



# Improving Calgary's Entrancesways: A Guide for Development Adjacent to Entrancesways





# Improving Calgary's Entranceways:

## A Guide for Development Adjacent to Entranceways



THE CITY OF  
**CALGARY**  
LAND USE PLANNING & POLICY

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# Table of Contents

## Improving Calgary's Entrancesways: A Guide for Development Adjacent to Entrancesways

### Table of Contents

<b>Executive Summary .....</b>	<b>7</b>	<b>6.0 Entrancesways .....</b>	<b>19</b>
<b>1.0 Introduction.....</b>	<b>8</b>	<b>7.0 Guidelines for Development Adjacent to Entrancesways .....</b>	<b>20</b>
1.1 Vision .....	8	7.1 Land Use Planning.....	20
1.2 Vision for Entrancesways .....	8	7.2 Site Design .....	22
1.3 Principles for Development Adjacent to Entrancesways.....	10	7.3 Architecture .....	24
<b>2.0 Purpose of A Guide for Development Adjacent to Entrancesways .....</b>	<b>12</b>	7.4 Landscaping Treatment.....	26
<b>3.0 Interpretation .....</b>	<b>13</b>	7.5 Building Setback.....	28
3.1 Application .....	13	7.6 Screening .....	29
3.2 Document Organization .....	13	7.7 Exterior Fencing .....	30
3.3 Guideline Interpretation .....	13	7.8 Outside Storage.....	31
<b>4.0 Application Process .....</b>	<b>15</b>	7.9 Signs .....	32
4.1 Local Area Plan .....	15	<b>8.0 Application Requirements.....</b>	<b>33</b>
4.2 Outline Plan/Land Use .....	15	8.1 Outline Plan/ Land Use Amendment.....	33
4.3 Development Permit.....	15	8.2 Development Permit.....	33
<b>5.0 Planning Hierarchy and Integration of the Guide for Development Adjacent to Entrancesways ...</b>	<b>16</b>	<b>9.0 Definitions.....</b>	<b>34</b>
5.1 Inter-municipal Development Plans.....	16	9.1 Approving Authority .....	34
5.2 Municipal Development Plan.....	16	9.2 Entrancesway Guidelines.....	34
5.3 Calgary Transportation Plan.....	16		
5.4 Local Area Plans.....	17		
5.5 Land Use Bylaw.....	17		
5.6 Other Regulations .....	17		



### Executive Summary

Major transportation routes into the City of Calgary function as Entranceways, where people travelling along these routes develop a positive impression of the City. This document provides recommendations for the composition and treatment of sites adjacent to Entranceways to ensure that people traveling along these routes experience a high quality and visually appealing urban form, therefore ensuring a positive civic image. These recommendations are intended to be used as a guide in the evaluation of new development and re-development applications directly visible from Entranceways.

The Municipal Development Plan (MDP) defines Entranceways as:

*“Important transportation connections either to enter the city or to signify entrance into a specific part of the city. Well-designed entrances welcome people and provide a sense of arrival to an important place” (MDP, 2009).*

Fourteen roadways have been considered to meet this definition and are identified as areas where this guide will be used to encourage high quality and visually appealing development. Two additional roadways are identified as “Entranceway Routes” where the guide may be used where deemed appropriate by the context. Guidelines are provided for land use, architecture, site design, landscaping, setback areas, screening, exterior fencing, outside storage, and signs. Guidelines provide design details to aid the developer in complying with MDP policies. All guidelines may not be applicable on each site.

This document does not actually provide design details for the Entranceway itself (i.e. the road right-of-way), but ensures that the interface of adjacent development with the Entranceway is compatible. Detailed design of the Entranceways including welcome signage, lighting, road right of way design, and landscaping may be considered at a later date if Council identifies these public realm areas as a priority.

In the mean time, this document aims to provide applicants with recommendations for the conception of their developments and to provide development planners and Council guidelines for the evaluation of developments adjacent to Entranceways.

# Introduction

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

### 1.0 Introduction

Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways is a non-statutory document providing guidance on the composition and design of sites adjacent to Entranceways in order to support the vision for Calgary.

#### 1.1 Vision

Our vision for Calgary is articulated in the plan created through the imagineCALGARY process, the Long Range Urban Sustainability Plan for Calgary (2006), which was the culmination of a public engagement process involving over 18,000 Calgarians. The vision recognizes that Calgarians have built a city of energy born of the people, ideas, and place, and that we continue to imagine and make a community connected to the people, places, communities, and region that is Calgary.

This Vision is further articulated through the Municipal Development Plan goals, objectives and policies which guide growth and change across the city as whole and speak to the kind of city Calgarians want for the future.

***“MDP Goal 2.4 Make Calgary a livable, attractive, memorable and functional city by recognizing its unique setting and dynamic urban character and creating a legacy of quality public and private developments for future generations.”*** (MDP, 2009).

