

Calgary



International Avenue

Area Redevelopment Plan

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International Avenue

Area Redevelopment Plan

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1 International Avenue's past and present

The International Avenue Area Redevelopment Plan (ARP) is created to guide development in 17 Avenue S.E. focused around the Southeast Bus Rapid Transit (BRT) stations (Transit Hubs). The policies found within this document provide the framework to establish a Transit Oriented Development (TOD) Main Street that will actualize the core ideas and vision of this ARP.

1.1 International Avenue and Greater Forest Lawn history

Calgary is located on the traditional territories of the people of Treaty 7, including: the Blackfoot Confederacy, made up of the Siksika, Piikani, and Kainai First Nations; the Stoney Nakoda First Nations, comprised of the Chiniki, Bears paw, and Wesley First Nations; and the Tsuut'ina First Nation. The city of Calgary is also homeland to the historic Northwest Métis and to Métis Nation of Alberta, Region 3.

Many Indigenous names for the place we now call Calgary highlight the confluence of the Bow and Elbow rivers, where the two meet to flow as one. These names refer to the “elbow” shape of the confluence: the Blackfoot call Calgary Moh'kintstiss, the Stoney Nakoda use Wichispa, and the Tsuut'ina say Gut sis tsi.

For thousands of years the confluence has been a hub of activity where cultures converge like the two rivers, a gathering place for healing ceremonies and trading



Figure 1 | Built circa 1913–14, the Grand Trunk Pacific Railway station at Hubalta later became a Canadian National Railways station. Passenger service to Hubalta continued into the early 1950s. Glenbow Archives NA-2025-1

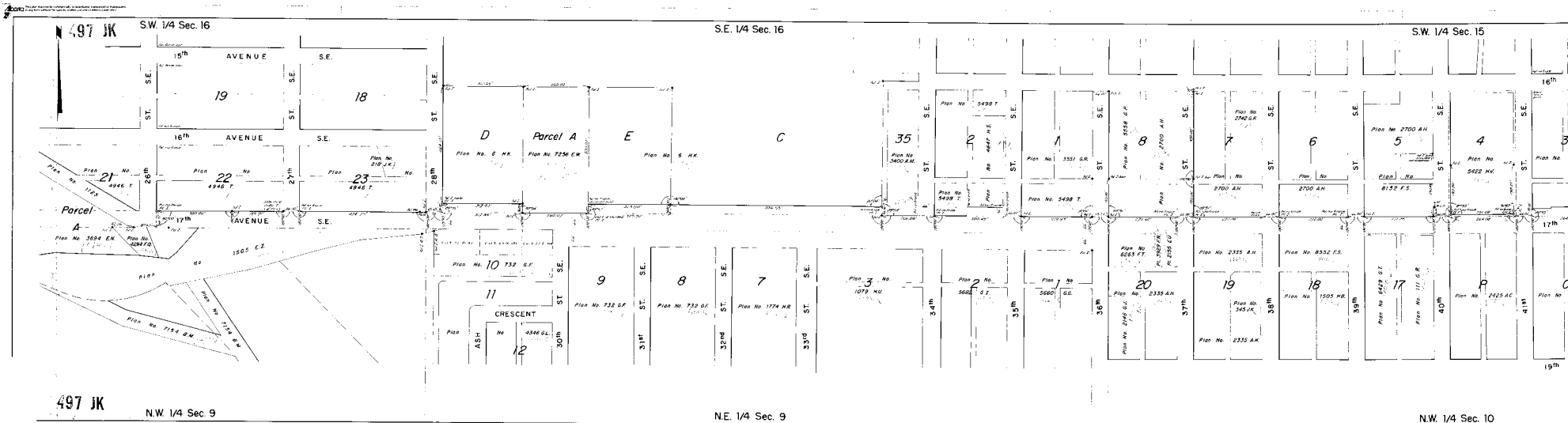


Figure 2 | This 1961 map of Plan 497JK shows the re-establishment of monuments on the north side of 17 Avenue SE. Courtesy Government of Alberta, Ministry of Service Alberta

among nations. Indigenous peoples have been the stewards of this place since time immemorial.

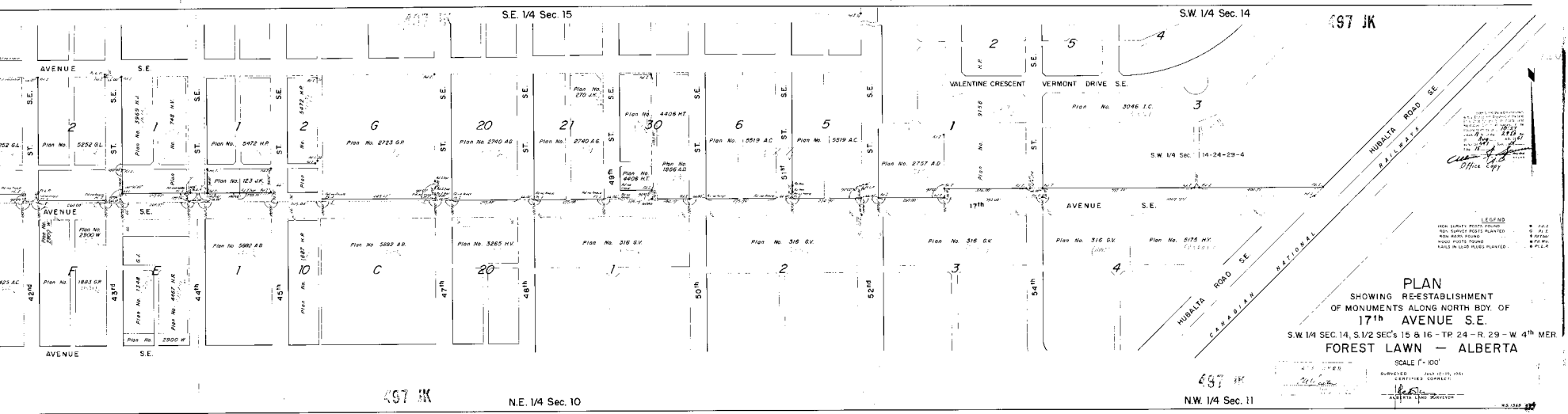
The confluence was chosen by the Northwest Mounted Police (NWMP) as the site for a new fort, which opened in 1875. Though the NWMP post was originally called "Fort Brisebois" after its captain, it was renamed Fort Calgary in 1876 after Calgary House, a castle on the Isle of Mull, Scotland. Calgary was incorporated as a town in 1884 and as a city in 1894. The plan area lay outside of the city limits until 1961.

The line traced by 17 Avenue SE originated as a section line when this area was surveyed in 1883. Farmers acquired land in the plan area as homesteads or by purchase from the CPR. Beginning in 1896, Ottawa expedited agricultural settlement in western Canada, largely through immigration from Europe and the United States.

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. In 1911, the Chestermere Calgary Suburban Railway Co. proposed building an inter-urban railway line, presumably through the plan area. The project advanced as far as placement of trolley poles and stockpiling of railway ties, but the line was never built. This evidently informed the myth that promoters of the plan 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 line into Calgary through Hubalta, as the proposed railway townsite was named in 1910. The line was constructed in 1913, and passenger service to Hubalta and Calgary stations began in 1914.

Between 1906 and 1912, promoters registered subdivisions like Albert Park (evidently named for its owner, Albert J. Smyth), Forest Lawn (named by owner C.T. Gilbert, reportedly for the Los Angeles cemetery), Gilbert Estates, Golden Rose Park, Hubalta Park, Mountain View, and Oughton Estates.



Another subdivision, Victoria Square, emerged as an industrial area. 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 of Shepard No. 220. They were situated between Calgary's eastern limit and the CPR 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. 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 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. Calgary annexed Forest Lawn in 1961. The plan area spans the city neighbourhoods of Albert Park, Forest Lawn, Forest Lawn Industrial, Penbrooke Meadows, and Southview.

Seventeenth Avenue developed as part of Highway #1 and as the main street of Albert Park, Forest Lawn, and Hubalta. Each of these settlements had a post office and general store, presumably along 17 Avenue. In the 1950s, commercial, retail, and other development along 17 Avenue increased in tandem with municipal improvements and population increase. Beginning in 1953, residents organized an annual parade along 17 Avenue. In 1956, Highway #1 shifted northward as part of the emerging Trans-Canada Highway, and 17 Avenue became Highway #1A. That year, Forest Lawn adjusted its street numbers to align with Calgary's, and addresses along the avenues (including 17 Avenue) were consequently re-numbered. Town police started patrolling speed on 17 Avenue in 1957, and the first traffic light was installed at the 36 Street SE intersection in 1959. A horse-and-buggy service, followed by a motorized service, briefly provided public transportation to Calgary in the early 1920s. The privately-owned Forest Lawn Bus Service commenced operation in 1961, and the Calgary Transit System was extended to Forest Lawn following annexation.

The first non-Indigenous settlers were largely Anglo-Saxon, but the area soon attracted newcomers from a variety of European backgrounds, many of them Polish and Ukrainian. In 1930, a family from India settled in Forest Lawn. Calgary's first mosque opened in the former St. Luke's Anglican Church (3027-17 Avenue SE) in 1960. By the 1990s, the area's increased population comprised immigrants from countries around the world. Businesses and services on 17 Avenue began to reflect a wide cultural diversity.

In 1993, area businesses formed the International Avenue Business Revitalization Zone (BRZ) and fostered a new identity for 17 Avenue as International Avenue. Along with its advocacy for the business district, the BRZ has contributed to livability, 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. This advocacy and engagement contributed to reversing an approved plan from the 1970s (which called for the widening of 17 Avenue, closure of intersecting streets, and an increased speed limit) and the development and approval of the Southeast 17 Main Street Plan.



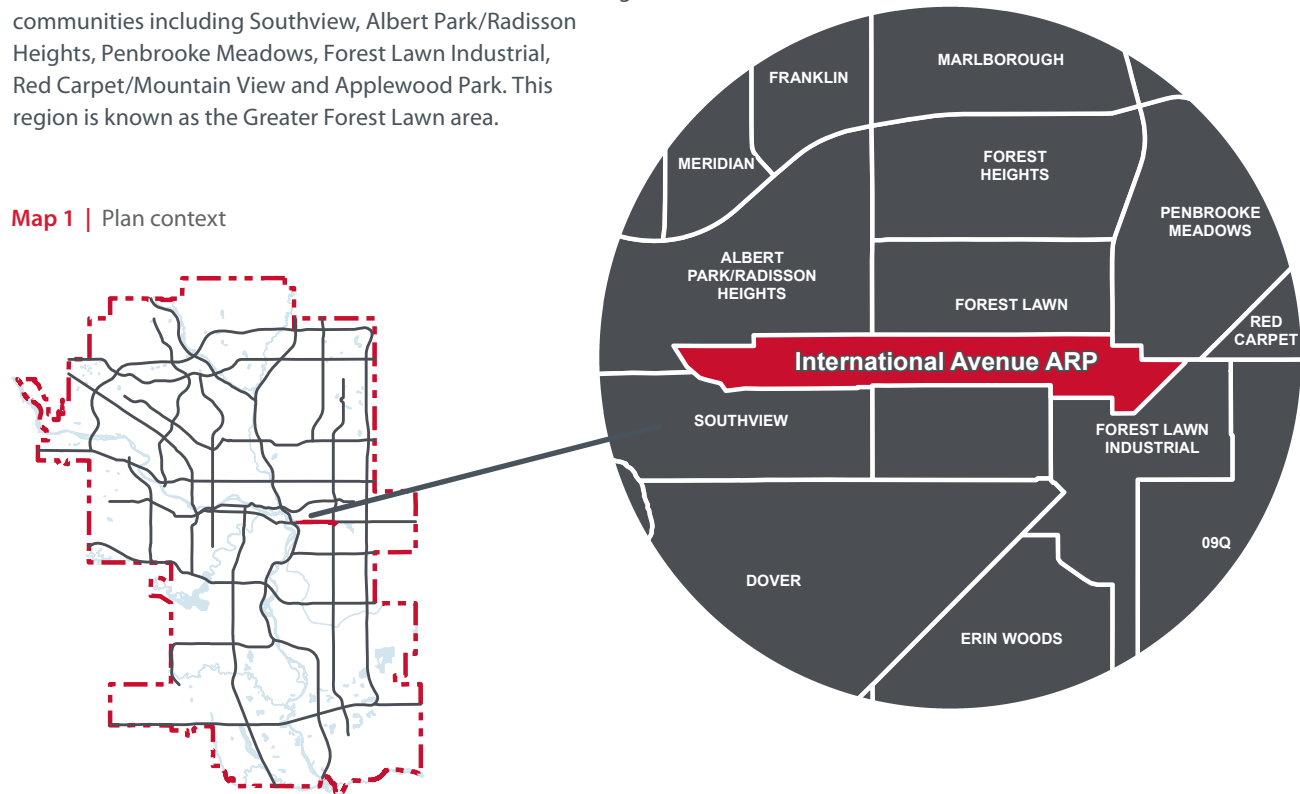
Figure 3 | Forest Lawn police and fire department buildings and vehicles, 17 Avenue SE, 1958. Glenbow Archives NA-5093-567

1.2 Main Street context

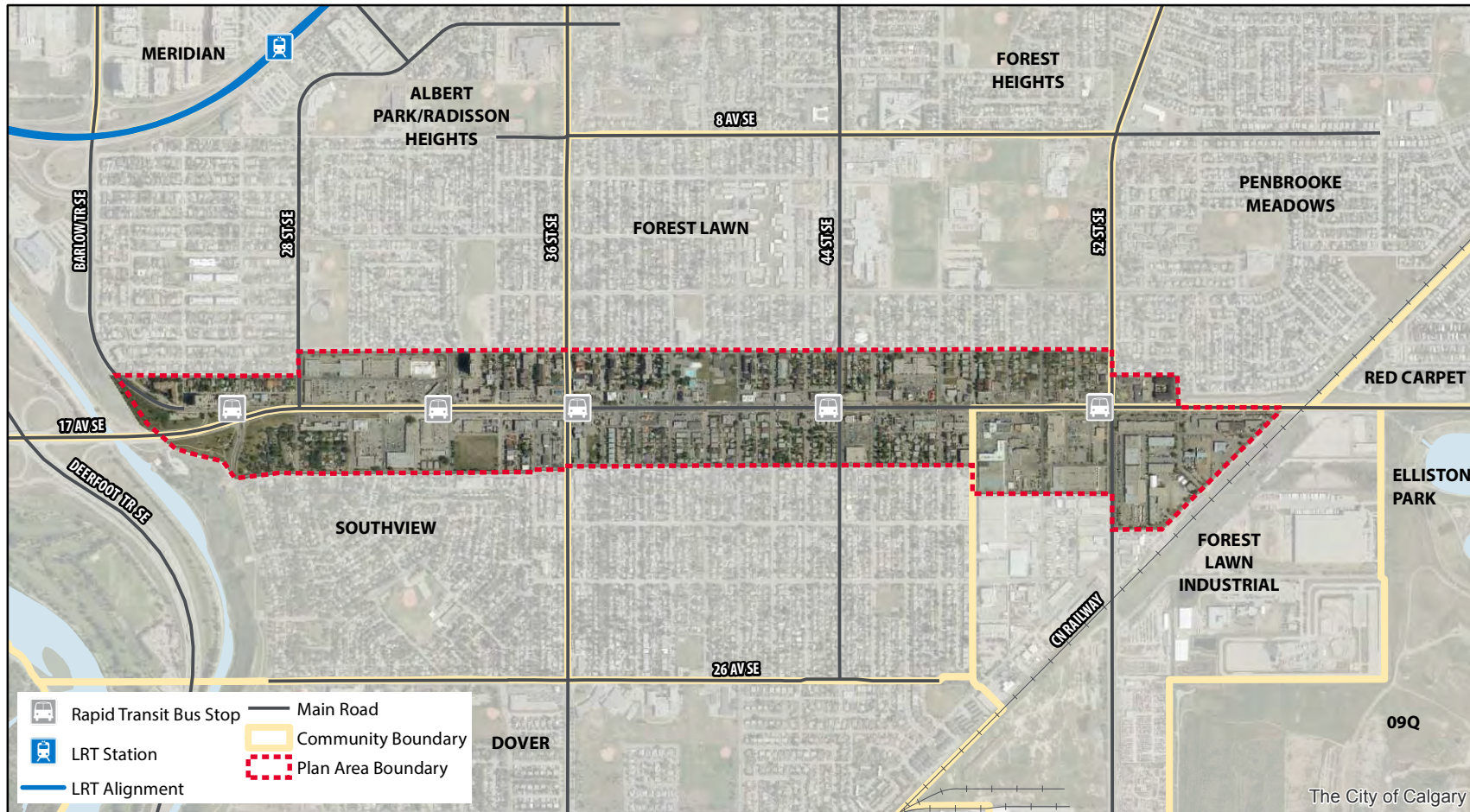
International Avenue is approximately 5 kilometres from downtown Calgary (Map 1: Plan context and Map 2: Plan location) and is one of the major corridors that provides for east/west commuting in and out of the city. The plan area is bounded by Barlow Trail/26 Street S.E. on the west and the Canadian National Railway line on the east, and generally includes one full city block on each side of 17 Avenue S.E.

