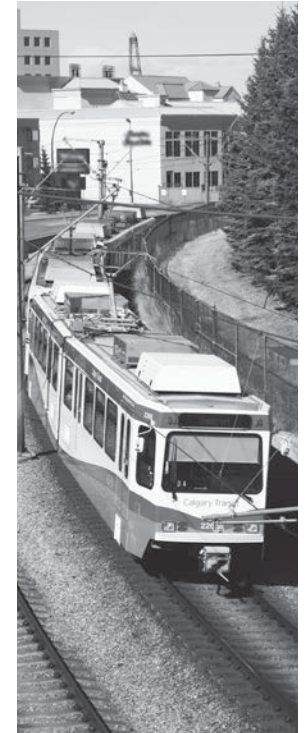




Westbrook Village Area Redevelopment Plan



Office Consolidations
2019 October
2014 November
2009 October



BYLAW 22P2009
2009 JUNE 1

Westbrook Village Area Redevelopment Plan

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Note: This office consolidation includes the following amending Bylaws:

Amendments	Bylaw	Date	Description
22P2009 1	2009 June 1 33P2009	Approval of Plan 2009 October 5	<ul style="list-style-type: none"> (a) Delete and replace Map 1.1. (b) Delete and replace text in Section 1.0. (c) Delete and replace Map 1.2. (d) Delete text in Section 1.2. (e) Delete and replace Figure 1.1. (f) Delete and replace Map 1.3. (g) Delete and replace Map 1.4. (h) Delete and replace Map 1.5. (i) Delete text, in Section 1.2.1. (j) Delete and add text in Section 1.2.1. (k) Delete and add text in Section 1.2.2. (l) Add text in Section 1.2.2. (m) Delete text in Section 1.2.2. (n) Delete and replace Map 3.1. (o) Delete and add text in Section 3.1. (p) Add text in Section 3.1.1. (q) Add text in Section 3.1.1. (r) Delete and replace text in Section 3.1.4. (s) Add section 3.1.7 in Section 3.1. (t) Delete and replace Map 3.2. (u) Delete and replace Table 3.1 in Section 3.1.7. (v) Delete and replace Map 3.3. (w) Add text in Section 3.2.1. (x) Delete and replace text in Section 3.2.1. (y) Add Policy in Section 3.2.1. (z) Add text In Section 3.2.1. (aa) delete and replace text in Section 3.2.1. (bb) Delete and replace text in Section 3.2.1. (cc) Delete and replace Map 3.4. (dd) Add text in Section 3.3.2. (ee) Add text in Section 3.3.3. (ff) Delete and replace Map 3.5. (gg) Delete and replace Map 3.6. (hh) delete text in Section 3.4.3. (ii) Add Policy in Section 3.4.3. (jj) Add Section 4.3.2
2	35P2014	2014 November 3	<ul style="list-style-type: none"> (a) Delete and replace Map 3.1. (b) Delete text in Section 3.1.1. (c) Delete text in Section 3.1.6. (d) Delete and replace Map 3.2. (e) Add text in Section 3.1.9 (f) Delete and replace Map 3.3. (g) Delete text in Section 3.2.1. (h) Delete text in Section 3.2.1.

Amendments	Bylaw	Date	Description
2	35P2014	2014 November 3	(i) Delete and replace text Section 3.2.1. (j) Delete and replace text in Section 3.2.1. (k) Delete and replace text in Section 3.2.1. (l) Delete and replace text in Section 3.2.1. (m) Delete and replace text in Section 3.2.1. (n) Delete and replace text in Section 3.2.1. (o) Delete and replace text in Section 3.2.1. (p) Delete and replace Map 3.4. (q) Delete and replace text in Section 3.3.3. (r) Delete text in Section 3.3.5. (s) Delete and replace text in Section 3.3.5. (t) Delete and replace Map 3.5. (u) Delete text in Section 3.4.1. (v) Delete Figures 3.3, 3.4 and 3.5 (w) Delete text in Section 3.4.2. (x) Delete and replace Map 3.6.
3	68P2019	2019 October 21	(a) Delete and replace Map 3.1.

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

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

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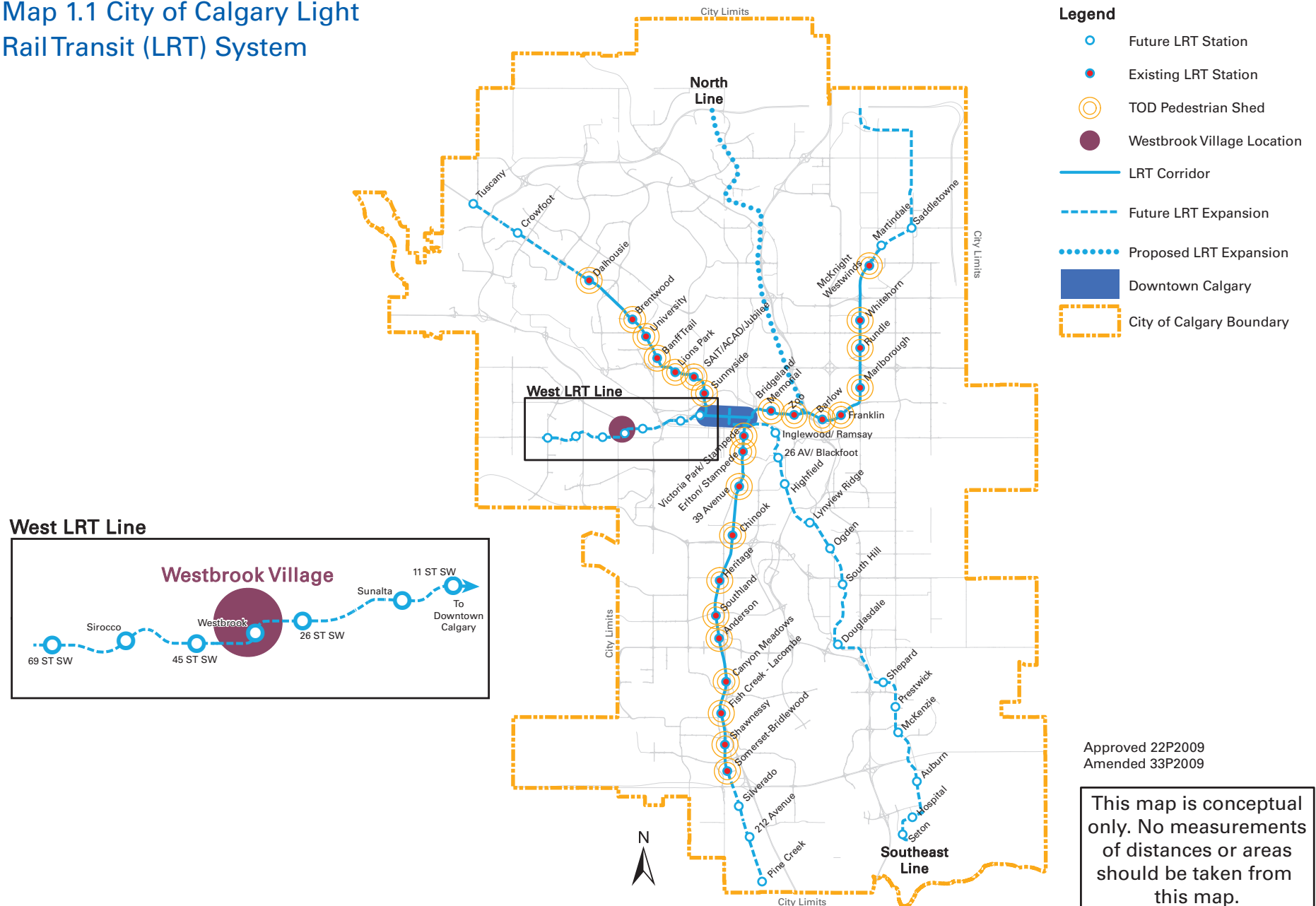
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Map 1.1 City of Calgary Light Rail Transit (LRT) System



1.0 Introduction

The Westbrook Village Area Redevelopment Plan (referred to as “ARP” or “Plan”) is the first Transit-Oriented Development (TOD) Plan to be prepared for a station area on the newly established West LRT Line. *This Plan articulates a vision and policy framework for redevelopment in the vicinity of a planned LRT station.* New development at Westbrook Village is envisioned to commence with the construction of the West LRT line, anticipated to be completed in 2012, providing rapid transit access to Downtown Calgary. **Bylaw 33P2009**

The Plan implements a city-wide vision for the development of mixed-use, higher-density activity nodes on infill locations that can be effectively serviced by rapid transit. These nodes are envisioned as complete communities with a range of activities— including living, working, shopping and playing—all within a comfortable walking distance. The vision embraces the opportunity to provide a wide range of housing choices, including many options that are more affordable and convenient than the detached single-family home, a diversity of employment opportunities, and a wide array of public amenities and activities.

Implementation of TOD at Westbrook Village will be informed by the substantial opportunities inherent in the area, but also by the need to be sensitive to and compatible with the surrounding residential areas. The Vision set out in this Plan complements and contributes to the existing character and quality of life in the area by calling

for the provision of an enhanced public realm, additional public amenities, improved community connections and a broader range of transportation choices including walking, cycling and transit.

1.1 Purpose & Scope

The purpose of the Plan is to provide a detailed policy framework for implementation of TOD objectives specific to the Westbrook Village Plan area. A long term vision for the future of Westbrook Village is set out in this Plan but also, more importantly, various implementation actions that will be instrumental in realizing the Vision are identified.

1.1.1 Interpretation of Plan Area Boundaries

The boundaries separating different types of land uses in *Map 3.1 Land Use Precincts* and the boundaries separating different density ranges in *Map 3.2 Density Areas* are intended to be conceptual only. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by City Administration at the time of application.

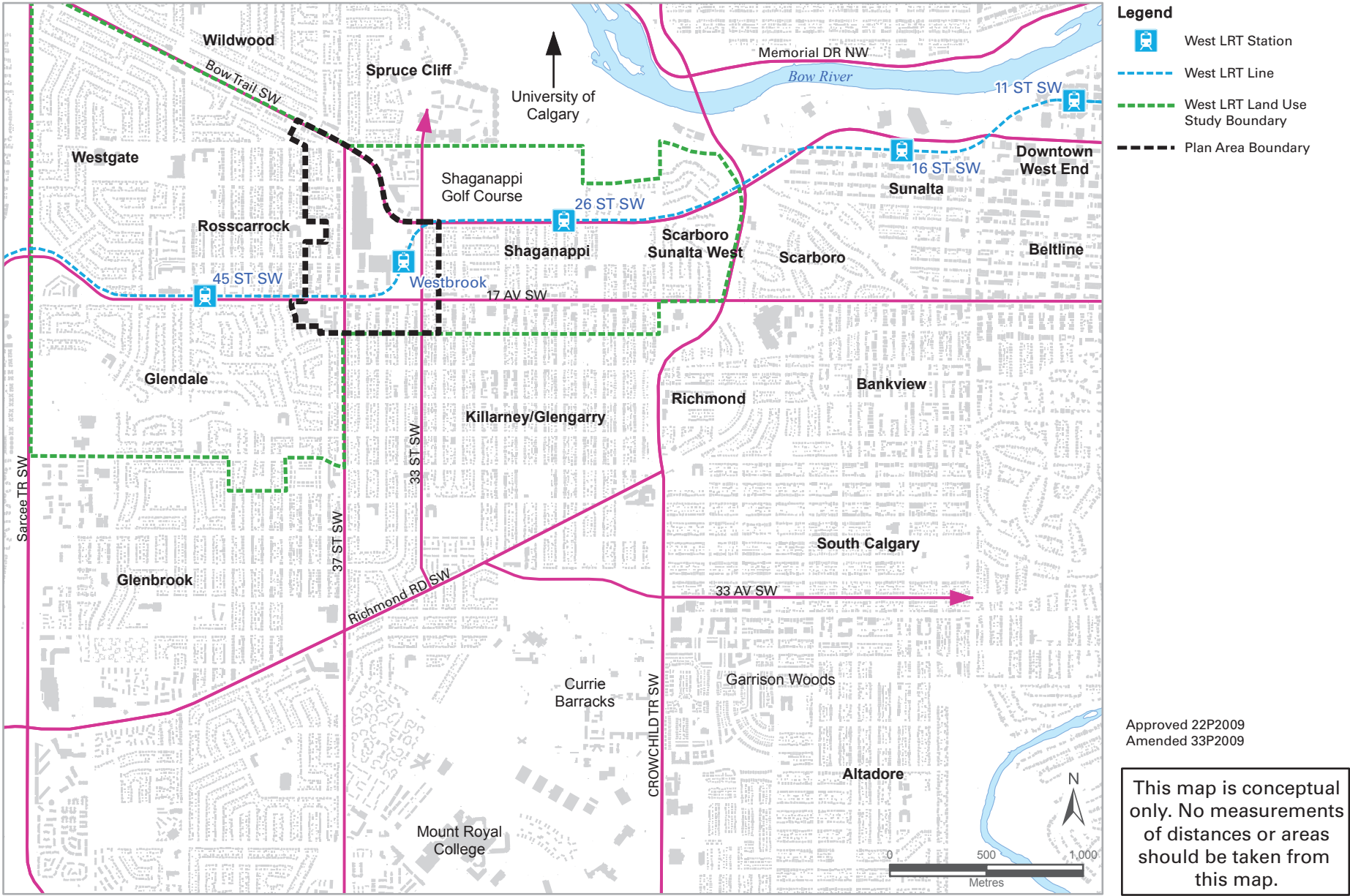
1.1.2 Interpretation of Specific versus General Language

The Plan uses language that is both general and very specific in nature. Where general direction is given, flexibility should be used in the interpretation of the Plan. Where specific language is used, it is meant to give clear and

“Ask not what the city can do for your building, but what can your building do for the city”

—Jan Gehl, Calgary AB, February 2008

Map 1.2 Plan Area Context



unambiguous direction to both the Development Authority and the development industry.

1.1.3 Non-Statutory Components of the Plan

All Appendices attached to this Plan are considered to be supporting information and do not form part of the Area Redevelopment Plan.

1.1.4 Environmental Constraints

Area Redevelopment Plans are long-term planning documents by nature. As such, they promote a vision for a community and put in place policies and guidelines that work toward achieving that vision over time. Policies and guidelines in an ARP are not to be interpreted as an approval for a use on a specific site, as the policies do not address the specific situation or condition of each site within a plan area. In that regard, no representation is made herein that any particular site is suitable for a particular purpose as site conditions or constraints, including environmental contamination, must be assessed on a case by case basis as part of an application for land use, subdivision or development approval.

1.2 Project Context

This Plan has its genesis in Council's decision to move ahead with construction of the West LRT line— the first new LRT line to be constructed in Calgary since 1987. The decision to prepare a land use policy plan in conjunction with the final planning and design stages of the LRT line is

significant and created an opportunity to ensure that the design of the line and the station are fully integrated with an appropriate land use and urban design plan for the Plan area as a whole.

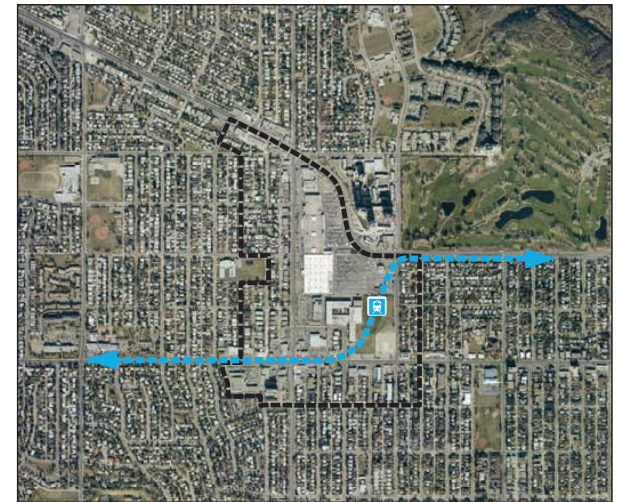
Of the six new stations under construction on the West LRT line—Sunalta, 26th Street SW, Westbrook, 45th Street SW, Signal Hill, and 69th Street SW—Westbrook LRT Station represents the most significant opportunity to realize Council's TOD objectives. The area includes significant public land, resulting from public acquisition of land in the area, including the senior high school, for station and line construction. Further, this area has been identified as a major mixed-use commercial node servicing the west side of the city and it will function as the key transit hub on the West LRT east of Sarcee Trail.

The new Westbrook Village area will have excellent transit and vehicular access to major employment, cultural, civic and institutional areas in the city including Downtown, Mount Royal College and the University of Calgary. In addition, the area is well situated to take advantage of reverse flow capacities between medium and high-density mixed-use communities such as Garrison Woods, Currie Barracks, the Beltline and 17th Avenue SW.

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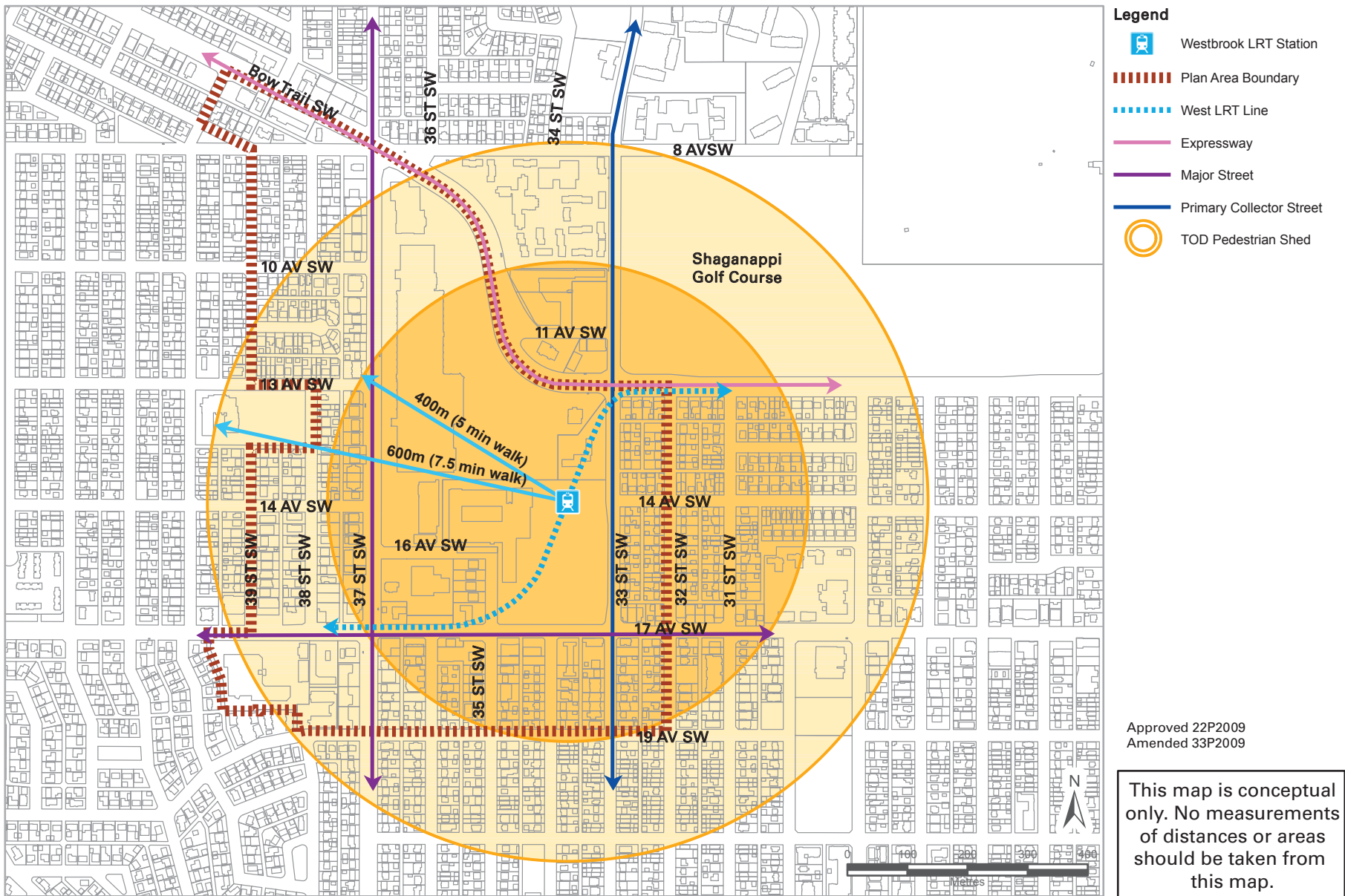
Bylaw 33P2009