***“Objective 2.4.1 Make Calgary a more beautiful, memorable city with a commitment to excellence in urban design.”*** (MDP, 2009).

***“d. Celebrate entranceways and gateways at major entry points to the city, the Centre City and communities through the use of distinctive urban design features, lighting, enhanced vegetation and landscaping, and public art.”*** (MDP, 2009).

Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways provides a strategy for implementing part of the overall vision for Calgary as articulated in imagineCALGARY, and the Municipal Development Plan.

#### 1.2 Vision for Entranceways

Development along Calgary's most prominent roadways project an image which forms the basis of people's impression of Calgary. What image do we want to portray? Is Calgary a generic modern city offering the same facilities and services in the same format as other North American Cities or is it something distinct and unique? What is Calgary? What does Calgary aim to be? These questions should be taken into account by designers and architects when creating the sites that make up our City. The guidelines contained in this guide provide the basis for achieving this vision, goals, and objectives while allowing for individual creativity.



Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways

distinctive **quality developments** attractive communities  
functional beautiful excellence in urban design treasure and protect our natural environment  
connected **city of energy** Chinook **livable**  
distinctive urban design features powerful convergence prairies  
inspire each of us to build spaces worthy of their surroundings Grassland Sustainable City

# WHAT IS CALGARY

unique setting Foothills diverse skills and heritage  
dynamic urban character **global community**  
**collective spirit** a model city  
Celebrate strong sense of place boundless prairie skies  
**Prairies** opportunity, prosperity and choice  
Majestic Rocky Mountains **Multi-culturalism** memorable  
Magnificent mountain vistas Quality of Life

# Introduction

## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways

Based on the overall Vision for Calgary, the following vision statement for entranceways is proposed:

*As Entranceways are places to celebrate, development adjacent to Calgary's Entranceways demonstrate excellence in urban design. People traveling along Entranceways will see Calgary as a beautiful, memorable City with distinctive, attractive communities. Entranceways highlight Calgary's unique natural setting, dynamic urban character, and demonstrate examples of the City's high quality developments. These developments create interest and excitement for people coming into the City of Calgary.*

### 1.3 Principles for Development Adjacent to Entranceways

The guidelines contained in this document are based on the following principles for development adjacent to Entranceways which refine the MDP goals and objectives.

1. Recognize Calgary's unique setting by preserving natural features, historic landmarks, vistas, and views along Entranceways
2. Create aesthetically pleasing Entranceways through high quality development.
3. Foster attractive sites through good urban design.
4. Make Calgary more memorable through excellence in architecture and building design.
5. Enhance visual beauty of sites by using high quality landscaping materials and design and public art.

## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways





# Purpose

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

### 2.0 Purpose of A Guide for Development Adjacent to Entranceways

The purpose of this guide is to:

1. Provide non-statutory policy guidance to Administration, Calgary Planning Commission, and Council for the evaluation of the visual impact of Outline Plan/Land Use amendment applications and Development Permit applications adjacent to Calgary's Entranceways;
2. Provide guidance and direction to landowners and developers to add value in the preparation of Outline Plan/Land Use Amendment Applications and Development Permit applications adjacent to Calgary's Entranceways;
3. Ensure that developments along Entranceways create a good first impression for visitors and uphold a positive civic image; and
4. Encourage creativity and the use of innovative design solutions to create visually appealing Entranceways.



Visually appealing development adjacent to Entranceways



### 3.0 Interpretation

#### 3.1 Application

The Guide for Development Adjacent to Entranceways is intended to be used in an advisory capacity to supplement the Land Use Bylaw and any applicable policies when reviewing applications for development on sites adjacent to Entranceways. It is not the intent of this Guide to restrict design flexibility or creativity; rather, the Guide is intended to provide support to help ensure that City goals for Entranceways are achieved. Applicants are encouraged to meet with City of Calgary Administration to discuss any questions about the interpretation and application of this guide prior to submitting an application.

#### 3.2 Document Organization

Recommendations for the composition and treatment of sites adjacent to Entranceways are presented in the form of guidelines in nine categories: Land Use Planning, Site Design, Architecture, Landscaping, Setback Areas, Screening, Exterior Fencing, Outside Storage, and Signs. They are presented in the document in the preferred order that they should be considered. For example, the first consideration should be choosing an appropriate land use for a site adjacent to an Entranceway, next ensuring that architecture is attractive, then designing the site to hide unattractive uses, etc. If a category is not applicable to a certain site or, for example, it is unavoidable to place an unattractive land use on a site adjacent to an Entranceway, then the later categories of guidelines address how to make the site more attractive. The last four categories may not be applicable on all sites. For example, if the building design and architecture create an appropriate interface, then screening would not be required. Furthermore, not all sites will have fencing, outdoor storage and/or signs. These categories should only be considered where applicable.