International Avenue serves Forest Lawn and the surrounding communities including Southview, Albert Park/Radisson Heights, Penbrooke Meadows, Forest Lawn Industrial, Red Carpet/Mountain View and Applewood Park. This region is known as the Greater Forest Lawn area.

Map 1 | Plan context



Map 2 | Plan location





2 International Avenue's future

2.1 Vision and core ideas

The vision represents the community values as identified through various public engagements. The core ideas provide guidance for implementation planners, community representatives, local businesses, property developers and citizens when reviewing development permits and land use proposals. In evaluating the appropriateness of a land use or development permit application, the core ideas should be used in concert with the land use concept plan, the Municipal Development Plan, the Developed Areas Guidebook and the applicable Local Area Plans.

Vision

International Avenue is the core of the greater Forest Lawn community that functions as a safe, green and walkable multi-modal urban boulevard, a shopping avenue, a job hub, a place to live and where the cultural diversity of the area is celebrated.

Before



After



Figure 4 | Example of the vision 17 Avenue S.E. at 52 Street S.E., looking west – From vehicle-oriented street today to multi-modal boulevard supporting a retail-based street (Source: Plan It Calgary 17 Avenue S.E. case study charrette report)

Core ideas

The following core ideas are essential for redevelopment across the plan area.

2.1.1 Create an attractive, distinctive and multicultural community

- a. Provide public gathering places that are centred on cultural activities, public art and building community.
- b. Incorporate interesting, high quality architectural designs and public art that reflects the community values and identity as International Avenue.

2.1.2 Create memorable and inviting public spaces

Celebrate local parks and improved connectivity between open spaces.

2.1.3 Create a multi-modal boulevard

- a. Support a variety of transportation options, with particular emphasis on walking, cycling and transit.
- b. Comprehensively manage traffic and parking.

2.1.4 Promote a vibrant mixed use commercial Main Street

Provide a framework for the ongoing redevelopment of neighbourhoods within the community to provide the services and amenities that meet the needs of current and future residents.

2.1.5 Respect and enhance the existing historical retail street character

Identify and preserve the existing Main Street Village character streetscape, open spaces and buildings or building elements, which have historical value.

2.1.6 Increase in housing and promote housing diversity

- a. Promote retail/multi-residential mixed-use development along the International Avenue wherever practical to create a vibrant retail environment and to increase housing in close proximity to transit and other services.
- b. Promote a range of housing types to suit all income levels, ages, lifestyles, and family needs.

2.1.7 Strategically directed intensification

- a. Facilitate redevelopment in strategic locations to provide a mix of housing choices and places for businesses to locate.
- b. Auto-oriented uses and those that do not generate pedestrian traffic (such as self storage) should not be located in close proximity of transit hubs.

2.1.8 Promote safe and walkable neighborhoods.

Improve the aesthetics, safety and public function of rear lanes.

2.1.9 Preserve and enhance biodiversity and green spaces

- a. Celebrate and improve the connectivity to the two major natural areas (Elliston Park and the Bow Valley).
- b. Protect and improve existing planted boulevards along the Main Street and residential streets.

2.1.10 Promote sustainable building design and innovation

Promote energy efficiency, water efficiency and waste minimization solutions through the use of sustainable building design

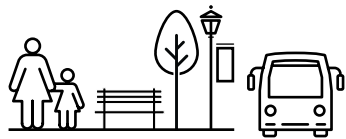
2.2 Land use concept

The land use concept is shown on Map 3: Land use concept, which depicts the general location of future types of land use throughout the plan area. It also illustrates the general location of the character zones and relationship between land use building blocks, the transportation network and open spaces. Refinements to the exact location may be made without an amendment to this ARP as part of a land use amendment application, provided they achieve the vision and core ideas of the plan.

Building blocks found in this plan are based on those established in the Developed Areas Guidebook, Volume 2, Part 3 of the Municipal Development Plan. Each building block has a range of land use districts that can be applied during the land use amendment stage. Building blocks along the International Avenue are intended to meet the minimum intensity of the urban Main Street as defined in Volume 1 of the Municipal Development Plan.

Development in the plan area will include a variety of land uses, building types and vertical and horizontal mixed uses focused around 17 Avenue S.E. This plan envisions International Avenue as a multi-modal urban boulevard with three distinctive character zones: a gateway (Western Gateway) to welcome visitors and mark the entrance, a vibrant central shopping street and activity hub (Central Boulevard), and a landscaped corridor (Eastern Parkway) extending to Stoney Trail at the eastern city limit. Different streetscapes, land uses, building heights and design criteria are applied to help achieve the specific objectives of each character zone.

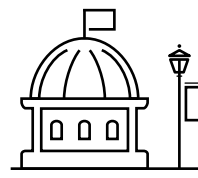
Furthermore, the plan identifies the 36 Street S.E. and 52 Street S.E. intersections as the communities' major transit hubs. These multi-functional hubs provide opportunities for higher density developments and connectivity beyond the boundary of the plan area. They also act as the transitions between the three character zones. Due to the far distance between the two identified major transit hubs, secondary transit hubs are also identified, (28 Street, 33 Street, and 44 Street S.E.). In addition to serving as transit hubs, they provide concentrated services at a neighbourhood level.



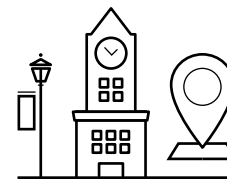
Vibrant public realm



Variety of retail and small business

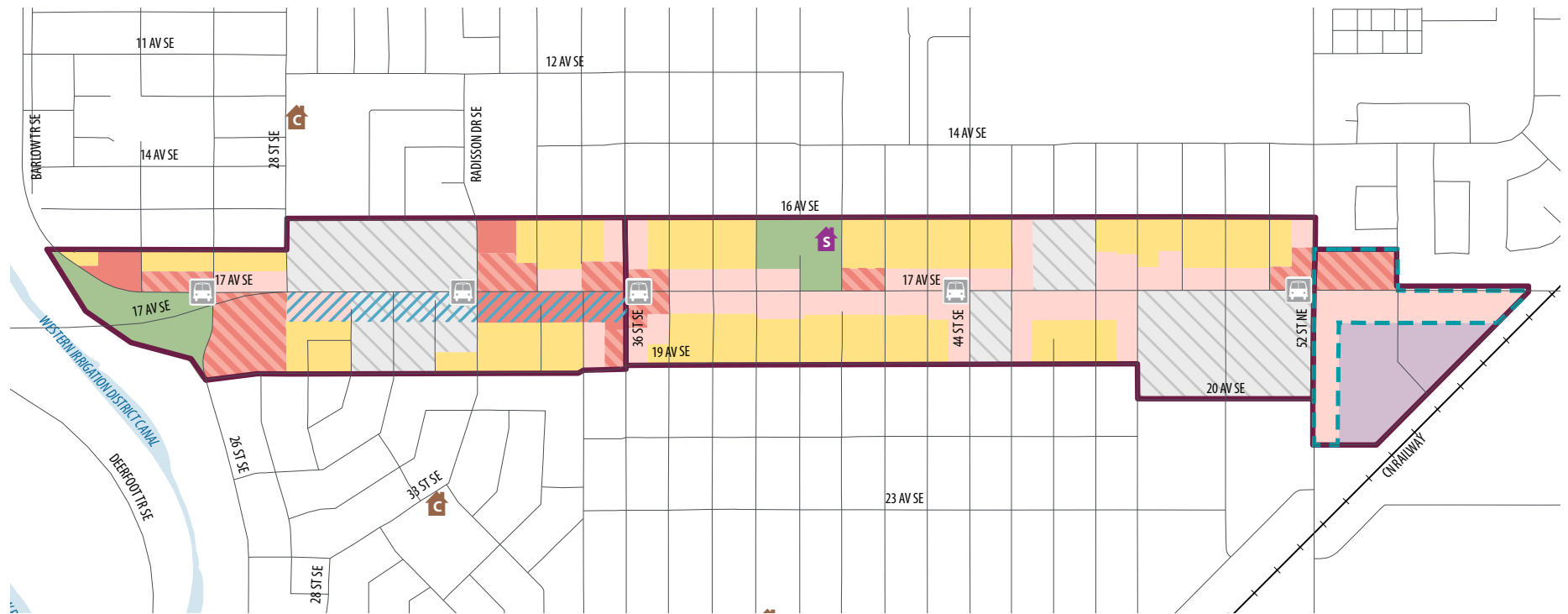















Unique character



Create a destination

Map 3 | Land use concept



- | | | | | |
|--|--|---|---|--|
|  Neighbourhood - Low-Rise |  Community - High-Density |  Future Comprehensive Area |  Character Zone Boundary |  Rapid Transit Bus Stop |
|  Community - Mid-Rise |  Employment - Industrial |  Active Frontage |  Community Centre | |
|  Community - Centre |  Open Space |  Special Area |  School | |

2.3 Land use concept elements (building blocks)

The following list provides a quick reference to the land use building blocks and elements shown on Map 3: Land use concept. More extensive descriptions and policies pertaining to each building block are provided in the Developed Areas Guidebook. This ARP outlines specific ways in which these building blocks apply in the plan area.

Community – High-Density

The Community – High-Density building block is located around the main transit node of 36 Street S.E. and in a couple of sites where higher density exists. This block is intended to facilitate high intensity residential and mixed-use development with large scale residential and non-residential uses.

Community – Centre

Community – Centre building block is located throughout the plan area fronting 17 Avenue S.E. It is characterized by a fine grain network of streets, wider sidewalks to encourage pedestrians and active streets and buildings set close to frontages to support higher levels of commercial and residential intensity.

Community – Mid-Rise

The Community – Mid-Rise building block is located throughout the plan area fronting 17 Avenue S.E. It is intended to accommodate a mix of mid-rise buildings that contain residential and commercial uses, creating an active, vibrant main street. Other uses that may be considered appropriate within the Community – Mid-Rise area include schools, daycares, places of worship and civic uses.

Active frontage

These policies apply specifically to the area classified as Main Street Village it references the south portion of 17 Avenue S.E. between 28 Street S.E. and 35 Street S.E., which is recognized as a distinct character area. This designation indicates the requirement for high-quality building and public realm

design that will enhance the pedestrian experience and contribute to the vibrancy of the Main Street Village area. Buildings along these streets must provide commercial uses at grade, direct entries from ground floor units to the public sidewalk and enhanced transparency and other design elements outlined in the Developed Areas Guidebook.

Special areas

These policies apply specifically to the areas classified as Special Area where auto-service uses or drive-throughs are allowed. Auto-service use is a general term to describe those uses that primarily provide a service to automobiles, usually involve minimal pedestrian activity, and require that the site and building be designed to provide convenient access by vehicle. By including auto-service uses, the Special Area provides for a wider range of uses and acknowledge the existence of and continuing need for local auto-oriented services.

Neighbourhood – Low-Rise

Neighbourhood – Low-Rise areas are intended to provide compact, low-rise development (up to 4 storeys). They are proposed at the edge of much of the Main Street as a transitional use between the mixed use development fronting on 17 Avenue S.E. and the low density residential areas in the communities to the north and south.

Future Comprehensive Area

As shown on Map 3: Land use concept, Future Comprehensive Area apply to the existing large parcels along the Main Street currently developed with one storey large format developments that have extensive surface parking areas abutting 17 Avenue S.E. and the flanking streets.

Due to the size and prominent location of these sites within the Main Street, at the time of redevelopment, applications should include a comprehensive plan that meets and indicates the policies of the Developed Areas Guidebook to help achieve the vision and goals of this plan.

Employment – Industrial

The Employment – Industrial building block is located in the eastern end of the plan area. It provides for a broad variety of industrial uses and intensities, protecting industrial land for primarily industrial uses, while allowing strategic non-industrial uses to support employees in the area.

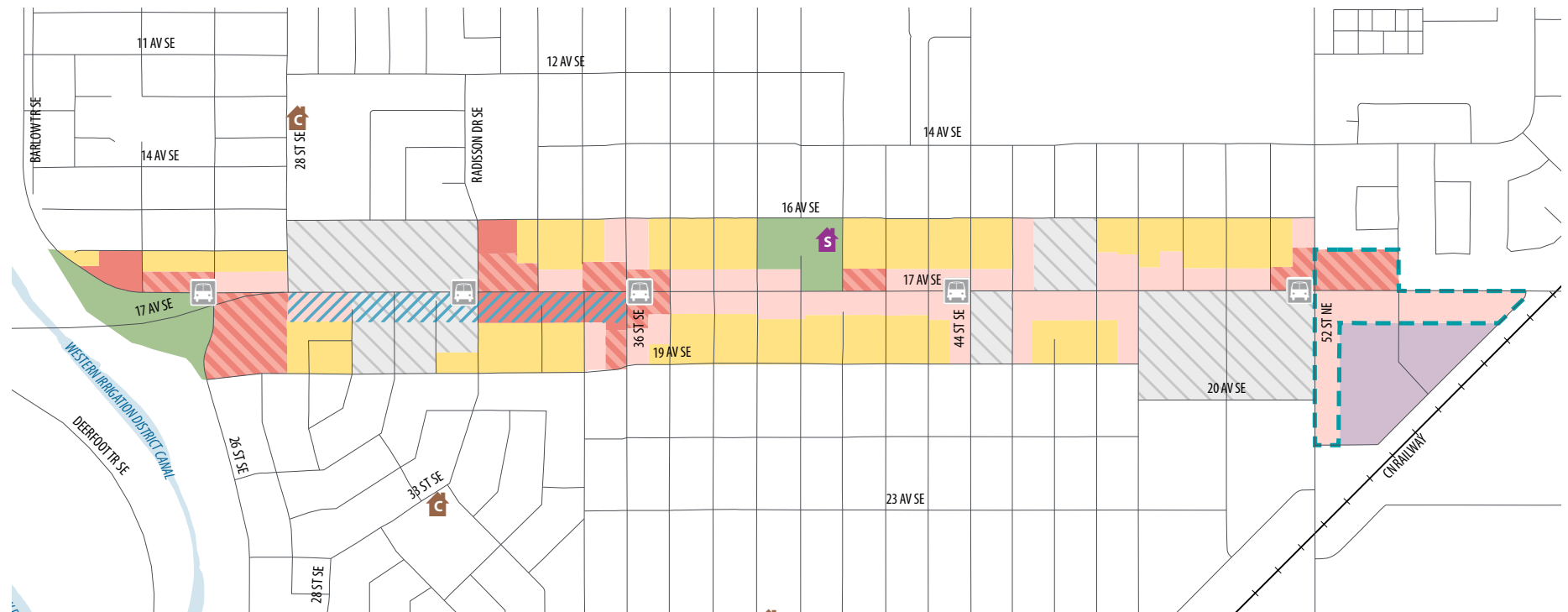
Table 1 | International Avenue Snapshot













Area	116.5 hectares	113.5 hectares gross developable area	2.9 hectares open space ¹
2017 Civic Census data	2,726 residents	1,435 dwelling units	3,858 jobs (year 2013)
Projection²	9,295 residents (year 2041)	4,866 dwelling units (year 2041)	6,971 jobs (year 2041)
Public amenities	Cultural/civic spaces <ul style="list-style-type: none"> ▪ One school, Holy Trinity ▪ Forest Lawn Outdoor Pool 	Open space and parks <ul style="list-style-type: none"> ▪ Irrigation Canal and Bow River to the west. ▪ Smaller pocket park between 30 Street S.E. and 31 Street S.E. 	Improved connectivity <ul style="list-style-type: none"> ▪ Southeast BRT ▪ Regional pathways ▪ Complete streets

¹ Open space area represents the combined total of local and regional open space within the plan area in hectares.

