

# LAND USE CONCEPT

## Land Use Objectives

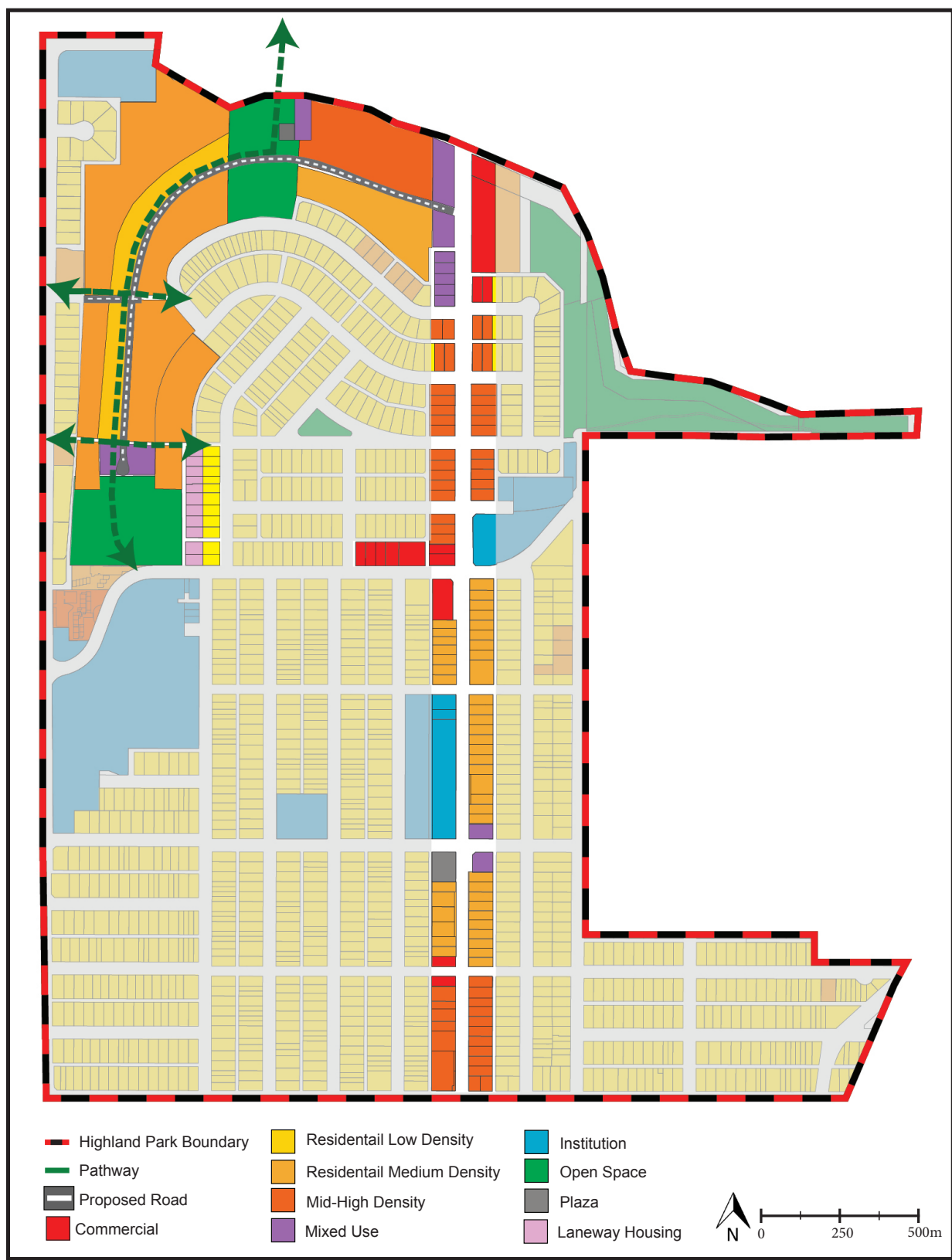
- To support Calgary's growing population and demand for center city living.
- To support the transit corridor by increasing residential density.
- To supply more commercial uses within walking distance of the community.