#### 3.3 Guideline Interpretation

The guidelines contained in this document are intended to be flexible and to assist both applicants and City of Calgary Administration in preparing and reviewing proposed developments adjacent to Entranceways. They illustrate the issues and considerations that should be reviewed to ensure that Entranceways reflect the vision, goals, objectives and policies in imagineCALGARY and the MDP. The guidelines are intended to provide for flexibility in their application and to allow applicants to implement innovative and creative solutions on a site specific basis as long as they meet the overall vision for Calgary, as well as the MDP goals, policies, and objectives. The guidelines are intended to be reviewed within existing City processes and are not intended to create additional application review components. Within each section there is a statement of intent. The guidelines that follow suggest the means by which the intent can be achieved. Photographs are also provided as examples, to illustrate the goal of the guideline; however, applicants may create their own design solutions that meet the overall spirit and intent of the guidelines. The guidelines identify the desired method and form of development adjacent to Entranceways; however, they are to be interpreted with flexibility as a best practices approach for development adjacent to Entranceways.

The guidelines are not intended to prescribe rigid rules or propose specific design solutions which could bring about a homogeneous appearance to Calgary's Entranceways. The reality is that Calgary's Entranceways have unique contexts and surrounding landscapes. The guidelines do, however, clearly identify the City's objectives and expectations regarding design quality and development.

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

Since the relative importance of the specific guidelines will vary for each project, and since there are many ways of meeting a particular guideline, individual applications will be evaluated on their own merit. Creative solutions which meet the intent of the guidelines are encouraged.

Where the guidelines identify information or analysis to be submitted as part of an Outline Plan/Land Use Amendment or Development Permit application, such requirements are not to be applied in a mandatory manner and may be varied or expanded upon as determined appropriate given the specific circumstances that exist. Where the guidelines identify standards to be addressed within an Outline Plan/Land Use Amendment or Development Permit application, the guidelines may be varied without an amendment to this document. Where there is a conflict between a Land Use Bylaw Regulation or a statutory plan and a guideline in this document, the Land Use Bylaw will take precedence.

### 4.0 Application Process

The Guide for Development Adjacent to Entranceways address developments with regard to its composition, treatment, and visual impact. They may be addressed at various levels of the planning process.

#### 4.1 Local Area Plan

During the development of a Local Area Plan, consideration may be given to the interface between the land use concept and any road identified within this document as an Entranceway. For example, consideration may be given to classifying Entranceways as Urban Boulevards with an enhanced streetscape.

#### 4.2 Outline Plan/Land Use

The guidelines in this document may be incorporated into the land use controls and/or Outline Plan conditions applied to the site, where appropriate.

#### 4.3 Development Permit

Detailed site design may be evaluated at the Development Permit stage.

# Planning Hierarchy and Integration

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

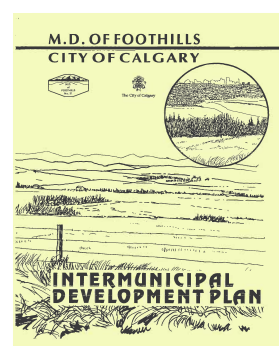
### 5.0 Planning Hierarchy and Integration of the Guide for Development Adjacent to Entranceways

Entranceways are addressed at several levels of City of Calgary policy. This Guide for Development Adjacent to Entranceways is intended to align with existing City of Calgary statutory and non-statutory policies and plans.

Compliance with this guide should not be interpreted as having an exemption from compliance with any other policies, standards, land use bylaw regulations or other requirements applicable to the proposal, and application of additional guidelines or standards to the site.

#### 5.1 Inter-municipal Development Plans

The M.D. of Rocky View / City of Calgary Intermunicipal Development Plan (1998) as well as the M.D. of Foothills/ City of Calgary Intermunicipal Development Plan (1998) contain policies pertaining to Intermunicipal Entranceways which recognize the importance of the appearance of development along these routes. The guidelines in this document are intended to be used by the City of Calgary Approving Authority as a supplement to Intermunicipal Development Plan (IDP) policies in the evaluation of development applications within the City of Calgary.