² Jobs and population are estimates only and represent a population focused development scenario which assumes 20% of the maximum allowable floor area ratio (FAR) as commercial development and residential development up to the total maximum.

Map 4 | Building height



- | | | | |
|--|---|---|--|
|  Neighbourhood - Low-Rise (Max 4 Stories) |  Community - High-Density (Above 10 Stories) |  Future Comprehensive Area |  Community Centre |
|  Community - Mid-Rise (Max 6 Stories) |  Employment - Industrial (Max 3 Stories) |  Active Frontage |  School |
|  Community - Centre (6-10 Stories) |  Open Space |  Special Area |  Rapid Transit Bus Stop |



3 Land use and built form

This section addresses the mix, location and intensity of land uses; their relationship to the public realm; and the amenities required to ensure that development is consistent with the overall vision and core ideas of the plan. The International Avenue ARP includes three unique policy areas, each contributing to the creation of a TOD Main Street on 17 Avenue S.E.

3.1 General policies

This section outlines policies that apply to all areas within the International Avenue ARP and must be read in conjunction with the policies for each specific policy area.

Policy

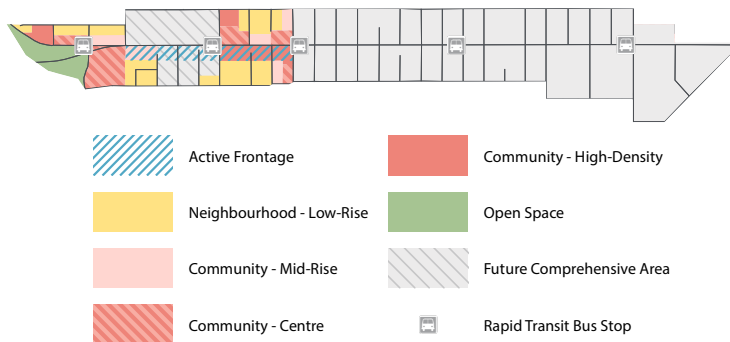
- 3.1.1** Land use redesignations should be consistent with the land use classifications shown on Map 3: Land use concept. Policies associated with these categories are contained within this plan and the Developed Areas Guidebook.
- 3.1.2** Unless otherwise specified, auto-service uses, drive-throughs and large-scale regional development (“large format development”) are prohibited.
- 3.1.3** Surface parking in front of buildings and vehicular access directly from 17 Avenue S.E., is prohibited, except where traditional service roads with angle or parallel parking are introduced as part of comprehensive redevelopment of a block.
- 3.1.4** Buildings should be designed to form a consistent and strong edge to streets and public places, define the spatial and visual quality and support the gathering functions at street corners.
- 3.1.5** The siting of buildings should respond and enhance the unique characteristics of the site to create unique architecture and take advantage of the location overlooking Calgary’s city centre and the mountains.
- 3.1.6** The maximum street frontage for lobbies located on the ground floor is 7.5 metres.
- 3.1.7** Comprehensive site layouts and phasing for larger site developments shall be provided to ensure sufficient landscaping, at-grade level amenity areas and good pedestrian connectivity to sidewalks or other public realm.
- 3.1.8** Consolidation of small parcels to help achieve height or density objectives is encouraged.
- 3.1.9** The following policies apply to the commercial development:
- a. Large format retail/commercial establishments should not be allowed.
 - b. Commercial expansion into residentially-designated land should be designed in a manner which is responsive to the local context. Commercial development or expansion of commercial development should consider the following policies:
 - i. land for the sole purpose of additional standalone surface parking is prohibited;
 - ii. the required side and rear yard setbacks should not be relaxed; and
 - iii. where commercial uses are adjacent to residential uses without an intervening lane, a 5 metre landscaped buffer is required.
 - iv. Ensure that the design of the rear façade of commercial and mixed-use buildings is sympathetic to adjacent residential uses on the opposite side of the rear lane and uses materials and details of a standard similar to the front façade of the building.
 - c. Encourage consolidation of existing shallow parcels fronting 17 Avenue S.E. with the parcels at the rear to provide larger parcels that enable larger development to occur to achieve the recommended building heights and density targets in the Plan Area.
 - d. A mix of small-scale retail commercial development and residential uses are encouraged along the ground floor. Ground floor units should be flexibly designed to be able to accommodate both commercial and residential uses.

- e. Historic industrial uses in commercial areas should be allowed to remain, but not to expand due to industrial impacts on residential uses (e.g., lighting, noise and traffic).
- f. The required separation distance in the land use bylaw for uses such as liquor store, cannabis store, pawn shops and pay day loans, should not be relaxed and additional uses of this kind are discouraged. Any two of the uses in this policy are not allowed within the same development.
- g. If existing gas station uses cease operations and not immediately redevelop, the demolition permit should require site reclamation and landscaping to the satisfaction of the approving authority.
- h. Unless otherwise stated, development on the north side of 17 Avenue S.E. should not shadow abutting residential uses at 12:00 noon (M.S.T.) on September 21.
- d. In order to prevent the creation of a large surface parking lot adjacent to 17 Avenue S.E., development of the site will be in accordance with a comprehensive site plan. The proposed site plan should include a phased development permit to ensure the timely construction of the commercial/retail buildings. To create a pedestrian scaled street wall along the 17 Avenue S.E. right-of-way and, where feasible, pocket parks and pedestrian linkage oriented to 17 Avenue S.E. should be included in early phases of the development and should be following the construction of the primary building on the site.
- e. Redevelopment for large-scale commercial uses will be allowed but only where the street frontage, particularly 17 Avenue S.E., is redeveloped for smaller scale buildings that are designed to accommodate more locally oriented uses. Creative concepts for site layout, such as a courtyard concept or pedestrian mall are encouraged.

3.1.10 The following policies apply to the large development on the Future Comprehensive Plan Areas:

- a. Where large parcels are proposed for mixed-use redevelopment, the proposed development should include two or more buildings.
- b. Where developments are in phases, ensure the small-scaled buildings along 17 Avenue S.E. are developed in the first phase or phases.
- c. For lands fronting on 17 Avenue S.E., ensure any new subdivision is configured to accommodate future development that is oriented to 17 Avenue S.E. and provides for the continuity of the 'street wall' along the 17 Avenue S.E.

3.2 Western Gateway zone (from 26 Street S.E. to 36 Street S.E.)



The Western Gateway zone is a gateway district with strong visual impact that evokes a sense of arrival to International Avenue. Located between Barlow Trail and 26 Street S.E. at the west end of the 17 Avenue S.E. and 36 Street S.E., and from 15 to 19 Avenue S.E. the Western Gateway zone will welcomes visitors, reduces traffic speed and visually defines the entranceway through building design and a pedestrian-friendly streetscape.

The Western Gateway zone contains the 28 and 36 Street S.E. BRT Stations, and also includes the Main Street Village which is recognized as a distinct character area with distinctive building designs and streetscape features. The Main Street Village area features specialty shops, a linear park and a mixture of diverse but compatible land uses and building heights.

Objectives

1. Create a strong gateway with landmark buildings.
2. An enhanced Main Street Village, preserving existing streetscape features (e.g., parallel parking and a service road) and reinforcing the village character by ensuring appropriate land uses and building designs.
3. Activate the commercial frontages to create a vibrant and safe pedestrian environment and contribute to activity on the street throughout the day and evening.
4. Provide good pedestrian connections within and through large parcel development.

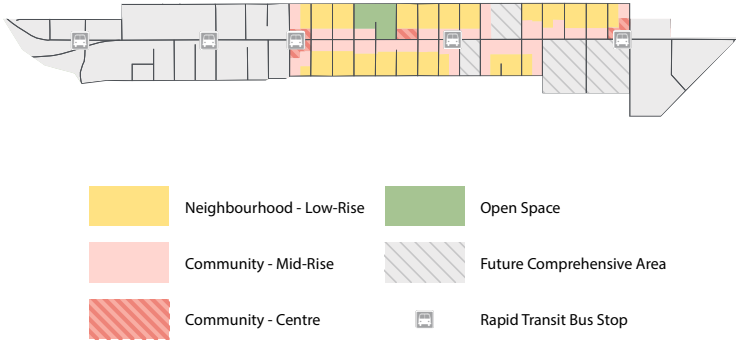
5. Encourage design and site layout that contributes to the character and function of International Avenue.
6. Improve pedestrian crossings of 17 Avenue S.E.
7. Create memorable and engaging public open spaces.
8. Encourage refurbishment or upgrading of existing retail buildings and façades.

Composition

- 3.2.1** As shown on Map 3: Land use concept, the Western Gateway zone consists of:
- Areas of Community - High-Density development
 - Areas of Community - Centre development
 - Areas of Community - Mid-Rise development
 - The Main Street Village Area identified as active frontage
 - Areas for Neighbourhood - Low-Rise development
 - Future comprehensive development area
 - Open space (see Section 4.2: Parks)
- 3.2.2** Site and building design in the Community – High-Density area shall conform to the policies of the Developed Areas Guidebook
- 3.2.3** Site and building design in the Community – Centre area shall conform to the policies of the Developed Areas Guidebook
- 3.2.4** Site and building design in the Community – Mid-Rise area shall conform to the policies of the Developed Areas Guidebook.

- 3.2.5** Buildings and sites located in the Main Street Village (Active Frontage) areas shall conform to the Developed Areas Guidebook, with the additional following policies:
- a. Redevelopment should maintain the character of the Main Street Village while revitalizing the sites.
 - b. Preserve the existing street park, parallel parking and service road only in the Main Street Village area.
 - c. Maintain continuous one to two storeys storefronts (podium style) with building façades that are designed to add scale, rhythm and character to the streetscape.
 - d. Portions of buildings higher than two storeys must be set back behind the retail frontages to maintain a sunlit, pedestrian-friendly environment and the low profile character along the Main Street.
 - e. Store frontages for individual use on the floor closest to grade is limited to 2 bays or 12 metres maximum width. If a larger area is needed the remainder of the commercial area should be located on the second floor or in the basement, or be wrapped behind.
- 3.2.6** Site and building design in the Neighbourhood – Low-Rise area of the Western Gateway zone shall conform to the policies of the Developed Areas Guidebook,
- 3.2.7** Site and building design in the Future Comprehensive Area of the Western Gateway zone shall conform to the policies of the Developed Areas Guidebook.

3.3 Central Boulevard zone (from 36 Streets S.E. to 52 Street S.E.)



The Central Boulevard zone is intended to create a retail hub and a core area for community activities. Located between 36 Street S.E. and 52 Street S.E., and from 15 to 19/20 Avenue S.E.

The Central Boulevard zone provides for a vibrant, active and pedestrian-oriented retail environment, creating places for social interaction and community engagement, and building a compact, dynamic and mixed-use urban centre.

The Central Boulevard zone contains 36 Street SE, 44 Street SE and 52 Street SE BRT stations and envision a continuous street wall development. Developments in this zone features multiple small-scale, active store frontages and clustered restaurants with outdoor cafes that are facing a tree-lined boulevard and a number of compact street parks (street corner parks or pocket parks between buildings).

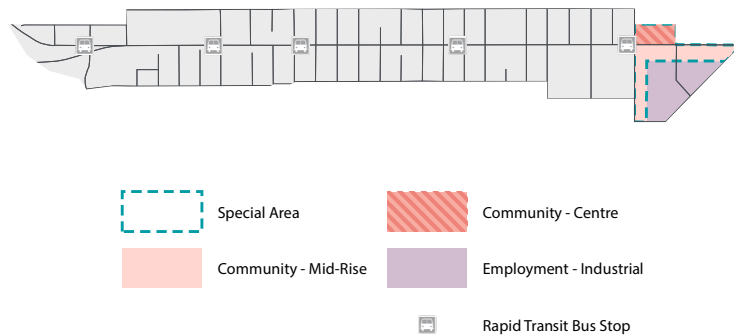
Objectives

1. Encourage land uses that support transit use, social interaction and activity in pedestrian areas.
2. Promote a multi-functional and pedestrian-oriented public realm.
3. Design development on large parcels in a manner that ensures pedestrian connectivity and is compatible with adjacent smaller scale development.
4. Design development to achieve a 4 to 6 storey continuous street wall.
5. Reflect the diversity and richness of the cultural background of the adjacent communities in the design of buildings and public spaces.

Composition

- 3.3.1** As shown on Map 3: Land use concept, the Central Boulevard zone consists of:
- Community – High-Density development
 - Community – Centre development
 - Community – Mid-Rise development
 - Neighbourhood – Low-Rise development
 - Future comprehensive development area
 - Open space (see Section 4.2: Parks)
- 3.3.2** Site and building design in the Community – High-Density area shall conform to the policies of the Developed Areas Guidebook.
- 3.3.3** Site and building design in the Community – Centre area shall conform to the policies of the Developed Areas Guidebook.
- 3.3.4** Site and building design in the Community – Mid-Rise area shall conform to the policies of the Developed Areas Guidebook with the additional following policy that requires a minimum of 1.8 metres setback from the property line for commercial buildings along 44 Street S.E. and 45 Street S.E.
- 3.3.5** Site and building design in the Neighbourhood – Low-Rise area shall conform to the policies of the Developed Areas Guidebook.
- 3.3.6** Site and building design in the future comprehensive area shall conform to the policies of the Developed Areas Guidebook.

3.4 Eastern Parkway zone (from 52 Streets S.E. to Stoney Trail)



The Eastern Parkway Zone represents the eastern terminus of the plan area with residential and commercial uses to the north and a mix of commercial and light industrial uses to the south and is located between 52 Street S.E. and the CN Rail line to the east, and from 16 to 21 Avenue S.E.

The Eastern Parkway Zone is well connected both east and west via 17 Avenue S.E., and through a linear park that connects to a regional pathway

to Elliston Park and beyond. The area signals a decrease in the intensity of the main street.

The Eastern Parkway zone has the benefit of allowing for efficient regional commuting, providing good connectivity to Elliston Park, and accommodating variety of compatible land extensive uses (e.g., horticultural, storage buildings, community garden, urban agriculture, industrial parks).

Objectives

1. Maintain existing landscaped areas.
2. Explore opportunities to increase landscaped areas.
3. Establish good pedestrian and cyclist connections to Elliston Park.
4. Emphasize uses that contribute to improving energy efficiency, improving air quality, minimizing water and soil pollution and minimizing the ecological footprint.