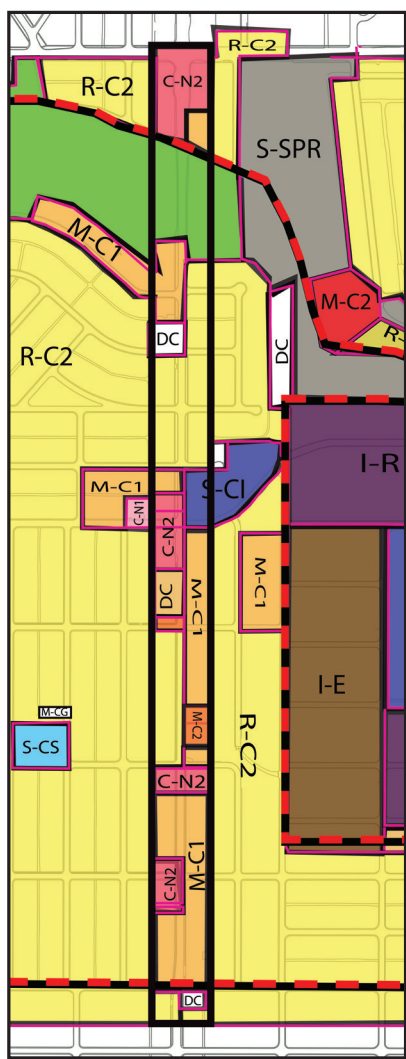
Orenco Station  
Wilsonville, OR



The Marquee Townhomes  
Mississauga, ON

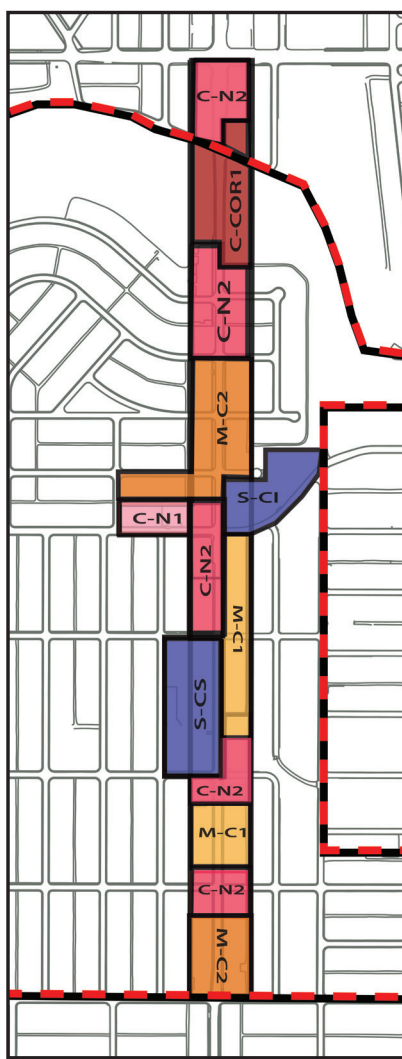


Current Zoning



R-C2 Residential – Contextual One / Two Dwelling District  
DC Direct Control  
M-C1 Multi-Residential – Contextual Medium Profile District  
M-C2 Multi-Residential – Contextual Medium Profile District  
C-COR1 Commercial – Corridor 1  
I-R Industrial – Redevelopment District  
I-G Industrial – General District

Proposed Zoning



C-N1 Commercial – Neighbourhood 1 District  
C-N2 Commercial – Neighbourhood 2 District  
S-C1 Special Purpose – Community Service District  
I-E Industrial – Edge District  
S-R Special Purpose – Recreation  
S-SPR Special Purpose – School, Park and Community Reserve District  
S-CS Special Purpose – Community Service District



