhanced lighting.	Varies
	Explore the feasibility of creating a linear park space along Barlow Trail SE.	Barlow Trail SE
	Explore opportunities for temporary activities or events on the vacant lands in the East Calgary International Avenue Communities.	Varies
	Explore opportunities to incorporate disc golf on the escarpment near the Max Bell Centre.	Albert Park / Radisson Heights
	Implement the multi-service recreational centre plan which includes aquatic and fitness facilities and includes a multi-cultural centre.	Forest Lawn
	Consider opportunities to enhance existing sports fields throughout the East Calgary International Avenue Communities.	Varies
	Explore opportunities for fenced dog parks and opportunities to enhance existing off-leash parks with dog agility equipment.	Varies
	Upgrade the Forest Lawn Community Association building to be universally accessible.	Forest Lawn
	Consider planting more trees in Southview Park and along the regional pathway in Applewood.	Dover and Applewood
	Explore opportunities to create new parks and open spaces in the naturalized area southeast of 17 Avenue SE and 68 Street SE.	09Q
	Explore opportunities to add more open space/parks in the area by expanding existing parks and/or transforming other city sites into parks.	Varies
	Add sidewalks on the north side of Elliston Park along 17 Avenue SE.	17 Avenue SE, Elliston Park
	Upgrade parks to provide additional functionality in areas with limited access to multi-functional park space.	Park at 23 Avenue SE and 46 Street SE; Parks at Dovercrest Road SE and Forest Green SE

Supporting Growth Core Values	Investment Opportunities (What We Heard)	Location(s)
Climate Resilience	Explore opportunities to add more open space/parks in the area by expanding existing parks and/or transforming other city sites into parks.	Varies
	Upgrade parks to provide additional functionality in areas with limited access to multi-functional park space.	Park at 23 Avenue SE and 46 Street SE; Parks at Dovercrest Road SE and Forest Green SE
Vibrant and Diverse Culture, Arts and Business	Enhance the **public spaces** in Neighbourhood **Activity Centres** through wider sidewalks, enhanced **pedestrian** crossings, gathering areas, open space, seating, plazas and way-finding and creating a welcoming and comfortable environment year round.	Varies
	Explore the implementation of the Community in Residence program (pilot) which is an opportunity for social practice that seeks to encourage increased participation and representation (people who identify as Black, Indigenous and People of Colour (BIPOC)) to connect with their communities to learn and share their stories of settlement and life in the community.	Varies
	Expand the existing Forest Lawn Library.	Forest Lawn
	Explore opportunities to incorporate art and cultural areas in **Activity Centres** and along 17 Avenue SE.	Varies
	Explore the incorporation of local artwork.	Varies
	Explore opportunities for creating a multi-cultural centre for culture, arts and entertainment for all ages and backgrounds.	Varies
	Explore opportunities to incorporate additional amenities on community association sites.	Varies
	Explore opportunities for seniors to gather and recreate indoors or outdoors year-round.	Varies

Appendix B: Regional Corridors and Context Map

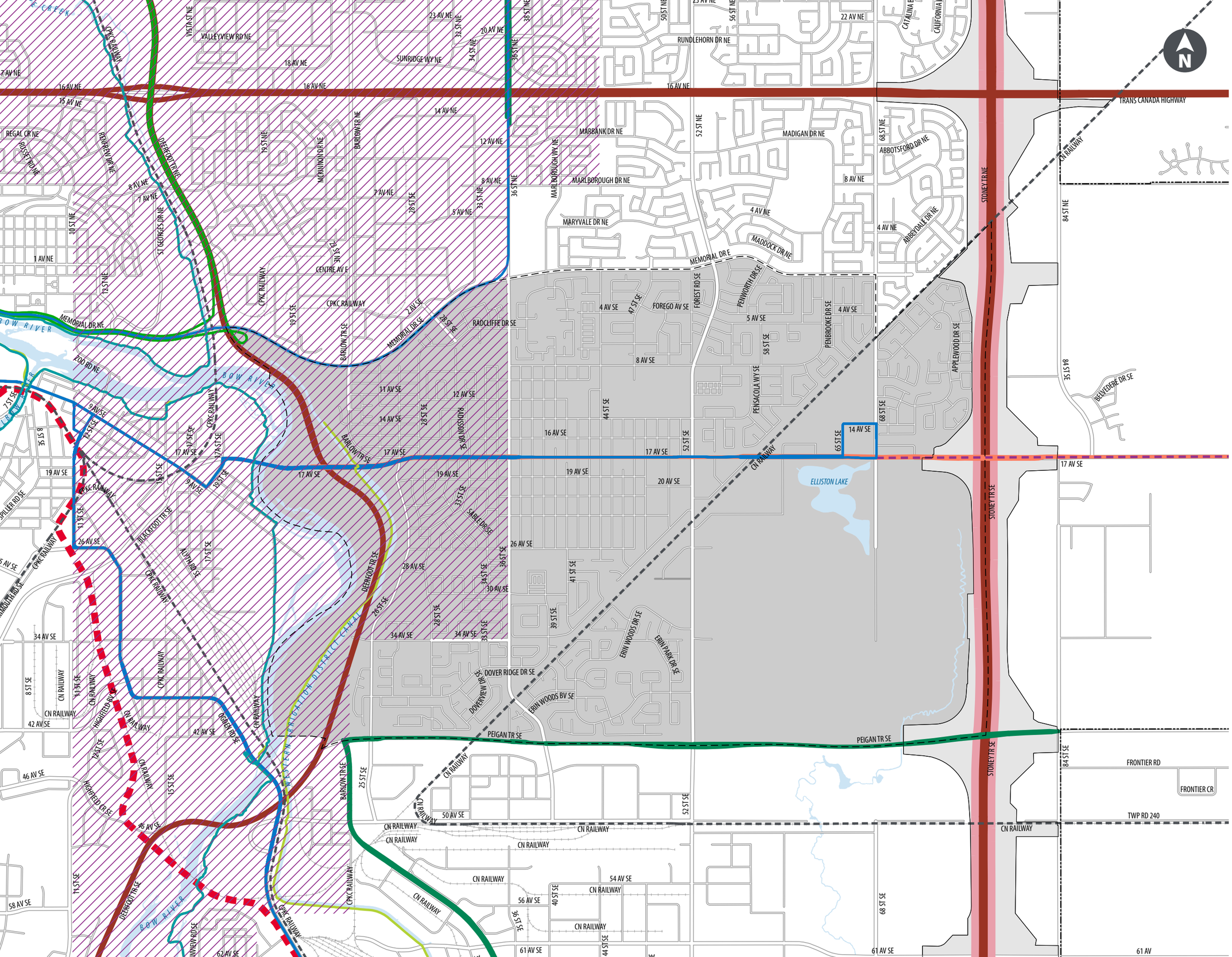
The Calgary Metropolitan Region Board's Growth Plan identifies regionally significant corridors and placetypes. Regionally significant corridors, including mobility corridors and transmission corridors, are depicted on Map B1: Regional Transmission Corridors and Context Map and Map B2: Regional Transportation 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