Composition

- 3.4.1** As shown on Map 3: Land Use Concept, the Eastern parkway Zone consists of:
- Community – Centre development
 - Community - Mid-Rise development
 - Special area
 - Employment – Industrial development
- 3.4.2** Site and building design in the Community – Centre area shall conform to the policies of the Developed Areas Guidebook.
- 3.4.3** Site and building design in the Community – Mid-Rise area shall conform to the policies of the Developed Areas Guidebook.
- 3.4.4** Site and building design in the Special Area shall conform to the policies of the Developed Areas Guidebook, with the additional following policies:
- a. Reduce the presence and amount of surface parking visible from 17 Avenue S.E.
 - b. Reduce the number of vehicular access points to 17 Avenue S.E.
 - c. Where driveways cannot be avoided, use of screening, alternative or shared vehicular access, or separating the parking area into smaller, enclosed compartments is encouraged.
 - d. The development of a site for a single use, if allowed by the development authority, should be undertaken in a manner that permits or facilitates future conversion or redevelopment for a multi-use development.
- 3.4.5** Site and building design in the Employment – Industrial area shall conform to the policies of the Developed Areas Guidebook, with the additional following policies:
- a. Public amenity spaces for employees should be located in close proximity to the street to encourage activity.
 - b. Parking shall be located to the rear of buildings, underground or away from the street with screening.
 - c. Articulated façades and varying setbacks are encouraged to create outdoor amenity space for employees.
 - d. New industrial development should incorporate building forms and features that will allow for flexibility and future transition to greener industries.



4 Urban design

The urban design section provides a series of development strategies and design criteria to address the street/building interface and to create distinctive public gathering spaces. To complement the urban design policies (see: Appendix #1) a series of development strategies and design criteria have been created to demonstrate to landowners and developers possible solutions on how to address the street, to provide building interfaces and to create distinctive public gathering spaces. The plan has identified a variety of development scenarios particularly related to lot or property sizes.

4.1 Streetscape character and public realm

A well-defined and well-designed roadside area can reduce pedestrian-vehicle conflicts, promote pedestrian safety, prioritize pedestrian access to the BRT stops along the corridor, and create interesting public places and contribute to the success of businesses.

4.1.1 Boulevard/street furniture

- a. A flex zone on each side of the street is encouraged for a continuous tree-lined boulevard area and a range of street furniture. Wherever the right-of-way has sufficient width, linear green strips and pocket parks should be provided in strategic locations.
- b. As a multi-functional flex zone, the area could be designed to incorporate low impact development features and function as a utility corridor, if applicable. Also, the design should enhance the appearance of adjacent buildings and integrate pedestrian way-finding elements such as signage, banners, directional kiosks and pedestrian-scaled lighting.

4.1.2 Signage

Business signs along 17 Avenue S.E. play a significant role in defining a recognizable identity for the area, and are an important part of its visual character. Throughout the district's history, various signs have been created for many independently-run stores, restaurants and services – representing the abundance of small business, and the diverse range of cultural backgrounds in the area.

The growth of automobile commuters in the mid-twentieth century saw an increase in large, eye-catching signs to attract drivers, and this type of signage continues to be popular along 17 Avenue S.E. Certain historic freestanding and rooftop signs have become visual landmarks in their own right, and have particular significance to the area's heritage (see 3.6.7.2 Character signage).

As future development occurs along 17 Avenue S.E., the goals of improved walkability and a pedestrian-friendly environment should be supported by signs oriented and scaled towards pedestrians. Careful attention should be paid to how signage impacts the appearance and feel of the corridor for all modes of transportation, while retaining the area's characteristic diversity and visual interest.

4.1.2.1 General policies

- a. All commercial signage should be an appropriate height, size, location, orientation, illumination and be scaled for legibility by pedestrians.
- b. Signage should maintain visual interest within the context of a small-town feel; canopy or projecting signs scaled and oriented to pedestrians are deemed appropriate and encouraged.
- c. Signage should be integrated into building design.
- d. Third party advertising signs and billboards, are not allowed within the area plan (i.e., Sign – Class F (Third party advertising sign) and/or Sign – Class G (Digital third party advertising sign)).
- e. All commercial signage facing residential uses are discouraged.
- f. External finishing materials for proposed commercial signage and developments should be compatible with the best examples of local development.
- g. Windows must be free of clutter to maintain clear glazing.
- h. The use of film or any visually blocking material on doors and display windows at street level to cover more than 20% of the coverage area is prohibited.

- i. Wayfinding and signage for cyclists and pedestrians should be provided throughout the plan area to destinations within and beyond the plan area. This signage may be required as part of a Development Permit application where the site location is ideal for such signage.
- j. 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.

4.1.2.2 Character signage policies

Prominent, often-illuminated signs popular in the 1950s, 60s and 70s have a strong association with the visual identity of 17 Avenue S.E., and important significance to the area’s character. Although many of these signs have been removed from their original locations, five remaining examples have been identified as particularly representative of this style, and are shown below (Figure 1) with specific policy to incentivize their retention.

4.1.2.3 Policies

- a. Encourage owners of property containing identified character signage (Figure 1) or signs on the Inventory of Evaluated Historic Resources to designate these sites as Municipal Historic Resources, protecting them under the Alberta Historical Resources Act and making them eligible for conservation incentives.
- b. Support relaxations that increase the viability of retaining identified character signage (Figure 1) or signs on the Inventory of Evaluated Historic Resources.
- c. Encourage the retention of character signage or signs on the Inventory of Evaluated Historic Resources in existing locations as redevelopment occurs, or if impossible, encourage incorporation of such signage into new developments according to conservation best practice.

Figure 1 | Character signage



Far East Foods
2830 17 Avenue S.E.



4 Seas Restaurant
3600 Block 17 Avenue S.E.



Paradise Lanes Bowl
3411 17 Avenue S.E.



Dragon’s Gate Restaurant & Bar
4408 17 Avenue S.E.



Best World Travel LTD
3500 Block 17 Avenue S.E.

4.2 Building interface

Building interface includes the setback areas from the property line to the buildings (building setback), as well as the actual building façade. These elements play an important role in the overall character of the streetscape and usually complement the characteristics of other street design elements. The building setback areas may accommodate landscaping, outdoor seating, public art, decorations, signs and bike parking, and provide additional publicly-accessible places. This area, although on privately-owned land, does provide a degree of public amenity and is usually functionally integrated with the public sidewalk area. A well designed and proportioned building façade will animate the street and contribute to a comfortable, human-scaled environment.

4.2.1 Building setback policies

- a. One metre front setbacks are encouraged to allow buildings to be built close to the front property lines and to form a continuous, well transitioned street wall. Variations to the setback are allowed for the purpose of façade articulation (e.g., projections).
- b. In order to help ensure a consistent and continuous street wall along the corridor, large building setbacks (more than 3 metres) are generally discouraged, except where:
 - i. It has been determined that the site is in a strategic location for creating an urban plaza or a more sizable pocket park with the intent of diversifying the streetscape and providing visible and comfortable spaces for pedestrians to gather and linger. To maximize sun exposure, plazas/parks are encouraged to be located on the north side of the street.
 - ii. The larger building setback is required to meet the minimum right-of-way setback as set out in 17 Avenue S.E. Transportation Planning Study.

4.2.2 Building façade policies

- a. Buildings greater than 30 metres in width are encouraged to provide more than one entrance, and should use architectural articulation to reduce the massing of the building by dividing the façade into smaller modules.
- b. Maximize the use of transparent windows, doors, and display windows at street level (clear glass over a minimum of 75 per cent over the length of the façade) to provide eyes on the street.



5 Community amenities and facilities

Community services, amenities and facilities provide care, culture, education, recreation and protection to people who live, work and play in the community. The private sector, public sector, non-profit agencies, charities and partnerships can all play a role in the ownership and operation of community facilities and services. In addition to the policies of the Developed Areas Guidebook, community services, amenities and facilities should meet the following criteria:

5.1 Community association sites

There are three existing Community Association sites within the contextual area of the plan: Forest Lawn Community Association, Southview Community Association, and Alberta Park/Radisson Heights Community Association. Access between these sites and Southeast 17 Main Street should be facilitated via direct multi-modal routes between the locations, reducing or eliminating physical barriers along the way.

5.2 Recreation and cultural facilities

There are several recreational and cultural facilities within or nearby to the contextual area of the plan; the Forest Lawn Outdoor Pool, Forest Lawn Public Library, Bob Bahan Aquatic and Fitness Centre and the Ernie Starr Arena. Access to these facilities should be enhanced and facilitated from 17 Avenue S.E. via direct, high quality pedestrian routes with enhanced wayfinding.

5.3 Care facilities

A broad range of care facilities is an important element of a complete and inclusive community. Care facilities are encouraged pursuant to the policies of the Developed Areas Guidebook.

5.4 Housing affordability

Complete communities include a broad range of housing forms, tenures, and unit sizes to meet the needs of Calgarians at all income levels and stages of life. Housing diversity and affordable housing are encouraged pursuant to the policies of the Municipal Development Plan.

5.5 School sites

Schools sites have traditionally been the institutional, recreational and social focus of a community. One school site, Holy Trinity, is located within the plan boundary. In the event that this school site is deemed surplus by the school board the City should consider its acquisition in order to ensure an adequate supply of open space in Forest Lawn.

5.6 Emergency services safe communities

Emergency services Safe Community Design Principles should be applied throughout the plan area. An emergency services safe community promotes and maintains safe and healthy behaviours, supports effective emergency responses and offers protection to people and their property. An emergency response station may be located within the plan area as shown on Map 3: Land use concept.



6 Open space

Open spaces are essential in ensuring a community has places to gather, participate in recreational activities, enjoy the outdoors, and relax. Open spaces can contribute to healthy lifestyles and can contribute to a healthier environment.

Public open space within the plan area includes the Holy Trinity elementary site, the Forest Lawn Outdoor Pool and a smaller pocket park between 30 Street S.E. and 31 Street S.E. In the vicinity of the plan area there are several school sites and a variety of smaller open spaces to the north and the south of 17 Avenue S.E., Elliston Park to the east, and the Irrigation Canal and Bow River to the west. Parks within the plan area and in close proximity are shown on Map 4: Open space.

Map 5 | Open space



6.1 General policy

In addition to the policies contained within the Developed Areas Guidebook, the following open space policies will apply:

- 6.1.1 In accordance with the Joint Use Agreement, if the Holy Trinity school site is declared surplus, The City should consider the acquisition of the site in order to maintain adequate open space provision in the community.
- 6.1.2 In the event of closure or relocation, the land where the Forest lawn Outdoor pool is currently located should remain as open space.
- 6.1.3 Public and publically accessible private open spaces should;
 - i. be designed to be universally accessible,
 - ii. be designed to maximize sunlight exposure,
 - iii. be well connected to adjacent pedestrian facilities such as sidewalks and pathways, and,
 - iv. be designed in accordance with CPTED principles, to ensure natural surveillance (“eyes on the park”), clear sightlines, lighting and where possible several points of access/egress.

6.2 Open space typology

Five types of open spaces are identified in the plan area for future place-making improvement and they can be categorized under the following: Transit Hub, Urban Plaza, Pocket Park, Linear Park and Street Park

Provision of open spaces in accordance with these typologies is encouraged on private development sites, on existing City lands, and within City road right of way and may be achieved by utilizing the following methods; registration of access easements on private land, formal road or lane closures, re-purposing of existing City lands, or other methods deemed acceptable by the City.

6.2.1 Transit hub

Section 7.3 indicates provisions for two transit-only lanes as well as BRT Stations in the median of 17 Avenue S.E. The transit hubs are the intersection areas where major stations are being provided. This includes the intersections at 28 Street S.E., 33 Street S.E., 36 Street S.E., 44 Street S.E. and 52 Street S.E.

Of these station areas, the 36 Street S.E. and 52 Street S.E. intersections are the major hubs due to their function within the hierarchy of the regional transportation network. Transit hubs should be designed to provide comprehensive services and to become key nodes for redevelopment and community activity.

6.2.1.1 Design policies

- a. Transit hubs shall incorporate pedestrian-focused elements such as transit lanes, waiting platforms, seating areas, shelters, street lighting, wayfinding signage, hard and soft landscaping and pedestrian crossings into the design.
- b. Surrounding developments and the public realm within a transit hub should be integrated with the BRT station.
- c. Urban plazas should be incorporated into the site and parcel layout at transit hubs where possible.

Figure 2 | An example of transit hub concept



6.2.2 Urban plaza

An urban plaza should be fully integrated with surrounding buildings and spaces, and not be merely leftover areas between buildings. Activities accommodated by an urban plaza, such as socializing, resting, eating, bus waiting, exhibitions and open air markets, add to the quality of city life, enhance diversity and increase the educational and cultural opportunities that define the positive experience of urban living (source: Urban Plaza Design Guidelines, Vancouver, 1992).

6.2.2.1 Design policies

Urban plazas should:

- a. Encourage activity in both daytime and evening hours;
- b. Include furniture and landscaping that is appropriate for purpose of the plaza, such as seating, lighting, information kiosks, flower beds, trees, tables, signage, etc.; and
- c. Be located at gateways, major intersections, street corners, transit hubs and areas classified as Special Mixed-Use areas.

6.2.3 Pocket park

A pocket park is a small park accessible to the general public. Pocket parks are often created on a single vacant building lot, a closed road right-of-way, or on small, irregular pieces of land. Because pocket parks are generally compact in size and are generally the “unused land” between buildings or at street corners, they act as convenient, accessible, inexpensive outdoor amenity space and serve the immediate adjacent population.

6.2.3.1 Design policies

Pocket parks should be:

- a. well-defined by landscaping;
- b. furnished with comfortable seating for all ages;
- c. uniquely designed and decorated through the use of special pavers and art features; and
- d. located at a street corner, adjacent to a sidewalk or in a location with connectivity to major activity destinations

6.2.4 Linear Park

A linear park is an elongated area, which features treed landscaping and open space that provides pedestrian movement and for activities that are generally unstructured in nature. The width of a linear park varies depending on the available space. The purpose of designing linear parks in the Corridor is to frame and reinforce the area's character and enable pedestrian movement. A linear park is may be suitable for applications of Low Impact Development solutions.

6.2.4.1 Design Policies

Linear parks should:

- a. incorporate landscaping, space for passive use, and a sidewalk or pathway to facilitate movement through the space;
- b. include Low Impact Development features only where those features would not diminish the overall function of the linear park;
- c. connect to or act as anchors for pedestrian pathways and sidewalks; and
- d. have a minimum width of 10.0m.

6.2.5 Street Park

A street park is a park on a street or portion of a street right-of-way. It is typically located on a south-north street where there is generally ample access to sunlight and the traffic volume is fairly low. A street park can be accessible to vehicles year-round with occasional road closures (or partial closures) for special events, or it may be accessible to vehicles only during the winter months, while in summer, it provides a pedestrian-only space, which accommodates hospitality, special events, recreational, commercial and artistic activities.

6.2.5.1 Design Policies

Street parks should:

- a. be located on low traffic volume streets, preferably running north-south, with temporary or seasonal road closure opportunities; and
- b. allow maximum integration with the adjacent public realm system and connectivity to major pedestrian destinations such as transit hubs



7 Mobility

The mobility system envisioned for the plan area will encourage sustainable modes of transportation and provide a highly connected network of paths, streets and transit routes.

7.1 Pedestrian circulation

The intent of these policies is to provide a safe and accessible pedestrian environment for people of all ages and abilities.

7.1.1 Location and features

- a. The pedestrian circulation network should adhere to Map 6: Pedestrian and cycling network.
- b. Redevelopment of the area along 17 Avenue S.E. linking Forest Lawn and other communities in the east to the downtown will require continuity of the pedestrian and cycling networks across Deerfoot Trail. This pedestrian connection will be aligned with the BRT Busway structure and should be designed to provide a pleasant and safe experience for users at all times of day and in all weather conditions.

7.1.2 Public realm

The crossings of 17 Avenue S.E. shown on Map 6: Pedestrian and Cycling Network shall incorporate the use of distinctive pavement treatments that may include enhanced paint markings and differentiated paving materials to enhance crossing visibility.