Figure 1.1 Westbrook Village Aerial

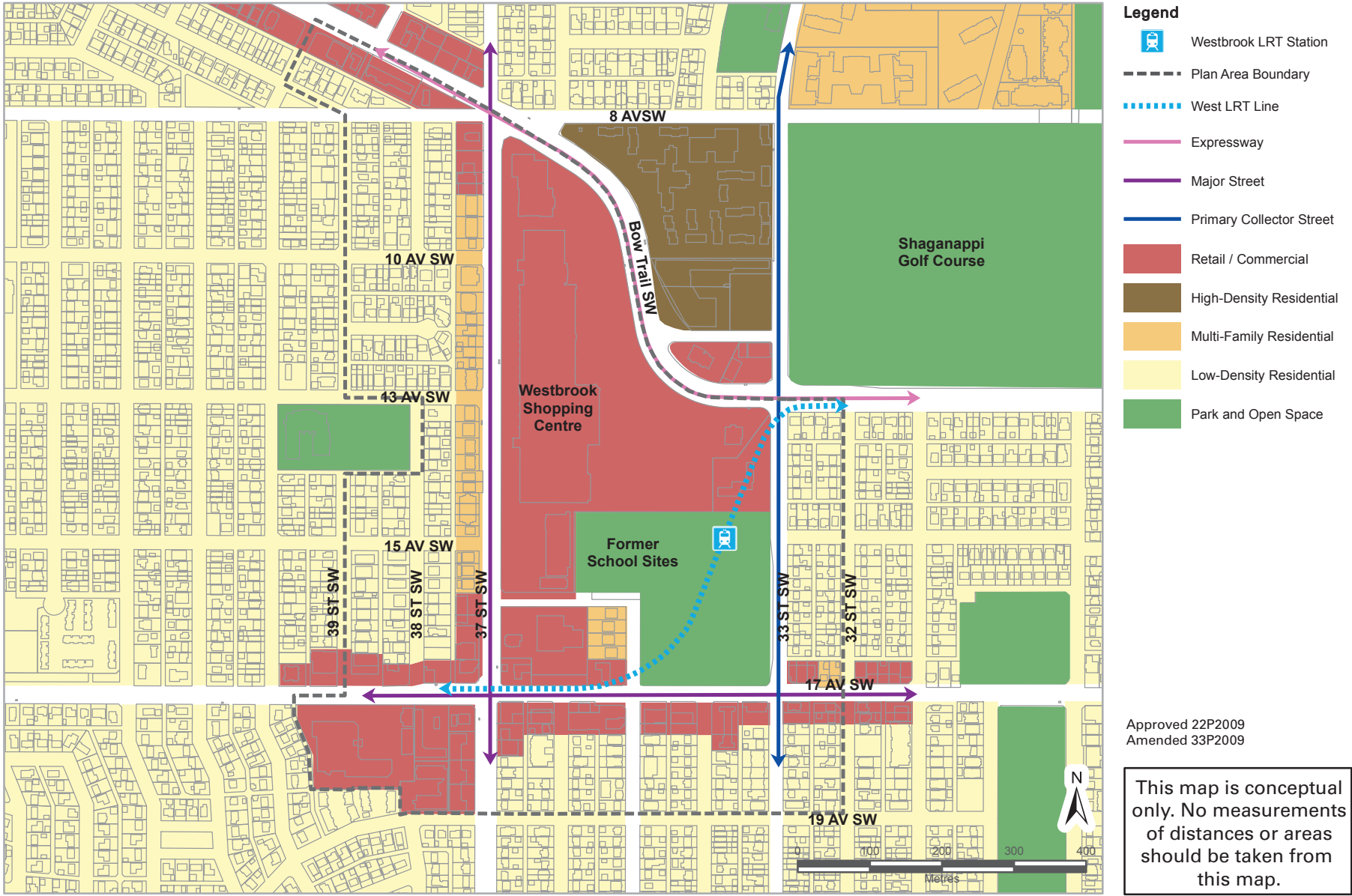


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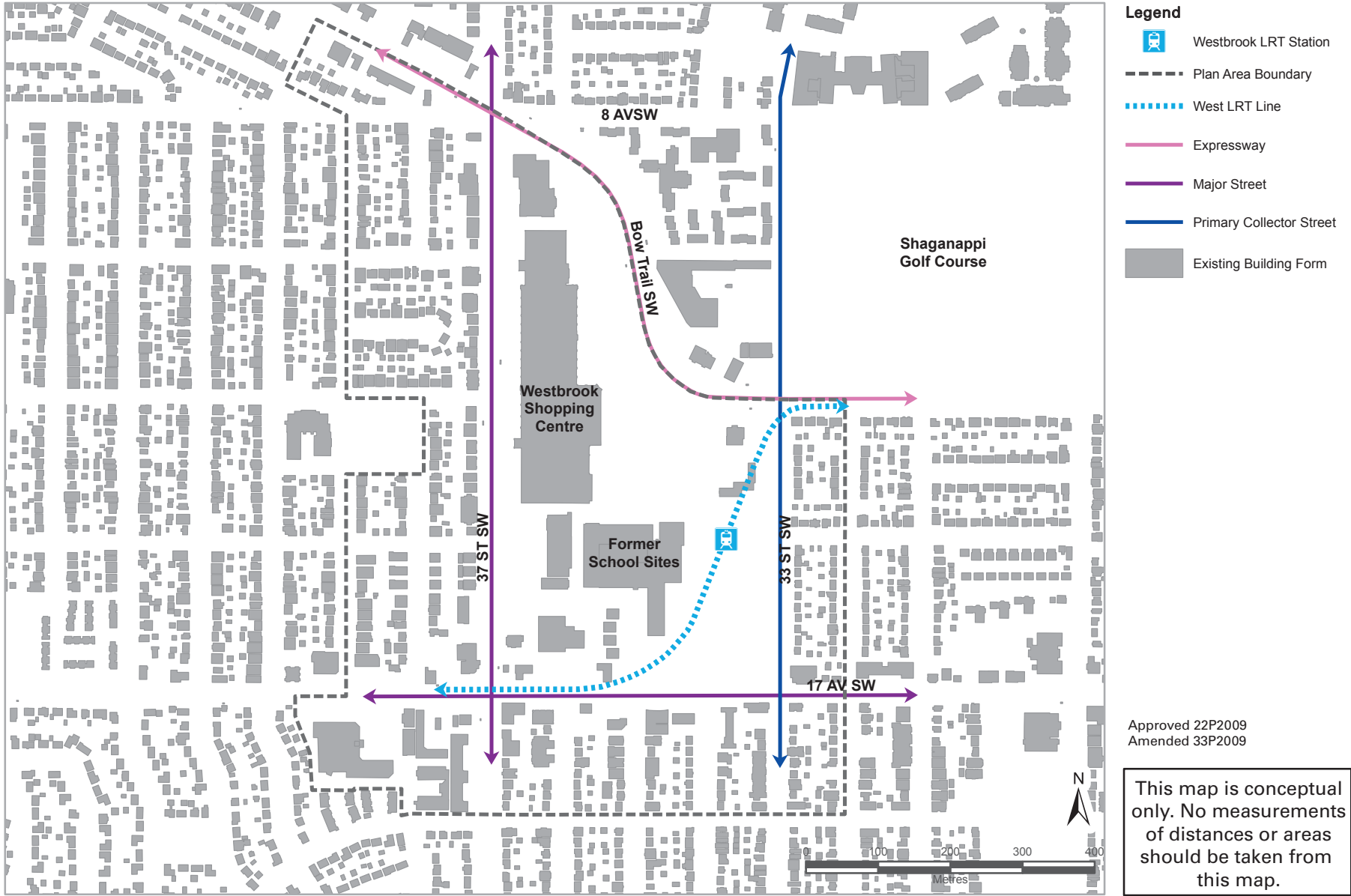
Map 1.3 Plan Area Boundary



Map 1.4 Existing Land Use Pattern



Map 1.5 Existing Building Form



1.2.1 Plan Area Location & Boundaries

The boundaries for the Westbrook Village ARP are illustrated in *Map 1.3 Plan Area Boundary*. The boundaries for the Plan have been determined by a number of factors:

- 600 metre radii from the station platform;
- Physical obstacles to pedestrian travel (eg. Bow Trail);
- *Lands that have significant redevelopment potential;*
- *Areas that have the potential to provide a transition from the higher density development to the surrounding low density residential areas;*
- City land ownership; and
- Existing commercial corridor (17th Avenue SW).

Bylaw 33P2009

Surrounding residential communities include Rosscarrock to the west, Shaganappi to the east, Spruce Cliff to the north, Glendale to the southwest and Killarney to the south.

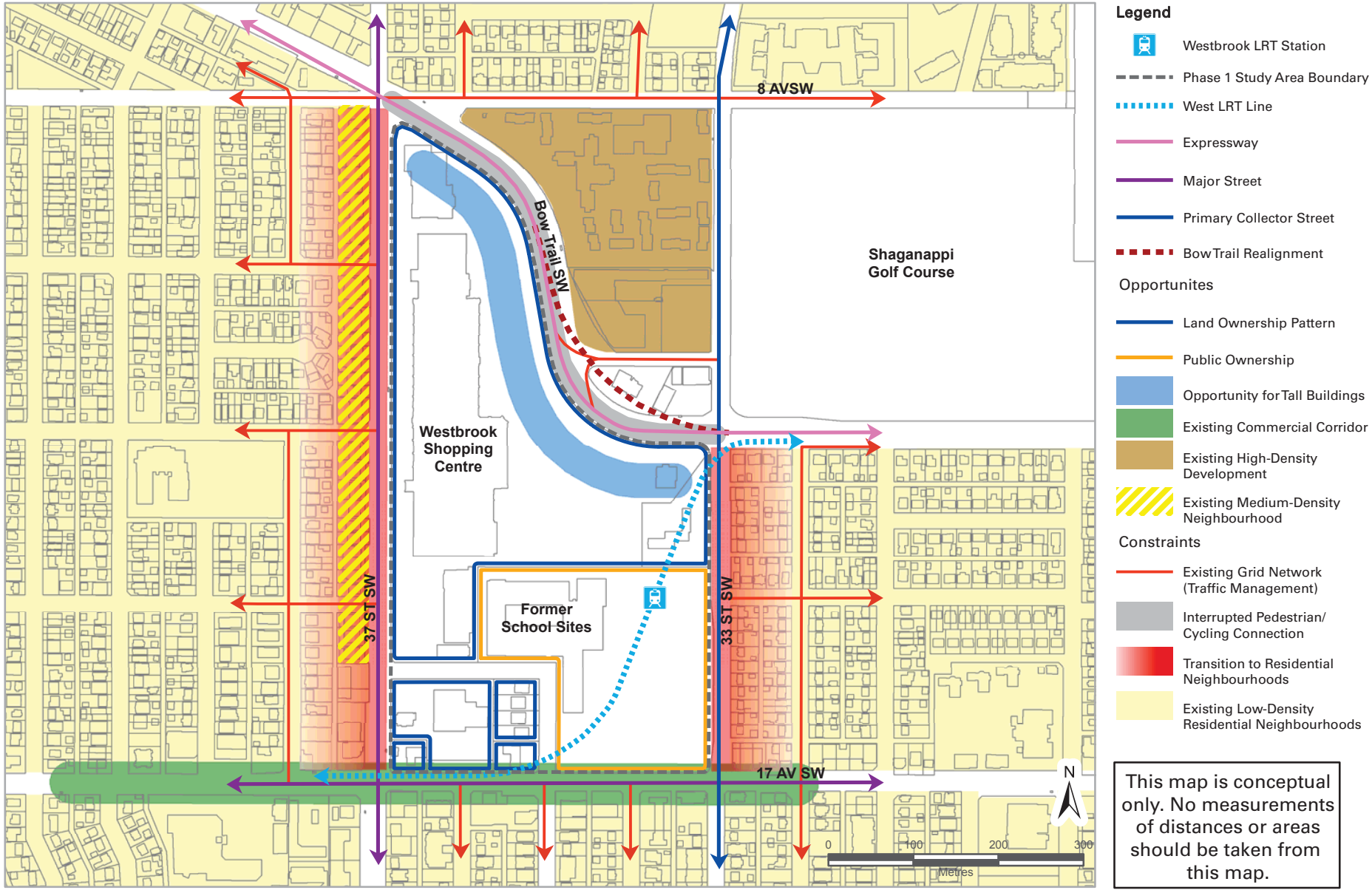
1.2.2 Existing Land Use & Built Form

The current land use and development pattern within the *Plan area boundary* is not consistent with TOD aspirations. Land use is characterized by low-density, retail/commercial auto-oriented land uses and includes a regional shopping centre (Westbrook Shopping Centre), drive-in restaurants and auto-service businesses (*Map 1.4 Existing*



Westbrook Village station area site photos; (top) Looking south towards the Ernest Manning High School; (bottom) Looking northwest towards Westbrook Shopping Centre.

Map 1.6 Opportunities & Constraints



Land Use Pattern). A high school site with playing fields and outdoor recreation areas and several small apartment buildings are also located on the south side of the Plan area. The development pattern is characterized by large-scale, single-purpose and disconnected buildings surrounded by large surface parking areas (*Map 1.5 Existing Built Form*).

Bylaw 33P2009

The area also includes a mix of older single-family bungalows, duplex and two storey apartments, newer townhouse and single-family infill and three to four storey condominium apartments. The 33rd Street SW edge is primarily lower-scale residential, with commercial at the intersection of 17th Avenue SW. The commercial periphery is characterized by a decided lack of architectural quality and generally poor urban design characteristics. The pedestrian environment is quite harsh with virtually no landscaping to speak of and front parking areas exposed to the street. Also contributing to a challenged aesthetic environment are generally poorly maintained gravel lanes and overhead power poles.

Bylaw 33P2009

As illustrated in *Map 1.6*, the area presents a number of redevelopment opportunities and constraints. Pedestrian infrastructure and connections are poor and pedestrian activity is minimal (for example, Bow Trail is a significant barrier to north-south pedestrian and cycling movements). Existing residential development is isolated from the surrounding residential

communities by adjacent auto-oriented commercial development and the school site. There are no natural features or environmental resources within the Plan area boundary.

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Bylaw 33P2009

The area is well situated to take full advantage of significant redevelopment opportunities. Factors favouring the successful transformation of the area include:

- Major transportation linkages (West LRT and Bow Trail SW);
- Large parcel land ownership facilitates comprehensive planning and investment strategies;
- Public ownership of the school sites;
- Low-density buildings and large surface parking areas facilitate phasing of redevelopment activity;
- Demographic trends support demand for higher-density housing;
- Market trends support pedestrian-oriented 'High Street' and 'lifestyle' retail development; and
- Market trends support significant office development in strategic locations outside Downtown that are well served by transit.

1.2.3 Catalysts

This Plan presents a long-term vision for the Westbrook Village area that is supported by several catalysts that will serve to bring the vision to fruition. They include:

- Substantial public investment in the design and construction of the LRT station and line;
- Real estate opportunities arising from the lands purchased by The City that will be residual to public requirements;
- Private sector interest in redevelopment of the shopping centre site;
- A comprehensive planning and design process that integrates transit facility design with land use planning, built form and urban design; and
- A clearly articulated vision and strategy for implementation.

1.3 West LRT Land Use Study

The City began work on the West LRT Land Use Study in November 2006, as part of the larger West LRT Project (see *Map 1.2 Plan Area Context*). The West LRT Land Use Study examined the potential multi-use development opportunities in future LRT station areas along the West LRT Line between Crowchild Trail and Sarcee Trail. During the West LRT Land Use Study, The City held numerous public information sessions, conducted design workshops and formed a Citizen Advisory Committee. This public



engagement process was an effort to seek public input on opportunities and ideas regarding the land use surrounding the station areas. The information collected and the analysis completed during the West LRT Land Use Study has been compiled in the West LRT Land Use Study Summary Report (2009) and is available as a resource for future planning studies on the West LRT station areas.

The City concluded the broader land use planning process to focus on the Westbrook Village area, with its significant potential for redevelopment in the near future, when the timelines for design and construction of the West LRT were approved.

1.4 Policy Context

The Westbrook Village area has been identified as a major mixed-use commercial node in West Calgary supported by the West LRT line and Westbrook LRT Station. Redevelopment of this area as a major TOD destination will help forward a number of Council's strategic objectives aimed at creating a more sustainable approach to urban planning and land use. These include the Calgary Plan (1998), Corporate Affordable Housing Strategy (2002), Transit-Oriented Development Policy Guidelines (2005), Council's Sustainability Principles (2006) and the Recommended Key Directions of Plan It Calgary (2008). All of these policies are aimed at ensuring that development in Calgary will contribute to the achievement of a healthy Triple Bottom Line (TBL). This Plan considers how the environmental, economic and social objectives contribute to the achievement of

the sustainability goals of The City of Calgary, as reflected in the themes of the TBL Policy Framework.

For example, this Plan will help to achieve the following objectives:

- Greater mobility choice through improved walking, transit and cycling options;
- Increased housing, employment and service choices within existing communities;
- Promoting a better jobs/housing balance;
- Health benefits of walkable communities;
- TOD as a catalyst for economic development; and
- Reduced greenhouse gas emissions through reduced vehicle trips.

2.0 Vision and Guiding Principles

The following Vision and Guiding Principles were inspired by the results of the public consultation process undertaken as part of the West LRT Land Use Study. The Vision and Guiding principles represent the aspirations of the communities and the key ideas that can guide development toward the achievement of the vision.

2.1 Vision

Westbrook Village will be an attractive, interesting, walkable, safe and complete urban community. Families with children, seniors, young couples and singles will all find a place to call home within the Village—a place where all of one's daily needs can be met within walking distance of home. Village streets will be framed by interesting, well-proportioned buildings and street trees that offer beauty, shade and separation from vehicles. Pedestrian and cycling connections will be abundant and convenient both within the Village but also to regional amenities such as the Shaganappi Golf Course and the Bow River Valley and its parks. Public parks will provide a wide variety of open spaces that support the social life of the community, accommodate 'green' infrastructure and provide habitat for birds and other small wildlife species. The central park will be the outdoor 'living room' of the community, providing ample open space for rest, relaxation and recreation.

The Westbrook LRT Station, strategically located along rapid and local transit lines, will provide

convenient connections to major regional destinations while also functioning as a focal point for social, civic and business activity within the village. Westbrook Village will become both an origin and a destination—realizing Calgary's goals to become a greener, more sustainable and livable city.

2.2 Guiding Principles

The following sixteen principles will guide new development in the Westbrook Village area, from an area-wide to site-specific perspective. These principles will inform plan policy and future development within the Westbrook Village area.



above,
Community Values summary sketches.



1. Multi-Modal Transit Hub

The transit station is the connective heart of TOD where all modes of travel (transit, walking, cycling and driving) can be comfortably accommodated. At Westbrook Village, the Plan area includes a pedestrian-oriented transit plaza, combining street-level activity with dramatic place-making design.



3. Mixed-Use Development

A mix of complementary land uses, including residential, retail and office in close proximity, provides vitality and interest and enables walking and transit as convenient travel modes for living, working and shopping.



2. Compact Development / Higher Densities

Higher density development arranged in compact patterns is a sustainable model of urban development and can provide an inclusive range of housing and other activities within a comfortable walking distance of transit.



4. Walkability

Pedestrians are the focus of TOD neighbourhoods with streets, sidewalks and land uses designed to support walking as a preferred travel mode. Streets and pedestrian pathways are lined with many activities and amenities oriented towards the pedestrian—ensuring that walking is a convenient, interesting and safe experience.



5. Urban Placemaking

TOD design reflects the local conditions and character of the area and promotes a well-defined sense of place through thoughtful design siting of public spaces, public art, architectural details and streetscape features.



7. Housing Diversity

A diverse range of multi-family types offered in a range of sizes and configurations increases choice and affordability, especially when combined with a reduced need to own a car. Family-friendly units and housing types add diversity to the neighbourhood.



6. Street-Facing Buildings

Buildings should be placed near the street, not behind parking lots, to create a well-defined streetwall. Building façades should establish a human-scale rhythm with many doors opening onto the sidewalk and architectural detailing that adds visual interest.



8. Neighbourhood 'High Street'

The retail 'High Street' model provides the goods and services of daily life in a manner that is enjoyable for the pedestrian, supports a diversity of retail activity, provides 'eyes on the street' and opportunities for social interaction.



9. Streetscape Design

Active streets should be supported with design elements coordinated to provide visual interest, pedestrian amenity and a well-defined sense of place. The result is a pedestrian-oriented streetscape that improves the desirability of walking and shortens the perception of distance.



10. Sustainable Design

Major redevelopment sites create an opportunity for 'greening' at all scales of development – neighbourhood, site and building. Examples of 'green' infrastructure and design include alternative energy sources and distribution, increased surface porosity, xeriscaping and greywater re-use.



11. Diversity of Parks & Open Spaces

Diverse public spaces, including informal playing fields, formal urban squares, community gardens, linear parks and naturalized areas provide significant public amenity while improving property value and quality of life. The Plan area includes a variety of parks and plazas that provide spaces for active and passive recreation and reduces the need for private yards.



12. Architectural Variety / Signature Buildings

TOD promotes an architectural style that is pedestrian-friendly, contains visual variation and provides an antidote to the placeless design of suburban centres. Opportunities to create distinctive landmarks at key sites should be pursued, including signature towers.



13. Traffic Calmed & Complete Streets

New streets should be well-designed multi-functional spaces, comfortable for pedestrians and functional for all travel modes. The concept of 'complete streets' emphasizes pedestrian and cycling activity while allowing vehicle movement. Bicycles are accommodated on all local streets.



15. Parking Management & Design

TOD is designed to reduce parking demand—minimizing the amount of site area devoted to car storage and maintaining a strong pedestrian environment. Where needed, off-street parking areas should be internal to buildings, either below-grade or wrapped by active uses along the streetfront.



14. Safety & Security/CPTED

The design of buildings, sidewalks and public spaces can provide a sense of security by allowing for natural surveillance, establishing boundaries between public and private spaces, activating sidewalks and waiting areas and ensuring 'eyes on the street'.



16. Market Acceptance

TOD experience shows that buyers and renters will choose smaller infill housing types over their suburban counterparts, especially when located near community amenities and access to rapid transit.

Westbrook Village Aerial Rendering



3.0 Plan Concept

This Plan seeks to create an urban village where it is possible to live, work, shop and play without needing to use a car.

This Plan is based on the following premises:

- **Multi-Modal Transit Hub & Plaza.** This Plan is predicated on the development of a new multi-modal transit hub that provides local, feeder and bus rapid transit and light rail transit services to west-side residents and employees. The decision to build an underground station provides the opportunity to create a special area above the station to serve local businesses, residents and drop-offs. The central area above the station will function as a transit plaza with park-like spaces flanked by active pedestrian-oriented residential units and retail storefronts. The land use, public realm, urban design and investment strategies put forward in this Plan are all intended to support transit use by creating a pedestrian-friendly, high-density mixed-use environment.
 - **Mixed-Use.** Westbrook Village is a prime area for accommodating a high-density mixed-use community. The highest intensity of development will be located along the Bow Trail corridor and in the immediate vicinity of the Westbrook LRT Station. Retail development will be allowed throughout the majority of the area in a wide range of sizes and types. Residential development is encouraged throughout the entire Plan area in a variety of densities and heights. Office development is
- focused along the Bow Trail and 17th Avenue corridors as well as the near the main LRT station head. Civic and community uses will locate within or close to the transit hub.
 - **Retail Rejuvenation.** New retail development will be street-oriented and located in three distinct environments. The new north station head building will include and be surrounded by a range of small to mid-size retail stores. Development fronting onto 17th Avenue SW will establish this zone as a pedestrian-oriented retail street with a building setback to accommodate outdoor patios and cafés and establish a special character on the avenue. The third retail area is located on the northwest side of the area. It is suitable for the reinvention of the existing shopping centre as a regional centre with street-oriented retail development incorporating residential and/or office development above. Large format retailers can be accommodated in this area provided they conform to the mixed-use, built form and street-orientation policies established in this Plan.
 - **Built Form.** This Plan accommodates a broad range of building types from low-rise residential buildings to mixed-use high-rise office and residential towers. Buildings should be street-oriented and comprised of low to mid-rise podiums punctuated by slender high-rise towers. 'Signature' towers can provide visual landmarks and reinforce the special character of the area.