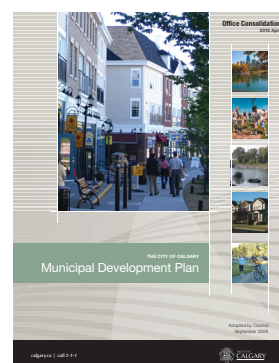


#### 5.2 Municipal Development Plan

The Municipal Development Plan (MDP) is a statutory plan that addresses future land use within the municipality. It outlines the vision, objectives and general policies to achieve sustainable development in Calgary. This guide is intended to align with the MDP vision, objectives and policies. The MDP contains a specific policy regarding Entranceways:

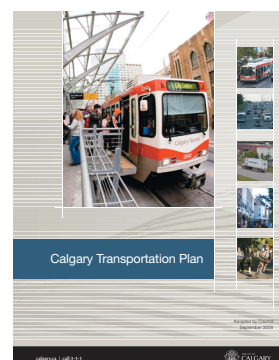
*Policy 2.4.1 Creating a Beautiful City*

*d. Celebrate entranceways and gateways at major entry points to the city, the Centre City and communities through the use of distinctive urban design features, lighting, enhanced vegetation and landscaping, and public art features (MDP, 2009, page 2-30).*



#### 5.3 Calgary Transportation Plan

The Calgary Transportation Plan (CTP) is a statutory plan that addresses the design of the transportation system in Calgary. It provides policy direction on multiple aspects of the city's transportation system. This guide is intended to align with the objectives and standards set out in the Road and Street Palette and the policies on Complete Streets (CTP, 2009, section 3.7). Entranceways are identified as Skeletal Roads, Arterial Streets, or Industrial Arterial Streets in the Road and Street Palette in the CTP.





# Planning Hierarchy and Integration

## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways

### 5.4 Local Area Plans

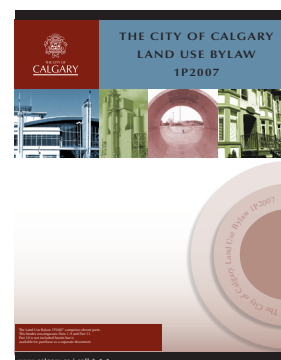
Local Area Plans (LAP) are statutory plans or non-statutory plans which provide a framework for future subdivision and development of an area through the Development Permit, Outline Plan/Subdivision, and Land Use Amendment Application process.

The Guide for Development Adjacent to Entraceways is not intended to replace individualized policies, but will be applied in addition to them. In the preparation of new LAPs, entraceway road locations should be identified and the Guide referenced. The LAP stage is also an opportunity to create unique design components to inform the design of developments adjacent to Entraceways within that particular LAP area, in conjunction with the guidelines contained in this document. This will support variety in the appearance of Entraceways throughout the City.

It is necessary to consult the applicable Local Area Plan for the design components for the area to be used in conjunction with these guidelines. LAPs may provide more specific detail than the general guidelines contained in this document.

### 5.5 Land Use Bylaw

Under the provisions of Land Use Bylaw 1P2007, the land use district applied to a site contains the specific uses and rules which apply. The Guide for Development Adjacent to Entraceways should be used in the selection of appropriate land use districts to apply to sites along Entraceways. At the Development Permit application stage, the guide should be followed in conjunction with the regulations in the Land Use Bylaw. The Land Use Bylaw also regulates signage. Where there is a conflict between the Land Use Bylaw Regulation and a guideline in this document, the Land Use Bylaw will take precedence.