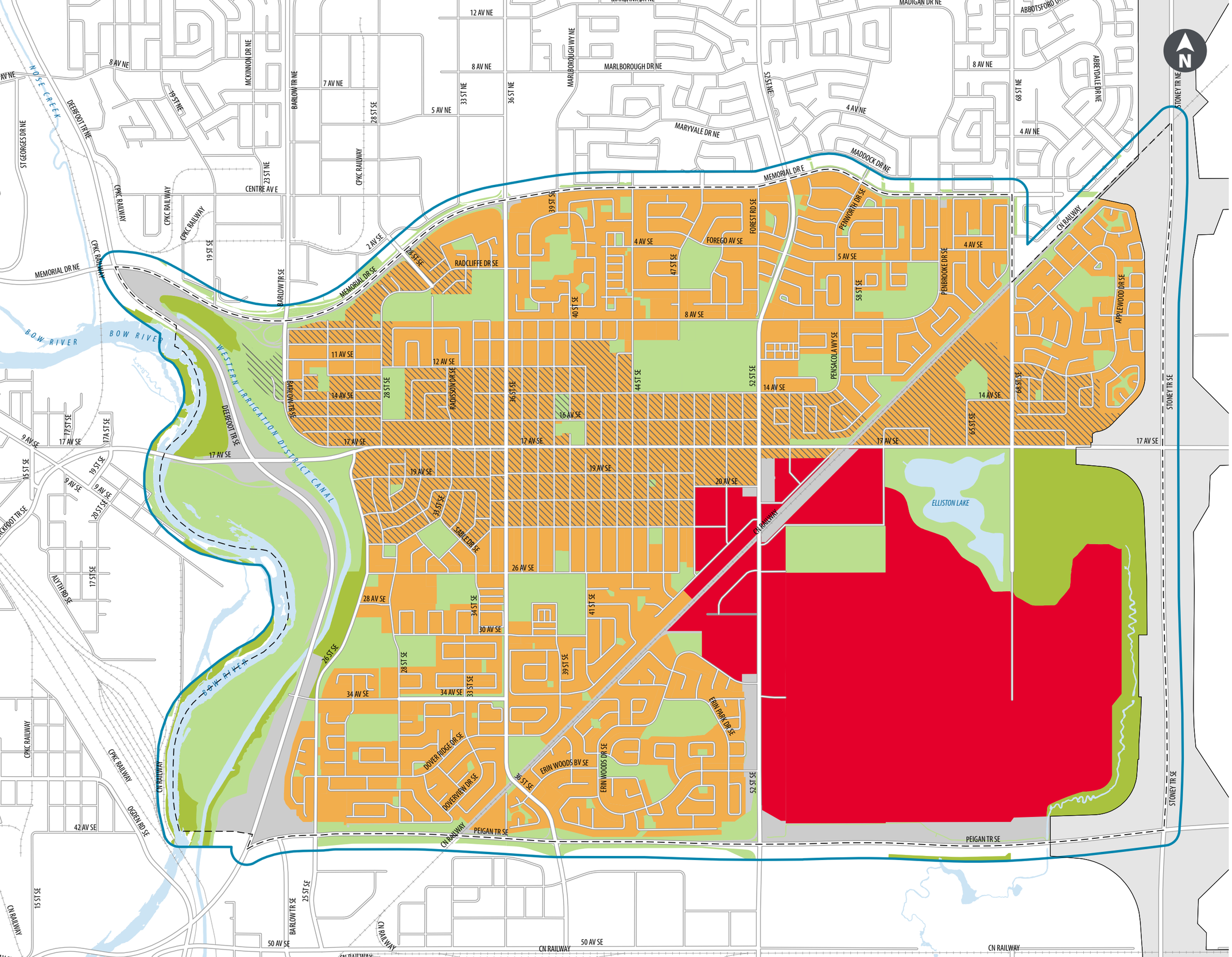
- Public Wastewater Treatment Plant
- Intermunicipal Wastewater
- Intermunicipal Water
- Western Irrigation District System
- Pipeline
- Power Transmission
- Plan Area Boundary
- City Limits
- Transportation/ Utility Corridor

Map B2: Regional Transportation Corridors and Context



Legend

- Airport Vicinity Protection Area
- The Great Trail
- Regional Pathway
- Existing Higher Order Tansit
- Public Intermunicipal Transit Route
- Future Intermunicipal Transit
- Goods Movement
- Rail Transportation
- Level 1 Highway
- Level 2 Highway
- Planned Future Higher Order Transit
- CANAMEX
- Plan Area Boundary
- City Limits
- Transportation/ Utility Corridor



Map B3:
Growth Plan Placetype Alignment

Legend

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

* The Placetype for density calculations is Infill and Redevelopment, however, The City of Calgary will strive to meet the intent of the Mixed Use Centre/TOD Placetype.

Appendix C: Mobility

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

Map C1: **Pedestrian** Corridors and Map C2: Cycling Network identify existing **pedestrian** and cycling mobility connections and recommended mobility improvements within and surrounding the East Calgary International Avenue Communities. The maps are based on, but also inform, The Always Available for All Ages & Abilities (5A) Map of the Calgary Transportation Plan (CTP) and show existing and recommended connections identified in the **CTP** at the local area plan level.

The recommended **pedestrian** corridors depicted on Map C1: **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 C1 are to provide, at minimum, standard residential sidewalks to create a complete walking network.

The recommended cycling network shown on Map C2: 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 C1: **Pedestrian** Corridors and C2: Cycling Network will take time and will be phased as budget allows, subject to technical feasibility.

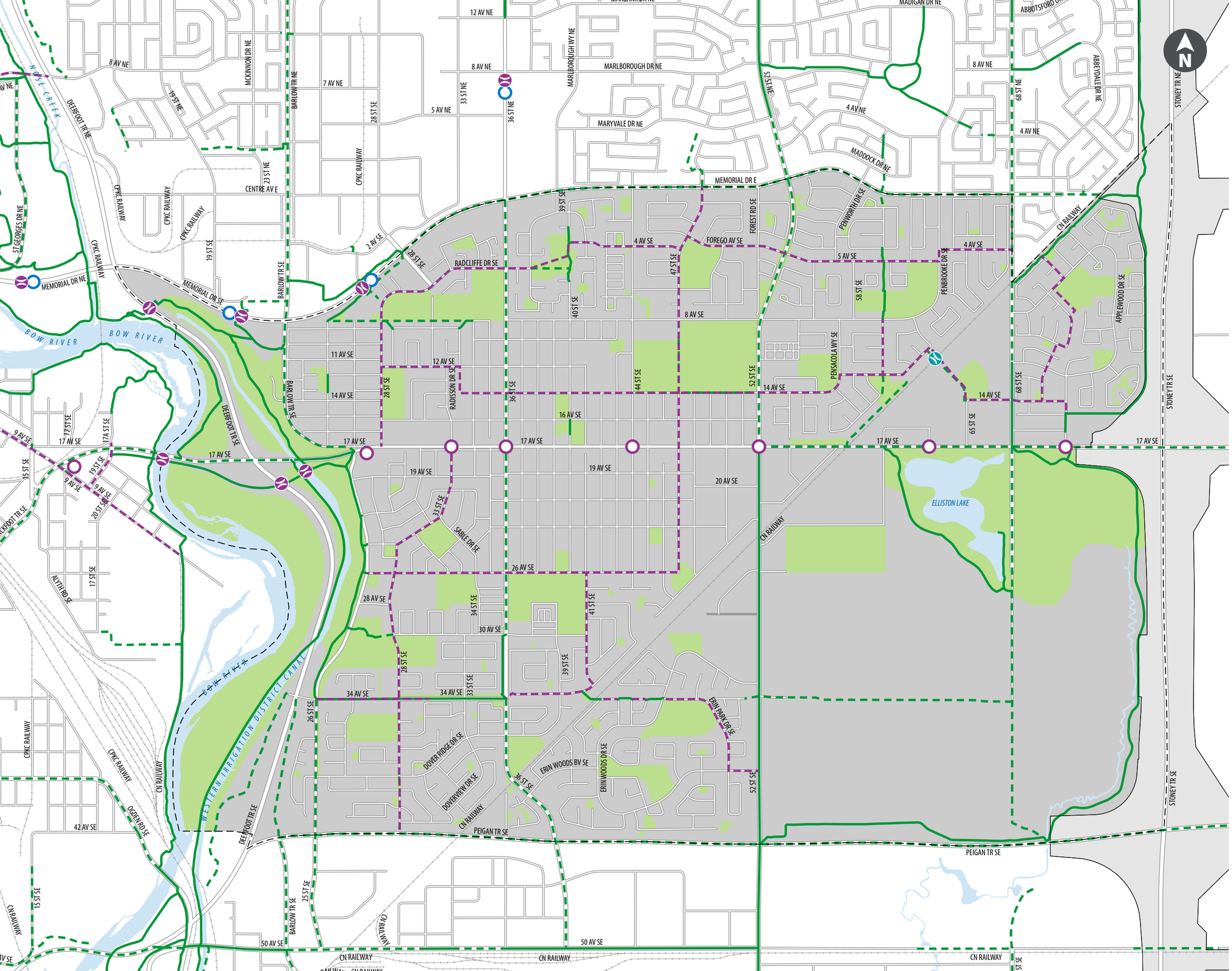
Map C3: Road and Street Network provides an overview of the street classifications throughout the Plan Area. The map is not intended to make any recommendations about the specific corridors.