7.2 Cyclist circulation

The intent of these policies is to provide cycling infrastructure and connections that will encourage local trips by bicycle and link to the larger pathway network and destinations throughout Calgary.

7.2.1 Location and features

Cycling facilities (e.g. parking, showers) should be provided at destinations in Forest Lawn, along 17 Avenue S.E., at intersecting collector and arterial Streets, bus stops and entrances to parks and open spaces, and other key locations connecting to the existing cycling network.

7.2.2 Public realm

Wayfinding and signage for cyclists shall be provided throughout the International Avenue area to destinations within and beyond the plan area. This signage may be required as part of a Development Permit application where the site location is ideal for such signage.

7.3 Transit network

The intent of the transit network is to provide safe, accessible and convenient connections to its user's destinations. It should be a logical choice for people wanting to move through, to and out the community.

7.3.1 Location and features

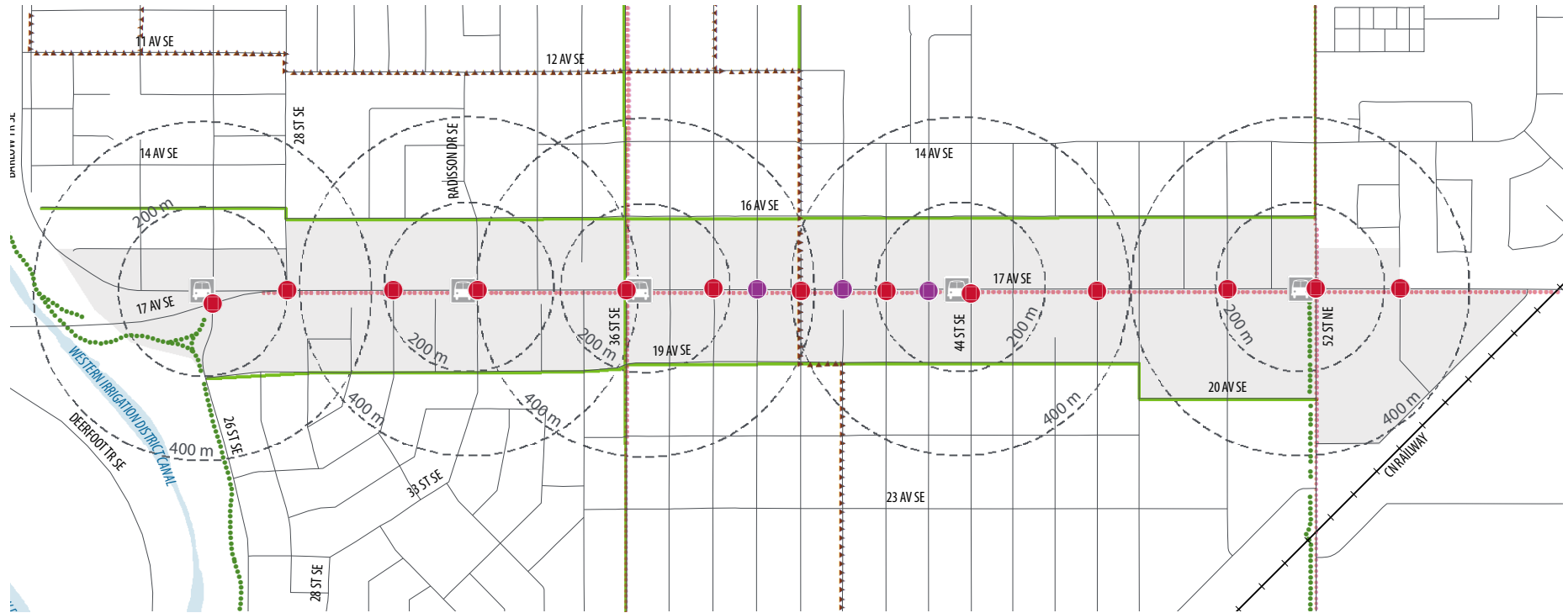
- a. Transit routes will be located as shown on Map 7: Transit network.
- b. BRT station and Transit only lanes are planned to be integrated in the 17 Avenue S.E. corridor, internal to the right-of-way (in the median) with accompanying curb side local transit provisions.

7.4 Street network

The intent of the street network policies is to establish a transit-oriented and development-supportive street network. The street network for the plan area is well integrated with regional network connections and balances the needs of pedestrians, cyclists, transit and automobiles, using street cross-sections compliant with the Complete Streets Policy. While the street network is already mostly established, there are some changes that are anticipated over the time frame of the plan, including the following:

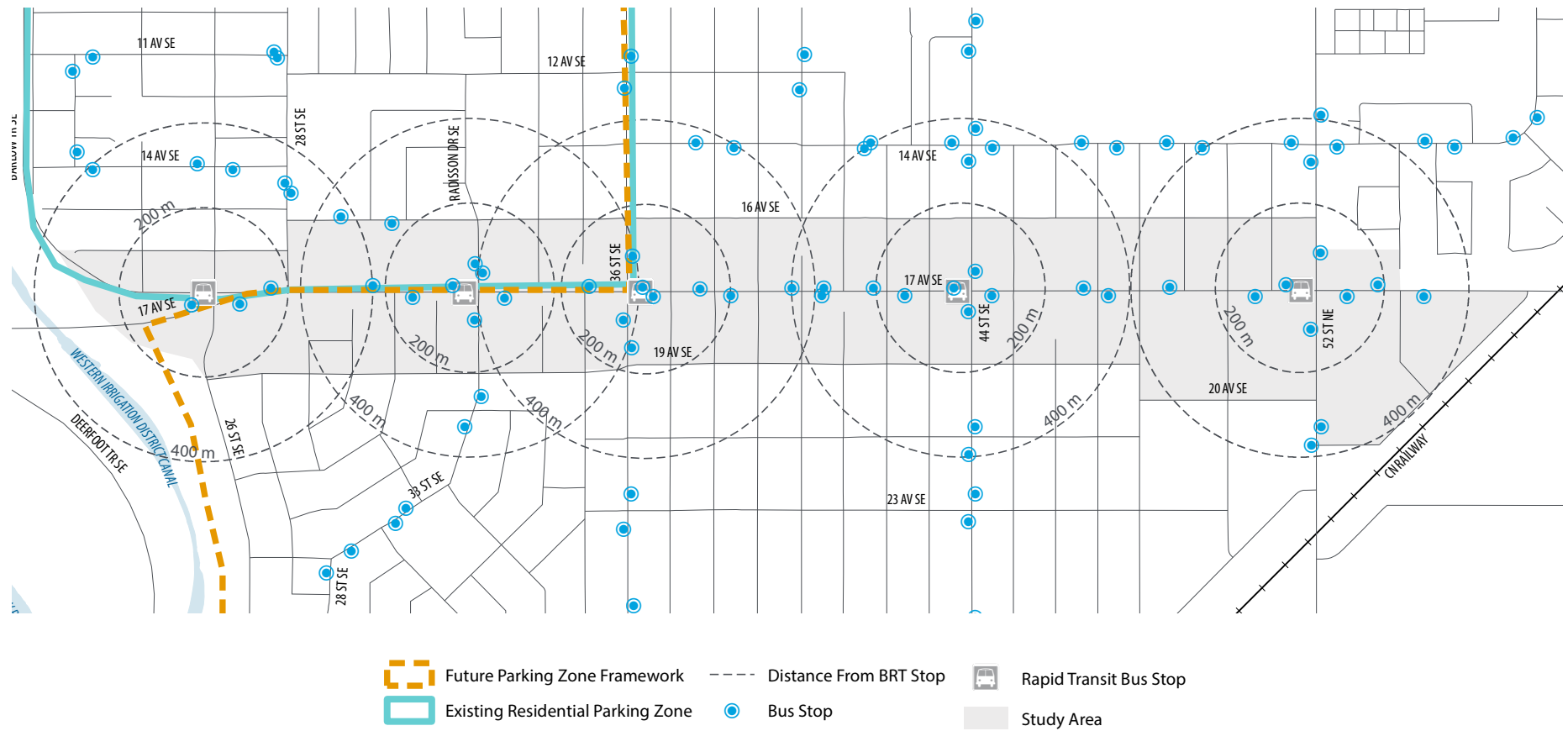
- changes to the regional system that may affect traffic volumes on streets within the plan area; and
- changes to the function and components of higher-capacity streets.

Map 6 | Pedestrian and cycling network



- Potential Signal Crossing
- Rapid Transit Bus Stop
- Regional Pathway
- Cycle Route Existing
- Study Area
- Intersection/Crossing
- Distance From BRT Stop
- Cycle Route Planned
- Major Pedestrian Connection

Map 7 | Transit network



Established communities such as Forest Lawn were developed long before the population and vehicle ownership levels of today. As the priority in all established communities is to encourage new residential development, there will likely be situations in which the traffic generated by proposed developments would exceed street capacity guidelines, but 17 Avenue S.E. is designed to provide a balance between modes of travel and to accommodate both local and regional movements in these modes.

7.4.1 Location and features

- a. The street network should be located as shown on Map 8: Street network.
- b. Any new streets established as a part of a redevelopment application should be functionally connected to the existing network.
- c. New local streets may be established as part of a land use amendment and/or outline plan process without requiring an amendment to this plan.
- d. Principles of the Complete Streets Policy shall be applied when reconfiguring existing streets and designing new ones.
- e. Direct pedestrian, cycling, vehicular and transit connections should be provided between Forest Lawn and destinations throughout the adjoining communities.

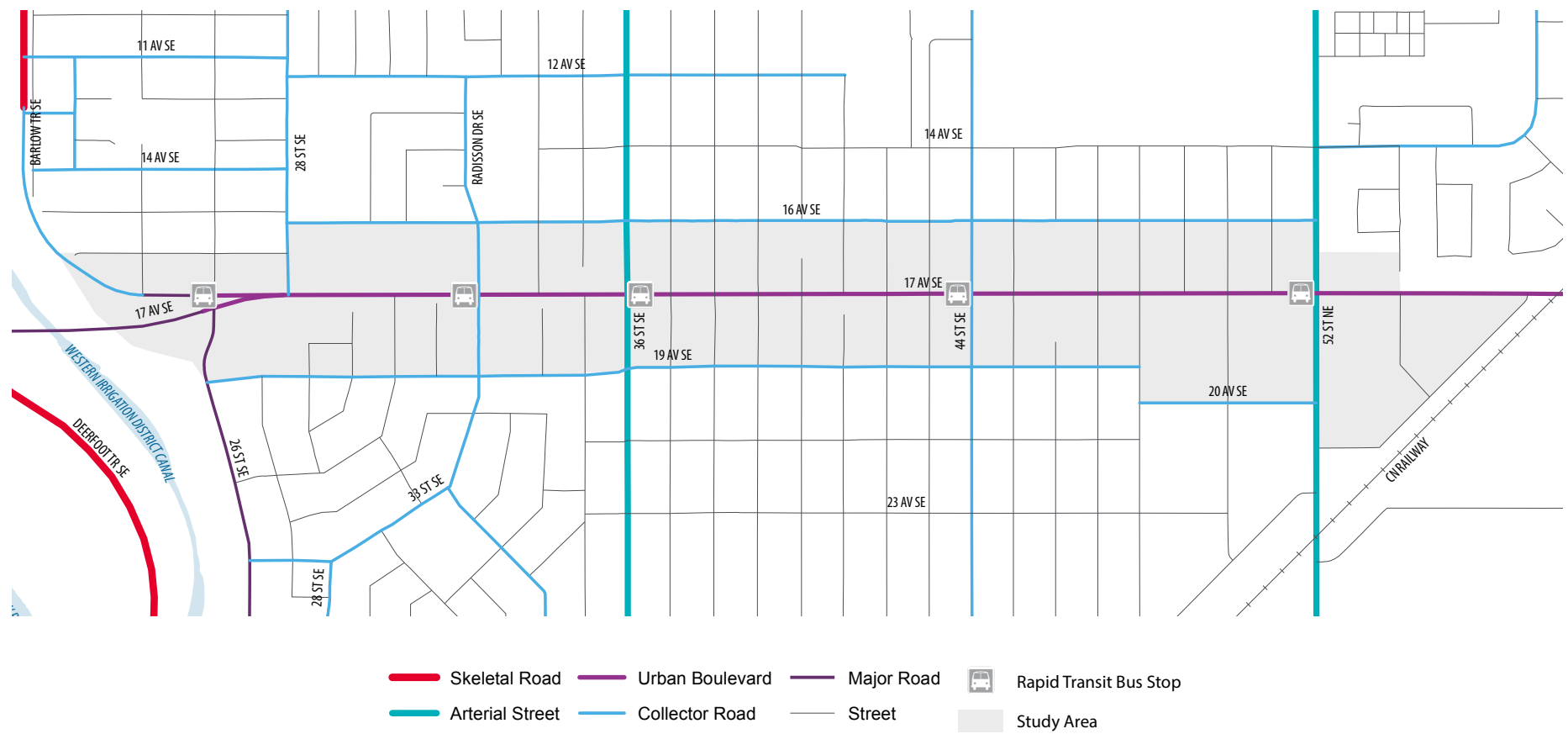
7.5 Parking framework

Access to and organization of parking and internal drive aisles affect the efficiency and safety of pedestrian, cyclist and vehicle traffic. These parking policies have as their primary goal the stimulation and facilitation of new retail development. Stimulating new development by allowing off-site parking and/or LUB relaxations has the potential to create overspill parking.

7.5.1 Location and features

- a. Unless otherwise specified, front yard parking and outdoor storage is prohibited within the plan area.
- b. Outdoor garbage and loading areas should be accommodated within the site and should be visibly and permanently screened and integrated with the building design.
- c. Parking relaxations should be granted where historic buildings are being protected.

Map 8 | Street network





8 Plan area attributes

8.1 Attributes

The plan area has a number of unique features that should be considered when making planning and development decisions (see Map 9: Attributes). These are listed on the next page

8.1.1 Airport Vicinity Protection Area

The Airport Vicinity Protection Area (AVPA) regulation governs development within the flight path of planes to the Calgary International Airport to ensure that land uses are compatible. A portion of the International Avenue area plan lies within areas regulated by the AVPA regulation. Properties lying within these areas may be subject to certain development restrictions or conditions, including the condition that all buildings constructed in the Noise Exposure Forecast (NEF) contour must comply with the acoustical requirements of the Alberta Building Code, as well as the prohibition of residences, schools, medical clinics and other uses. The AVPA regulation's list of prohibited uses in NEF areas should be consulted prior to the application for any development or redevelopment of any property falling within the NEF contour.

8.1.2 Topography

An escarpment exists on the west side of the plan area, leading down to the Bow River and wildlife can occasionally be spotted in the vicinity. At the time of development, impacts to the escarpment will be reviewed in greater detail.

8.1.3 Western irrigation district canal

An irrigation canal runs parallel to the escarpment at the west border of the plan area. Connections to the pathways along this canal should be maintained.