Land Use. Mixed-use developments that support pedestrian activity.

Built Form & Site Design. Buildings should front the street and be multi-storied.

Public Realm. Will be the primary social space within a Plan area—the community's outdoor living room.

Mobility. Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.

Parking. Will be on-street, behind buildings, or underground.

Investment. Improvements to the area as a result of a combination of public and private investments.

Westbrook Village Multi-Modal Transit Hub & Transit Plaza



- **Public Open Space.** A key element of the Plan is a grand central park space—a great lawn that provides a community focal point and social gathering place as well as an opportunity for active and passive recreation. The central park will be lined in part by residential development to ensure ‘eyes on the park’ and to provide residents with a spacious environment, sunlight access and visual enjoyment. The central park will be accompanied by urban plazas that can provide neighbourhood scale public open spaces within walking distance of all residents. A linear park along Bow Trail will provide safe, pleasant and convenient pedestrian and cycling connections along the edge of the Plan area and connect to regional pathways and routes.
- **Transition to Low-Density Residential Neighbourhoods.** The highest development intensities will be focused along Bow Trail and around the transit plaza; building heights and densities taper down towards the stable low-density residential neighbourhoods. Land use along the transition streets (33rd and 37th Streets) should be predominantly residential in low to mid-rise buildings. Commercial developments that front onto these streets must have regard to the residential interface in terms of building and site design, lighting, signage and access and egress locations.

Transforming the existing environment into one that is a lively, pedestrian-oriented, attractive, mixed-use community requires the seamless integration of seven key elements:

- **Land Use.** Land use policies need to clearly lay out a structure for the Plan area that will allow the comprehensive development of the two major sites and the gradual evolution of the small land holdings. The land use structure establishes priorities for each of the precincts set out in this Plan, so that as a whole, the area will be host to a residential population, be a centre for jobs and offer a wide array of retail, restaurant, recreational, social and entertainment opportunities.
- **Built Form.** How buildings address the street and public spaces is a key factor in determining the physical character of an area. Building location, orientation and mass define the spatial qualities between the buildings that in turn influences the quality of the walking experience. Building articulation and detailing create another layer in the experience of place—buildings that are articulated and finely detailed provide more interest to the eye and help improve the walking experience.
- **Public Realm.** The design of the public realm plays a key role in determining the character of an area. It is essential to the success of this Plan that each street be designed and constructed to support an attractive pedestrian environment. Tree-lined streets, wide sidewalks, cycle lanes and pedestrian-friendly

intersection design are necessary to create an environment that is pleasurable to experience as a pedestrian or cyclist. The provision of a wide variety of parks and open space environments—large central park, linear park, formal public plazas and transit plaza—creates opportunities for social and recreational activities, community gardens, urban agriculture, placement of public art, installation of green infrastructure and provision of habitat for birds and other small wildlife. The design and landscaping of the public realm combined with the design and architecture of new public facilities and landmark buildings has tremendous potential to establish a unique sense of place at Westbrook Village.

- **Mobility.** One of the key objectives of this Plan is to create a supportive land use and public realm framework that will take best advantage of the forthcoming LRT service. Construction of the Westbrook LRT Station and the West LRT Line will significantly enhance transit as a preferred mobility choice. The land use and public realm components of this Plan will ensure that it is convenient, safe and feasible to walk, cycle or take transit in the conduct of daily activities within the Plan area boundaries and beyond. Ultimately, the Westbrook Village area should evolve into a place where it is possible to live without owning a car. This being said, it is also important to ensure that roads that serve major network functions, such as Bow Trail, will continue to function efficiently.

Westbrook Village 'Central Park'



- **Parking.** Parking must be addressed strategically and with purpose in order to ensure that the goals and objectives of this Plan are not undermined by the provision of too much parking and/or poorly located and designed parking. The demand for parking should be reduced through the use of Transportation Demand Management (TDM) practices. Secondly, parking must be located and designed so that the pedestrian environment is not compromised.
- **Investment.** Public sector investment will be significant with the provision of the new LRT station and line. In addition, The City is proposing to provide additional civic facilities/amenities in close proximity to the station. Specifically, the City envisions building an approximately 10,000 square metre mixed-use building at the north station head that could include:
 - office;
 - retail;
 - community space (library, community centre, etc.); and
 - transit security and services.

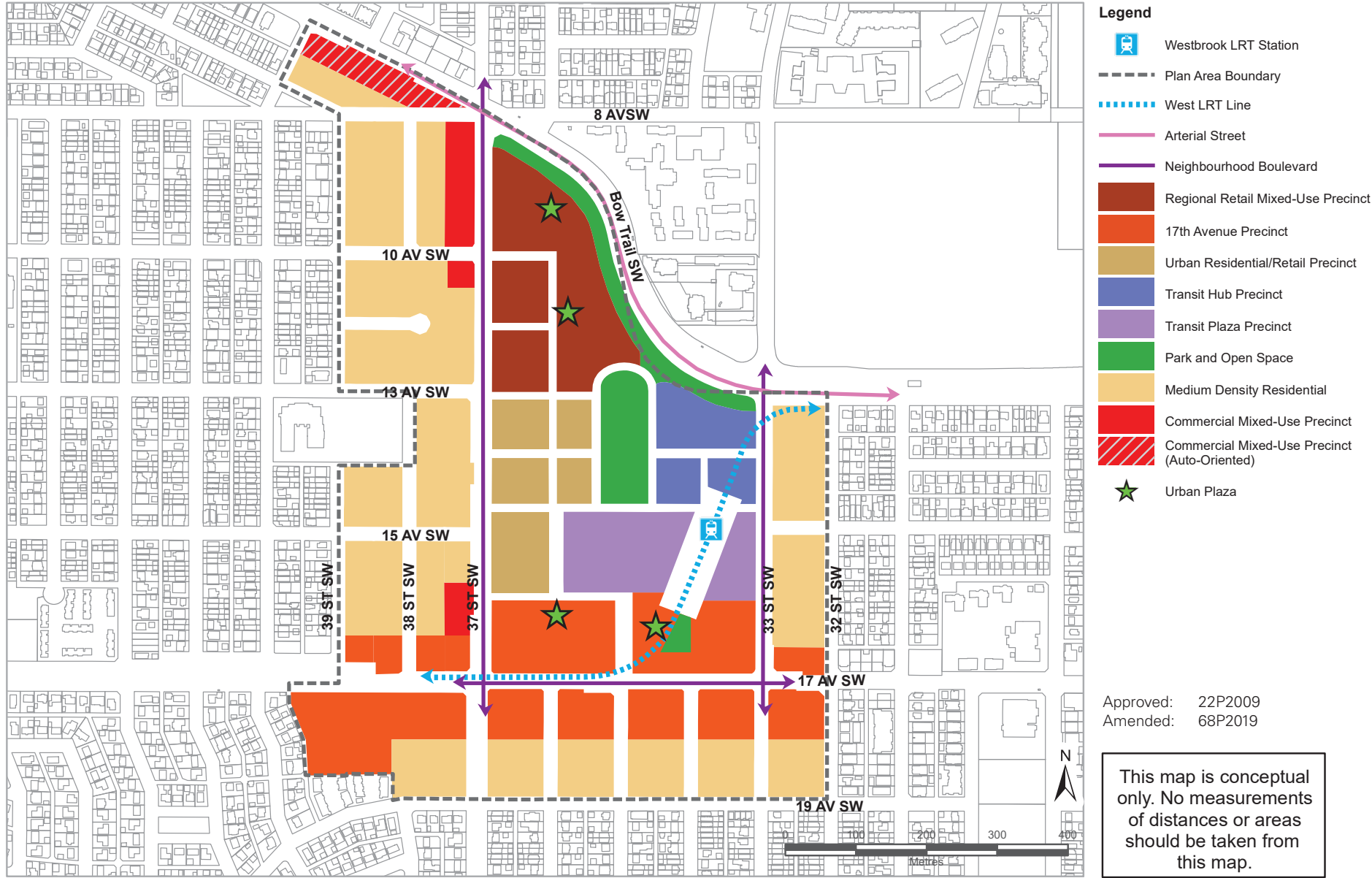
The City is well poised to set the tone of redevelopment activity with the sale of lands that will be residual to public requirements. However, the success of this Plan also depends upon the ability to attract private sector investment to the area. To accomplish this requires that the land use policy allow an appropriate range of redevelopment

opportunities that can be phased in a manner that is sensitive to the economic feasibility of the project.

- **Time.** Finally, in the consideration of all elements, time must be considered. To ensure the most valued elements of this new neighbourhood endure, the public realm, the built form of new development, and the response to the natural environment, must be designed to last through time, meeting the needs of today's and tomorrow's generations.

This is a long-term Plan—it is expected to unfold over the next few decades. Allowing for appropriate phasing of the redevelopment process is essential to ensure the feasibility of the redevelopment of the shopping centre site. This may require that the existing types of retail—large format, mid-size and small-scale retail—be accommodated on-site. The potential to relocate existing retail businesses on-site should also be a consideration of the redevelopment process.

Map 3.1 Land Use Precincts



3.1 Land Use & Density

This Plan sets out a land use structure for the Westbrook Village area with clearly defined specific land use objectives for *several* distinct precincts illustrated in *Map 3.1 Land Use Precincts*. Although each precinct is intended to have an individual character and unique defining elements, together they will create a cohesive whole that is greater than the sum of its parts.

Bylaw 33P2009

For example, the vision of a complete mixed-use community where all aspects of life are located within easy walking distance of transit access requires the development of a residential community in balance with employment, retail, open space and public uses. To realize this vision, a critical mass of new development will be needed to add people to the sidewalks, to support neighbourhood-oriented retail and services, to rationalize investments in transit and public realm improvements and to provide the diversity of activities and people that make urban life interesting and convenient.

Further, to support this type of mixed-use community, a range of public and private amenities will be needed. The Plan emphasizes a healthy mix of public uses and amenities located throughout the Plan area. A new transit hub and transit plaza will function as a multi-modal transportation hub and the 'heart' of the community with new civic facilities and public open spaces. In addition, a series of urban parks and plazas are proposed as part of the Plan implementation—ranging from a grand new central park to smaller scale urban plazas. These

parks will reflect the urban scale and character of the evolving TOD neighbourhood.

To achieve the overall Plan vision, this section addresses the mix, location and intensity of land uses, their relationships to the public realm, and the amenities required to ensure new development is consistent with Plan objectives.

3.1.1 General Policies

1. Land use redesignations must be consistent with the general land use classifications identified on *Map 3.1 Land Use Precincts*.
2. Uses appropriate in the Westbrook Village area include but are not limited to:
 - Care and health facilities;
 - Cultural and leisure facilities;
 - Eating and drinking establishments;
 - Financial institutions;
 - Hotels;
 - Live/work units;
 - Multi-residential dwelling units;
 - Offices;
 - Parking facilities;
 - Parks, pathways and open space;
 - Personal service establishments;
 - Retail stores;
 - Supermarkets;
 - Teaching and learning facilities;



Land Use. Mixed-use developments that support pedestrian activity.

Built Form & Site Design. Buildings should front the street and be multi-storied.

Public Realm. Will be the primary social space within a Plan area—the community's outdoor living room.

Mobility. Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.

Parking. Will be on-street, behind buildings, or underground.

Investment. Improvements to the area as a result of a combination of public and private investments.

- Transit facilities; and
 - Utilities.
3. Unless otherwise specified in 3.1.5.7 and 3.1.7.5, new automobile service centres, drive-through businesses and service stations are not allowed within the Plan area.
Bylaw 33P2009
 4. New stand-alone retail/commercial developments should be discouraged.
 5. As the Plan is expected to take many years to build-out, interim uses should be considered in the Plan area, particularly on the former school sites, to allow for some activity to occur prior to and during the development phases. These interim uses could include opportunities such as seasonal markets, events or other temporary uses that do not require permanent structures or services. *[deleted]* **Bylaw 36P2014**
 6. The provision of a broad range of housing types is encouraged for different types of households, income levels, age groups and lifestyles. Provision of larger unit sizes and ground oriented units appropriate for families with children is particularly encouraged.
 7. A mix of uses—organized vertically or within blocks—is encouraged for all development projects. Encouraged uses include:
 - Residential uses including low-rise townhouses, mid-rise apartments and high-rise towers;

- Employment uses such as offices and research facilities;
 - Street-oriented retail/commercial uses;
 - Services including hotels, day-cares and clinics;
 - Entertainment uses including recreation and cultural facilities, theatres and eating and drinking establishments; and
 - Live/work spaces.
8. Stand-alone parking lots and parking structures are strongly discouraged throughout the Plan area.
 9. All new development should conform to the built form and urban design requirements of this Plan to ensure a pedestrian-friendly street environment is created.
 10. *In order to facilitate comprehensive redevelopment opportunities for sites that front onto 17th Avenue SW or 33rd Street SW, the Development Authority may consider partial closure of the rear lanes subject to the following:*
 - *submission of a comprehensive development concept plan at the Subdivision, Land Use or Development permit application stage; and*
 - *provision of a new lane that will provide access between the adjacent street and the rear lane of the block.*

Bylaw 33P2009

3.1.2 Transit Plaza Precinct

The vision for the Transit Plaza precinct includes the introduction of high-density, mixed-use development on pedestrian-friendly blocks centred on an urban/transit plaza above the LRT station. Retail/commercial development is encouraged for sites facing the transit plaza and is optional elsewhere in the precinct. It is recognized that the demand for retail in this area may not occur in the short term. Therefore, other uses are possible at the street level, but buildings should be designed to allow conversion to retail in the future. Office uses are encouraged to locate above retail development in a building that also includes residential development. Landmark buildings are encouraged in this precinct especially adjacent to the transit plaza and fronting on to the central park.

1. New development fronting on to the transit plaza should incorporate a mix of land uses. The mix of uses should include ground floor retail/commercial development, office and multi-residential. Street level uses fronting the plaza should be retail or residential.
2. Small-scale retail/commercial establishments are encouraged to be located in this precinct especially fronting onto the transit plaza. Retail/commercial establishments larger than 1,900 square metres should locate a portion of their floor area on upper stories to maintain the small-scale retail character at street-level. Exceptions should be made for

uses such as supermarkets, pharmacies and other similar uses which provide various daily goods and services for residents.

3. Commercial uses that do not generate significant pedestrian activity, such as financial institutions, may also locate on the ground floor provided store frontages do not exceed 12 metres. The remainder of the commercial area should locate on a second floor, basement or wrapped behind adjacent retail units. Lobbies for residential developments may also locate on the ground floor provided the street frontage does not exceed 12 metres.
4. Developments that include only office should not be permitted in this precinct.

3.1.3 Transit Hub Precinct

This precinct is located in the northeast corner of the Plan area and includes a portion of the Westbrook LRT station. It allows a broad range of land uses at medium and high densities. Office and residential developments may be accommodated in mixed-use buildings or as sole uses. However, the ground floor must be activated through appropriate means such as front doors on the street for residential development and transparent glazing on retail frontages.

This precinct will accommodate the northern LRT station head and the transit hub to be located on the block surrounding the north station head. There is the potential to locate civic uses such as a library, arts and culture centre or health centre as part of the transit hub facility. The area around

the north station head will be the focus of high levels of transit, pedestrian and vehicular traffic.

1. Development at the north station head should accommodate a wide range of transit services and functions. It may also include other civic functions and amenities. These may be accommodated in a building that also includes office and/or residential development.
2. Development in the precinct may accommodate residential and/or office development. Office development should not be located on the ground floor with the exception of transit services.
3. Small-scale retail development is encouraged on the ground floor throughout the precinct. Retail/commercial establishments larger than 1,900 square metres should be discouraged except for uses such as supermarkets, pharmacies and other similar uses which provide various daily goods and services for residents.

3.1.4 17th Avenue Precinct

The primary orientation of this precinct is to 17th Avenue SW, creating the opportunity to establish this section of the street as a pedestrian-friendly, street-oriented retail area. Mid-rise buildings will be encouraged in order to establish a strong streetwall. Along a portion of north side of the street, buildings will be required to be located back from 17th Avenue SW in order to accommodate the right-of-way for the LRT line. This provides an opportunity to

'announce' the Plan area from the 17th Avenue SW corridor and establish a special character retail district on the 'sunny side' of the street.

Bylaw 33P2009

1. New development fronting on to 17th Avenue SW should incorporate a mix of land uses within a single building. The mix of uses should include ground floor retail/commercial development and a minimum of one of the following uses: office/commercial and/or multi residential located above ground floor retail/commercial development.
2. Small-scale retail/commercial establishments are encouraged to be located in this precinct, especially fronting onto 17th Avenue SW. Retail/commercial establishments larger than 1,900 square metres should be discouraged except for uses such as supermarkets, pharmacies and other similar uses which provide various daily goods and services for residents.
3. Commercial uses that do not generate significant pedestrian activity, such as financial institutions, may also locate on the ground floor provided store frontages do not exceed 12 metres. The remainder of the commercial area should locate on a second floor, basement or wrapped behind adjacent retail units. Lobbies for residential developments may also locate on the ground floor provided the street frontage does not exceed 12 metres.



above and below left, The Area Redevelopment Plan envisions new retail development, mixed with complementary uses and designed as part of a walkable community; below right, The potential future character of the retail 'High Street'.



3.1.5 Regional Retail Mixed-Use Precinct

The Regional Retail Mixed-Use Precinct is located in the northwest portion of the Plan area adjacent to Bow Trail and 37th Street. It is well situated to accommodate high densities in high-rise buildings and a wide range of uses that will draw customers, clients and workers from the broader area. It will be the commercial and entertainment hub of the Plan area and accommodate the reinvention of the Westbrook Shopping Centre from a large format auto-oriented retail development to a pedestrian-oriented, mixed-use residential neighbourhood, office and entertainment district. Large format retail stores will be allowed to locate in this precinct in order to facilitate redevelopment of the existing shopping centre site. This type of retail can be a catalyst that helps create a vibrant and successful retail district and can complement the retail uses provided within the Transit Plaza precinct and 17th Avenue SW. Entertainment uses are encouraged to locate in this precinct in order to stimulate nighttime activity in the area.

This will be a unique precinct in that retail development, including large format retail, should be combined with at least one other use such as residential or office and incorporated into an urban format building. Models for this type of mixed-use development have been successfully developed in other cities and the Westbrook Village area is prime for the development of a Calgary example.

1. Encourage Westbrook Shopping Centre to continue as a regional retail destination by permitting a variety of retail and service uses within this precinct, including large and mid-size format retail and entertainment uses.
2. New development should incorporate a mix of uses within a single building. The mix of uses should include ground floor retail/commercial development and a minimum of one of the following uses: office/commercial and/or multi-residential located above the retail/commercial development.
3. Residential uses may be permitted on the ground floor of development fronting onto a park or private amenity space.
4. A diverse range of retail and commercial establishment sizes are encouraged provided they are well-integrated within the larger building, maintain a pedestrian-orientation and contribute to active street frontages.
5. Small-scale retail/commercial establishments are encouraged to be located in this precinct especially fronting onto an urban plaza.
6. Commercial uses that do not generate significant pedestrian activity, such as financial institutions, may also locate on the ground floor provided store frontages do not exceed 12 metres. The remainder of the commercial area should locate on a second floor, basement or wrapped behind adjacent retail units. Lobbies for residential developments may also locate on the ground

floor provided the street frontage does not exceed 12 metres.

7. Auto service and vehicle rental uses may be permitted in the precinct if they are considered minor as defined by the Land Use Bylaw.

3.1.6 Urban Residential/Retail Precinct

The Urban Residential/Retail Precinct is located on the western side of the Plan area between 37th Street SW and the proposed central park. It will accommodate medium to high density residential development in primarily mid-rise street-oriented buildings. It also allows for retail uses within the first and second storeys in order to allow for flexibility over the long term for the redevelopment of the shopping centre. Stand-alone retail buildings are not permitted. Building heights will range from two to six storeys with ten storey buildings allowed in locations signifying entrance ways to important destinations. *[deleted]*

Bylaw 35P2014

1. New development within this precinct should be medium-density, multi-residential development and includes townhouses, apartments, and live/work units.
2. Small to medium scale retail/commercial uses may be located within the first and second storey.
3. Ground oriented residential uses are required fronting onto the central park.

3.1.7 Commercial Mixed-Use Precinct

The Commercial Mixed-Use Precinct is located primarily along the west side of 37th Street as well as along portions of Bow Trail. These areas are suitable for street-oriented retail incorporating residential and/or office uses above. Commercial uses are allowed in a combination of pedestrian-orientated and auto-oriented developments.

1. New stand-alone retail/commercial developments should be discouraged.
2. A mix of uses – organized vertically – is encouraged for all development projects. Encouraged uses include:
 - residential uses including low-rise townhouses and mid-rise apartments;
 - employment uses such as offices and research facilities;
 - street-oriented retail/commercial uses;
 - services including hotels, daycares and clinics;
 - entertainment uses including recreation and cultural facilities, theatres and eating and drinking establishments; and
 - live/work spaces.

3. Small-scale retail development is encouraged on the ground floor throughout the precinct. Retail/commercial establishments larger than 1,900 square metres should be discouraged except for uses such as supermarkets, pharmacies and other similar uses which provide various daily goods and services for residents.
4. Commercial uses that do not generate significant pedestrian activity, such as financial institutions, may also locate on the ground floor provided store frontages do not exceed 12 metres. The remainder of the commercial area should locate on a second floor, basement or wrapped behind adjacent retail units. Lobbies for residential developments may also locate on the ground floor provided the street frontage does not exceed 12 metres.
5. New auto-oriented uses should not be allowed except in the areas specified for auto-oriented uses on Map 3.1 Land Use Precincts.