Map C4: Goods Movement provides an overview based on the Calgary Goods Movement Strategy.

Map C5: Transit Network identifies existing and future major transit routes on the Primary Transit Network (PTN) only.

The mobility maps in Appendix C are intended to complement and inform the investment priorities identified in Section 3.2.2 Safe, Efficient and Well-Connected Mobility Options as well as future mobility improvements and investment.

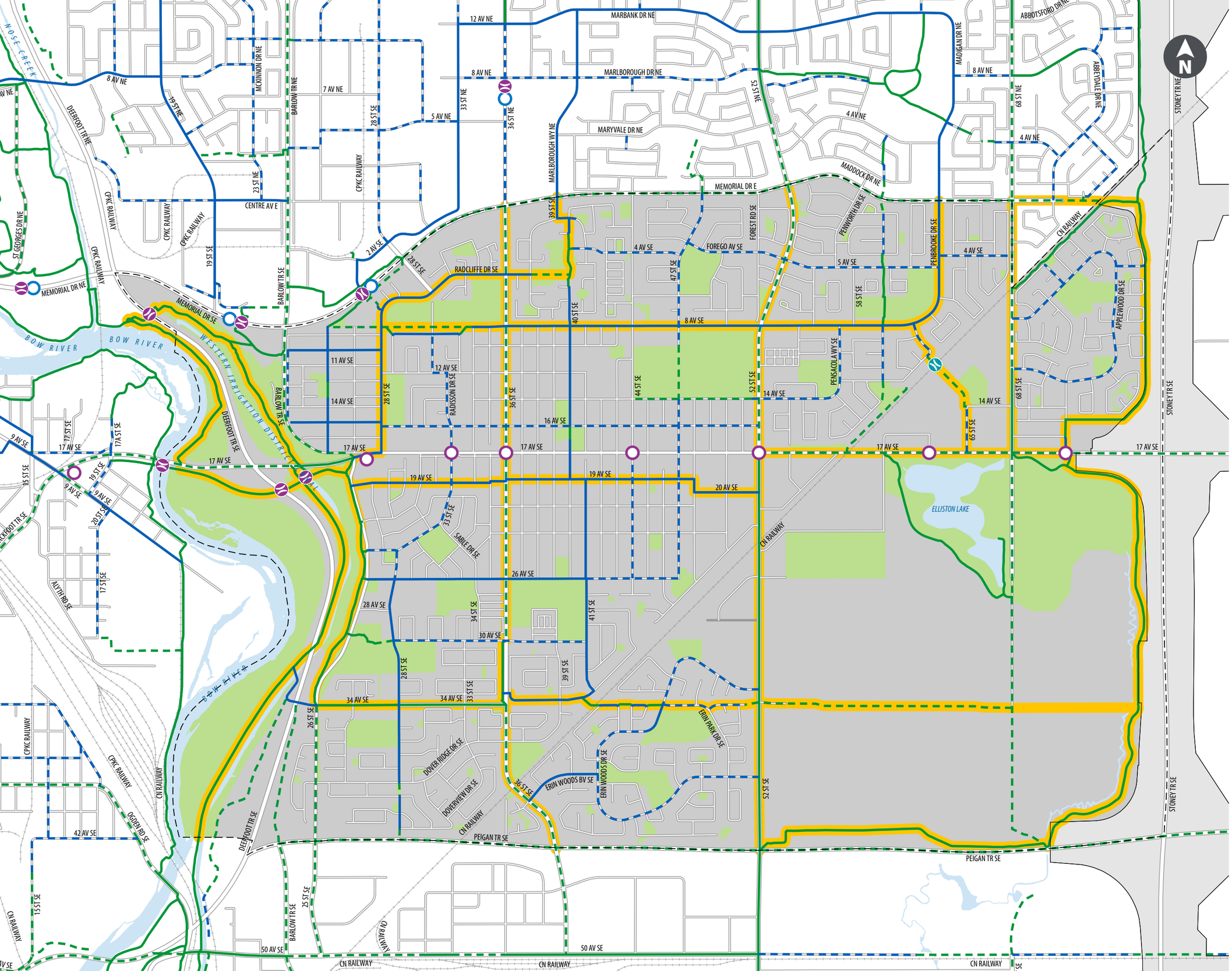
Map C1:
Pedestrian Corridors



Legend

- Existing Pathway
- Proposed Pathway
- Recommended Enhanced Pedestrian Corridor
- Existing Pedestrian/ Cycle Crossing
- Future Pedestrian/ Cycle Crossing
- Parks, Civic and Recreation
- LRT Blue Stop
- MAX Purple Stop
- Plan Area Boundary
- Transportation/ Utility Corridor