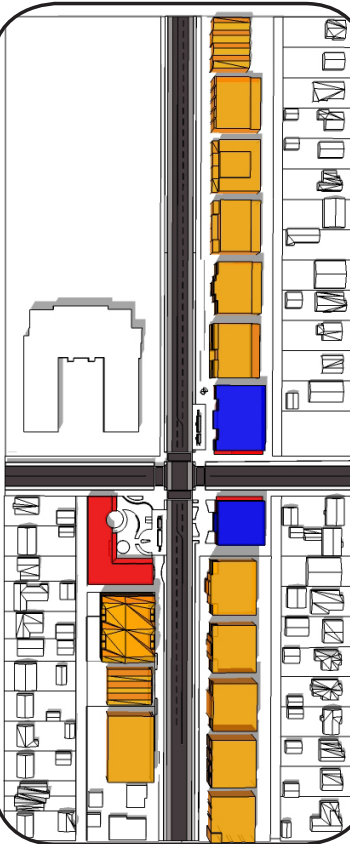
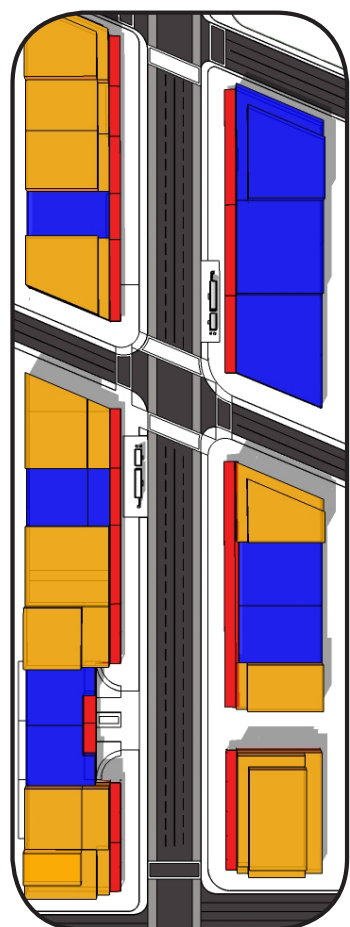
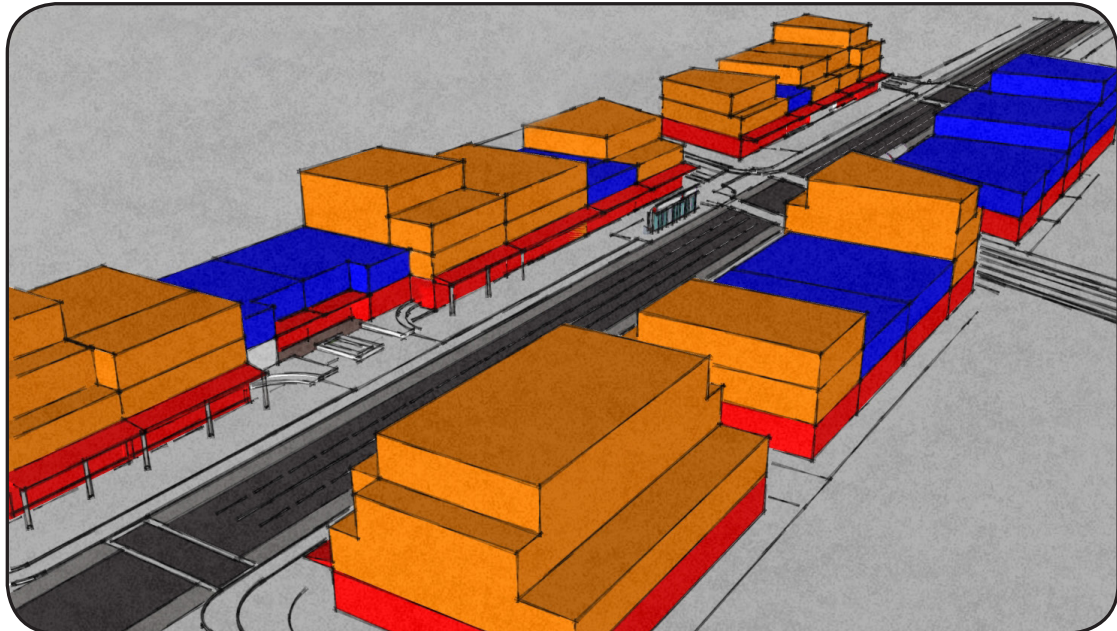