3.1.8 Medium Density Residential Precinct

The Medium Density Residential Precinct is located on the edges of the of the Plan area adjacent to the existing low density residential neighbourhoods. The intent of this precinct is to provide for maximum flexibility in accommodating redevelopment and

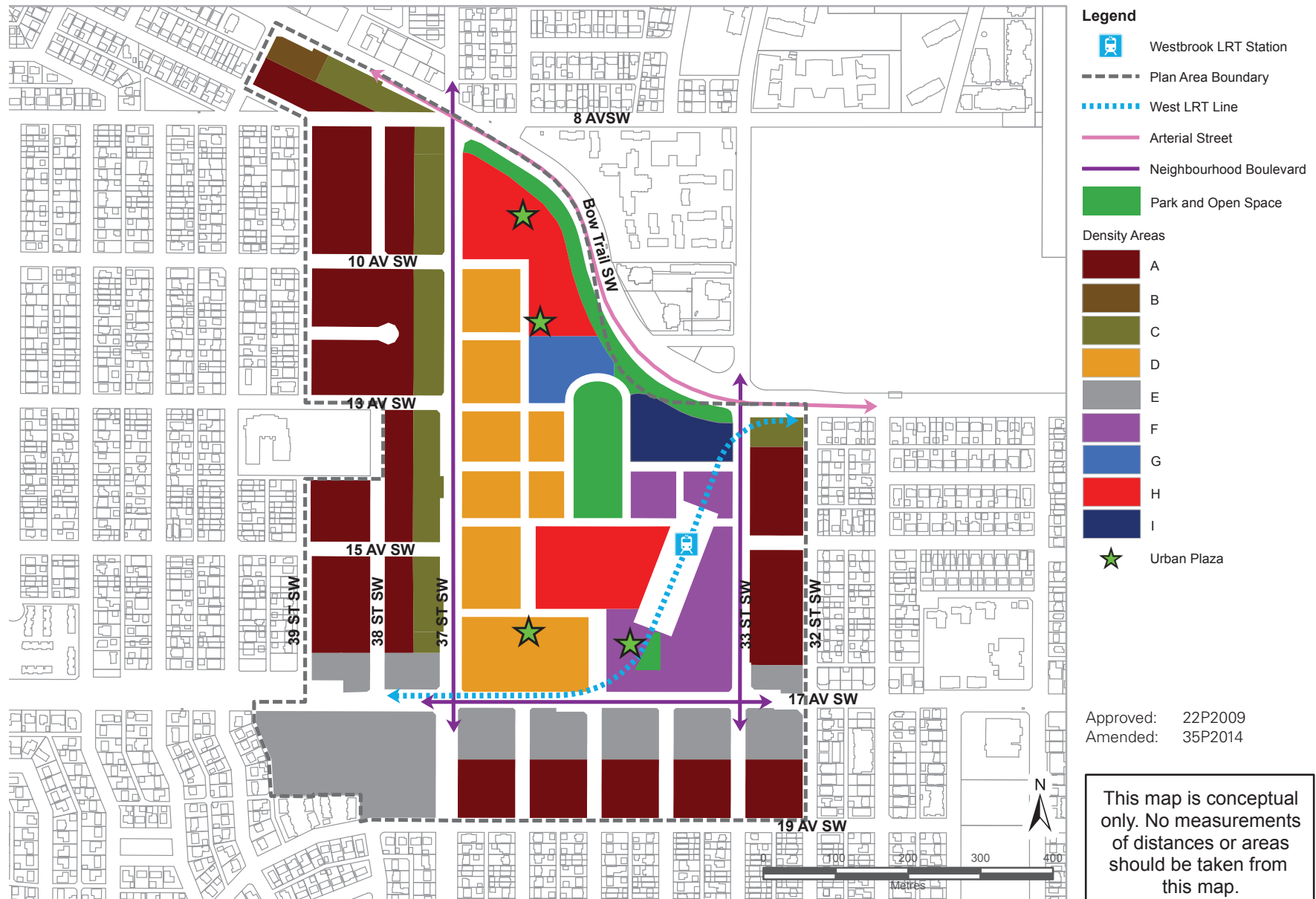
intensification while allowing for a logical transition at the interfaces. In general, building height will range from four to eight storeys at the inner-most edge with a graduation to a three storey maximum at the outer edge.

1. New development within the Medium Density Residential Precinct should be limited to medium-density multi-family residential developments and includes townhouses, apartments, and live/work units.
2. In order to provide land use flexibility prior to redevelopment the Development Authority may consider land use amendments to allow for office conversions within existing buildings based on the following:
 - The parcel fronts on 33rd Street SW, 14th Avenue SW or Bow Trail SW;
 - Parking must be provided on-site, in accordance with the requirements of the Land Use By-law. Parking should not be permitted in the front yard;
 - Residential suites would be permitted in a converted building;
 - The location, size, materials, and quality of signage should be unobtrusive and not detract from the overall residential character of the street. External or internal illumination should not be permitted; and

- *The land use amendment should take the form of a Direct Control (DC) redesignation, which adds the office use to the existing district. This DC designation will be confined to the life of the existing building as of the date of the passage of the bylaw, and will be considered an interim use.*
3. *Live/work units are encouraged throughout the Medium Density Residential Precinct.*

Bylaw 33P2009

Map 3.2 Density Areas



3.1.9 Density and the Bonus System

A range of densities have been established including a minimum, a maximum and a bonus density. A minimum density has been set in order to ensure that new development will contribute sufficient activity to the area and to ensure that the building mass will be large enough to contribute to an appropriate streetwall. A bonus system may also be used by the developer and has been designed to balance the higher density development with the provision of appropriate public benefits and amenities based on the provision of Section 4.2.3. The bonus system may be used to build additional residential and/or office commercial development.

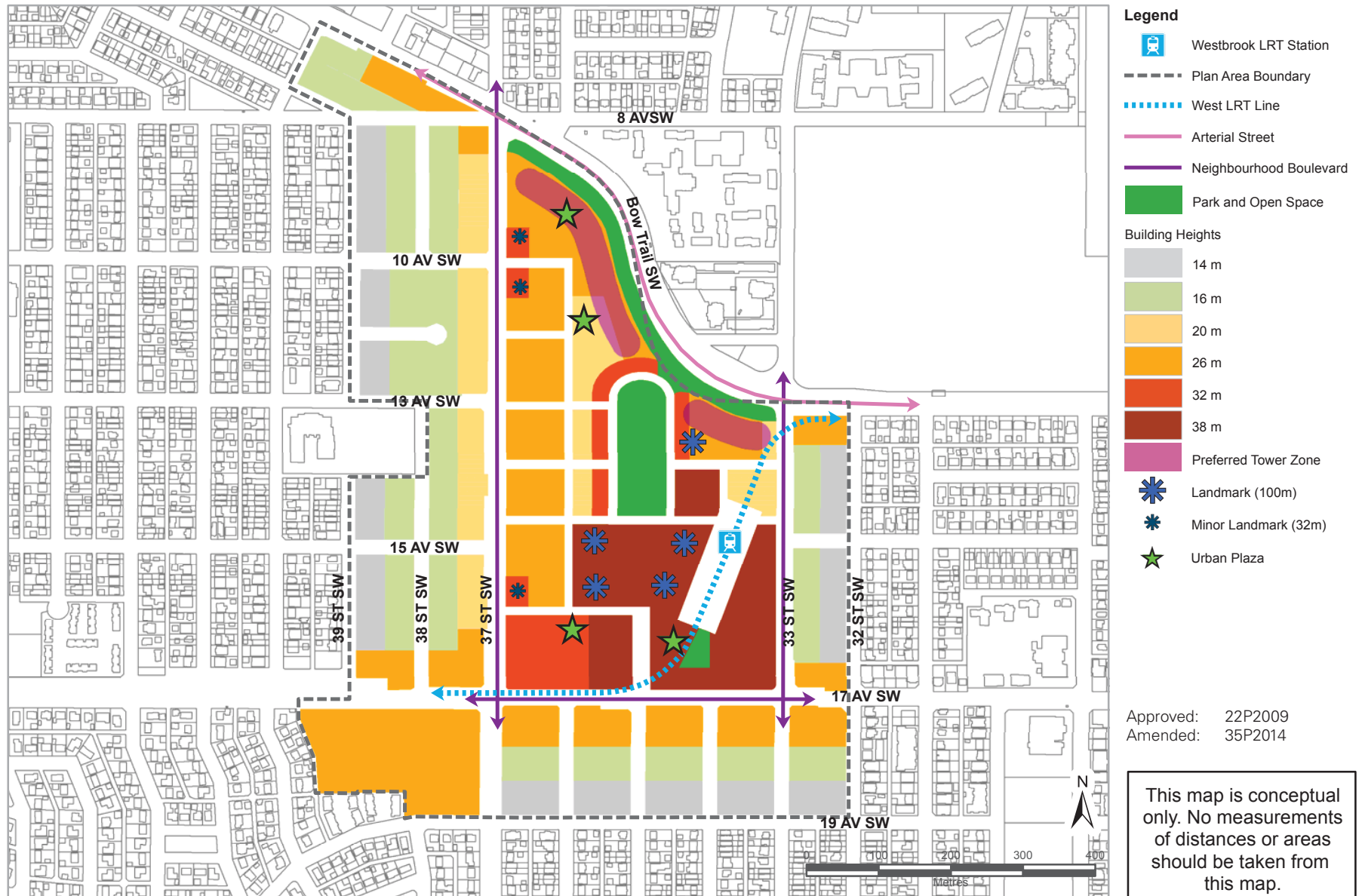
TABLE 3.1 – MINIMUM & MAXIMUM DENSITIES (FAR)			
Area	Minimum FAR	Maximum Base FAR	Maximum Bonus FAR
A	N/A	2.5	N/A
B	1.0	3.0	N/A
C	2.0	4.0	N/A
D	2.0	4.0	5.0
E	2.0	5.0	N/A
F	2.0	5.0	6.0
G	2.0	6.0	8.0
H	2.0	8.0	9.0
I	2.0	10.0	12.0

Bylaw 33P2009

1. The minimum required and maximum allowable densities for each site should be in accordance with *Table 3.1 Minimum & Maximum Densities (FAR)* and *Map 3.2 Density Areas*.
2. *At the discretion of the Development Authority, the maximum bonus FAR available for a site may be transferred to another site if these sites are part of a comprehensive development.*

Bylaw 35P2014

Map 3.3 Maximum Building Heights



3.2 Built Form & Site Design

Buildings within the Westbrook Village area should foster a vital and active pedestrian-oriented street life. They should relate well to the street and to each other, provide opportunities to maintain views and sunlight penetration to streets and open spaces, create attractive rooflines and minimize shadowing. Residential and commercial buildings should front onto streets and/or public spaces, and are strongly encouraged to be located adjacent to the sidewalk to create a uniform 'streetwall'. Buildings should enclose streets and spaces through height and massing, forming inviting 'urban rooms' where the public life of the neighbourhood thrives. While architectural variety is encouraged, the overall effect of individual buildings should be diverse yet harmonious, resulting in an inviting urban environment.

3.2.1 Built Form

Westbrook Village will accommodate six major building typologies:

- Mixed-use mid-rise;
- Podium with point tower (mixed-use and/or residential);
- Podium with slab tower (mixed-use and/or office);
- Mid-rise residential;
- Low-rise residential; and
- Low to mid-rise civic/community centre (Transit Hub).

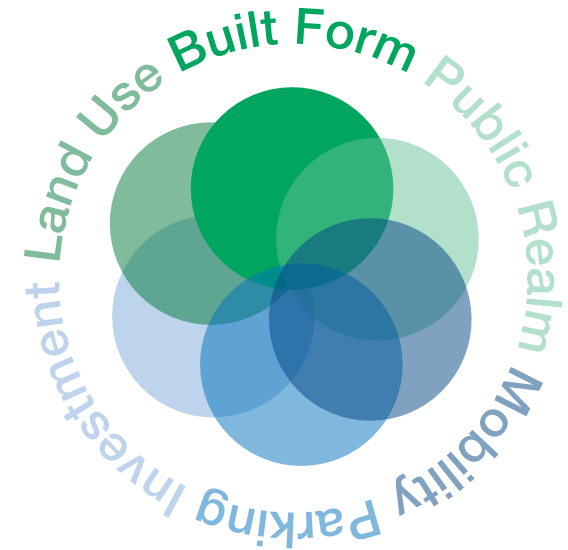
Illustrative examples of building forms are shown in Fig. 3.1 and in Appendix B.

Bylaw 33P2009

Low to mid-rise buildings and podiums ranging in height from two to ten storeys should establish a consistent streetwall throughout the Plan area. Point and slab towers will punctuate the skyline with distinctive architectural and rooftop design. Towers will be well-separated in space and floorplates for both slab and point towers will be sized and located in a manner to minimize shadowing and building mass and to allow for views of open sky. Sense of place will be reinforced by the combination of well-detailed and well-proportioned 'backdrop' buildings, and invigorated by landmark buildings that will be encouraged in strategic locations.

The transition along 17th Avenue SW, 33rd Street SW and 37th Street SW should be seamless in order to establish these streets as strong pedestrian environments. The tallest building heights have been placed along Bow Trail and central to the Plan area. This creates new opportunities for redevelopment that reinforces the pedestrian-oriented nature of these streets while providing appropriate land use and built form transitions to the low-density, low-rise residential communities.

Bylaw 35P2014, 33P2009



Land Use. Mixed-use developments that support pedestrian activity.

Built Form & Site Design. Buildings should front the street and be multi-storied.

Public Realm. Will be the primary social space within a Plan area—the community's outdoor living room.

Mobility. Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.

Parking. Will be on-street, behind buildings, or underground.

Investment. Improvements to the area as a result of a combination of public and private investments.

Landmark buildings are encouraged in several key locations in the Plan area and are expected to exhibit design excellence. *[deleted]* The Plan also makes provisions for three mid-rise landmark buildings that may be located on the west side of the Plan area fronting onto 37th Street SW. The intention is that these landmarks also be treated as two pairs of 'bookends' framing the entrance way to major destinations within the Plan area (eg., transit hub and regional retail precinct.)

Bylaw 36P2014

Finally, one of the consequences of creating an internally focused street grid to service the proposed development is that there will likely be large, inactive building façades located adjacent to the proposed linear park along Bow Trail, especially in the Regional Retail Mixed-Use Precinct. It will be important that the design of these building faces incorporate architectural and landscaping design features that provide an attractive, interesting façade scaled to the pedestrian.

GENERAL POLICIES

1. *New development should comply with the maximum building heights indicated on Map 3.3 Maximum Building Heights.*
Bylaw 34P2014, 33P2009
2. New development should contribute to the creation of pedestrian-oriented streetfronts through the following:
 - Locating active uses at-grade along all major pedestrian frontages;

- Aligning buildings to relate directly with the primary pedestrian frontage with lobbies and building entries oriented toward the sidewalks;
 - Modulating building faces in width, height and finishing materials to visually break up large building walls. The inclusion of smaller commercial retail units (CRUs) into the building façades of large retail tenants is encouraged;
 - A minimum of 70% of non-residential building façades at-grade should have transparent glazing (doors and windows); and
 - Providing canopies or other forms of shelter for pedestrians and bicycle parking.
3. Tower elements should only be located in those areas identified for taller buildings in *Map 3.3 Maximum Building Heights*. Shadow studies will be required for developments within these areas for the hours of 10:00 am and 4:00 pm MDT on March 21 and September 21.
Bylaw 35P2014
 4. Towers should be designed and sited to limit visual and shadow impacts on the central park and the transit plaza.
 5. Towers located in landmark locations, as identified in *Map 3.3 Maximum Building Heights*, should exhibit exceptional signature architectural design, careful articulation of upper storey elements and are oriented in a

manner to emphasize their landmark character and contribute to the development of a distinctive skyline for Westbrook Village.

6. Building podiums should front directly on the sidewalk, be built to the required setback lines and conform to the height requirements set out in *Map 3.3 Maximum Building Heights*.
Bylaw 35P2014
7. Unless otherwise specified, maximum building setbacks are recommended as follows:
 - Commercial (Office/Retail): 0–3 metres; and
 - Residential: 1.5–3.0 metres.
8. The area between the maximum building setback and the property line should be occupied by building entryways, outdoor seating areas for restaurants, seasonal display, bicycle parking, street furniture and residential front porches or yards.
9. The street network and building configuration should be designed to maximize focal point opportunities. Where possible, views and vistas should be aligned with key buildings and should terminate with a landmark feature, a building or public space.
10. Buildings, including large format retail buildings, should occupy a minimum of 80 percent of primary pedestrian frontages. Building elements greater than four storeys are encouraged at corner locations.

11. Individual storefronts that are greater than 30 metres in width should provide multiple entrances at the street level, which may include incorporating separate individual retail units that have entrances oriented to the street.
12. The primary entrance of a building should be located along the pedestrian street and not an internal parking lot, focusing on pedestrian comfort.
13. Buildings forming a park edge or facing a park should incorporate design that enhances the interface with the park.
14. Landscaping should be incorporated into new developments to ensure proper integration, protection from the elements and comfortable pedestrian routes.
15. Landscaping area requirements may be met through a combination of at-grade and above-grade landscaping.
16. New buildings should be designed in accordance with the city's Access Design Guidelines to ensure universal access for all citizens. Where feasible, buildings should be designed to eliminate the need for access ramps. Where this is not feasible, the ramps should be designed to have minimal impact on the sidewalk and should not intrude into the pedestrian thoroughway as described in Policy 3.4.3.3.

17. New development will address the issues that will make higher density livable for families, specifically children and for seniors.

Residential Frontages

18. Residential buildings should be designed based on the following:
 - At-grade residential units that front a public sidewalk or a publicly accessible private sidewalk require individual, primary entrances (eg., front doors) providing direct access to and from a public sidewalk.
 - All at-grade residential units should be designed to provide visual privacy from any public or internal sidewalk without the need for high or non-transparent privacy fences or walls that detract from the active street edge.
 - Front yard gardens with low fences or hedges should be provided for each at-grade dwelling unit.
 - All new residential units should be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above-grade, within courtyards, behind façades or on rooftops, terraces or ground level patios that may be completely or partially visible from the street or other buildings.

19. *Within the Medium Density Residential Precinct where a building is taller than 10 metres those portions of the building above 10 metres should stepback along the street frontages a minimum of 3 metres.*

Bylaw 33P2009

Towers

20. In order to reduce the massing impacts of high density buildings, the maximum floorplate size of the portion of a building higher than the maximum streetwall height and designed as a tower should be:
 - **930** square metres gross floor area for residential uses; and
 - **2,400** square metres gross floor area for office/commercial uses.

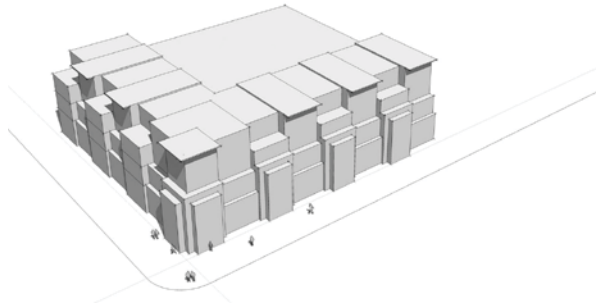
Bylaw 35P2014

The Development Authority may consider relaxing the floor plate size restriction of a residential building above the maximum streetwall height. When evaluating such requests, the Development Authority shall comprehensively consider:

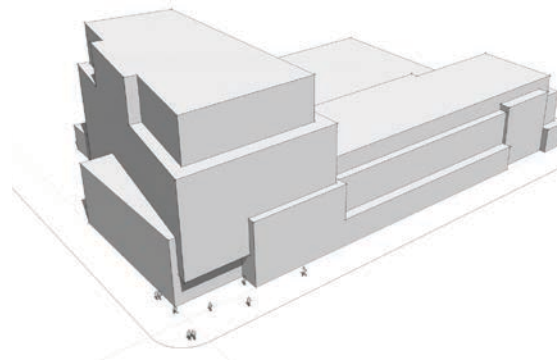
- shadow casting impacts on the public realm and the need to provide adequate light penetration to adjacent buildings;
- the ability to achieve a 24 m tower separation from existing or future development on adjacent sites;

Figure 3.1 Building Form Examples

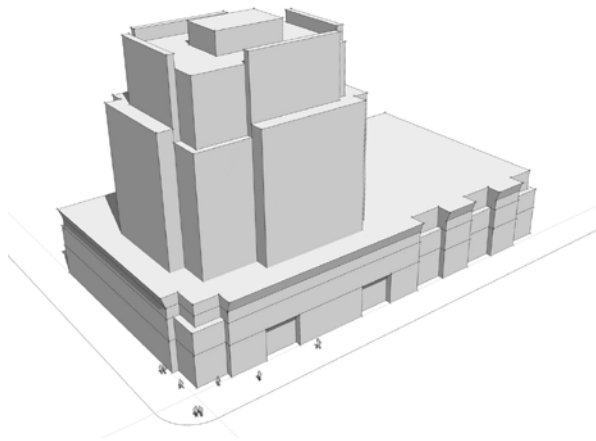
Large Format-Articulated Façade



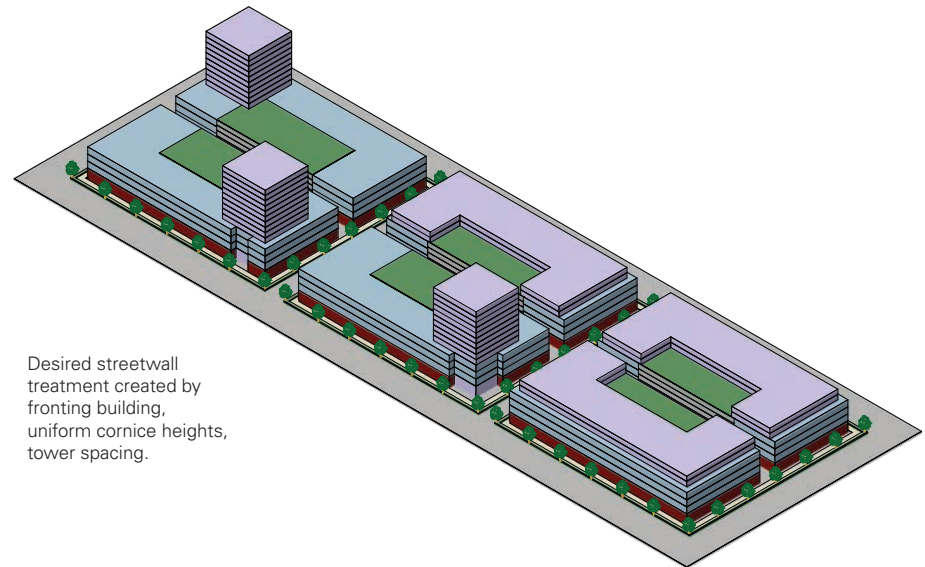
Four + Storey Corner



Tower Stepped-Back



Streetwall



Desired streetwall treatment created by fronting building, uniform cornice heights, tower spacing.