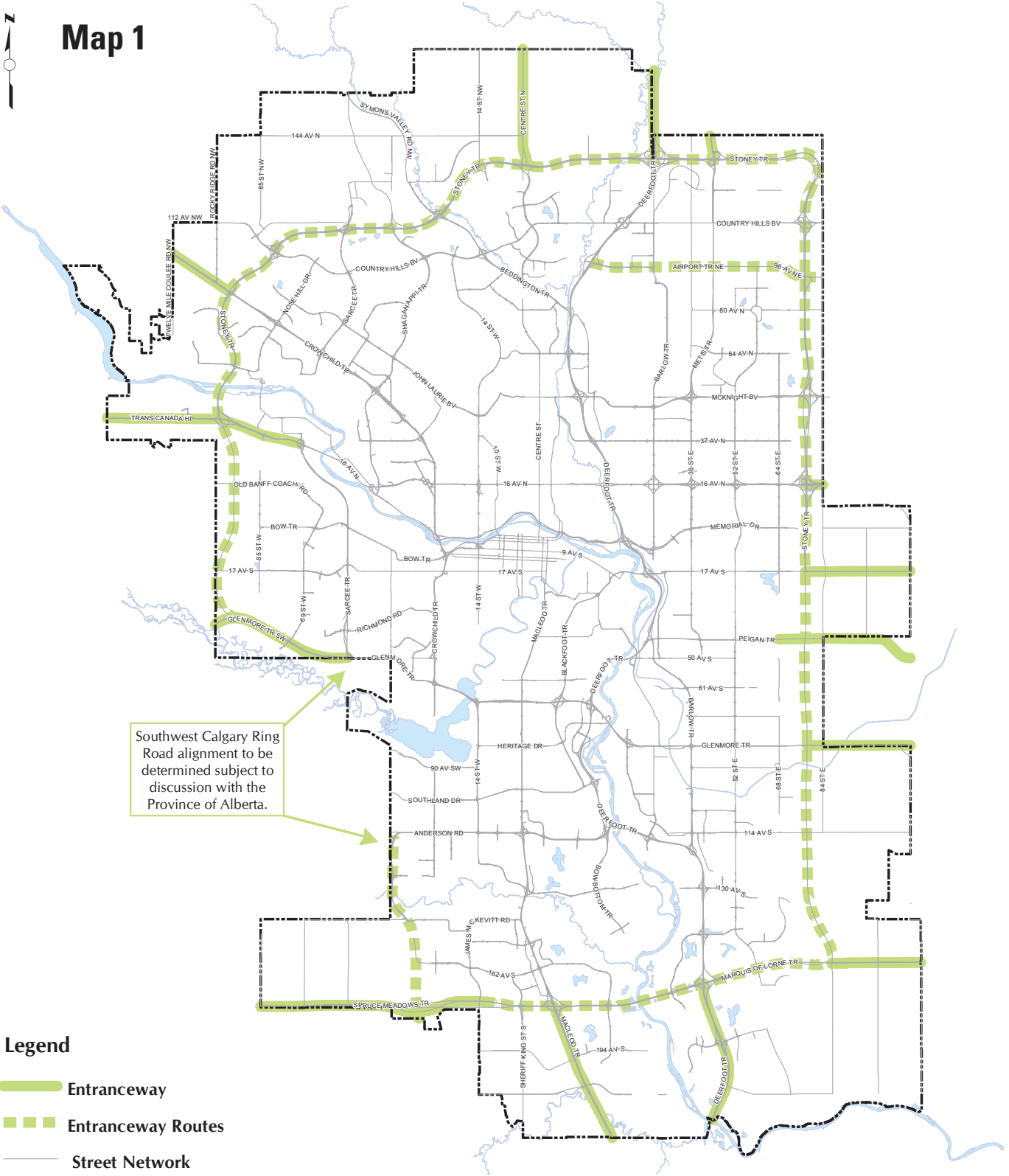


### 5.6 Other Regulations

Visual screening fence and sound attenuation fence requirements are stated in the Design Guidelines for Subdivision Servicing and also in the Roads Construction Standard Specifications Book (2010). Regulations for Temporary Signs are contained in the Temporary Signs Bylaw 29M97. Regulations pertaining to uses within the Transportation Utility Corridor are subject to the Transportation Utility Corridor Secondary Use Policy (2010). Any future roadways connecting to the Transportation Utility Corridor will be listed in the Calgary Ring Road Penetrator Agreement (1991).

# Map

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways



### 6.0 Entranceways

Entranceways are Skeletal or Arterial streets that serve as important transportation connections into the City or a part of the City. These roads carry higher volumes of traffic and will accommodate development that is highly visible to motorists. As such, it is necessary to ensure that this development is visually attractive and creates an appropriate public image.

Entranceways will be emphasized as important places and feature high quality designed sites and buildings. The Guide for Development Adjacent to Entranceways will be applied to all new development or re-development applications adjacent to or immediately visible from Entranceways. Map 1 shows the roadways considered to be Entranceways and the sections where the guidelines will be applied. The exact area can be varied at the discretion of the Approving Authority. The Development Authority may apply these guidelines to other areas as deemed appropriate.

The Entranceways are:

- Deerfoot Trail N from the north city limit to the north leg of Stoney Trail
- Métis Trail NE, from the north city limit to the north leg of Stoney Trail
- 16th Avenue NE (TransCanada Highway), from the east city limit to the east leg of Stoney Trail
- 17th Avenue SE, from the east city limit to the east leg of Stoney Trail
- Peigan Trail SE, from the east city limit to 68th Street SE
- Glenmore Trail SE, from the east city limit to the east leg of Stoney Trail
- Marquis of Lorne Trail SE, from the east city limit to the east leg of Stoney Trail
- Deerfoot Trail S, from the south city limit to Marquis of Lorne Trail SE
- Macleod Trail SE, from the south city limit to Spruce Meadows Trail S
- Spruce Meadows Trail SW, from the west city limit to James McKeivitt Road SW
- Glenmore Trail SW (Highway 8), from the west city limit to Sarcee Trail SW
- Crowchild Trail NW, from the west city limit to the west leg of Stoney Trail
- 16th Avenue NW (Trans Canada highway), from the west city limit to Sarcee Trail SW
- Centre Street N, from the north city limit to the north leg of Stoney Trail

Entranceway Routes are also important places to reflect a positive image. The Guide for Development Adjacent to Entranceways should be applied to all roads designated as Entranceways Routes as deemed appropriate by the land use and context, at the discretion of the Approving Authority. Entranceway Routes are shown conceptually on Map 1. The Entranceway Routes are:

- The entire length of the "Ring Road", encompassing Stoney Trail, the East Freeway, and any future sections not yet built
- Airport Trail NE, from Deerfoot Trail to the east leg of Stoney Trail

## 7.0 Guidelines for Development Adjacent to Entranceways

### 7.1 Land Use Planning

Land use patterns adjacent to Entranceways may impact the welcoming experience of visitors and residents arriving in Calgary. Some land uses tend to provide better opportunities for higher quality development while others may be more challenging to make attractive. Consideration can be given to Entranceways at the Land Use Planning stage to help to ensure that development will create a welcoming atmosphere for motorists, promote civic pride. Entranceways into the city provide prestige locations for business to take advantage of high visibility.