Map C2:
Cycling Network

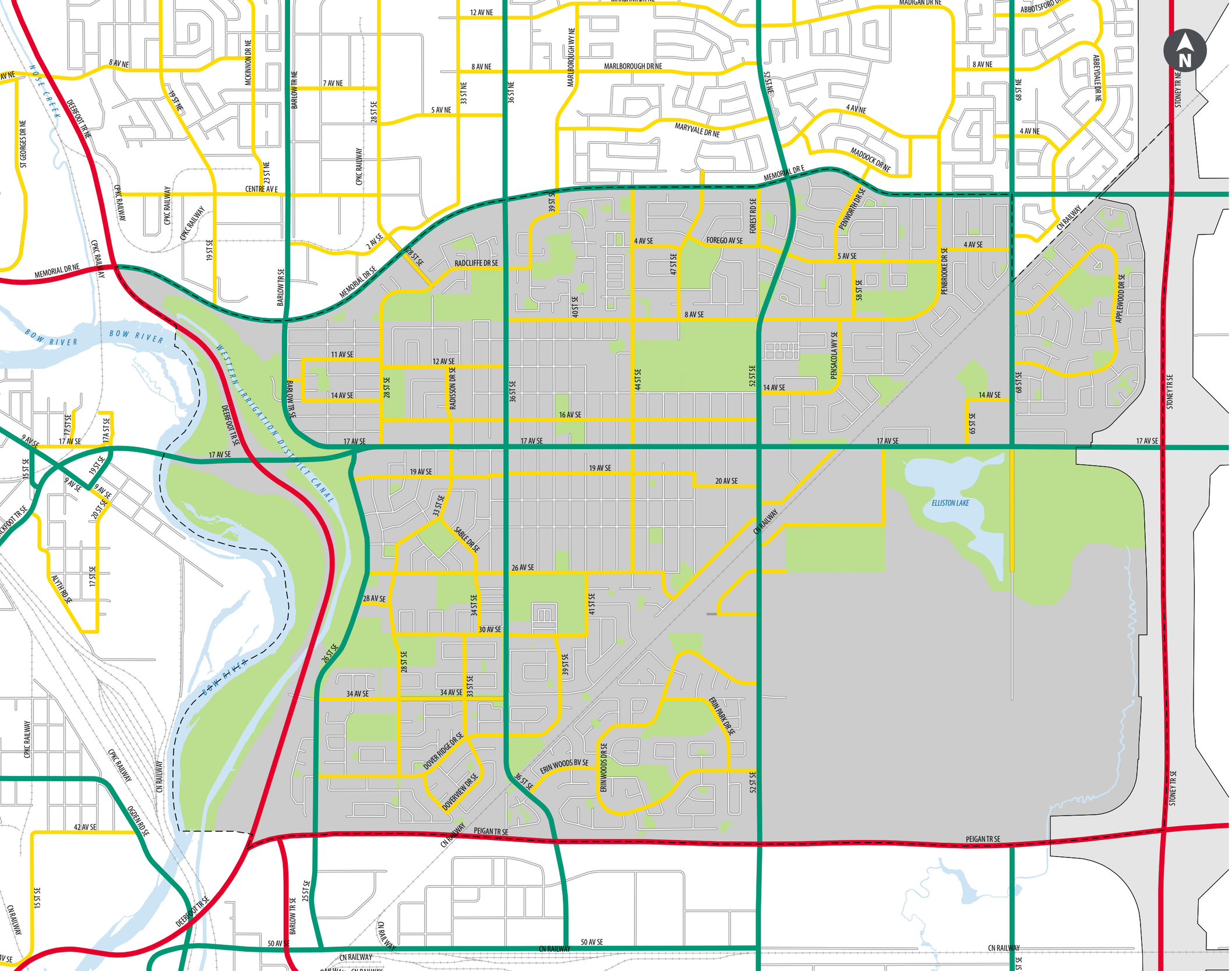


Legend

- Existing Pathway
- Proposed Pathway
- Existing On-Street Bikeway - 5A*
- Proposed On-Street Bikeway
- Existing Pedestrian/ Cycle Crossing
- Future Pedestrian/ Cycle Crossing
- Primary Cycling Network
- LRT Blue Stop
- MAX Purple Stop
- Parks, Civic and Recreation
- Plan Area Boundary
- Transportation/ Utility Corridor

* May require upgrades to meet 5A standards

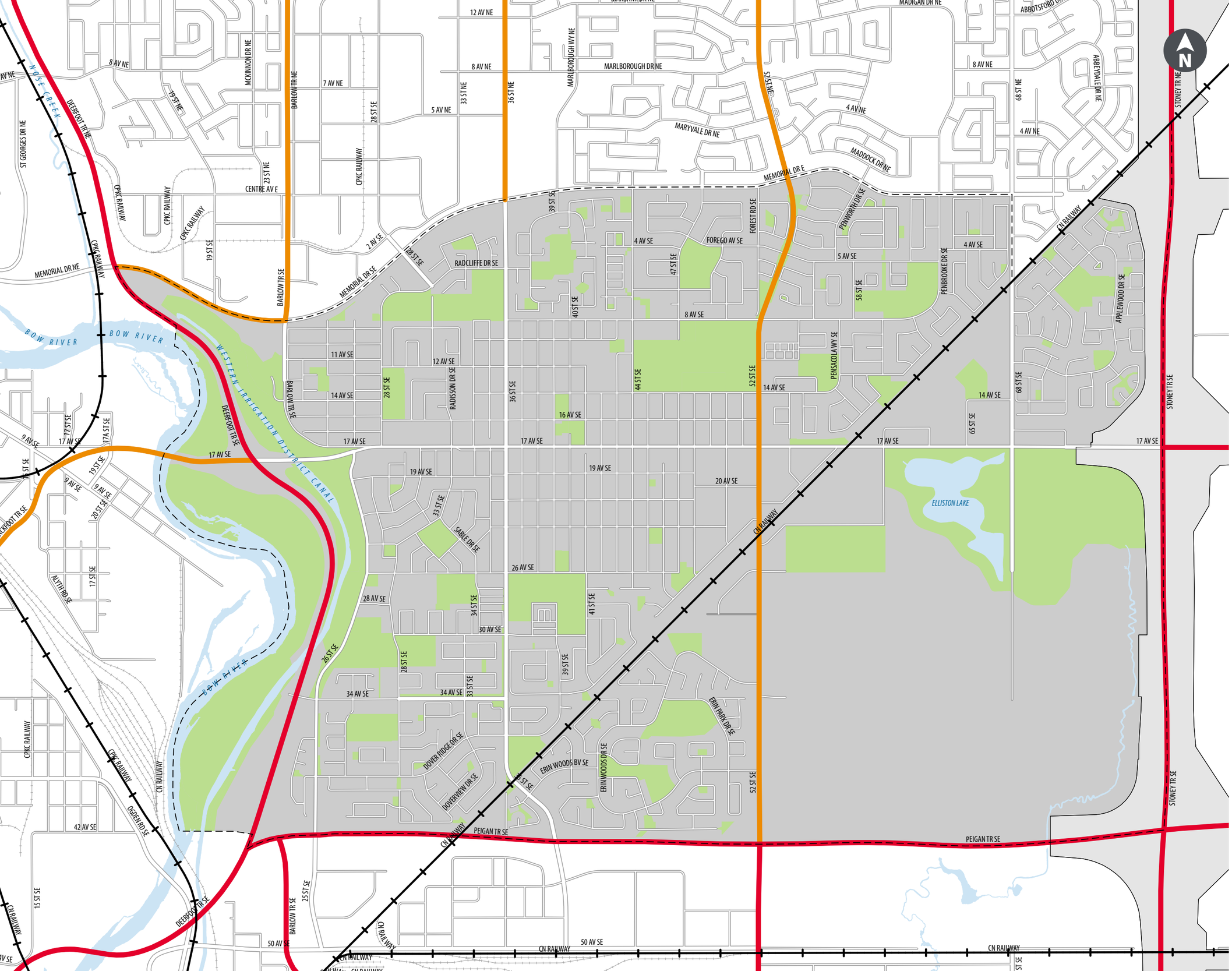
Map C3:
Road and Street Network



Legend

- Expressway
- Arterial
- Collector
- Local
- Parks, Civic and Recreation
- Plan Area Boundary
- Transportation/ Utility Corridor