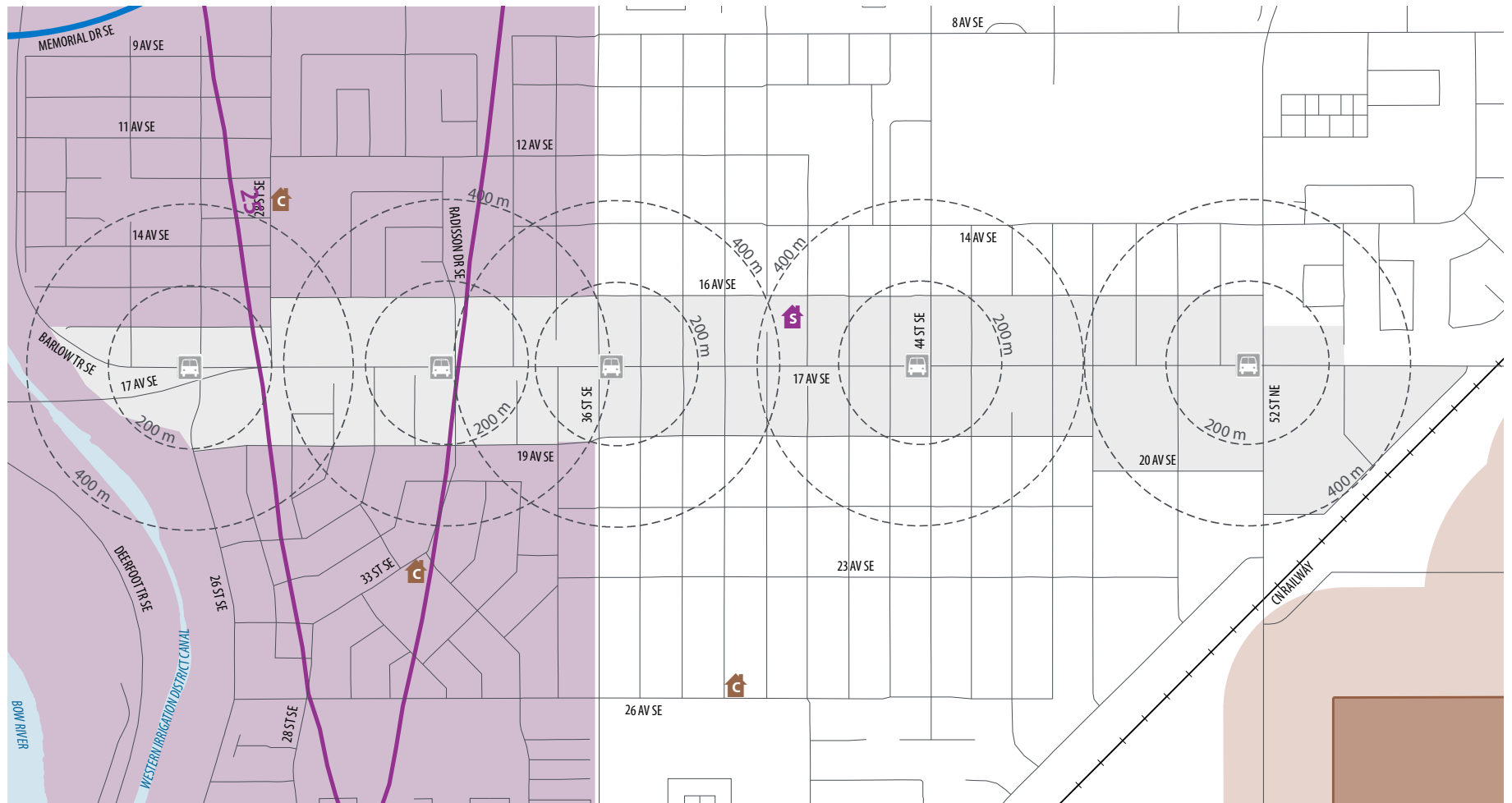
8.1.4 Freight corridor

The International Avenue plan area includes a freight corridor. Any development in proximity to a freight railway property must conform to The City's requirements at the time of application due to the proximity to the railway right-of-way.

8.1.5 Landfill setback

Although there are no landfills within the plan area, East Calgary Landfill is in relatively close proximity to the International Avenue boundary. The subdivision and Development Regulations prohibits specific uses, including hospitals, schools, residences and food establishments.

Map 9 | Attributes



- | | | | | | | | | | |
|--|------------------|--|------------------------|--|---------------|--|----------------------|--|-------------|
| | Community centre | | Rapid Transit Bus Stop | | LRT Alignment | | Landfill Site | | NEF Contour |
| | school | | Distance From BRT Stop | | AVP Area | | Landfill 300m Buffer | | Study Area |



9 Implementation and interpretation

Accurate interpretation is paramount to achieving the goals of this plan. The intent of this section is to provide policy necessary for plan implementation, such as interpretation, limitations, amendments, monitoring and growth management.

9.1 Policy framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. International Avenue Redevelopment Plan (ARP or the plan) is a statutory document that establishes a long-range framework for land use, urban design and mobility for the Southeast 17 Main Street. This Plan has considered and is in alignment with the South Saskatchewan Regional Plan. The ARP must be read in conjunction with the Municipal Development Plan (MDP) Volume 1 and Volume 2 Part 3: Developed Areas Guidebook; the Calgary Transportation Plan (CTP); and other City of Calgary policy and guiding documents, unless otherwise indicated.

Where the policies within the Developed Areas Guidebook and this policy plan are different, the difference is intentional and not an inconsistency, because policy has been tailored to the International Avenue area. But where there is an absence of a specific policy within this policy plan, the Developed Areas Guidebook prevails.

9.2 Area Redevelopment Plan interpretation

Map interpretation

9.2.1 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 or road 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.

9.2.2 No measurements of distances or areas should be taken from the maps in this plan.

9.2.3 All proposed land use areas, 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.

9.2.4 Any change to the text or maps within this plan shall require an amendment to the plan that includes a Public Hearing of Council.

Policy interpretation

9.2.5 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 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.

9.2.6 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.

9.2.7 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 MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

9.2.8 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.

Order of plans



South Saskatchewan Regional Plan

Establishes a vision for the region using a cumulative effects management approach that aligns local land use decisions with Alberta's long-term economic, environmental and social goals.



Municipal Development Plan (MDP)

Contain city-wide goals focused on:

- Prosperous economy
- Compact city
- Great communities
- Good urban design
- Connecting the city
- Greening the city
- Managing growth and change



Calgary Transportation Plan

Contains city-wide objectives and specific direction for moving people and goods throughout Calgary.



Local Area Plans

Contains community and neighbourhood specific policies for guiding growth and change.



Land Use Bylaw

Provides site specific regulations for development parcels.



Other City policies

May need to be consulted for direction on specific topics.

Illustration and photo interpretation

9.2.9 All illustrations and photos are intended to illustrate concepts included in the ARP 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.

Figure interpretation

9.2.10 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.

9.2.11 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

9.2.12 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

9.2.13 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.

9.3 Area Redevelopment Plan implementation

Monitoring, review and amendments

- 9.3.1** 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 Section 2, 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.
- 9.3.2** 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. Where an amendment to the ARP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

Freight corridor

- 9.3.3** Any development in proximity to a freight railway property must conform to all requirements of The City at the time of application due to the proximity to the rail right-of-way.

Airport Vicinity Protection Area (AVPA)

- 9.3.4** The Airport Vicinity Protection Area Regulation (AVPA) governs land use development close to the Calgary International Airport to ensure that compatible land uses are adopted. Some areas within the Southeast 17 Main Street Area are designated by the AVPA regulation as Noise Exposure Forecast (NEF) 25–30 areas. Properties lying within these areas may be subject to certain development restrictions or conditions. This may include a requirement for all buildings constructed in a NEF area to comply with the acoustical requirements of the Alberta Building Code.

Appendix

A. Urban design direction

The objectives in each character zone will be achieved over a long-term timeframe and should be phased. The following plan (Map 10: International Avenue urban design concept) provides users with a better understanding of the key recommendations of the land use and urban design concept.

Within this plan distinct areas have been identified by incorporating public/quasi-public places into areas with significant redevelopment potential (such as large block parcels or parcels located at major intersections). Many most of these distinct areas are ideal for fostering community activities. The design and implementation of a distinct areas will likely be a joint effort among the municipality, the individual landowners and the community.

This plan also directs The City of Calgary to determine future actions and initiatives required to implement the International Avenue land use concept plan and to provide a useful reference for the review of development proposals. Therefor this plan explores and recommends a variety of possible site conversion solutions based on these factors:

A.1 Parcel Development Typologies 1-6;

A.2 Distinct Area Typology A to G;

A.1 Parcel development typologies

A key aspect to determining parcel development typologies is the parcel size for any location adjacent to 17 Avenue S.E. as the size influences built-form, density, massing and transition. There are several parcel size typologies along 17 Avenue S.E. available which allow for development opportunities of various size, use and intensity. The table below lists typical parcel types.

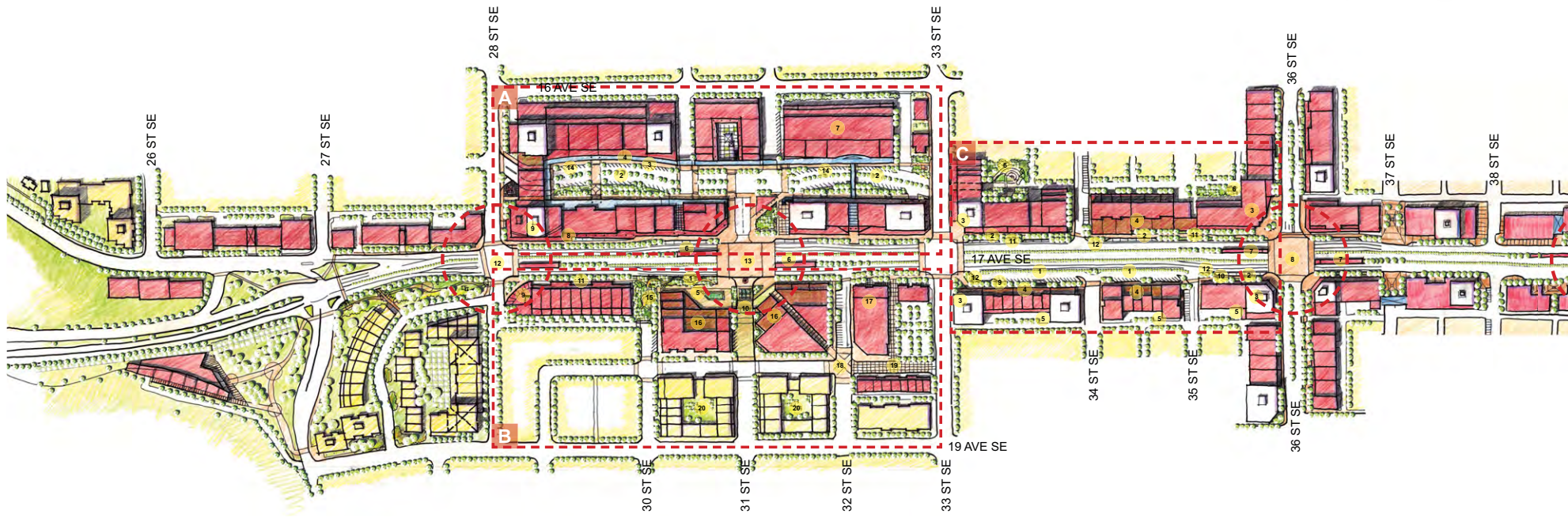
Commonalities of development typologies

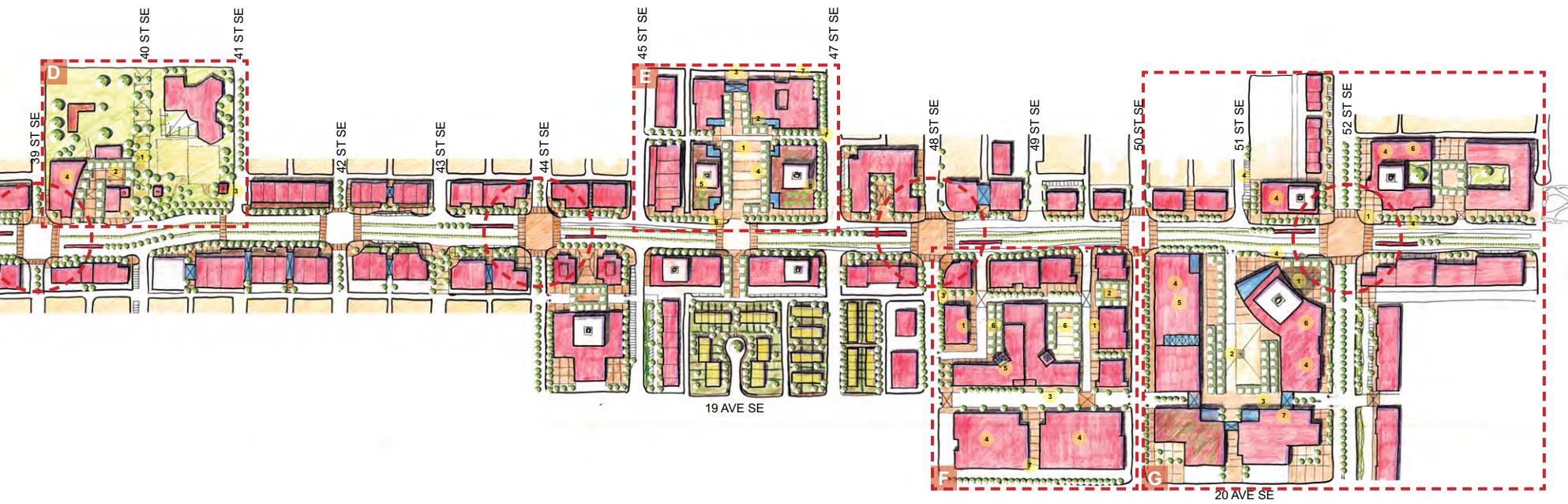
- Combination of two or more adjacent parcels into one development;
- On-site parking along back-lane;
- Shared publicly accessible space between two buildings for outdoor use (plaza); and
- Fine-grain retail frontage with outdoor use capability facing the public boulevard of 17 Avenue S.E.

Development typology type 1-5

Parcel development typology	Frontage /width in meters	Depth In meters	Characteristics
Type 1	Up to 45 m	Up to 26 m	Frontage parking
Type 2	45 m	30 m	Back lane access
Type 3	90 m	45 m	Half street-block frontage with back lane access
Type 4	180 m	45 m	Full street-block frontage with partial street- block depth
Type 5	180 m	300 m	Full street-block frontage with full street block depth

Map 10 | International Avenue urban design concept





Type 1 offers the smallest parcel configuration along the 17 Avenue S.E. corridor. It is available in multiple locations within the Special typology areas A to G. Historically these small parcels defined the character of 17 Avenue S.E. with their 1-storey buildings, frontage parking, narrow building format and several small commercial units within one building. A redevelopment of these parcels is very limited due to the lack of available space for on-site surface parking or no existing back-of-house parking with lane access. These parcels can maintain their current built-form and use while leaving their on-site frontage parking unchanged until a redevelopment occurs - see Figures 1, 2 and 3.

Scenario 1 and 2

This development scenarios apply to parcels with existing frontage parking and rear lane:

- Street parking may be provided in the service lane,
- A landscaped edge should be provided between the service lane and the 17 Avenue S.E. Decorative markers and lighting can be located within the landscape edge; and
- Activate the elevations facing side streets.
– see Figure 1 and Figure 2.