**Intent:** Create a welcoming atmosphere by planning compatible land uses adjacent to Entranceways.

Guidelines

1. Encourage high quality, aesthetically pleasing development fronting Entranceways (See Table 7.1).
2. Discourage land uses which are less likely to provide an aesthetically pleasing development (see Table 7.1) fronting Entranceways, or ensure that extra attention is given to the design of required screening and landscaping.

Table 7.1 outlines “A”, “B”, and “C” Land Use Districts for sites adjacent to Entranceways. “A” Land Use Districts provide for uses that are more likely to offer opportunities for high quality aesthetically pleasing development. “B” Land Use Districts are those which may be compatible depending on the orientation of the uses and the design of required screening and setbacks. The “C” Land Use Districts provide for uses which are less likely to provide aesthetically pleasing development and will require enhanced screening and treatments above standard bylaw requirements. The “C” Land Use Districts list also contain districts which are not intended to be near high speed roads.



## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

**Table 7.1: "A", "B", and "C" Land Use Districts for Sites adjacent to Entranceways**

	"A" Land Use Districts	"B" Land Use Districts	"C" Land Use Districts
<b>Industrial</b>	Industrial-Business Industrial-Commercial	Industrial-General Industrial-Edge	Industrial-Heavy Industrial-Outdoor Industrial-Redevelopment
<b>Commercial</b>	Commercial-Community 2 Commercial-Office Commercial-Corridor 2 Commercial-Corridor 3 Commercial-Regional 2 Commercial-Regional 3	Commercial-Community 1	Commercial-Neighbourhood 1 Commercial-Neighbourhood 2 Commercial-Corridor 1 Commercial-Regional 1
<b>Residential</b> (Low Density and Multi Residential)		All	
<b>Special Districts</b>	Special Purpose-Schools, Park, and Community Reserve (Open Space)  Special Purpose Nature  Special Purpose-Future Urban Development	Special Purpose-Community and Regional Infrastructure  Special Purpose-Recreation  Special Purpose-Community Institution  Special Purpose-School, Park, and Community Reserve (Buildings)  Special Purpose-Community Service	

# Guidelines

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

### 7.2 Site Design

Sites may contain elements that are more or less visually appealing and appropriate to be placed in view of an Entranceway.

**Intent:** Foster attractive sites through good urban design, by highlighting visually appealing components of sites and reducing visibility of visually unappealing components.

1. Where feasible, buildings should be located close to and oriented to face the Entranceway Road.
2. Buildings should be situated to enhance the character of the existing landforms and site features and to promote views of the city and mountains.
3. Large format buildings should be arranged as a series of smaller boxes, or made to appear as such, to reduce their visual impact.
4. Parking should be contained within the site so that large expanses of surface parking are not visible and to ensure that building frontage which faces the Entranceway is maximized.
5. Loading bays, garbage containers, outdoor storage and other service areas should be located and designed so that they are integrated with the architecture of the building, not visible from an Entranceway, and not interfering with the exterior design character of buildings.
6. Encourage public art installations to enhance the overall site design

## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways



**Not Preferred:** Large parking lot visible



**Preferred:** Building addresses the street

# Guidelines

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

### 7.3 Architecture

Building design is very important to the overall appeal of a site. Entranceways are important areas to showcase high quality and interesting building design which contributes to creating a positive civic image.