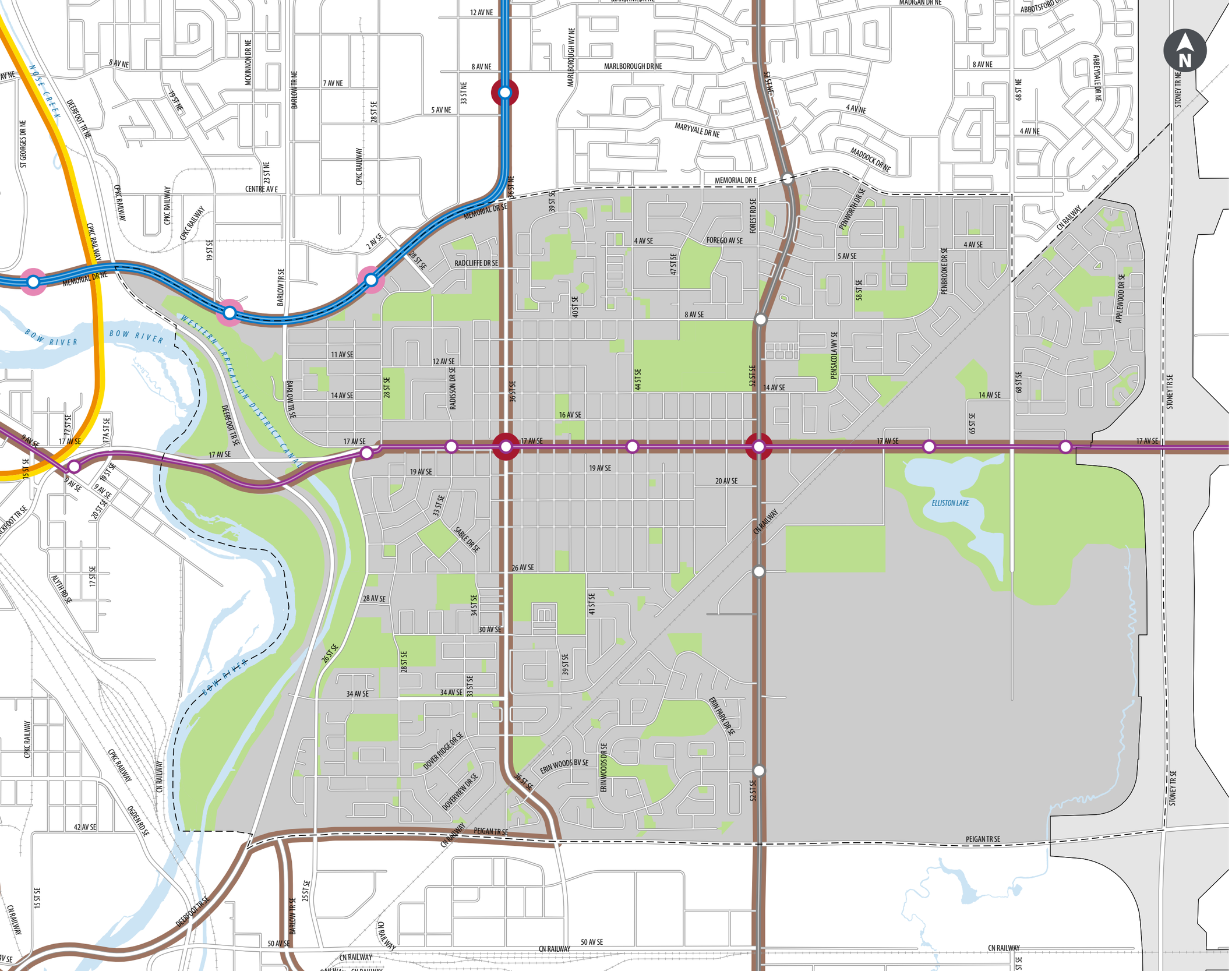
Map C4:
Goods Network



Legend

- Main Goods Movement Corridor
- Supporting Goods Movement Corridor
- Freight Rail Corridor
- Parks, Civic and Recreation
- Plan Area Boundary
- Transportation/ Utility Corridor

Map C5:
Transit Network



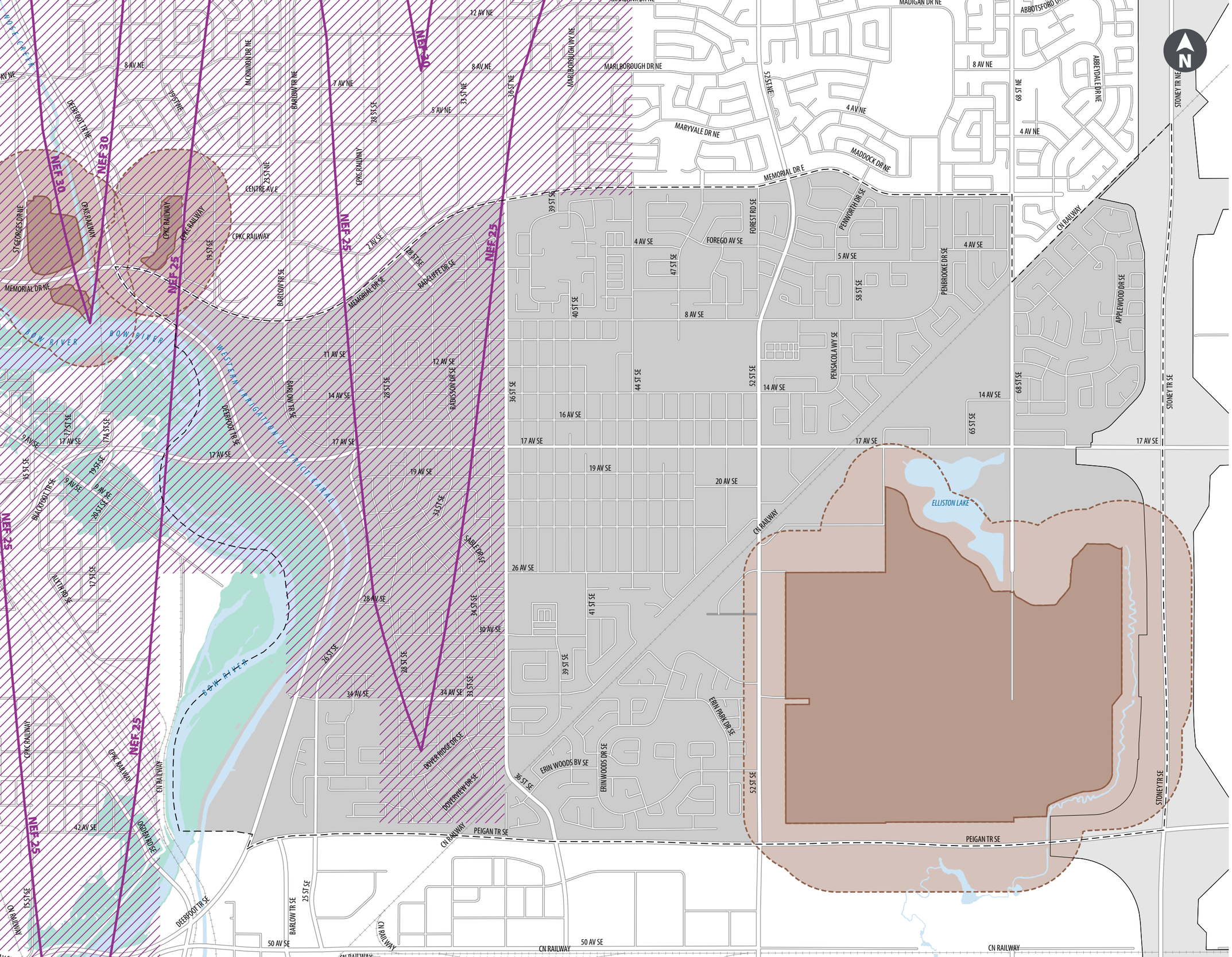
Legend

- Primary Transit Network
- Regional Commuter Rail Future
- High Speed Rail Corridor Calgary-Edmonton
- Primary Transit Hub
- Transit Centres
- Future Rapid Transit
- Blue Line LRT
- Future Green Line LRT
- MAX Purple
- Parks, Civic and Recreation
- Plan Area Boundary
- Transportation/ Utility Corridor

Appendix D: Constraints

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

Map D:
Constraints



Legend

- NEF Contour
- Airport Vicinity Protection Area
- Landfill Site
- Landfill Buffer
- 1% Chance of River Flooding in any Year
- Plan Area Boundary
- Transportation/ Utility Corridor

Freight Rail Corridor

A Canadian Pacific (CP) rail corridor runs through the centre of the Plan Area. Any development adjacent to freight rail corridors should comply with the requirements of the Development Next to Freight Rail Corridors Policy, in addition to any other applicable policies.

Operating Landfill Setbacks

East Calgary Landfill is located in the southeast corner of the Plan Area known as 09Q. The landfills' regulated setbacks of 300 metres have the potential to impact future development in the Forest Lawn Industrial area. The regulated setbacks are subject to section 17 of the Matters Related to Subdivision and Development Regulation of the Municipal Government Act.

Powering our Communities

Electrical power is an essential service that must be considered in planning for growth in both new and existing areas in our 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. Developers are encouraged to reach out to ENMAX Power early in their planning process for collaborative discussions on how best to power communities.

Appendix E: Additional Historical Information

East Calgary International Avenue is located almost entirely within Township 24, Range 29, West of the 4th Meridian (24-24-W4M). A small portion of the area is located to the west in Township 24-1-W5M. Unless otherwise noted, all references below are to Township 24-28-W4M.