- the ability to use building orientation, shape and massing to mitigate any negative impacts; and
- the cumulative building mass impact given the potential “build-out” of the block.

- Upper storey building elements, including penthouse floors and mechanical rooms, should be treated with expressive architectural forms to contribute to a distinctive skyline. Nighttime accent lighting is encouraged on building elements above 15 storeys.
- Tall building elements and massing should be organized in a way that maintains sunlight access, indirect daytime lighting and sky exposure through the majority of the day and minimizes shadow impacts on open space.
- Towers should be stepped back or located on the building podium in a manner to allow sunlight to filter to the street level.
- Above the streetwall, a minimum spacing of 24 metres between towers should be maintained.

17th Avenue SW & 33rd Street SW

Bylaw 35P2014

- A minimum setback of 1.5 metres should be maintained along the northside of 17th Avenue SW between 35th Street SW and 33rd Street SW.*

Bylaw 35P2014, 33P2009

- To create a transition along the 17th Avenue SW street frontage, new development should provide a corner cut at the north east corner of 35th Street SW and 17th Avenue SW that respects the location of the LRT tunnel along the block west of 35th Street SW.*

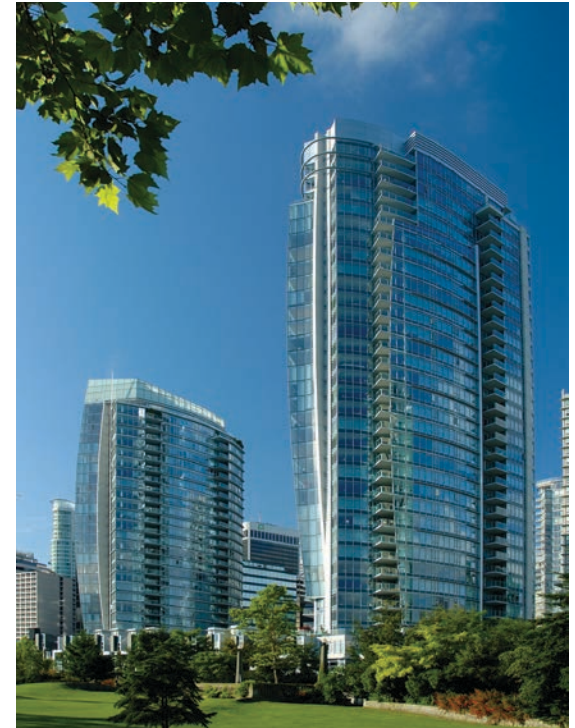
Bylaw 35P2014, 33P2009

- To maintain a uniform cornice line, buildings should be stepped back along the 17th Avenue SW and 33rd Street SW frontages a minimum of 3 metres from the building edge at a height of 20 metres above grade.

Bylaw 35P2014

Bow Trail SW Interface

- Building façades that interface with Bow Trail SW shall incorporate design elements that reduce the negative impacts of large buildings masses. The following design elements should be considered:
 - Architectural detailing that establishes a vertical rhythm;
 - Landscape elements that soften the appearance of the façade and reinforce a vertical rhythm;
 - Use of transparent glazing at the ground level storey; and
 - Pedestrian-scale lighting.



above, A mix of building types, densities and land uses are planned for the Westbrook Village Plan area.

Signage

29. The size of signage should be scaled and oriented to the pedestrian. Signs that are scaled to the automobile should be restricted to Bow Trail SW frontages.
30. Retail frontages are encouraged to employ projecting signage oriented towards pedestrians.
31. Signs should be architecturally compatible with the building they are physically attached to through materials, colour, scale and character, and conform to the following design principles:
 - Signs should not obscure architectural features;
 - Sign design should be integrated with the design of the building; and
 - Use illumination for signs only when necessary and minimize overspill lighting that affects neighbouring residential developments.
32. Signage along 33rd Street SW should be designed in a manner appropriate for adjacency to a low-density residential neighbourhood. This includes avoiding back-lit signs.

3.2.2 Environmental Sustainability

Redevelopment will contribute to greater sustainability at both the neighbourhood and individual building scales. At the neighbourhood scale, the requirement for pedestrian, cycling and transit-supportive urban design and development will promote alternate modes of transportation and as a result help reduce pollution, conserve resources and promote active modes of travel. In addition, on-site stormwater run-off will be reduced compared to the present due to greater site porosity resulting from soft landscaping in parks and on development parcels and the construction of green roofs on buildings. Street trees will also contribute to a more sustainable environment by cleaning the air and providing habitat for birds and small animals. At the site level, developers are encouraged to adopt LEED® or other equivalent standards for the design and construction of their projects.

Environmentally sound practices and behaviours can be encouraged in the construction and development phases of the Westbrook Village area. As well, recycling and resource conservation behaviours can be fostered and supported by providing conveniently located recycling facilities, installation of water meters and promoting energy and resource conserving design.

POLICIES

1. The feasibility of providing the energy needs of development within the Plan area either in whole or part through the use of alternative energy sources, such as a district energy or geo-thermal systems, should be investigated by The City and the developers.
2. The City is committed to providing street lighting that is functional, energy efficient and cost effective—minimizing negative environmental impacts. In consultation with Calgary Roads, developers are encouraged to use outdoor light fixtures that are energy efficient, minimize light pollution and are aesthetically pleasing.
3. Solid Waste Services will encourage the establishment of residential, commercial and institutional recycling drop-off sites at convenient locations for recyclable dry waste (paper, plastic, glass and metal) within the Plan area. Provision of a permanent composter for degradable wet waste and yard waste should also be investigated.
4. Stormwater management facilities should:
 - Function year round and protect the landscape from contamination; and
 - Be incorporated into streetscape design elements such as landscaped medians, sidewalk planters and pervious paving.
5. A Stormwater Management Report may be required at the Outline Plan/Subdivision application stage.

6. Developers are encouraged to employ environmentally-friendly practices in the demolition process. For example, building materials should be reclaimed and/or recycled whenever possible.
7. Developers are encouraged to design, locate and construct buildings with the objective of reducing resource consumption. Resource-saving design and building techniques such as optimizing passive solar gain, xeriscaping and ecological landscaping that supplement heating and cooling systems should be considered in site planning, building design and construction.
8. New development should incorporate recycling facilities within the interior of the building.
9. Waste recycling facilities should be included in the design of projects that include residential dwelling units.
10. New development is encouraged to strive for a LEED® rating through consideration of sustainable built forms and an integrated approach to building infrastructure systems. The following design concepts, development practices and technologies are encouraged:
 - Construction waste management—recycle to divert material from landfill sites;
 - Optimizing building energy performance;
 - Use of renewable energy sources;
 - Use of innovative wastewater technologies;

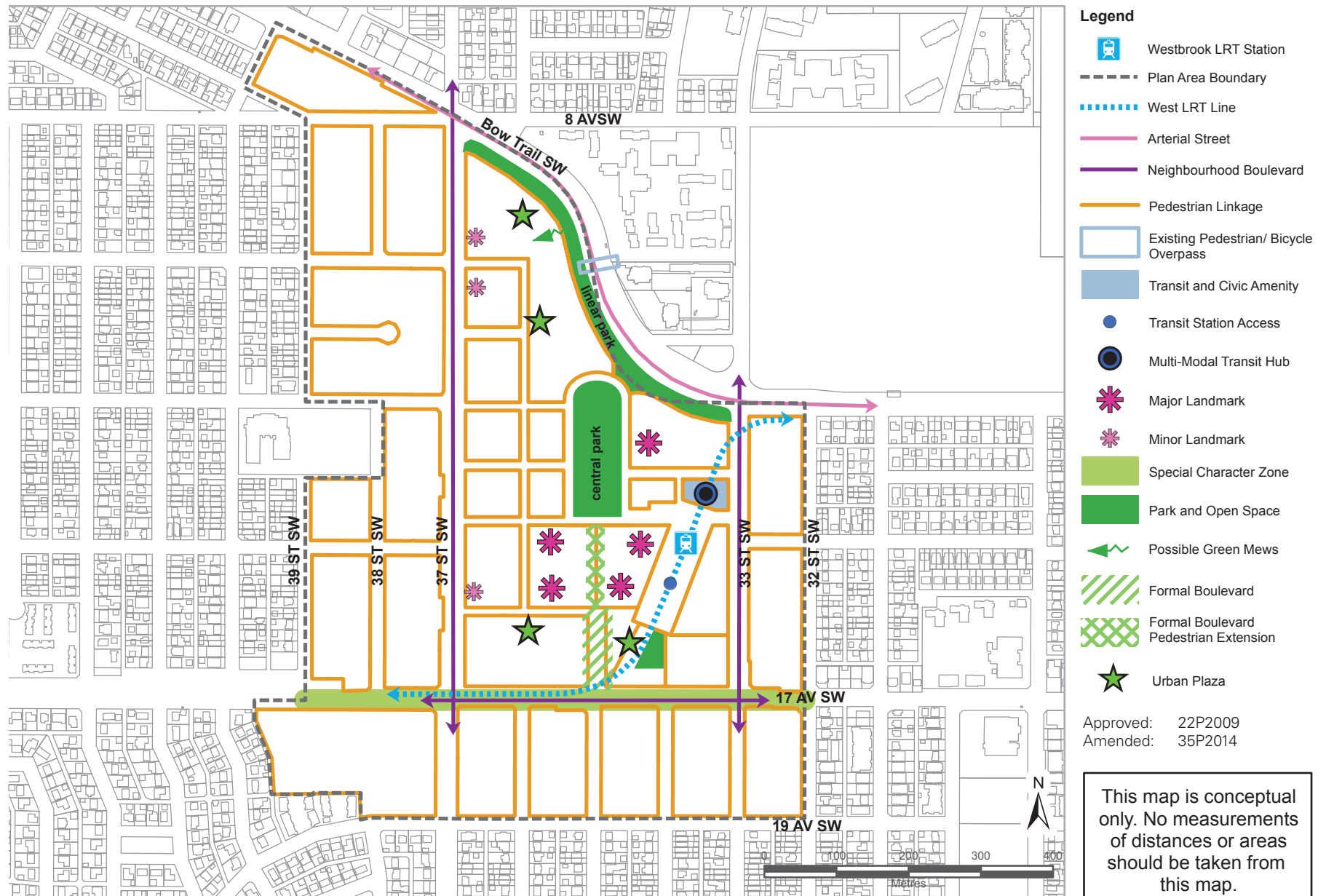
- Stormwater management—reduction of quantity;
- Collection, filtering and reuse;
- Provision of water efficient landscaping;
- Provision of building recycling facilities;
- Provision of occupant transportation alternatives;
- Provision of a high quality of indoor air quality and thermal comfort;
- Maximizing day lighting and views;
- Use of building materials with a high recycled component;
- Use of durable and rapidly renewable materials;
- Encouragement of innovation in the design of buildings, their systems and their site considerations; and
- Provision of green roofs.

11. Development should incorporate low impact development (LID) type stormwater management, Best Management Practice (BMP) features or other stormwater source control measures. According to the Stormwater Source Control Practices Handbook (Water Resources, 2007), 10-20% of a site should be impervious to allow the upstream impervious area to drain into it. Opportunities for “community” type of water quality improvement facilities should be explored.



above, Green roofs and plantings can help meet the sustainable development goals of this Plan and contribute to the creation of an interesting and attractive streetfront.

Map 3.4 Urban Design & Public Realm



3.3 Urban Design & Public Realm

The Westbrook Village Plan imagines a new mixed-use neighbourhood structured by a series of new urban streets, parks and plazas. A linear park adjacent to Bow Trail will also provide a better quality environment for pedestrians and cyclists that is buffered from the negative impacts of a high volume arterial road. This Plan is built on the recognition that the success of Westbrook Village is dependent not only on architectural design and use of buildings but equally on the spaces between them. In response, this Plan proposes a varied series of public realm improvements to create a lively, walkable and inviting district.

Beginning with a street and sidewalk network focused on pedestrian amenity and interest, the public realm strategy includes a diverse network of public spaces such as a linear park, large central park, urban plazas and a multi-modal transit hub, plaza and civic centre. Pedestrian and bicycle linkages will interconnect throughout the Plan area, including along 'complete streets' where walking, cycling, public transit and driving coexist. A formal boulevard provides a distinctive 'front door' and formal gateway to the new Westbrook Village and the 17th Avenue SW boulevard treatment 'announces' the new neighbourhood as a special place.

Urban Design and Public Realm policy is focused on place-making and pedestrianization, but also on the need to create safe and secure neighbourhoods and environments that respond to climatic factors to optimize comfort. The physical layout and design of a TOD

neighbourhood can contribute to safety and security for residents, workers, visitors and transit users. Crime Prevention Through Environmental Design (CPTED) techniques should be considered at all stages of TOD development.

Public art is an important element in the creation of great civic spaces and offers an opportunity to contribute to a unique sense of place within the Westbrook Village area. Prime locations within the Plan area for public art installations include the central park, transit hub, transit plaza and the customized formal boulevard.

The City will be an active participant in the early stages of Plan implementation and set the stage with the design and construction of the new LRT station, multi-modal transit hub and transit plaza, as well as upgrades to perimeter roads.

To create the type of public realm that encourages walking and attracts visitors to the area, this section includes guidance on creating people-friendly streets and sidewalks, urban parks and lively public spaces.

3.3.1 General Policies

The Urban Design and Public Realm policies of this Plan are intended to foster and guide the development of a diverse and walkable urban environment. All urban design elements within the Plan area are intended to contribute to a varied yet coherent Westbrook Village identity—while providing amenity in the form of interesting and walkable sidewalks, streets



Land Use. Mixed-use developments that support pedestrian activity.

Built Form & Site Design. Buildings should front the street and be multi-storied.

Public Realm. Will be the primary social space within a Plan area—the community's outdoor living room.

Mobility. Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.

Parking. Will be on-street, behind buildings, or underground.

Investment. Improvements to the area as a result of a combination of public and private investments.

designed as outdoor public rooms, usable public outdoor space and sustainable landscape design.

1. Street and sidewalk design should prioritize the comfort and convenience of pedestrians and cyclists, while accommodating the needs of motorized vehicles.
2. The provision of land for public and publicly-accessible parks should be in accordance with *Section 3.3: Urban Design & Public Realm*.
3. Opportunities to link parks and open spaces with 'green streets' or mews should be considered in the design of individual development projects.
4. Encourage landscape design that incorporates indigenous vegetation that also provides habitat for a variety of birds and small animals.
5. Transit stops and facilities should be incorporated into the overall urban design strategy to ensure transit is well-integrated into the broader pedestrian and public realm.
6. New development is encouraged to provide integrated weather protection devices or structures over the public sidewalks and transit waiting areas.
7. Special gateway treatments should be employed at key entrances to the Plan area, including landscaped medians, expanded sidewalks, public art and signage.

8. Designs for tree planting on public land should accommodate and facilitate an average 50 year life span for trees in groomed parks and roadways and an average 25 year life span for sidewalk vaults.
9. Funding for public art installations should be identified in any City projects in accordance with the Public Art Policy.
10. Encourage the addition of open space throughout new development through the use of publicly accessible plazas and courtyards, and pocket parks.

3.3.2 Streetscape Design

Streets are an essential part of the public realm in the TOD precinct and lively streetscapes comprised of a variety of design elements are key to a pleasurable pedestrian experience. Streetscapes are the total result of many smaller components—streets, sidewalks, building frontages and other elements. Collectively, these design elements are the physical infrastructure of placemaking throughout the pedestrian realm.

In addition, one of the most important elements of creating attractive streetscapes is the presence of street trees and therefore it is essential that tree planting be conducted properly so that they can thrive over many years.

POLICIES

1. A coherent design theme specific to the Westbrook Village area should be applied to all streetscape elements along all streets.
2. Street furniture, lighting, signage and landscaping should be oriented towards the pedestrian.
3. Opportunities for public art should be incorporated throughout the pedestrian realm as part of the streetscape design.
4. Canopies and awnings should be employed along retail streetfronts.
5. Disruptions to the pedestrian network from curbcuts, parking access or above-ground utilities should be minimized.
6. Underground utilities may be required to relocate to allow for street trees within the road right-of-way and to allow buildings to be closer to the street property line.
7. The planting of deciduous street trees is encouraged wherever possible—planted between off-road users and vehicles.
8. The species diversity for trees in groomed parks and roadways should be that no more than 15% of trees represent any one genus, no more than 10% of trees represent any one species and no more than 7% of trees represent any one cultivar.

9. The average species rating for trees planted in groomed parks and roadways should be 80%.
10. Driveway crossings are encouraged to be aligned to allow space for tree planting.
11. The planting of street trees should be spaced to allow for bus loading where transit stops are anticipated.
12. The planting of street trees should be undertaken in a manner that will achieve a 25 year lifespan in sidewalk plantings and 50 years in tree lawns. Designs must include sufficient root and branching space and should include a means of supplying supplementary water, fertilizer and air as well as protection against snow clearing and de-icing activities. Design should also accommodate removal of stumps and planting of replacement trees.
13. *Where practical, and subject to utility line assignments and right-of-way, existing sidewalks should be replaced with separate sidewalk and boulevard.*
14. *Opportunities could be investigated for further enhancing laneways through burying overhead power lines and paving existing gravel lanes as well as possible alternative treatments to create special mews environments (i.e., alternative paving treatment, decorative fencing, etc.).*

Bylaw 33P2009

3.3.3 Park & Open Spaces

Parks and open spaces are key public realm components, providing valuable spaces for outdoor activity and leisure as well as social interaction and community participation. In the Westbrook Village area, a varied series of formal public spaces form the parks network, including a central park, urban plazas, a linear park, mews and the Transit Plaza. In all cases, park spaces should be designed as part of a safe and comfortable pedestrian realm and as important elements in the overall placemaking strategy for the area.

The major park space initiative proposed for the Plan area is a grand central park, ringed by residential and retail uses and a pedestrian-friendly street. The vision for the park design includes naturalized landscape elements in the northern portion, recreational playing fields in the centre and formal elements, such as a fountain, in the southern portion of the park. The street which will bound the park should be designed as a 'complete street' in order to calm vehicular traffic, provide an interesting pedestrian and cycling experience and to provide for a seamless integration connecting the central park with the linear park along Bow Trail.

Another significant feature of the parks strategy for Westbrook Village is the potential 'urban plazas' evocative of traditional urban squares and allowing for small-scale open space within a convenient walking distance of new residences and workplaces. These plazas should be proportioned to create intimate neighbourhood



above, A grand central park will function as a new green 'heart' of the Plan area, similar to the central park at Orenco Station in Portland, OR.



above, Opportunities to incorporate park space at the end of street alignments—either formal plazas or naturalistic landscaped spaces—should be pursued.



above, Opportunities to incorporate public art should be pursued.

spaces, bounded by uniform building frontages to create comfortable, human-scale outdoor rooms. The character of the individual plazas should be reflective of the surrounding uses.

It is intended that buildings front onto public spaces, however, this may not be feasible in all cases. For example, it is likely that buildings in the Regional Retail Mixed-Use Precinct will back onto the linear park along Bow Trail. The linear park and the building façades should be designed to reduce the negative impacts of large, inactive building masses. Consideration should be given to berming portions of the park to reduce building mass and provide a more interesting pedestrian and cycling environment. In addition, *Section 3.2 Built Form* provides guidelines for the sensitive design of the building façades.

POLICIES

1. *On an opportunity basis, The City should identify possible locations for park/open space features as redevelopment efforts proceed.*

Bylaw 33P2009

2. Parks and open spaces should be located and designed:
 - To be accessible to people of all ages and abilities, and to a wide variety of interests;
 - For a variety of recreation functions and may include active recreational areas, informal passive space, natural landscapes and formal urban parks;

- With adequate street frontage in order to provide an interactive streetscape that enhances visibility, safety and security; and
- To accommodate the anticipated activity and intensity of use in a manner that complements the character of the surrounding area.

3. Parks and open space should be designed for year-round use.
4. Publicly-owned parks should be designed to standards maintainable within The City's budget or be subject to public/private operating and maintenance agreements.
5. Unique design elements such as water features (eg., fountains) or structures (eg., gazebos and artwork) are encouraged.
6. To address long-term maintenance of special design features, effective mechanisms could be considered, such as a business association, endowment fund or special tax. A business association may also wish to own and maintain private parks.
7. Both private and public open space are encouraged within the Westbrook Village area. Private landscaped and amenity areas are encouraged to complement the public open space system.
8. At the Outline Plan or Subdivision stage, the developer should prepare conceptual development plans for each of the proposed

parks and open space components, in consultation with Calgary Parks. Such plans should conceptually address the park requirements outlined in the 'Development Guidelines and Standards: Landscape Construction' or otherwise in effect at the time of application.