**Intent:** Make Calgary more memorable through excellence in architecture and building design.

#### Guidelines

1. All façades visible from an Entranceway should be architecturally treated to a similar standard as the front façade:
2. Facades should incorporate architectural details that add visual interest and reduce the appearance of the building mass and scale. Long monotonous facades should be avoided.
3. Architectural details may include but are not limited to:
  - a. facade modulation (e.g. building intervals that are stepped forward or back, recessing building floors above the first story, providing vertical or horizontal offsets in the wall surfaces including columns, recesses and projections),
  - b. facade enhancement (e.g. vivid colours, distinctive roof forms, innovative architectural features), and
  - c. facade articulation (i.e. articulating details around doors, windows, balconies, plate lines, recessed design elements, interesting cornice treatment, exposed expansion joints, reveals, changes in texture, or other methods of visual relief).
4. Rooflines for large buildings should be broken up and varied by providing change in the height of a portion of the roof, change in form, or other articulations.
5. Lighting should be architecturally integrated and should not cast light onto the road right of way.
6. Loading areas, ancillary storage, utility meters, garbage collection and compaction, or other such services should be incorporated into the overall design of the building(s) and landscaping where practical and feasible, so that the visual impacts are screened and minimized.
7. Building materials adjacent to an Entranceway should:
  - a. be durable and permanent in quality and composition, and
  - b. require low maintenance.
8. To provide visual interest, buildings on the same site and between sites should be varied in height, width, and depth.
9. Buildings and site features should be designed to promote unique elements such as environmental, cultural, historical, and architectural aspects that represent Calgary's signature as a unique city.



## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways



**Preferred:** Example of facade modulation and enhancement

# Guidelines

## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways

### 7.4 Landscaping Treatment

Well maintained and designed hard and soft landscaping can greatly enhance the visual appeal of a site. Landscaping can also be used to create a strong sense of place.

**Intent:** Enhance visual beauty of sites by using high quality landscaping materials and design.

#### Guidelines

1. Creative, high quality and well maintained landscaping should be provided to complement the built form and enhance the visual appearance of areas of the site visible from an Entraceway.
2. All minimum setback areas adjacent to an Entraceway should contain continuous landscaping, except for access ways from public thoroughfares.
3. Existing vegetation and natural features should be maintained and landscaping should be designed to integrate with surrounding natural features where appropriate.
4. High quality landscaping treatment is encouraged such as:
  - a. providing more landscaping than the Land Use Bylaw requirement,
  - b. using a variety of species in plantings,
  - c. providing flowering trees, and shrubs and/or flowers,
  - d. planting a variety of species in clumps or groups,
  - e. using native species that mimic natural landscapes.
5. Whenever possible, xeriscaping should be encouraged as an alternative to standard landscaping.



## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways



**Preferred:** High quality landscaping

# Guidelines

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

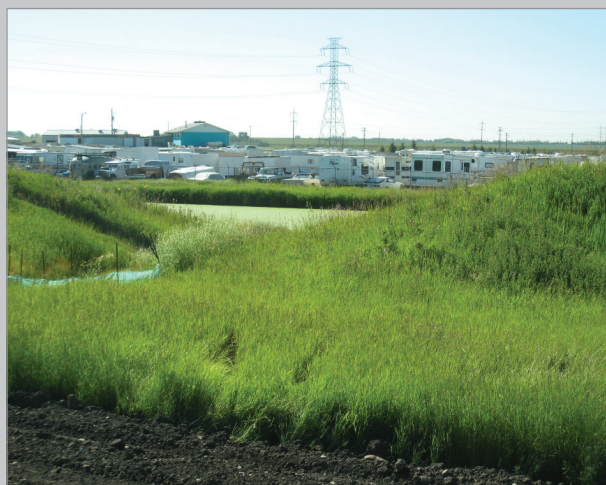
### 7.5 Building Setback

The building setback can be used in several ways to enhance the visual appeal of Entranceways. Not only can they create a buffer between incompatible uses, they can also be used to protect or enhance natural features, minimize negative visual impacts, reduce massing of large buildings, or to enhance the visibility of high quality sites.

**Intent:** Use building setback to enhance the visual appeal of a site.

#### Guidelines

1. Building setbacks from an Entranceway should comply with regulations under The City of Calgary Land Use Bylaw 1P2007.
2. Building setbacks should:
  - a. provide a buffer between Entranceways and visually unappealing or imposing sites or fences,
  - b. protect or enhance natural features and systems, and/or
  - c. allow for increased visibility and street presence of high quality sites and buildings.
3. Outdoor storage of goods or materials should not be allowed in a building setback area adjacent to an Entranceway.
4. Art installations that complement the site and relate to the context of the area are encouraged in the building setback.



**Preferred:** Setback with natural features



## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways

### 7.6 Screening

In cases where unsightly activities, such as outdoor storage, occur on a site adjacent to an Entraceway, and building or site design cannot be used to block the view from the road, screening should be employed.

**Intent:** Ensure that unsightly activities are appropriately screened from view of an Entraceway.

#### Guidelines

1. Screening should enhance the visual appearance of a site, and minimize the visual impact of parking, loading and other outdoor activities.
2. All parking, loading areas, service areas (including outdoor sales lots), mechanical equipment and areas with high levels of vehicular activity should be suitably screened.
3. Screening should be comprised of a solid fence, wall, berm or landscaping, or combination thereof, that limits visibility into a site viewed from an Entraceway.
4. All roof top mechanical equipment should be recessed from the roof edge or screened with architectural elements to minimize visibility from an Entraceway.
5. Where landscaping or tree planting is used to provide screening, its composition should ensure adequate screening year-round.
6. Screening requirements should take into account any topography and/or elevation differences that exist.