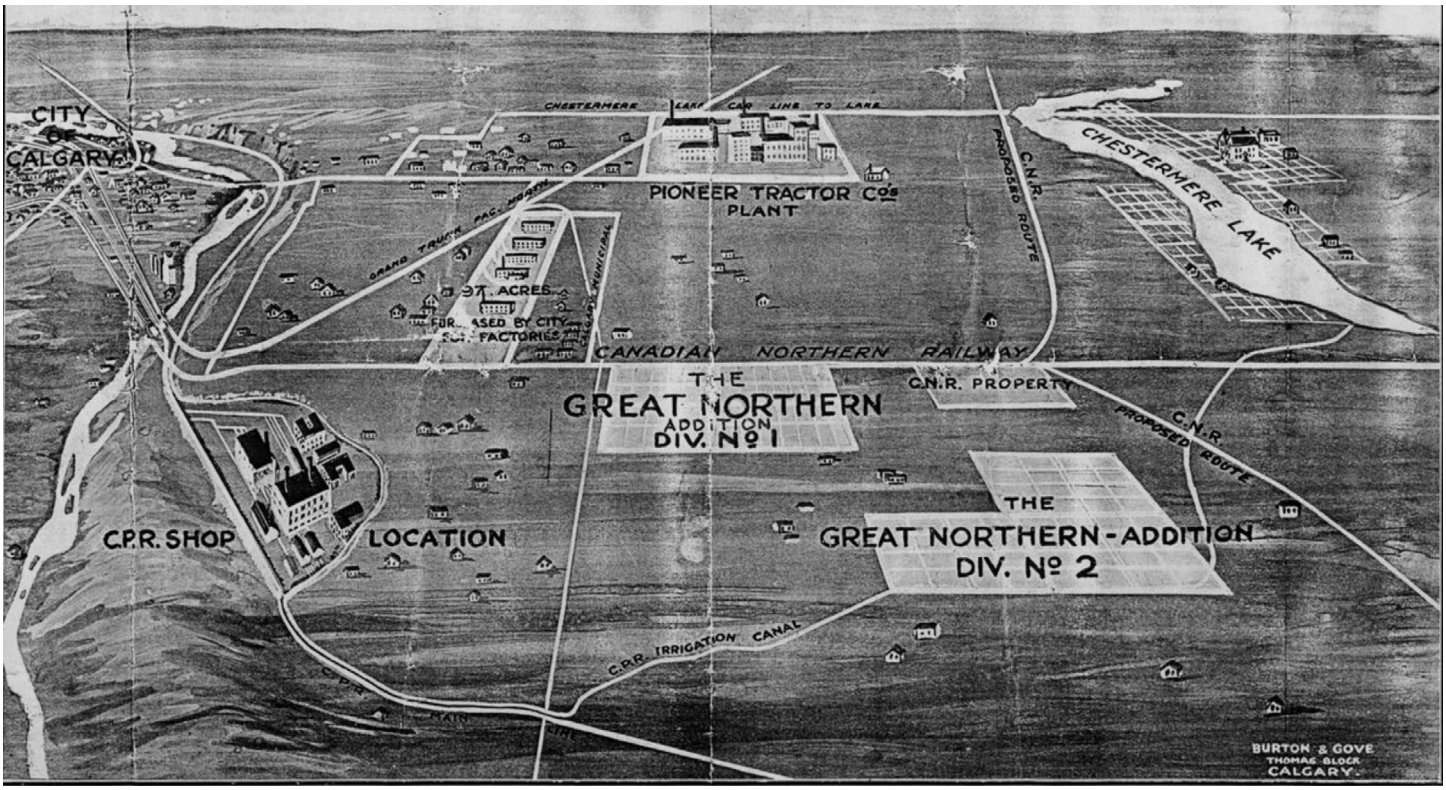


Photo: **"Advertisement for development in industrial section of Calgary, Alberta," circa 1911. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU1125658 (Legacy Identifier: NA-4562-1)**

Albert Park/Radisson Heights

David D. Oughton (1862–1956) was one of the original homesteaders in this area and he remained for the rest of his life as one of Alberta Park's most significant residents. He and his family lived in a farmhouse that they built here. Oughton served as a trustee for the local Bow Valley School Board when its school opened in 1906 and he later became a Forest Lawn town councillor. He donated the land for the neighbourhood's David D. Oughton School (1151–34 Street SE), which opened in 1953. The school was declared surplus and closed in 2006. The City purchased the site in 2008 and demolished the school in 2015.

During the pre-First World War boom, Oughton subdivided part of his land as Oughton Estate, a speculative real estate venture. Businessman Albert J. Smyth subdivided and promoted Albert Park on land adjacent to Oughton's. Smyth's subdivision plan includes a lake that was a slough, one of many in the district. After the boom waned, Albert Park remained an unincorporated hamlet and dormitory community for Calgary. Like Forest Lawn to the east, Albert Park was incorporated as a village in 1934. The following year, both villages were dissolved and were re-incorporated as the Village of Forest Lawn, with a strip of land annexed to connect the two communities. Forest Lawn became a town in 1951. At least three times, residents petitioned to dismantle the village and return Albert Park to the municipality. Finally, in 1946, residents tried to have Albert Park removed from the village of Forest lawn so it could join Calgary.

Albert Park became a Calgary neighbourhood following the 1961 annexation and its eastern edge, from 28 Street east to 34 Street SE, was developed in 1964 as Radisson Heights. Premier Land Developments Ltd. boasted that Radisson Heights "will display the first completely contoured and fully landscaped and treed area in the history of land developments in Calgary." Mayor Grant MacEwan cut the ribbon at the neighbourhood's official opening ceremony on October 30, 1964.

Albert Park/Radisson Heights has become a diverse neighbourhood (35 per cent immigrants, 47 per cent visible minorities and six per cent Indigenous people, according to 2016 census figures).

Barlow Trail is the western limit of the neighbourhood's residential and commercial area. The Bow River Pathway (a walking and cycling path) and the Albert Park-Radisson Heights Off-Leash Area occupy the zone between the Bow River and Deerfoot Trail. The Western Irrigation District Canal, a CPR irrigation project begun in 1906, parallels Deerfoot and the start of its route eastward to Chestermere Lake. Max Bell Centre, a sports arena and concert facility built in the 1970s, is set in an undeveloped area crisscrossed by walking paths.



Photo: **David D. Oughton residence, 3420–17 Avenue SE.**
He and his wife Jane and their four sons, homesteaded east of Calgary in the area now known as Albert Park and Forest Lawn. The house was demolished in 1974. Oughton served as town councilor for Forest Lawn and was a trustee for the Bow Valley School Board when it opened the first school in the area in 1906. In addition to farming, Oughton dabbled in ranching and the fledgling oil industry. Before David Oughton's death in 1956, he donated the Oughton School site property.

Applewood Park

Most of present-day Applewood Park is situated on land that was granted to the CPR in 1904. Beginning in 1911, a firm known as Alberta Financial Brokers promoted the development of this section—which straddles present-day Stoney Trail—as Victoria Square, an industrial centre with a residential component.

At its peak, Victoria Square boasted dozens of homes, a hotel, daily mail service to Calgary (via horse and buggy), a gas-driven electric power plant and factories producing bricks, jam, tools and tractors, as well as a pump factory that never became operational. During the First World War, the tool and tractor factories were converted to produce shells. Victoria Square declined by the end of the war and was depopulated. Its buildings were moved, demolished or repurposed and some burned down.

Daon Development Corporation subdivided Applewood Park in 1980 and developed it as a low-density residential neighbourhood beginning in 1982. As a result, it has become a diverse neighbourhood (50 per cent immigrants, 71 per cent visible minorities and two per cent Indigenous people, according to 2016 census figures).