9. The design of the central park should reinforce the urban character of the Westbrook Village area. The following factors should be considered in the design of the park:

- Park edges should be framed with vertical landscape elements;
- Natural surveillance of the park should be encouraged to the greatest extent possible;
- Pedestrian and bicycle linkages through the park should be included;
- Pedestrian friendly at grade connections from the park to the rest of the Plan area, and in particular to the linear park along Bow Trail, that ensure easy access to the park;
- A variety of recreation and social functions should be provided for, including active recreational areas, informal passive space, natural landscapes and formal areas;
- Multi-functional hard surface areas (eg., fountains, reflecting pools/skating rinks)

should be considered especially at the south end of the park;

- Opportunities for food production uses such as urban agriculture and community gardening should be incorporated; and
- Public art should be incorporated into the park.

10. Berming could be incorporated into the design of the linear park in order to provide an attractive interface with Bow Trail and an interesting pedestrian and cycling environment. Care should be taken to ensure that barriers to the movement of pedestrians and cyclists are not introduced.
11. Design all parks and plazas to be safe and active spaces through clearly defined entrances that provide access and act as a transition from surrounding uses, including benches and other amenities around edges to encourage people to spend time in the spaces. Active streetfronts, such as retail storefronts, sidewalk cafés or residential front doors, provide additional natural surveillance of park spaces.
12. Provide for *several* 'urban plaza' spaces, formal in nature and scaled in proportion to the street and block grid (as illustrated on *Map 3.4 Urban Design & Public Realm*). The design and programming of the plazas should be based on the intended uses and character of the adjacent blocks. The plazas may be retained as private land provided that they

are publicly accessible and designed in conjunction with the private development.

Bylaw 35P2014

13. The northern plaza space could be located at the intersection of 12th Avenue SW and 36th Street SW or adjacent to the linear park along Bow Trail at the foot of 36th Street SW.
14. Small public plazas and places should have clear and legible public access, either through signage or through inviting design elements, and be designed for social interaction and passive recreation.
15. Private common open space should be provided as part of all residential or mixed-use developments that include residential uses.
16. Explore opportunities to incorporate public art into formal park spaces throughout the Plan area, in particular, at the park space terminating the 35th Street SW 'Formal Boulevard'.
17. Incorporate small-scale park spaces within green mews or open spaces connected to the linear park along Bow Trail. These spaces should use landscape elements consistent with the design of the linear park.

3.3.4 Westbrook LRT Transit Plaza

A defining feature of the Urban Design and Public Realm for Westbrook Village is a multi-modal, multi-use above-grade transit plaza over the LRT station. The plaza provides a transition from the

below-grade station to the street level, and creates an expansive open space for meeting colleagues, waiting for transit connections and enjoying the outdoors. The plaza also functions as a distinctive and inviting ‘front door’ to the TOD community.

POLICIES

1. An above-grade transit plaza should be provided as part of the comprehensive site design for the existing City-owned parcel.
2. The transit plaza design should incorporate a mix of hardscaping and green landscape elements to create a safe and interesting social and pedestrian-friendly open space.
3. The transit plaza should accommodate vehicular traffic, incorporating street design elements detailed in Policy 3.4.3.7.
4. The transit plaza should exhibit a high level of urban design quality including coordinated furnishing, landscaping, lighting and design.

3.3.5 Formal Boulevard (35th Street SW)

The Plan envisions a formal and pedestrian-friendly 35th Street SW as a ‘formal boulevard’ providing a dramatic gateway into the Westbrook Village area. The boulevard, linking 17th Avenue SW with the central park, could include an expanded street right-of-way intended to accommodate a broad landscaped median. The length of the boulevard will be accented with

coordinated street trees and a furnishing plan *[deleted]*.

Bylaw 35P2014

POLICIES

1. *Improve 35th Street SW north of 17th Avenue SW to include the following design features:* **Bylaw 35P2014**
 - Expanded sidewalk with a minimum 1 metre wide planting strip that includes sustainable high canopy street tree plantings, coordinated furnishings including benches and waste bins, and wayfinding signage; and
 - On-street parking to be provided with curb extensions provided at intersections to narrow the crossing distance for pedestrians. Curb extensions are to be coordinated with the sidewalk design.
2. Prepare a detailed urban and landscape design strategy for the proposed boulevard in consultation with affected landowners.
3. Landscaping should be provided along the length of the boulevard with street trees planted at regular intervals (approximately 9 metres on centre).

3.3.6 Crime Prevention Through Environmental Design (CPTED)

CPTED is an approach to designing the built environment to reduce the opportunity and the fear of random crime in the public realm. Basic principles include defining a boundary between

public and private space, improving natural surveillance (by reducing blind spots and encouraging ‘eyes on the street’) and controlling access to private space.

Designing for safety is particularly important in transit areas where citizens are occasionally required to wait, particularly in the evening hours. By ensuring that the public realm, especially the transit waiting area, are well-defined, active and well-lit with clear sight lines, the built environment will discourage unwanted activity and increase perceptions of safety and security.

1. New development should be designed in accordance with the principles of Crime Prevention Through Environmental Design (CPTED). In particular, the following factors should be considered in the evaluation of Development Permit Applications:
 - Clear distinctions between the public and semi-private realms;
 - Clear sight lines along public pathways and in public spaces;
 - Opportunities for natural surveillance of lanes, sidewalks, streets and other public spaces;
 - Provision of adequate lighting of pedestrian and cycling routes, car parking areas and other public spaces; and
 - Ensuring that landscaping does not compromise security by preventing clear views from streets to pathways, open space or car parking areas.

Figure 3.2 Illustrated Example of CPTED Principles



left, Clear sightlines, active streetfronts and pedestrian-scale lighting can contribute to safe and attractive sidewalks.

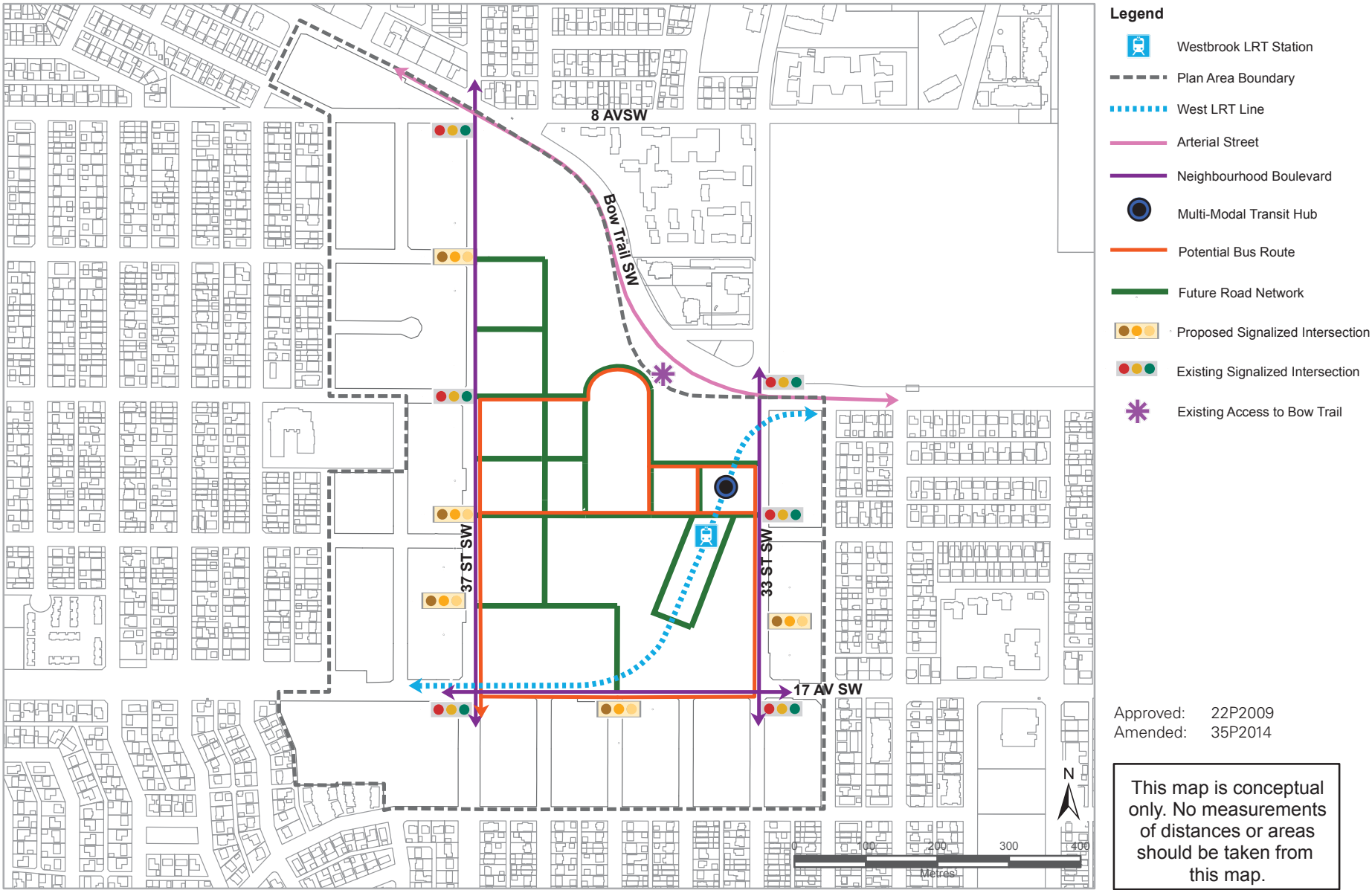
3.3.7 Design for Climate

Calgary is a winter city and the public realm should provide protection and comfort to pedestrians and consider the impact of harsh weather on public spaces. Weather protection should be built into all projects, particularly in areas where pedestrians are encouraged to gather and wait. Transit stations and stops in particular require care to provide comfort for waiting riders in harsh winter conditions (including wind and snow).

The key to enjoying winter in the city is to have comfort and escape from the cold, a visually stimulating environment, clear sidewalks for safe pedestrian travel and landscape design that incorporates changing seasons. With a little planning and design, winter can be equally accommodating to outdoor pedestrian activity.

1. Weather protection should be incorporated into streetscape design. This can be achieved with use of canopies, shelters and street trees, and by:
 - Maximizing sun exposure for waiting areas (especially in winter months) by careful location of seating, plantings, building elements and limiting the heights of adjacent buildings (if necessary).
 - Providing protection from wind, rain and snow with plant screens, walls and canopies.
2. Pedestrian connections and waiting areas should incorporate durable paving that is resistant to salt and snowplow damage.
3. Heat tracing in sidewalks and ice-resistant surfacing is encouraged where feasible to keep areas clear of dangerous snow and ice buildups.
4. Use of colour, light, urban furniture and natural materials is encouraged to counter the dreary effects of winter days.
5. Incorporate coniferous trees into landscape design to provide natural colour in the winter and to act as a valuable windscreen.
6. Design and position buildings to minimize wind tunneling and the creation of uncomfortable microclimates.
7. A highly integrated development pattern with careful spacing of taller building elements is encouraged to ensure wind movements are kept at higher levels and 'smoothed' out over low areas.

Map 3.5 Mobility–Vehicles & Public Transit



3.4 Mobility

This section sets out the conceptual mobility network for the Westbrook Village area. It introduces a plan for a comprehensive street and block network that will be one of the primary organizing elements of the community, in addition to providing an integrated network that connects key destination points throughout the area in a logical way. A concept for a street network begins with the understanding that urban streets have many different functions and accommodate every mode of transportation including walking, cycling, transit and driving.

Existing conditions in the Westbrook Village area provide barriers to pedestrian and cycling movement including the lack of an internal street network, long buildings that limit east-west movements through the site and an unfriendly environment dominated by the presence of large surface parking areas and a lack of sidewalks, clear routes or pedestrian-friendly buildings.

A primary objective of the Plan is to optimize transit use. Introducing an integrated street network that will complement the mobility functions of the Westbrook LRT station and multi-modal transit hub is an essential component to realizing this objective. The transit hub is not the only origin/destination of transit travelers in Westbrook Village. It will be key to ensure transit mobility within the Westbrook Village. The goal of the street network is to provide people with a means to move through the area and between destinations as well as to the transit station efficiently, comfortably, safely and with universal accessibility. The street network will be the primary organizing element that will inform the

location of open space, development parcels and the placement of buildings.

The existing condition of large surface parking lots with commercial or educational uses in the middle that are served by driveways is not transit-supportive. New development within Westbrook Village should not be isolated or kept separate from the existing residential neighbourhoods or commercial streets. There should be a seamless integration of new development melding with existing development along existing street interfaces (17th Avenue SW, 33rd Street SW and 37th Street SW). Notwithstanding, it is important to ensure that potential traffic impacts from new development are minimized in adjacent residential neighbourhoods. A Mobility Assessment & Plan is to be undertaken to ensure that the pedestrian, bicycle, transit, and vehicular transportation network shown on Maps 3.5 and 3.6 can adequately accommodate the ultimate land use proposed in this Plan.

This Plan identifies a number of strategic improvements to the transportation network as well as guidelines for the street and sidewalk network improvements. Key strategies include:

- New underground LRT station and multi-modal transit hub; and
- Introduction of a fine-grained street grid composed of short blocks.

As part of the TOD approach for the area, the priority for the mobility plan is the pedestrian and the cyclist, followed by transit. Therefore, it is



Land Use. Mixed-use developments that support pedestrian activity.

Built Form & Site Design. Buildings should front the street and be multi-storied.

Public Realm. Will be the primary social space within a Plan area—the community's outdoor living room.

Mobility. Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.

Parking. Will be on-street, behind buildings or underground.

Investment. Improvements to the area as a result of a combination of public and private investments.

appropriate that some limitations of automobile mobility should be considered. Further, this section outlines Transportation Demand Management (TDM) strategies that will reduce demand for automobile travel.

3.4.1 Street Typology

A diversity of street types accommodates different travel modes and experiences. Bow Trail is part of the regional arterial road network and accommodates a very auto-centric travel pattern including buses with higher speeds and wider right-of-ways. 17th Avenue SW has a varied character along its length. To the west of the Plan area it has similar characteristics to Bow Trail; to the east it has sections that are part of a major pedestrian-oriented commercial corridor. Within close proximity to the Plan area, its character is mixed with some street-oriented commercial development, some auto-oriented commercial development, educational facilities, medium-density and low-density residential developments. On the south boundary of the Plan area, 17th Avenue SW has significant potential to transform into a pedestrian-oriented commercial street. On the east boundary of the area, 33rd Street SW has a sensitive interface with the adjacent low-density residential neighbourhood. 37th Street SW forms the west boundary of the area and connects Westbrook Village to Mount Royal College to the south. It interfaces with low-rise, medium-density, multi-family residential development.

The proposed street network is structured on a 'Formal Boulevard' and local streets that will be designed to enhance the quality and character of adjacent developments and land uses such as retail/commercial, residential and parks. Perimeter streets will be enhanced through the redevelopment process to provide high quality pedestrian environments on streets that will accommodate bicycles, transit and automobiles. *[deleted]* **Bylaw 35P2014**

3.4.2 Street Network

The street network provides the basic framework for the TOD district (the 'bones' of the area). Creating an interconnected street grid consistent with TOD principles will require large parcels to be redeveloped with the addition of new local streets to create the planned street grid.

With every new connection or street improvement, opportunities to improve pedestrian, bicycle and transit connectivity should be capitalized upon. In addition to improving sidewalks along the perimeter of the Plan area, this Plan envisions the provision of new high quality pedestrian and cycling-friendly streets throughout the Plan area. These will be supplemented by providing better transit, pedestrian and cycling linkages to the surrounding areas

POLICIES

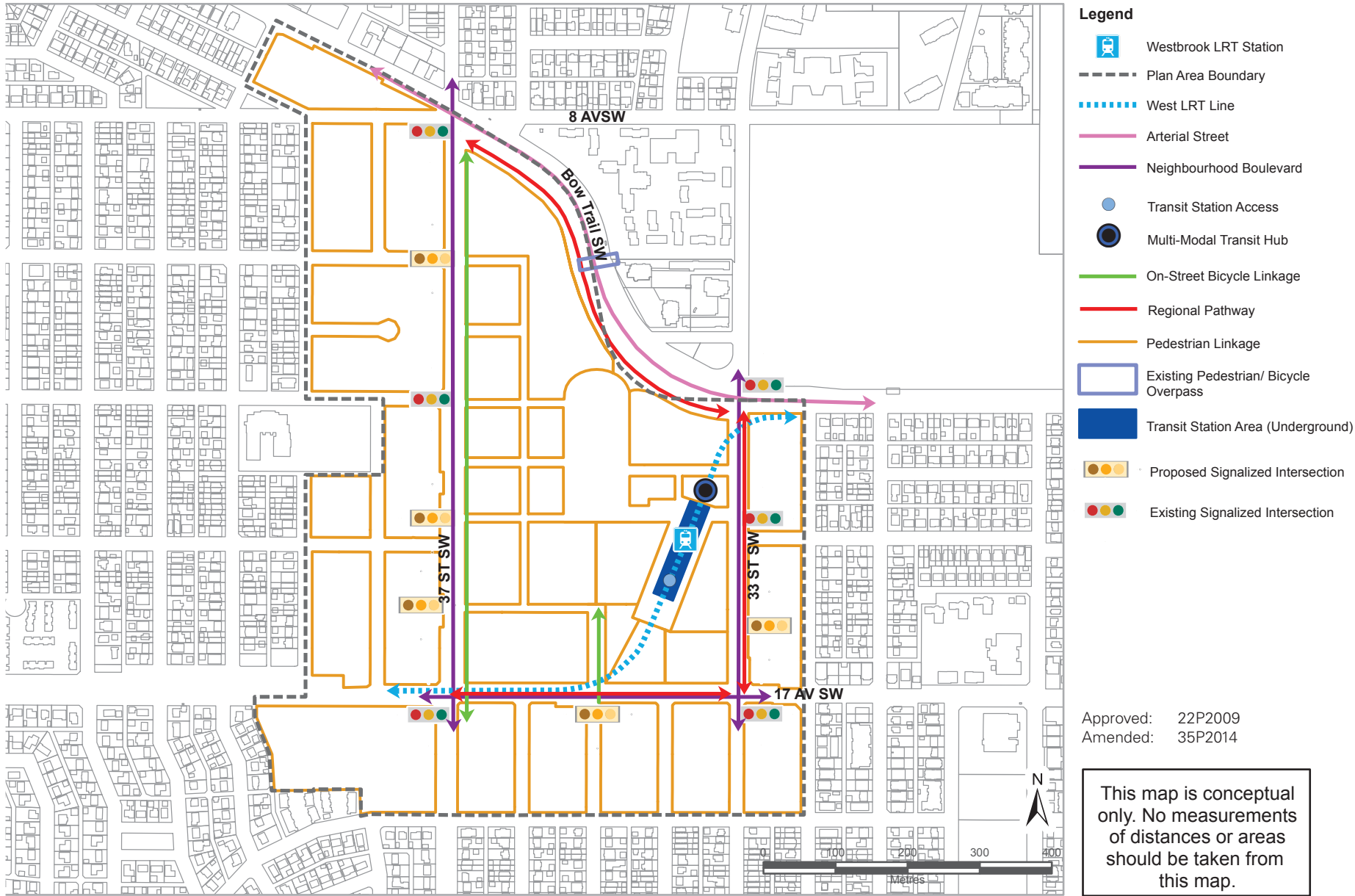
1. All new streets should contribute to the creation of a fine-grain, interconnected network of streets and blocks.
2. The intent of the proposed road network illustrated in *Map 3.5 Mobility–Vehicles & Public Transit* is not to prescribe exact alignments, but to illustrate the requirement for interconnected streets forming a coherent grid of walkable blocks.
3. Roads identified on *Map 3.5 Mobility–Vehicles & Public Transit* should be designed and constructed to meet the minimum standards for safety and operations.
4. The Approving Authority should consider the approval of customized street cross sections where they are required to implement the urban design and balanced mobility objectives of this Plan.
5. Blocks should not exceed 500 metres on the perimeter in order to create a walkable environment of pedestrian-scaled streets and blocks.
6. Rear lanes should be provided throughout the Plan area. For comprehensive developments that encompass an entire block, rear access may be provided through private internal vehicle access routes.
7. Development at the +15 level is not permitted over public rights-of-way except for







Map 3.6 Mobility–Bicycles & Pedestrians



- over a rear lane or a private internal vehicle access route.
8. Wherever possible, vehicular access to parking areas should be from a rear lane or a private internal vehicle access route that is located on a side street.
 9. New direct vehicle connections from Bow Trail to an individual property are not permitted.
 10. Developers are responsible for street and sidewalk improvements adjacent to their site in accordance with the detailed design of various street types, including *[deleted]* those that will be developed following approval of this Plan. **Bylaw 35P2014**
 11. Pedestrian crossings at intersections need to be designed in a manner that increases visibility between pedestrians and drivers. Design features to be considered at key intersections include:
 - Sidewalk bulb-outs to reduce the width of crossings and improve visibility;
 - Extension of sidewalk finishes throughout the intersection; and
 - Where possible, building setbacks should be modulated to create plazas that improve visibility at intersections.
 12. Proposed street networks should allow for universally accessible routes for users including pedestrians, cyclists, transit and motorists.

13. In accordance with *Section 4.0: Investment & Implementation*, the Approving Authority should ensure the dedication of lands for public streets or the registration of appropriate legal instruments ensuring the provision of publicly-accessible streets prior to granting approval of a Subdivision and/or Development permit application.

3.4.3 Pedestrian & Bicycle Network

One of the main attractions of the TOD model is the ability to move freely and accomplish everyday tasks without a car. To enable a variety of travel modes, particularly walking and bicycling, the transportation network must ensure these modes are convenient, safe, efficient and pleasant. Further, the organization of density established in this Plan both requires and enables high quality pedestrian and bicycling infrastructure. It should be emphasized that pedestrian networks and spaces serve more than simple mobility. Sidewalks and pathways are also public spaces, providing valuable opportunities for social interaction and passive recreation. Therefore, the pedestrian and bicycle network should have a prominent role in the transportation system. To achieve this goal, the Plan emphasizes a number of design strategies. The sidewalk network will be completed throughout the Westbrook Village area and designed to accommodate and encourage walking. Well-scaled street-oriented buildings, street trees and other streetscape improvements will create an attractive pedestrian realm with sheltering elements for inclement weather.