**Preferred:** Screened storage



**Not Preferred:** Unsightly storage

# Guidelines

## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways

### 7.7 Exterior Fencing

Fencing may be used as a form of screening, noise attenuation, or may be necessary for security or privacy reasons. Fencing can also define the boundary between public and private lands.

**Intent:** Encourage high quality and attractive fencing where fencing is required.

#### Guidelines

1. Fencing should comply with regulations under The City of Calgary Land Use Bylaw 1P2007.
2. The fencing immediately adjacent to an Entraceway should be compatible and appropriate in term of its quality and design in order to enhance the interface treatment of a site and be visually appealing and interesting.
3. Fences should be constructed of durable materials complementary to the exterior building materials.
4. Fences should be varied in design to create visual interest when they are:
  - a. greater than 2.0 metres in height, or
  - b. greater than 15.0 metres in length.
5. Fences should not be located within any required landscape area except as decorative landscape elements.
6. Railings and/or hedges are encouraged to be used as fencing instead of solid fencing where screening is not required.
7. The use of barbed wire is discouraged.
8. Fencing for residential development along an Entraceway should meet visual screening and/or sound attenuation requirements stated in the Design Guidelines for Subdivision Servicing and the Roads Construction Standard Specifications Book.



**Preferred:** Fence has variation



**Not Preferred:** Barbed wire

## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways

### 7.8 Outside Storage

Outdoor storage areas can be unsightly. The nature and storage of the materials may detract from the visual appeal of Entraceways.

**Intent:** Ensure that outdoor storage areas are not visible from Entraceways.

#### Guidelines

1. Outdoor storage and sales inventory areas should be screened according to the Guidelines in 7.6 to minimize their visual impact.
2. Service and outdoor storage enclosures should be constructed of materials that match and complement building materials, where applicable.
3. Outdoor display areas should not be located within any setback area along an Entraceway, or a service road adjacent to an Entraceway.
4. Outdoor displays should be limited to a sample of items provided, processed or sold on the site.



**Not Preferred:** Unsightly unscreened outdoor storage area



# Guidelines

## Improving Calgary's Entraceways: A Guide for Development Adjacent to Entraceways

### 7.9 Signs

Signage can detract from the visual quality of Entraceways if it is poorly designed or allowed to proliferate. Signage should be designed to enhance the visual appeal of Entraceways, and to not be obtrusive and distract motorists.

**Intent:** Encourage attractive and appropriate signage along Entraceways.

#### Guidelines

1. All signs require at least a 5 metre setback from the road right-of-way.
2. Identification signs should be architecturally integrated with the building, where appropriate.
3. One freestanding identification sign with multiple message panels should be used for sites shared among several users.
4. Free-standing signs should be designed to be a part of the landscaped area without compromising visibility of the sign.
5. Free-standing signs should be constructed of material similar to that used for the building.
6. Signs with light or digital animation or digital signs, portable signs, billboards, and temporary signs are discouraged along Entraceways.
7. Signs must comply with the Land Use Bylaw Division 5: Signs. If there is a conflict between a requirement in the Land Use Bylaw and the guidelines in this document, the Land Use Bylaw will take precedence.



**Preferred:** Integrating signs with landscaping



**Not Preferred:** Sign proliferation

### 8.0 Application Requirements

#### 8.1 Outline Plan/ Land Use Amendment

An Outline Plan/Land Use Amendment application should demonstrate how the Guide for Development Adjacent to Entraceways has been addressed.

#### 8.2 Development Permit

In addition to what may be required through the development permit process, plans, cross-sections, elevations and renderings showing the site in relation to the Entraceway and the view of the proposed development from the Entraceway should be submitted as determined necessary by the Approving Authority.

In addition to what is normally required as part of the Development Permit process, a site concept plan may be required which should identify:

- (i) anticipated building use,
- (ii) building footprints, orientation and all setback requirements,
- (iii) parking areas,
- (iv) vehicle access / egress,
- (v) internal roads,
- (vi) outside storage,
- (vii) open space and any public amenity space,
- (viii) landscaping,
- (ix) cross sections showing the view lines from the Entraceway road, and
- (x) any additional information determined necessary by the Approving Authority.

# Definitions

## Improving Calgary's Entranceways: A Guide for Development Adjacent to Entranceways

### 9.0 Definitions

#### 9.1 Approving Authority

The Subdivision Authority or the Development Authority, whichever holds the relevant decision-making authority, as delegated by Council under the direction of the *Municipal Government Act*.

#### 9.2 Entranceway Guidelines

Guidelines contained in this document are to be applied to developments adjacent to Entranceways (shown on Map 1).