Dover

Scottish-born James Cossar homesteaded in the southern part of today's Dover and his brother Henry farmed immediately to the south, across the present-day Peigan Trail. During the pre-First World War boom, Henry's brother-in-law, Forest Lawn farmer-turned-Calgary real estate developer Thomas Beveridge, subdivided part of the future Dover as the Hazeldean subdivision. The venture was evidently unsuccessful.

The present neighbourhood was proposed and named in 1968 and the development of the residential district began in 1971. Dover is separated from Erin Woods by the CNR tracks. It has become a diverse neighbourhood (22 per cent immigrants, 26 per cent visible minorities and seven per cent Indigenous people, according to 2016 census figures).

Erin Woods

Homesteader John Campbell and the CPR received the original land grants in the area that became Erin Woods. Thomas Richard Copp (1864–1944) later ranched on part of this property before retiring to Calgary with his wife, Harriet, in 1913. They eventually moved into the Hyde Residence (1402 Prospect Avenue SW) in Upper Mount Royal, which is on The City's **Inventory of Evaluated Historic Resources**.

Following its annexation in 1961, this area became part of Eastfield's broader planning district. Nu-West proposed the Erin Woods residential subdivision in 1979 and named it for a suburb of Mississauga, Ontario. It has become a diverse neighbourhood (30 per cent immigrants, 43 per cent visible minorities and seven per cent Indigenous people, according to 2016 census figures). Erin Woods is separated from Dover by the CNR tracks.

Forest Heights

James Wright received the original land grant to this half-section. In 1909, businessman C.T. Gilbert subdivided this property into a nameless development of large or estate lots punctuated by Isabel, Lily and Griffiths streets, edged to the north by Centre Avenue (corresponding to Memorial Drive E) and Davis Avenue (8 Avenue SE). This subdivision was unsuccessful. Silton Development (Calgary) Ltd. developed Forest Heights in 1959–60 as a suburb of the Town of Forest Lawn and it became part of Calgary in 1961. Ernest Morrow Junior High School (1212–47 Street SE) opened in 1964 and is located on land once farmed by the family of its namesake, Forest Lawn mayor Ernest Morrow. Forest Heights is also the location of the Bob Bahan Pool & Fitness Centre, Ernie Starr Arena and Forest Lawn Athletic Park.

Forest Heights has become a diverse neighbourhood (39 per cent immigrants, 49 per cent visible minorities and five per cent Indigenous people, according to 2016 census figures).

Forest Lawn

Forest Lawn's original farmer was Thomas Beveridge (1856–1928), who came west from Collingwood, Ontario, in 1885 and farmed here for over two decades before joining his brother F.D. Beveridge in Calgary's real estate business in 1907. The brothers built the Beveridge Building, a Calgary landmark from 1911 until 1986. During Calgary's pre-First World War real estate boom, Thomas subdivided several farms in Forest Lawn and Dover as speculative ventures.

Several subdivisions were promoted in this area during the pre-First World War boom, but most were unsuccessful and Forest Lawn remained an unincorporated hamlet. It became a village in 1934 and was re-incorporated the following year as a larger village that included Albert Park. In 1952, Forest Lawn became a town and it developed a complete set of departments, including police and fire departments. By the early 1960s, the town council attempted to secure city status, but the Town lost a bid to annex adjacent land with industrial potential and Forest Lawn itself, along with most of the planning area, was annexed at the end of 1961.

Appropriately in a community now known for its immigrant population, half of Forest Lawn's six mayors were immigrants. Ralph Moody (1876–1961 approx.), mayor from 1946 to 1947, was originally from Maine in the United States. Cyriel DeNeve (1895–1959), the mayor from 1955 to 1957, came from Belgium. Forest Lawn's final mayor from 1958 to 1961, Chris Akkerman (1900–1978), was from the Netherlands. The other mayors were Ernest Morrow (1913–1986), mayor from 1947 to 1951; John A. Maveety (1909–1981), mayor from 1951 to 1955; and Elliott L. Dale, mayor from 1957 to 1958. Morrow was born in the Forest Lawn area.

Forest Lawn has become a diverse neighbourhood (27 per cent immigrants, 34 per cent visible minorities and ten per cent Indigenous people, according to 2016 census figures).

Forest Lawn Industrial

Forest Lawn Industrial is the historic location of Hubalta, a railway settlement and station that expressed the optimism of the pre-First World War boom. Its early farmers included the Morrow family, whose son Ernest later became mayor of Forest Lawn. Hubalta had a post office, a store and a railway station. Calgary businessman Malcolm D. Geddes subdivided Prospect Park in 1907 and Prospect Park Addition in 1909, but these were unsuccessful. After the boom faded, some residents moved away to Albert Park and Forest Lawn and Hubalta remained as an unincorporated hamlet east of the Forest Lawn municipality.

The area ultimately developed as an industrial district. Early in the 1930s, it was briefly the site of a milling operation. In 1937–38, the Monarch Refinery (5805–17 Avenue SE) was built using bricks recovered from the demolition of an old powerhouse at Bowness. The new plant refined oil from Turner Valley to produce tractor fuel distributed by trucks and rail via the CNR, but it remained in business only until 1941. In 1958, a new owner converted it into Hub Oil, an oil recycling facility. A catastrophic explosion in 1999 killed two employees and resulted in a fire that burned for ten hours and caused $6.5 million in property damage. All residents of Penbrooke Meadows and two mobile home parks in the area had to be evacuated.

Canadian Odeon Theatres opened the Corral 4 Drive-In south of 17 Avenue on 60 Street SE in 1980 and it operated for several years. In the early 1980s, the Fire Department Training Centre—Outdoor Facilities (6015–23 Avenue SE) opened south of the drive-in. In 2004, the facility became home to the Multi-Agency Training (MAT) Centre, whose function included training for search and rescue missions for catastrophic events, such as natural disasters.



New sound system in Calgary's four-screen drive-in

By Fred Haeseker

Soon those tinny little speakers you hang on your car window at the drive-in theatre will have gone the way of black-and-white TVs and monaural record players.

In the four-screen complex now being built by Canadian Odeon Theatres in southeast Calgary, the sound will be broadcast to your car radio or any other AM receiver.

If you drive a van equipped with a sophisticated receiver and big loudspeakers, that means you'll be able to hear it all in hi-fi: the howls of Transylvanian wolves, the roar of surf on a beach, the full impact of a bass line in a rock 'n' roll song.

The Japanese-designed system will deliver through "whatever you've got," says Canadian Odeon district manager Barney Regan. "There's no comparison with the awful speakers in use now."

Construction started

Construction of the Corral Fourplex started last week on 32 acres at 17th Avenue and 52nd Street S.E. When it's finished — perhaps in early or mid February — it will hold 2,200 cars in a rectangular area surrounded by four 45-by-100-foot screens.

The sound will be transmitted through wires that fasten with a small clip to the car aerial (in the top of the windshield if the antenna is built in). There will be no interference from radio stations, Regan says.

"It's a direct transmission with a minimal step-over. You can receive as far away from the wire as three feet, but at that point the reception is very poor."

The sound system is only the first innovation. The Corral will open with conventional screens, but Canadian Odeon plans to replace them with an experimental design as soon as it comes on the market.

Shaped like dish

The "entertainment screen," now being developed in Los Angeles, is constructed to reflect the projected picture only within the confines of the theatre.

"It's shaped like a big dish," Regan said. "The claims are that it will also reflect 60 per cent more light, which will allow us to start screening earlier, at twilight."

The earlier screening time will be an important asset in Calgary, where the extreme climate makes the drive-in business a seasonal one. Even in a drive-in that operates year-round with the help of in-car heaters, more than 60 per cent of the annual income is earned in the middle of the peak season, which runs from late May to mid-September. With daylight saving time, darkness in the summertime doesn't come till late.