The pedestrian network emphasizes at-grade connections in order to encourage convenient pedestrian connections. Grade separated facilities are strongly discouraged as they dilute the potential pedestrian vitality of the area.

Deleted

Bylaw 33P2009

POLICIES

1. A continuous network of pedestrian sidewalks and multi-use pedestrian/bicycle pathways should be provided throughout the Plan area in accordance with *Map 3.6 Mobility - Bicycles and Pedestrians*.
2. Traffic should be slowed down throughout the area by means such as narrowing roadway widths, bumping out corners, introducing textured paving materials and creating buffers, such as on-street parking, between moving traffic and the pedestrian realm. Sufficient space must also be maintained for on-street cycling.
3. The pedestrian realm should have three distinct zones as follows:
 - Street Edge & Furnishings–Used for street trees, benches, bus stops, lighting and wayfinding;
 - Throughway–Used for pedestrian travel; must be kept clear of obstructions and can be used for underground utilities; and
 - Frontage–Used for outdoor seating, canopies, building and entrance

projections, signage, planting boxes and bicycle racks on commercial streets. On residential streets, front yards should be provided.

4. Pedestrian-scale lighting should be incorporated throughout the Plan area.
5. Sidewalks, crosswalks and signalized intersections should be designed to provide appropriate cues to the hearing and visually impaired. Corner curb cuts should also be provided to accommodate wheelchairs, carts and strollers.
6. Mid-block driveways should be minimized except for the provision of rear-lane accesses.
7. The design of streets, sidewalks and crossings should consider special design treatments such as differentiated paving material, enhanced landscaping, pedestrian lighting, public art and wider sidewalks to demarcate the area as a pedestrian priority district.
8. A significant pedestrian/bicycle connection should be provided across Bow Trail in close proximity to the 33rd Street SW intersection. Design of the connection should consider the following possibilities:
 - Incorporation of landscape elements that provide a seamless transition from the linear park; and/or

- Incorporation into adjacent development located on either or both sides of Bow Trail.

9. All streets in the Plan area should prioritize bicycle travel.
10. Publicly accessible secure bicycle parking, locker and storage facilities should be provided at the transit hub and/or transit plaza.
11. All new development should make provisions for the common private parking and storage of bicycles, as well as showers and lockers for use by active mode commuters. Bike racks should be located in visible areas with adequate nighttime lighting in accordance with the provisions of the Bicycle Parking Handbook and the Land Use Bylaw.
12. *33rd Street SW and Spruce Drive SW should be redesigned as major pedestrian and cycling routes between the LRT Station and the Bow River Regional Pathway.*

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3.4.4 Transportation Demand Management (TDM)

Transportation Demand Management (TDM) is an umbrella term for a variety of strategies to reduce automobile trips and parking requirements. These include providing subsidized transit passes to employees or residents (in place of subsidized parking spaces), rideshare or car/vanpool

programs, car co-op programs, flextime and telecommuting programs for local businesses.

POLICIES

1. Encourage developers and employers within the Plan area to adopt TDM measures such as transit reimbursement, van/car pool programs, car co-ops and telecommuting.
2. Consider reductions in required parking rates with the adoption of proven and effective TDM measures.
3. Require a percentage of the total parking area to be dedicated to car co-op programs and work with programs to identify need and priority locations.

3.4.5 Transit Service

Westbrook LRT Station will be the key transit hub on the West LRT line that will serve the area located between Sarcee Trail and Crowchild Trail. The new LRT line will provide a rapid transit service for the current population of 36,000 to approximately 48,000 by 2033. The area also includes Mount Royal College which has a full time and part time enrollment and staff of approximately 13,000. MRC will be within a 7 minute bus ride from Westbrook LRT Station via a limited stop Bus Rapid Transit Service. The new transit hub will include a bus terminal that will serve approximately 10 bus routes. When the line opens ridership is expected to be about 12,000 per day (total on and offs), increasing to about 27,000 by 2033.

Proposed bus routes in and around Westbrook Village are illustrated in *Map 3.5 Mobility – Vehicles & Public Transit*. Bus service includes BRT (direct, rapid, high-capacity service between Westbrook and Mount Royal College), cross-town service (72/73 circle route) and local service providing connections from surrounding communities to the Westbrook Village and the LRT station. The local routing of buses is subject to the staging of implementation of the road network within Westbrook Village. Bus routing will likely be dispersed on several streets within Westbrook Village due to the need to serve different origins/destinations within the Village and to minimize bus traffic on any particular street. However, all routes will converge on the transit hub at the north station entrance. Bus access to/from and along the roadways immediately adjacent to the transit hub will be a priority, and traffic restrictions will be applied to keep bus movement efficient, without delays.

Street, building and sidewalk designs on bus routes within Westbrook Village must reflect the needs of buses and pedestrians walking to and waiting for buses. Streets identified on *Map 3.5 Mobility – Vehicles & Public Transit* as potential transit routes shall be designed to accommodate buses and bus stops. Buildings adjacent to bus stops shall provide shelter to the sidewalk area since it is more desirable to incorporate shelter and passenger waiting amenities into adjacent buildings than it is to provide standalone transit shelters.

As a community mobility hub, Westbrook LRT station should be a welcoming, hospitable and vibrant public space. The north station head has the potential to be integrated into adjacent development

The LRT connection to Downtown and other major destinations will serve as a catalyst for redevelopment. Westbrook Village represents one of the strongest opportunities for TOD in the City of Calgary. Due to the intensity of development this will generate in the Plan area, it is important to ensure that buses are able to navigate with minimal delay through the area. Westbrook Village requires a transportation strategy that achieves a balance between transit priority, a high-quality pedestrian environment, connections for cyclists and the private automobile network.

POLICIES

1. Calgary Transit will construct an underground LRT Station and line in accordance with *Map 3.5 Mobility – Vehicles & Public Transit*.
2. A full service transit hub and plaza should be designed and constructed to incorporate parking and loading areas for local, feeder and bus rapid transit, LRT station access, heated and sheltered waiting areas, transit route information, bicycle storage and other travel services and amenities for transit users. Figures 3.6 and 3.7 illustrate concept plans for the transit hub on opening day of the LRT and at ultimate build out.



above, A successful transit plaza combines many activities and spaces.

3. LRT station heads should be designed as distinct architectural landmark elements and allow the penetration of natural daylight into the station platform level.
4. Public art projects should be incorporated into the designs for the transit hub and transit plaza.
5. Provide transit priority measures to minimize delay for bus access in and out of the Westbrook Village area. These measures can include queue jumps, signal priority and dedicated bus lanes.
6. Provide a local feeder bus system that offers frequent and accessible service throughout the Village and to surrounding communities, and reduces short-distance auto trips within the Plan area.
7. Transit stops on perimeter streets should be upgraded when opportunities arise through streetscape redevelopment. This program could include improvements such as trees, shelters, seating areas, lighting and passenger information systems.



Figure 3.6 Westbrook Station Hub Opening Day Concept Plan

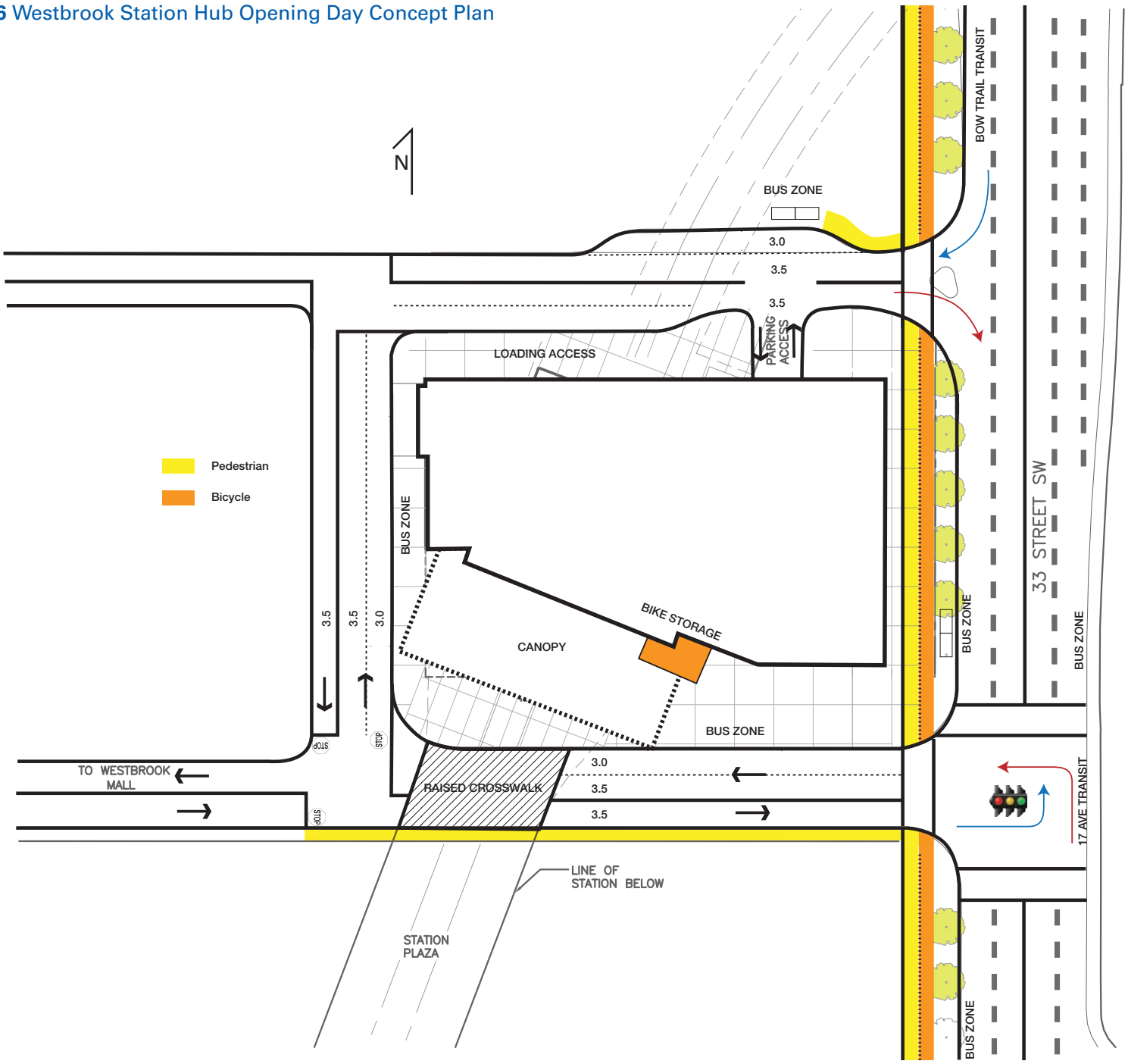
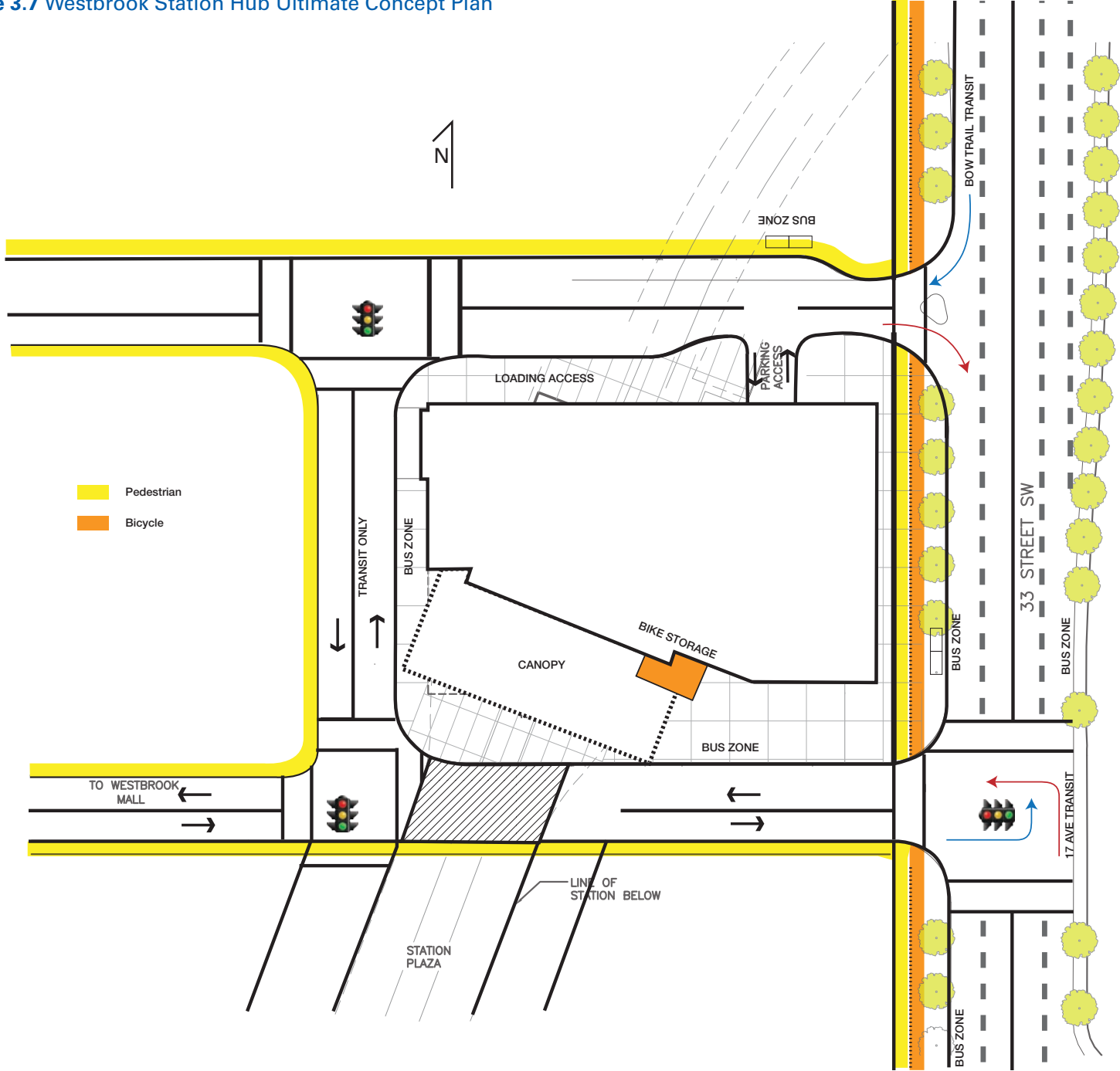


Figure 3.7 Westbrook Station Hub Ultimate Concept Plan



3.5 Parking & Loading

The purpose of this Plan is to provide a land use and urban structure that supports transit use and other alternatives to private automobile trips. Although TOD will still accommodate personal vehicle use for occasional trips and tasks, it is not the intent of this Plan to ensure plentiful and free parking for every possible use and trip. Parking is an expensive amenity and adds tremendous costs to development—costs that detract from the ability to fund significant public realm improvements. Providing too much parking in the TOD area will only promote further use of the automobile, diluting the intent of creating a walkable, transit-oriented area. Parking must be well-managed to reduce demand and be in balance with other travel modes and urban design goals.

POLICIES

1. The total amount of parking provided for a development should be minimized by employing various TDM measures to reduce parking demand for a particular project. These include provision of carpool stalls, shared parking with complementary development, provision of carshare vehicles, provision of cycling facilities (including showers and lockers) or other similar measures.
2. Parking requirements may be substantially reduced, subject to City approval, by provision of shared parking facilities that serve multiple uses with peak parking demands at different times of the day (eg. residential and office).

3. On-street parking is encouraged on all local streets.
4. Maximize on-street parking efficiency by managing time limits to correspond with daily activity patterns and through the use of pay machines.
5. On-site parking between a building and a street is not permitted and interior surface and structured parking areas should be accessed via rear lanes or side streets.
6. At-grade permanent parking areas should be separated from public streets with active uses such as commercial or residential.
7. Above-grade parking structures should be screened from public streets by active uses at-grade and architectural treatments that make the parking areas indistinguishable from the rest of the building façade. They should also be screened from adjacent developments to the satisfaction of the Approving Authority.
8. Explore the potential to use on-street parking revenues for public realm improvements within the Plan area.
9. All new development should make provisions for common private parking and storage of bicycles.



Land Use. Mixed-use developments that support pedestrian activity.

Built Form & Site Design. Buildings should front the street and be multi-storied.

Public Realm. Will be the primary social space within a Plan area—the community's outdoor living room.

Mobility. Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.

Parking. Will be on-street, behind buildings, or underground.

Investment. Improvements to the area as a result of a combination of public and private investments.

4.0 Investment & Implementation

4.1 Future Projects

Approval of this Plan is simply the first step in realizing the potential for Westbrook Village. The most important step will be its implementation. A number of initiatives, studies, investments and other actions will be needed as Westbrook Village develops into a transit-supportive community. Careful planning and approval of privately and publicly lead development will also be fundamental in the success of Westbrook Village.

4.2 Financing the Public Realm

Creating a high-quality TOD requires appropriate development on individual sites and in the public realm. Financing the range and quality of public realm improvements required to implement the TOD vision within the Westbrook Village area requires a partnership between the City and private development interests.

In achieving such a partnership, the City may investigate the possibility of establishing an equitable method to enable all new developments to contribute to public realm improvements that serve the entire area.

4.2.1 Publicly Funded Improvements

Rationale: The redevelopment of the Westbrook Village area in the manner proposed in this Plan contributes to the achievement of Council's sustainability principles and is serving a greater public interest.

Approach: City Council has already committed substantial capital budgets for construction of a multi-modal transit hub including:

- An underground LRT station and line;
- A mixed-use station head building, including space for community or civic uses;
- Parking and loading areas for local, feeder and bus rapid transit service;
- Sheltered passenger waiting areas;
- Information kiosks and other transit customer amenities and services;
- Bicycle storage lockers; and
- Street improvements on 17th Avenue SW, 33rd Street SW, 37th Street SW and Bow Trail.

Possible project to be considered by Council in future capital budgets includes:

- Construction of traffic control facilities at the entrances to adjacent residential communities to discourage non-local through traffic.

4.2.2 Development Funded Improvements

Rationale: Lands within the Westbrook Village area will benefit from enhanced development opportunities and an improved physical environment. Therefore, such development should contribute to the creation of this environment.



Land Use. Mixed-use developments that support pedestrian activity.

Built Form & Site Design. Buildings should front the street and be multi-storied.

Public Realm. Will be the primary social space within a Plan area—the community's outdoor living room.

Mobility. Will be balanced with an emphasis on pedestrian, transit and cycling travel modes.

Parking. Will be on-street, behind buildings, or underground.

Investment. Improvements to the area as a result of a combination of public and private investments.

Approach: Subject to the powers of the Subdivision Approving Authority, new

developments may be required to contribute to the creation of a high-quality public realm in the following ways:

- **Dedication of New Public Rights-of-Way:** All new development located adjacent to existing public rights-of way, regardless of density, may be required to dedicate and construct new public right-of-way adjacent to the development, incorporating the appropriate sidewalk, landscaping street furniture and lighting.
- **Upgrading of Adjacent Public Rights-of-Way:** All new development regardless of density will be required to reconstruct public right-of-way adjacent to the development, incorporating the appropriate sidewalk, landscaping street furniture and lighting.
- **Provision of Land for Public Parks and Open Spaces:** New development will be required to provide land for public parks and open space in accordance with this Plan. This includes the dedication of Municipal Reserve where the opportunity exists.
- **Utility Obligations:** All new development will be responsible for all on-site underground utilities connections necessary to service the development.
- **Development Levies:** All new development will be required to pay a development levy or levies based on each square metre of

building towards the cost of public improvements that serve the entire area once a levy is established by Bylaw.

Implementation of such a levy will require:

- Preparation of detailed designs, including cost estimates;
- Further consultation with all stakeholders; and
- Preparation and approval by Council of appropriate bylaws, procedures and policies.

4.2.3 Provision of Public Amenities Through a Bonus System

Rationale: A bonus system may also be used by the developer and has been designed to balance the higher-density development with the provision of appropriate public benefits and amenities based on the following principles:

- Density bonuses should only be established for items or features that provide a perpetual or enduring benefit to the community in which the density is being accommodated.
- Density bonuses should not be granted for elements of building or site design that can be achieved or required through other means.

- The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item.

Approach: Development sites can be developed up to the maximum density without providing any bonus items. In order to develop above the maximum density and up to the bonus density, developments may provide one or more bonus items in exchange for a defined amount of additional density. Any combination of items can be used to earn additional density, subject to the discretion of the Approving Authority and the local context of the proposed development site. Details of each item are as follows:

1. Provision of Publicly Accessible Private Open Space

Description: Publicly accessible private open space is defined as a portion of a private development site that is made available to the public through a legal agreement acceptable to The City—that is in a location, form and configuration acceptable to The City.

Rationale: Actual acquisition of park and open space by The City should not be relied on to build the entire open space network over time. Opportunities often exist to utilize private lands for public purposes that can benefit both the private development and the public. Such arrangements can help mitigate density impacts on both an individual site or the cumulative impact of density in a broader area.

Eligibility: Any development that can provide a publicly accessible private open space that is in a location, form and configuration that is acceptable to The City is eligible for this bonus.

Bonus Rate: The allowable bonus floor area will be based on the construction cost (excluding land costs) of the proposed space to be accessible by the public. Cost estimates should be prepared by a Registered Landscape Architect or Professional Quantity Surveyor. For example, if the cost to the developer to provide the space is \$500,000 and the average land value per square metre of buildable floor area for the area is **\$X**, then the amount of the bonus floor area will be calculated as follows:

Total Construction Cost/(Average Land Value × 75%) = Allowable Bonus Floor Area

$\$500,000/(\$X \times 75\%) = Ym^2$

Note: The average land value is discounted at a rate of 25 percent to account for transactional costs associated with the provision and negotiation of the bonus.

2. Provision of Affordable Housing Units

Description: Affordable housing units, as per Council's approved definition, are owned and operated by The City of Calgary or any bona fide non-market housing provider recognized by The City of Calgary, provided within the proposed development.