Figure 1: Parcel development type 1: Scenario 1

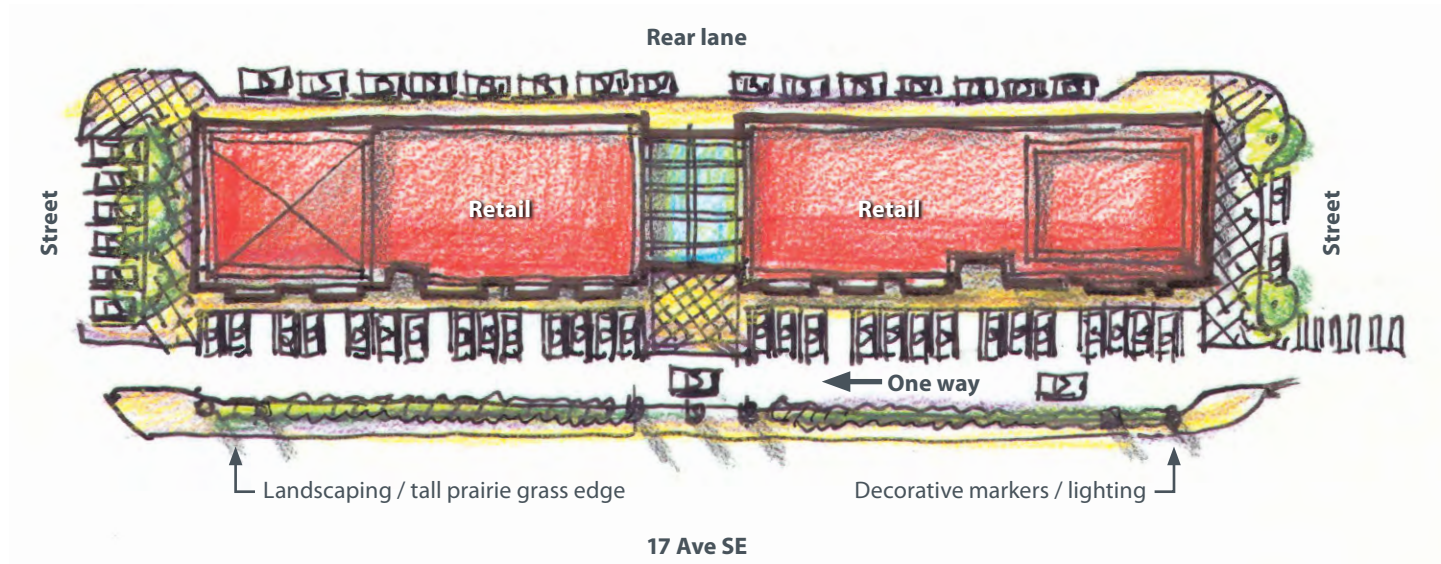


Figure 2: Parcel development type 1: Scenario 2

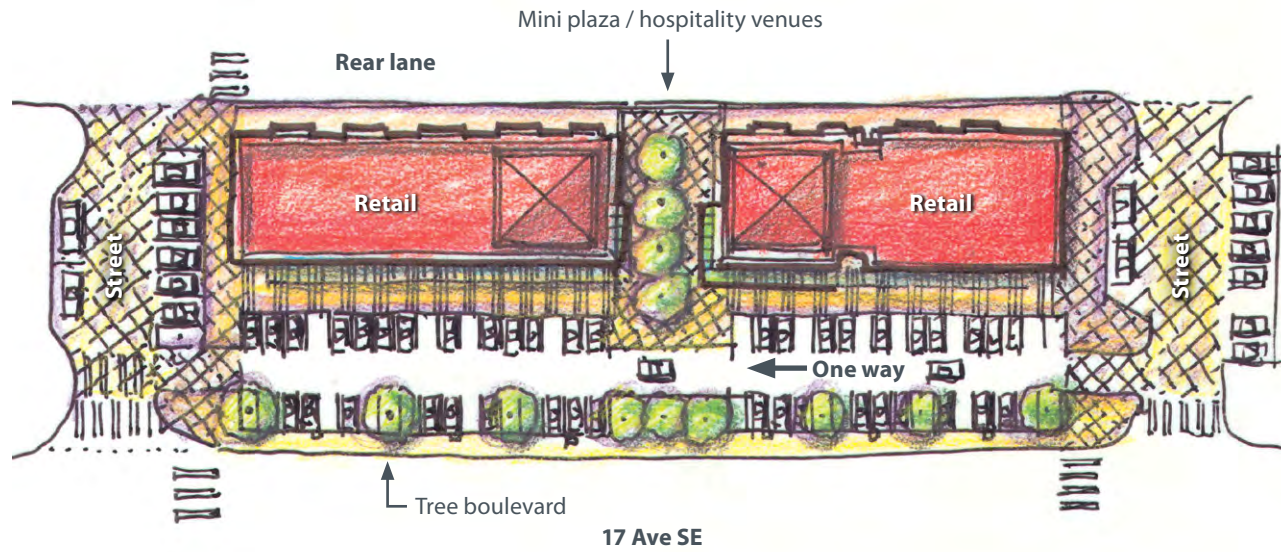
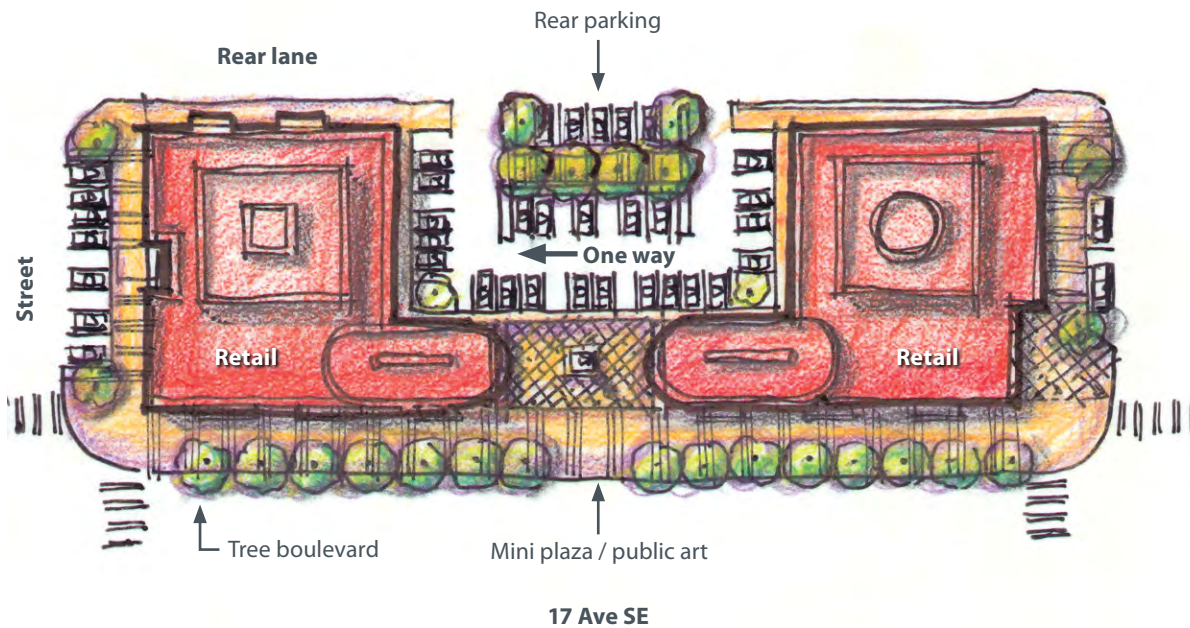


Figure 3: Parcel development type 1: Scenario 3

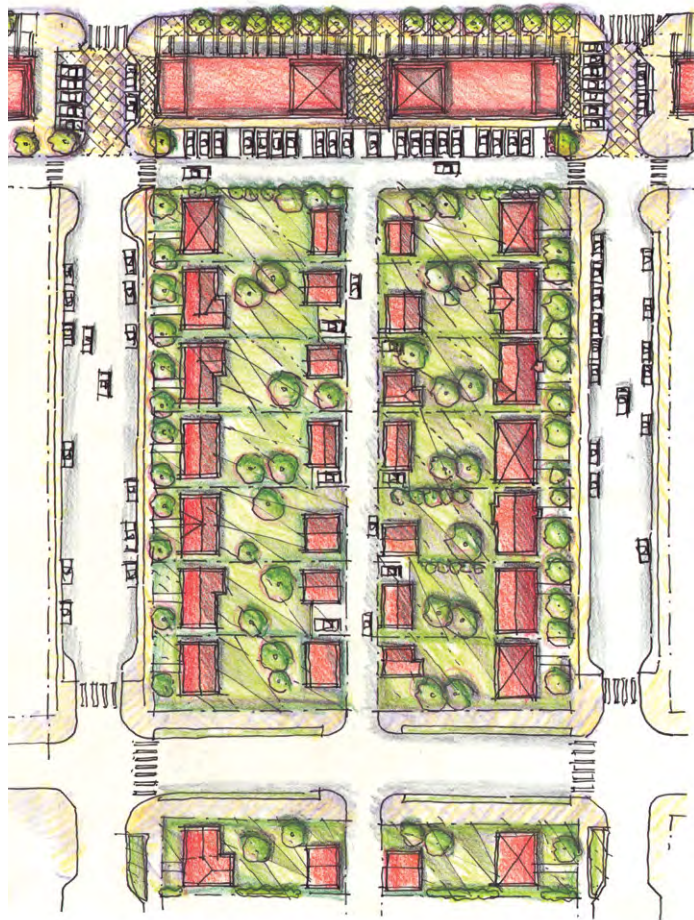


Scenario 3

This development Scenario applies to parcels without existing frontage parking and with back-lane access:

- Provide parking area with back-lane access.-see Figure 3.

Figure 4: Parcel development type 2

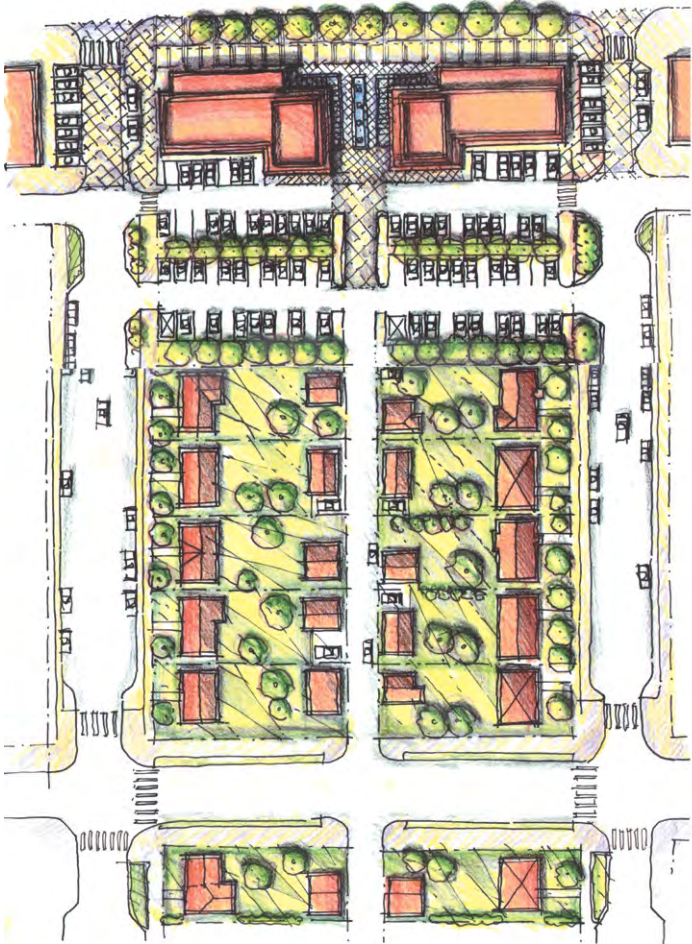


Type 2 A redevelopment of these parcels above 1-storey is limited as the available parking space on site is limited and at-grade. However, these parcels allow for a variety of redevelopment opportunities – see Figure 4.

In addition to the commonalities of typologies 1-6, type 2 provides:

- on-street public parking where available;
- underground parking where feasible; and
- smooth integration into community context with landscaped parking, shared lane configuration and step-backs of upper floors to transition towards residential parcels.

Figure 5: Parcel development type 3

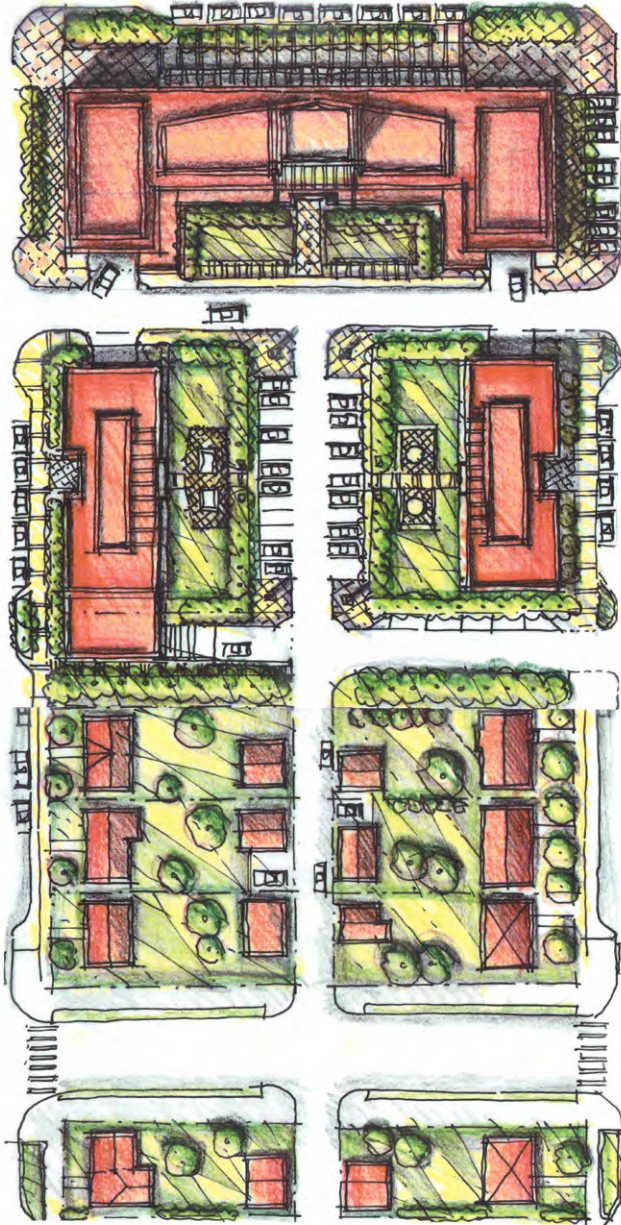


Type 3 offers a parcel width and depth combined with back-lane access which allows the construction of underground parking and an efficient parcel redevelopment. This parcel type is available in multiple locations within the Distinct Areas (Topology A to G). These parcels allow for significant redevelopments and densifications – see Figure 5.

In addition to the commonalities of typologies 1-6, type 3 provides:

- On-street public parking where available.
- underground parking where feasible;
- option 1: Shifting of back-lane to accommodate rear parcel access, combined with additional at-grade parking by integration of adjacent existing single-family lots into the development transformation;
- option 2: Underground parking when combining two adjacent parcels; and
- smooth integration into community context with landscaped parking, shared lane configuration and step-backs of upper floors to transition towards residential parcels.