In Calgary, drive-ins have survived these handicaps because business is good. Canadian Odeon's two remaining Calgary theatres, the Stampede and 17th Avenue, have been sold for commercial and residential use and are scheduled to close at the end of October — but the Corral Fourplex will have a capacity 50 per cent greater than the two old theatres combined.

Land expensive

"There is a lot of talk about drive-ins being dead, but it's not so," said Regan.

"In Edmonton, one screen has been closed, but two twins have just opened. In Calgary, we've closed three screens, but we're opening four.

"As cities expand, the land where drive-ins are located becomes too expensive for single-purpose use. There comes a point when we have to make the decision to relocate.

"No one here wants out of the business. If another site presents itself . . . we're still looking. Drive-ins are popular in Alberta."

The four-screen complex, which will cost between $3 and $5 million, is probably the first of its kind in Canada, Regan said. "There's no other fourplex in the West and I haven't heard of one in the East. I know of one older drive-in theatre outside of Toronto that has converted to the new sound system."

Regan said the southeast Calgary location will be easily accessible during screening times, especially when 52nd Street S.E. is extended down to Glenmore Trail. "And we'll be able to stack a lot of cars without tying up traffic — there will be eight lanes on the site leading off from a side road."

Sunset remains

In the meantime, only one other drive-in theatre remains in Calgary — the 820-car Sunset, operated by Famous Players Ltd. Deadly it closes for the season in November, although this year it may remain open longer, said district supervisor Bunn Holberton.

But the value of the land occupied by the Sunset at 410 37th Ave. N.E. is becoming so high that its days are numbered too.

Famous Players is currently negotiating for a new location, said Holberton, but land is difficult to find.

"We'll try to maintain the Sunset till we get a new site. It's tough — the counties just don't want to talk to you about a drive-in.

"They don't want any kind of urban business that's going to bring

Abba's North American tour

Artist's concept of new Corral Fourplex Drive-in theatre in southeast Calgary

Penbrooke Meadows

The original land grants in this section were issued to Asa Landers Hillman (1862–1943), who farmed on the east half and Florence Pitman (née Chandler, 1864–1941) and her son George H. Pitman (1884–1974), who received the southwest and northwest quarters respectively. William M. Pitman (1861–1916), an early merchant on Stephen Avenue, was Florence's husband and George's father. Quebec-born Hillman worked as a liveryman in Calgary. George Kidd operated a blacksmith shop on what is now 17 Avenue SE in Penbrooke Meadows between 1923 and 1963.

Penbrooke Meadows was subdivided in 1969 and developed as a residential neighbourhood. It has become a diverse neighbourhood (35 per cent immigrants, 47 per cent visible minorities and six per cent Indigenous people, according to 2016 census figures). The CNR tracks separate Penbrooke Meadows from Red Carpet.



Photo: **"Article in paper about Penbrooke Meadows homes, Calgary, Alberta," 1970, by Calgary Herald. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU1112781 (Legacy Identifier: NA-2864-6005)**

Published in the Calgary Herald, May 1, 1970. Penbrooke Meadows is a City public housing development. It has been designed to blend unobtrusively with the vicinities private housing. It is the City's first rental housing project.

Red Carpet

Red Carpet is a triangle-shaped neighbourhood framed by 17 Avenue SE to the south, 68 Street SE to the east and the CNR tracks to the north and west. Asa Hillman homesteaded this property, which remained agricultural land after its annexation in 1961 and its inclusion in a broader planning area called Eastfield. It is named for the Red Carpet Mobile Village (6220–17 Avenue SE), a mobile home park developed around 1970 that was later renamed Penbrooke (or Penbrooke Estates) Mobile Home Park and was again renamed as Calgary Village. The separate Mountview Mobile Home Park was developed to the east in the mid-1970s.

Red Carpet has become a diverse neighbourhood (21 per cent immigrants, 22 per cent visible minorities and seven per cent Indigenous people, according to 2016 census figures).

Southview

The western portion of Southview was once part of Major James Walker's farm, which has since been subdivided into part of eastern Inglewood, Inglewood Wildlands Park and the Inglewood Bird Sanctuary. This portion became divided between the Militia Department's rifle range and the nine-hole Colonel Walker Golf Club, which was established in 1927. When the department evacuated the rifle range in 1930, the golf course leased the site and became an 18-hole course. It was renamed the Inglewood Golf Course in 1932.

Notable structures include the building at 3603–17 Avenue SE with its pleated thin-shell concrete roof and 4 Seas Restaurant sign above and the strip mall at 3411–17 Avenue SE. with its Paradise Lanes sign above. Jack Chan (1936–2016), who immigrated from China in 1951, opened the 4 Seas Restaurant in 1966 and operated it until 2009. Tropicana Lanes, Forest Lawn's first bowling centre, opened in the basement in 1960 and was later renamed Paradise Lanes in 1969.



Photo: **"Aerial view of Inglewood golf course, Calgary, Alberta," circa 1935. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary, CU1292356 (Legacy Identifier: PA-3452-7)**



Photo: **Photo: "17 Avenue SE Calgary, Alberta". Courtesy of International Avenue Business Revitalization Zone**

East of the golf course site, the Southview residential neighbourhood was subdivided in 1950 and its curvilinear streets reflect the era in which it was developed. Some of the houses predate the neighbourhood itself; they were moved from Wayne, a former mining community that now lies within the Town of Drumheller. As a result, Southview includes lots that are 120 feet deep, which is a rarity in Calgary. It also forms part of the 17 Avenue SE business district known as International Avenue. The city's first mosque opened in Southview in 1960 in the repurposed St. Luke's Anglican Church (3027–17 Avenue SE).

Southview has become a diverse neighbourhood (18 per cent immigrants, 20 per cent visible minorities and seven per cent Indigenous people, according to 2016 census figures).

The Cushing Bridge links east and west Calgary across the Elbow River along Southview's northern edge. The 1956 structure replaced an earlier 1906 version of the Cushing Bridge. The present bridge is on The City's **Inventory of Evaluated Historic Resources**.

09Q

Ontario brothers Frank Moorhouse (1866–1948) and Oscar Moorhouse (1870–1953) were among the homesteaders who settled in this area in the 1880s. Family connections link Oscar to the Ellis family for whom Elliston Park in this area was later named. Oscar's wife, Nettie (née McElroy, 1872–1952), was a sister-in-law of Ontario-born Samuel Shepherd Ellis (1865–1936), who settled in 1912 near this site, east of the planning area, with his wife, Lida (née McElroy, 1868–1947), who was Nettie's sister. The sisters' brother George McElroy (1870–1935) also homesteaded nearby, north of Chestermere Lake, in 1890. George was a councillor for the Municipal District of Shepard and was involved in the effort to remove Albert Park and Forest Lawn and have them established as separate villages.

This area was also the location of the "Government well quarter," where an unknown government authority developed a water well for public use. The name remained long after the well was abandoned. A private firm, the Alliance Trust Company, acquired a quarter-section in this that had initially been granted to the CPR. The company's motto, "We Know"—accompanied by a cartoon image of an owl—was reportedly the source of the name for the Weno post office, which operated east of the planning district between 1914 and 1926. Shepard Ellis was its postmaster in 1920–21.

This area remained undeveloped after its annexation in 1961. The East Calgary Landfills (3801–68 Street SE) opened in 1968 and a capped-off area was developed as Elliston Park—named for Ellis' family—and opened in 1995. The Friends of Elliston Park Society, which helped guide the park's development, was founded in 1994 by Audrey Miklos, a granddaughter of Shepard and Lida Ellis and her son Ken Miklos. Many others joined their work. Interpretive signage at the park's entrance, which is marked by a windmill symbolizing agricultural history, tells the story of settlement, agriculture and community life in the surrounding area, including the role of the Ellis family. The Ellises farmed and ranched in the area with their five sons and three daughters. Descendants of the Ellis and McElroy families remained involved in community life and continue to live in the area.