Rationale: The City of Calgary has experienced considerable increases in the cost of housing. To

ensure a broad range of family incomes can be accommodated within the new TOD precincts, providing for some affordable housing units, in addition to the development of higher-density residential uses, will help increase the supply of affordable housing in The City.

Eligibility: Any new development that can provide affordable housing units for a minimum of twenty years within a proposed development in a number, operating plan, degree of affordability, location and of a design acceptable to The City or other bona fide non-market housing provider recognized by The City of Calgary, location, form and configuration that is acceptable to The City is eligible.

Bonus Rate: The allowable bonus floor area will be based on the total construction cost of the units to a standard acceptable to The City. Cost estimates should be prepared by a Professional Quantity Surveyor. For example, if the cost to the developer to provide the units and associated parking stalls is \$500,000 and the average land value per square metre of buildable floor area for the area is **\$X**, then the amount of the bonus floor area will be calculated as follows:

Total Construction Cost/(Average Land Value × 75%) = Allowable Bonus Floor Area

$\$500,000/(\$X \times 75\%) = Ym^2$

Note: The average land value is discounted at a rate of 25 percent to account for transactional costs associated with the provision and negotiation of the bonus.

Further, the provided affordable housing units and associated parking stalls should not be included in the calculation of gross floor area.

3. Contribution to a Community Investment Fund (CIF)

Description: A CIF is a fund used for projects within the Westbrook Village Plan area related to public realm improvements, including but not limited to park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within City rights-of-way, implementation of urban design strategies and public art on public land. Projects to be funded in whole or in part with CIF monies should, where possible, be included within the approved Capital Budget. Where possible, projects will be funded through multiple sources, including mill rate support. It is an objective of the Fund to implement projects throughout the Westbrook Village area.

Rationale: As development intensity increases, there is an increased demand for public parks and open spaces, sidewalks, lanes and roads. In order to provide future residents with a quality public environment, new park space should be provided. Upgrading the public environment will make the Westbrook Village area a more attractive residential and business location and as a result will assist the Plan area in reaching its full potential.

Eligibility: Upon creation of the CIF, any development proposing to build above the maximum density allowed for the subject site is

eligible to make a contribution to the CIF for this bonus. The contribution may be one component of a larger package of bonus items.

Bonus Rate: The amount of the contribution will be calculated at the time of development permit approval based on the average land value per square metre of buildable floor area, as established by The City. For example, if the average land value per square metre of buildable floor area is **\$X**, and the developer is proposing to build 1,000m² of floor area, then the amount of the contribution will be calculated as follows:

Average Land Value × Proposed Amount of
Bonused Floor Area = Contribution

$$\text{\$X} \times 1,000\text{m}^2 = \text{Y}$$

This contribution amount represents what a developer would, on average, have to pay for the additional land within the Westbrook Village area necessary to support the additional floor area.

4.2.4 Administration of the Community Investment Fund

The CIF will be established by Council and administered by a Committee with a Terms of Reference and membership to be approved by Council. The Committee should have a core membership from the following City Business Units: Land Use Planning and Policy, Parks, Recreation, Urban Development and Transportation and Transit. Additional membership could include other stakeholders within the Westbrook Village area who have an interest, such

as businesses and landowners. Each year, or as is necessary, the Committee will prepare a list of priority projects for funding that will be approved by Council and, where possible, through the Capital budget.

4.2.5 Establishing the Average Land Value Per Square Metre of Buildable Floor Area

The actual dollar amount used to represent the average land value per square metre of buildable floor area in the density bonus calculations will be approved by Council, reviewed annually and updated as necessary in order to represent changing market conditions (eg. the amount could be increased or decreased). Where appropriate, the amount may vary for different precincts within the Westbrook Village area, based on prevailing market conditions.

4.3 Approval Processes

4.3.1 Review of Development Applications

1. All development applications within the Westbrook Village ARP boundaries are subject to the provisions of this Plan.
2. A Concept Plan may be required in support of the first Development Permit Application on a block. The Concept Plan should identify specific building heights and cornice lines

along both sides of the street along the entire blockface.

3. In reviewing development permits, the Development Authority should:
 - consider the context of the ultimate parcel and road network concept as identified in the Plan. In some cases, it may be necessary to allow for unique circumstances that may be inconsistent with the rules and provisions of the Land Use Bylaw in order to achieve the longer term vision in which case, relaxations may be required.
 - have regard to possible impacts on the existing shopping centre with respect to its ongoing operation and functioning until such time as it is replaced with new development consistent with the Plan.
4. Design guidelines for signage should be submitted in conjunction with the first Development Permit Application for a development that will comprise part of a retail/commercial street or for any development proposing signage on a street that interfaces with residential development.
5. The evaluation of Development Permit Applications should have particular regard to the policies contained in *Section 3.1: Land Use & Density* and *Section 3.2: Built Form & Site Design*.

6. Ways of ensuring that the urban design requirements can be effectively applied in the Plan area will be explored, including all significant projects to be reviewed by the Urban Design Review Panel.

4.3.2 Land Use Amendments

1. *Land use redesignations should be in conformance with the Plan. Where feasible, land use districts established in the Land Use Bylaw will be used to implement the policies set out in this Plan. Direct Control districts may be required in some circumstances in order to implement the land use and urban design requirements specific to the Plan.*
2. *The exact land use district boundaries will be determined at the land use redesignation stage, using the land use policy area boundaries on Map 3.1 Land Use Precincts as a guide.*

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4.4 Affordable Housing

In support of the Plan's objective to create more choices for housing—City Departments, including Corporate Properties & Buildings, the Calgary Housing Company and relevant social agencies—should work together to explore the opportunity of providing affordable housing where feasible. Partnerships between The City and non-profit housing providers and/or the private sector to develop affordable housing is encouraged.

In order to facilitate the delivery of affordable housing within the Plan area, the Approving Authority is encouraged to consider the following:

1. Support relaxation of bylaw regulations where it is demonstrated that the relaxation is appropriate for the development and that the development is secured through an agreement to ensure long-term affordability for low-income households.
2. Parking relaxations for proposed affordable housing development may be considered, where it is demonstrated that the proposed development would have a reduced automobile ownership rate and that the development is secured through an agreement to ensure long-term use for low-income households.

4.5 Plan Monitoring

The policies of this Plan will be monitored for their effectiveness and adaptation to changing conditions. Amendments arising from the monitoring program will be brought forward for City Council consideration where appropriate. City-wide sustainability indicators will be used to monitor the effectiveness of Plan policies over time.

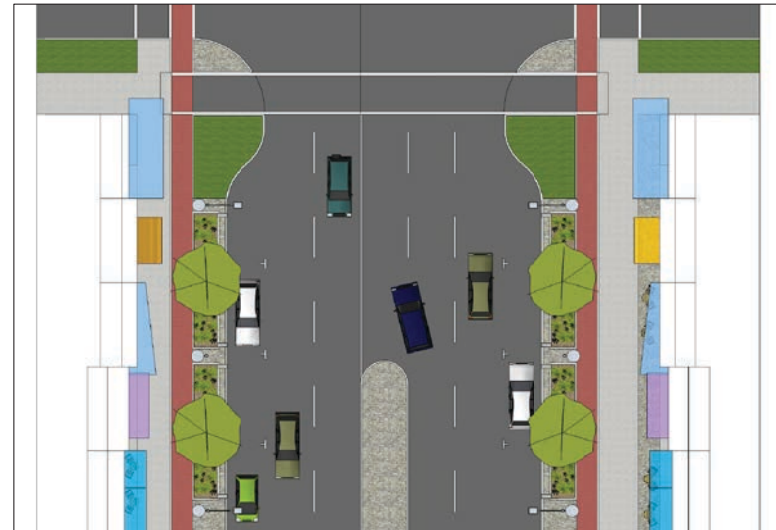
4.6 Stakeholder Involvement

During the course of the Plan preparation, opportunities were provided for stakeholder input. The City will continue to engage affected businesses, property owners and other affected stakeholders regarding ongoing implementation processes, including amendments to the Plan and to the Land Use Bylaw, and applications for subdivision and development permits.

Appendix A:

3-D Street Design Concepts

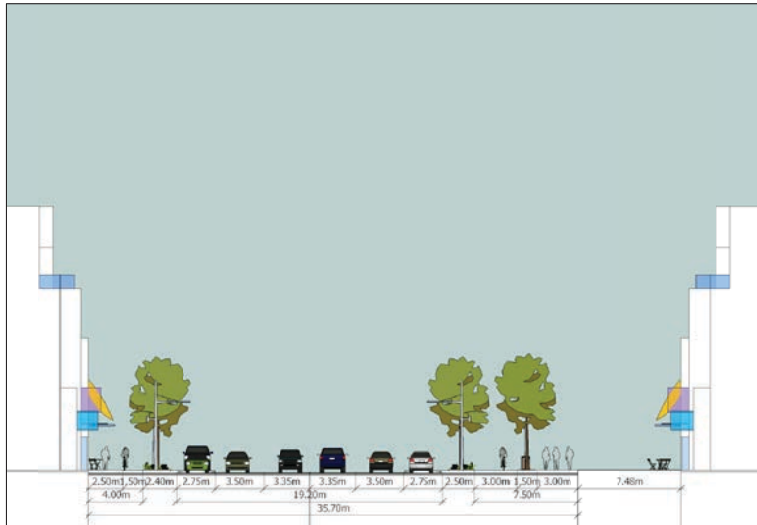
37th Street



33rd Street

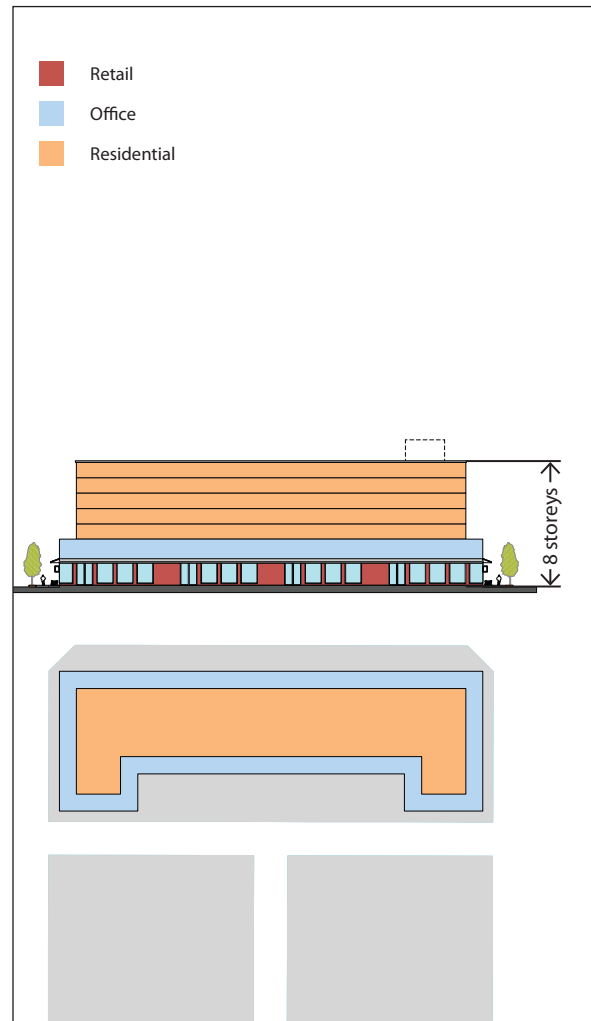


17th Avenue



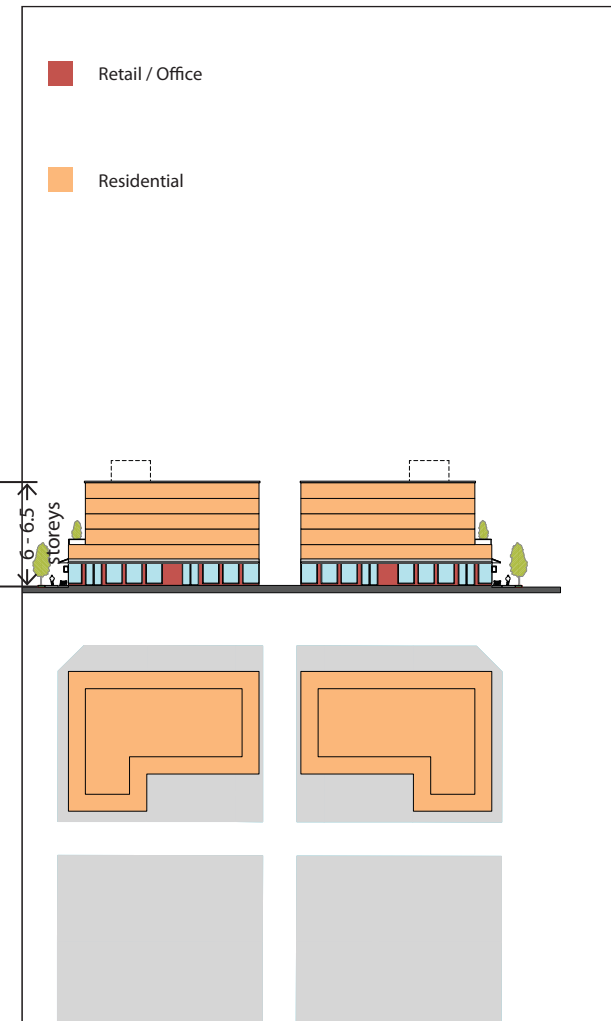
Appendix B:

Development Typologies



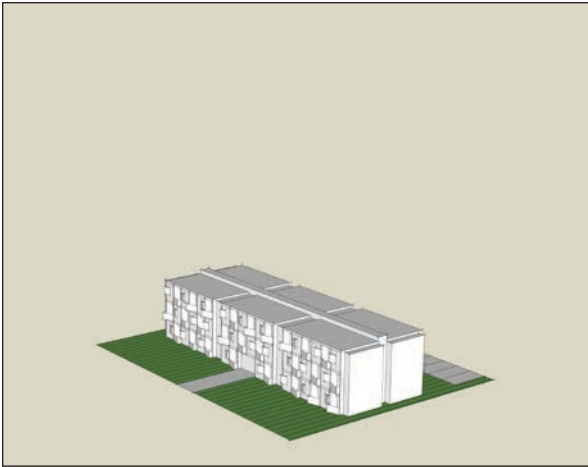
Commercial Mixed Use

- Maximum FAR = 5
- Maximum Height = 8 Storeys
- Minimum Parking Requirements
 - Retail = 2.0/100 m²
 - Office = 0.6/100 m²



Medium Density Residential/Live Work

- Maximum FAR = 3.5
- Maximum Height = 6.5 Storeys
- Minimum Parking Requirements
 - Retail = 1.0/100 m²
 - Residential = 0.75/unit



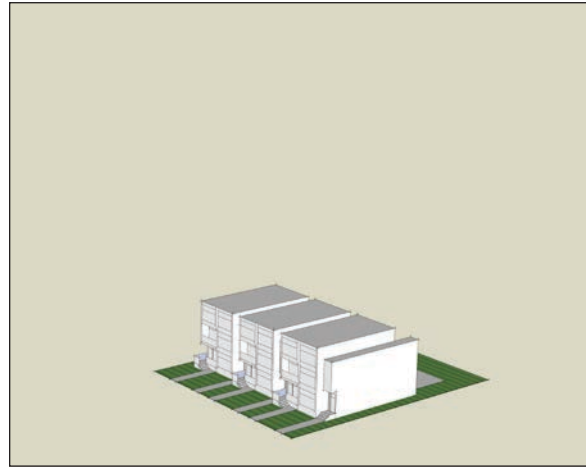
3 Storey Residential Walk-Up Apartments

AVG FAR = 1.05

3 Storeys

18 Residential Units

14 Parking Spaces



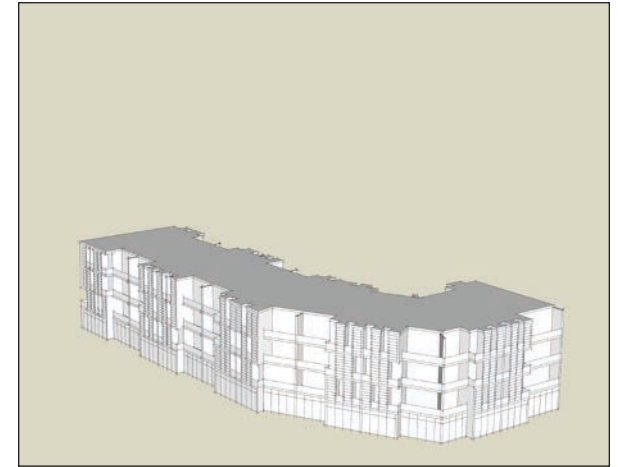
3½ Storey Stacked Townhouses

AVG FAR = 1.0

3½ Storeys

6 Stacked Townhouses

6 Parking Spaces



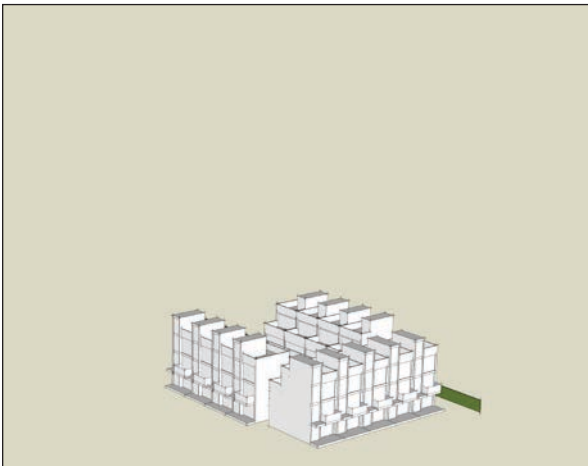
4 Storey Live/Work & Apartments

AVG FAR = 2.5

4 Storeys

46 Residential Units

55 Parking Spaces



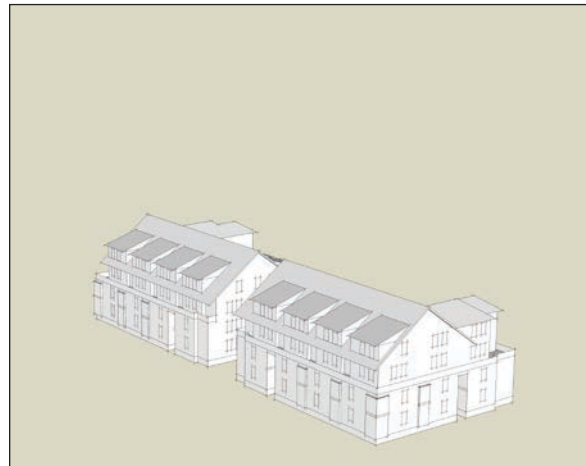
4 Storey Live/Work

AVG FAR = 1.5

4 Storeys

13 Residential Units

13 Parking Spaces



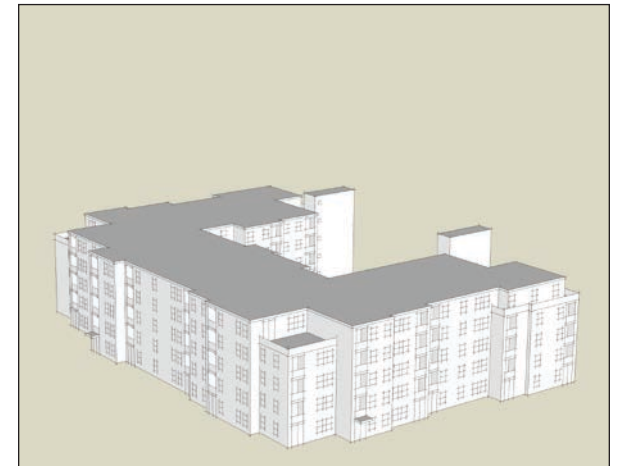
4½ Storey Residential Lofts

AVG FAR = 2.0

4½ Storeys

53 Residential Units

40 Parking Spaces



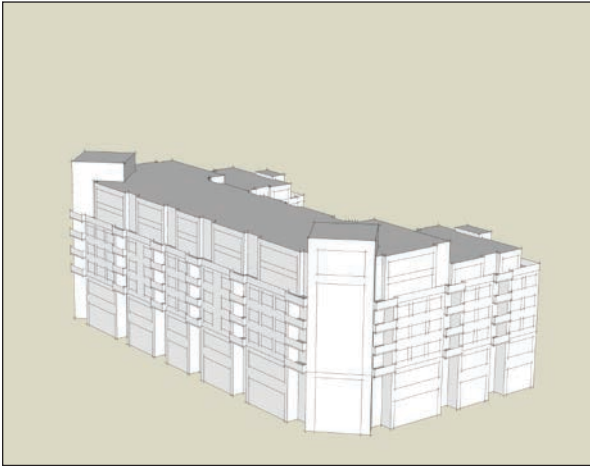
5 Storey Apartments

AVG FAR = 3.3

5 Storeys

133 Residential Units

100 Parking Spaces



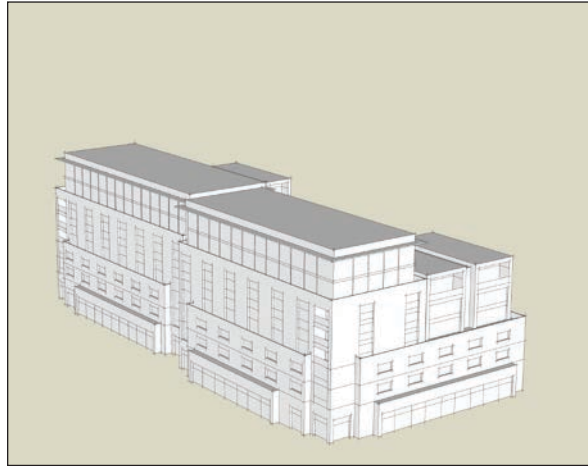
6 Storey Mixed-Used Development

AVG FAR = 3.7

6½ Storeys 

80 Residential Units 

120 Parking Spaces 



8 Storey Mixed-Use Development

FAR = 5.0

8 Storeys 

77 Residential Units 

120 Parking Spaces 