Figure 6: Parcel development type 4

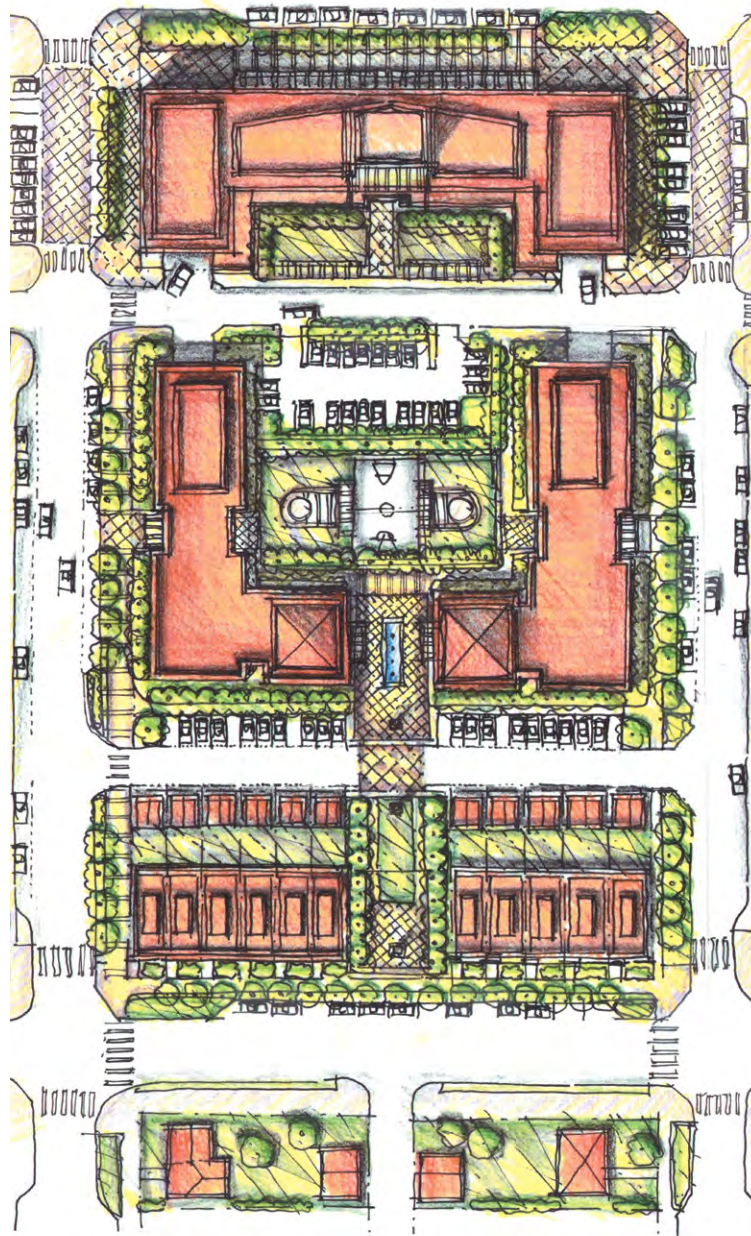


Types 4 offers parcel widths and depths which could allow the integration of a half or a full street block into a comprehensive corridor redevelopment. This parcel type is available at most public transit stops within the Distinct Area Typology A to G. These parcels allow for strategic and key redevelopments and densifications – see Figure 5.

In addition to the commonalities of typologies 1-6, type 4 provides:

- utilization of existing back-lane to accommodate rear parcel access, combined with additional transformation of adjacent residential parcels into the redevelopment;
- underground parking;
- smooth integration into community context with landscaped parking, shared lane configuration and step-backs of upper floors to transition towards residential parcels; and
- integration of street-block internal north-south street into a comprehensive development.

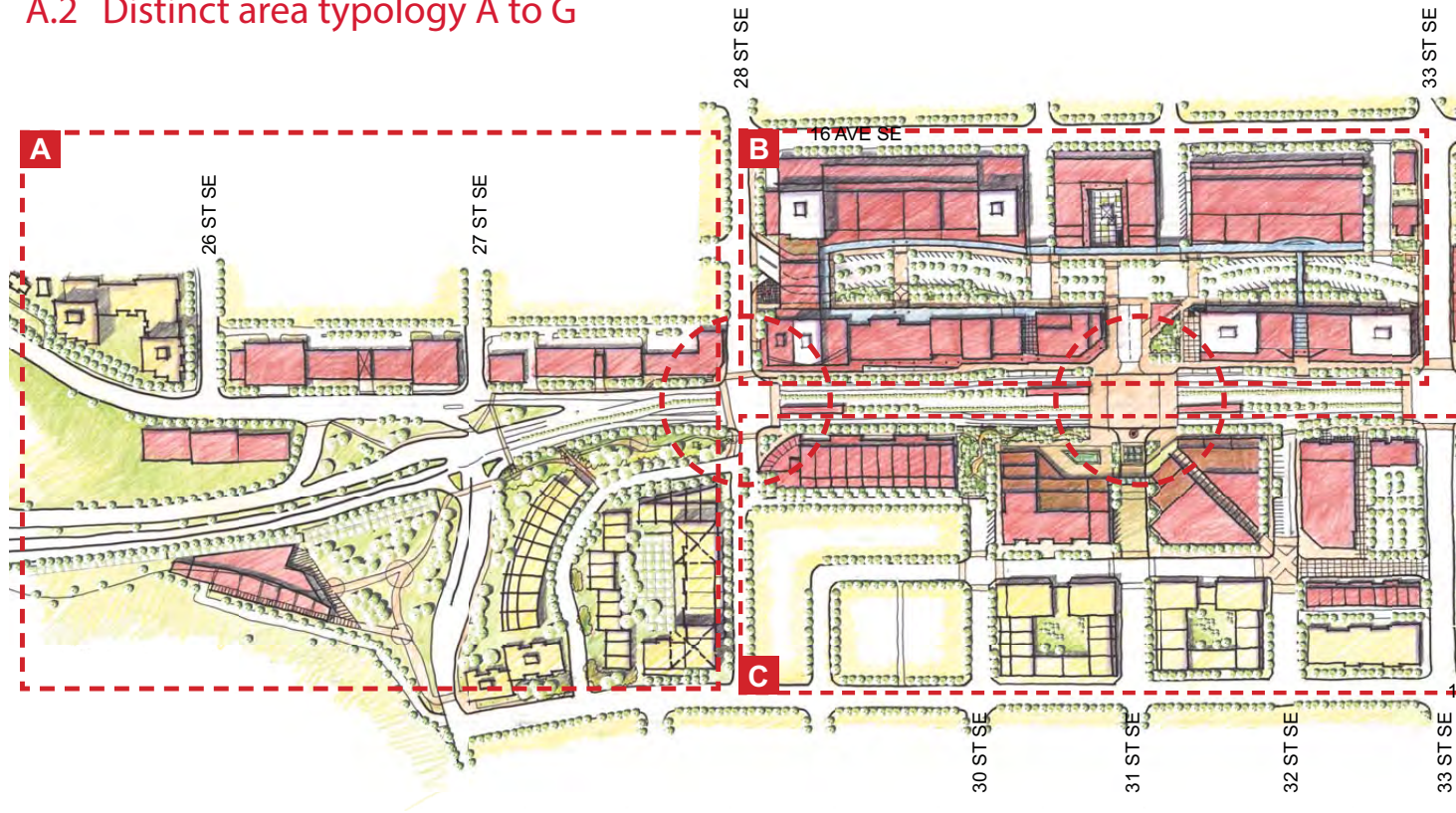
Figure 7: Parcel development type 5



In addition to the commonalities of typologies 1-6, type 5 provides:

- Utilization of existing back-lane to accommodate rear parcel access, combined with additional transformation of adjacent residential parcels into the redevelopment.
- Underground parking.
- Integration of partial or full street block into development and densification of residential into multi-family building locations.
- Comprehensive integration of public streets into the block redevelopment with green courtyard configurations and shared street design – see Figure 9.

A.2 Distinct area typology A to G

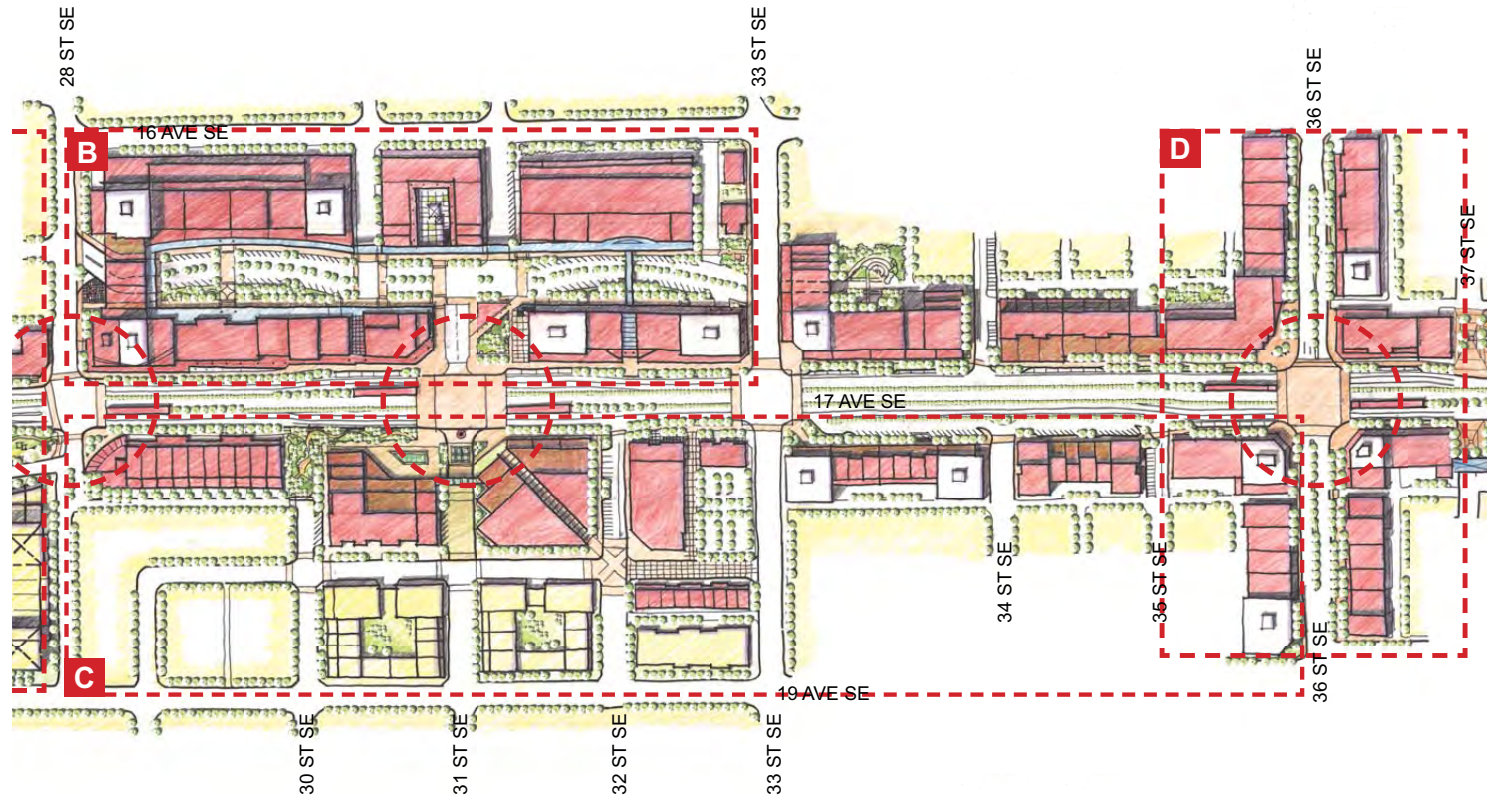


A – Gateway area

- Landmark buildings
- Improved pedestrian connectivity

B – Potential for innovative redesign – commercial/activity node concept

- Retrofitting existing shopping mall
- Open air mall with focus on pedestrian connectivity
- Internal street increasing retail frontages
- Continuous street wall
- Angled parking along internal street of the 'open air mall'
- Future transit station
- Publicly accessible plaza for community gathering
- Concentrated parking structure (above grade with retail shops at grade)
- Comprehensive pedestrian walkway system (at grade and at upper level)



C – Main Street Village

- Extension of the existing community park
- Character buildings defining public realm
- Grocery store with green parking lot
- Residential courtyard development
- Service road with angled parking
- Specialty shops between 28 Street S.E. and 36 Street S.E.
- Linear park
- Trees between angled parking and sidewalk
- Street park for community events

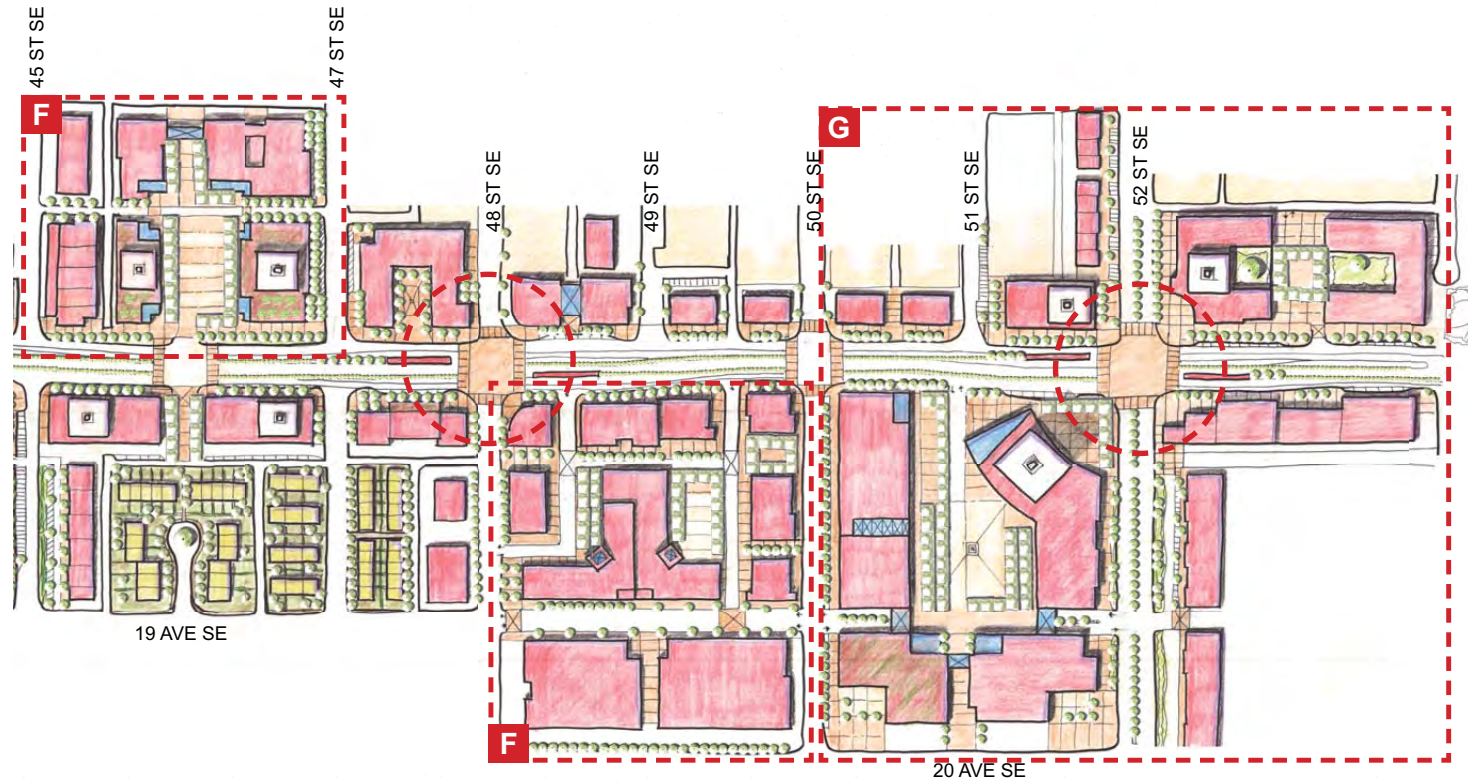
D – 36 Street transit hub

- High density mixed use development
- Buildings fronting on 17 Avenue S.E. and 36 Street S.E.
- Street corner to facilitate pedestrian activities
- Boulevards on 17 Avenue S.E. and 36 Street S.E.



E – Potential for innovative redesign – Community Recreation Centre concept

- Street Park on 40 Street S.E. (north of 17 Avenue S.E.)
- Public square with social facilities and playgrounds
- Tree-lined landscaping buffering playgrounds from street
- Additional organization buildings providing community services



F – Potential for innovative redesign – Special Mixed-Use concept

- Open air mall concept with double sided retail frontage
- Retrofitting existing shopping mall
- Connectivity to residential areas
- New lane for access
- Squares or plazas for community activities
- Mix of parking solutions: on-street, podium parking, roof-top, underground
- Extension of 19 Avenue S.E.

G – Transit hub

- High density development/ landmark building design
- Retrofitting existing shopping mall
- Corner plaza
- Extension of 19 Avenue S.E.
- Mix of parking solutions: on-street, podium parking, roof-top, underground