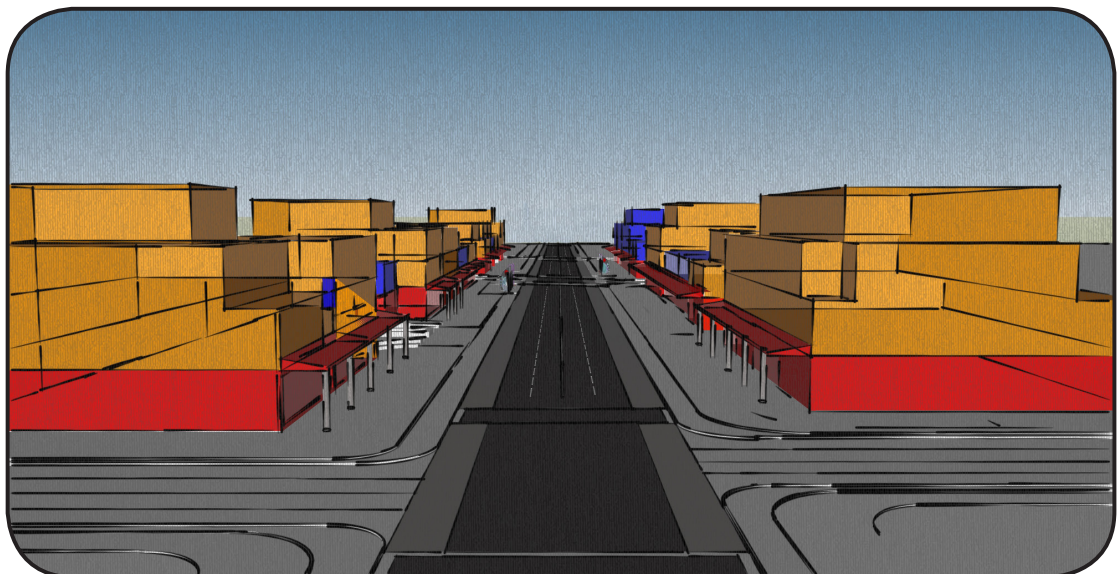
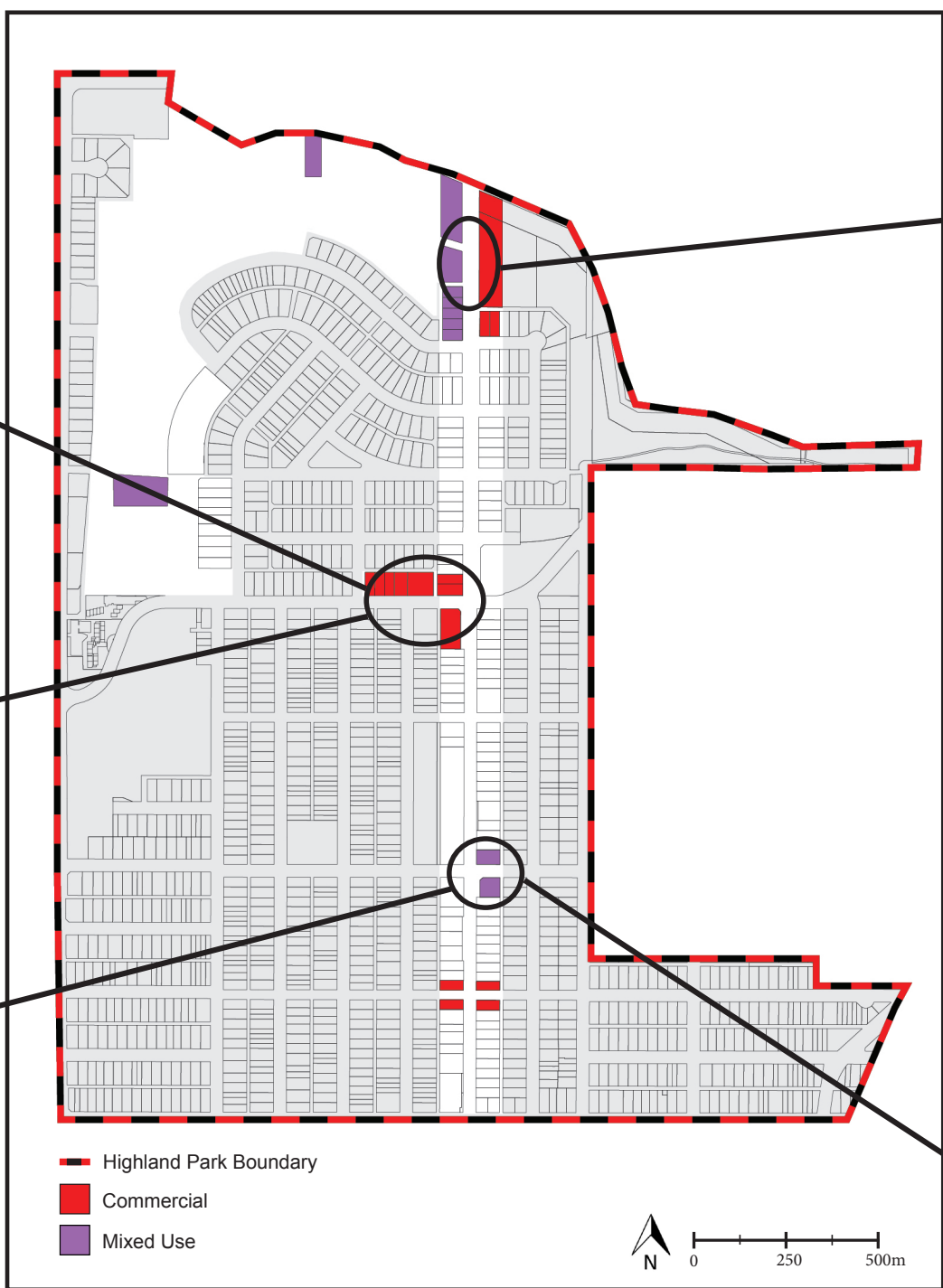
Union, San Francisco, California



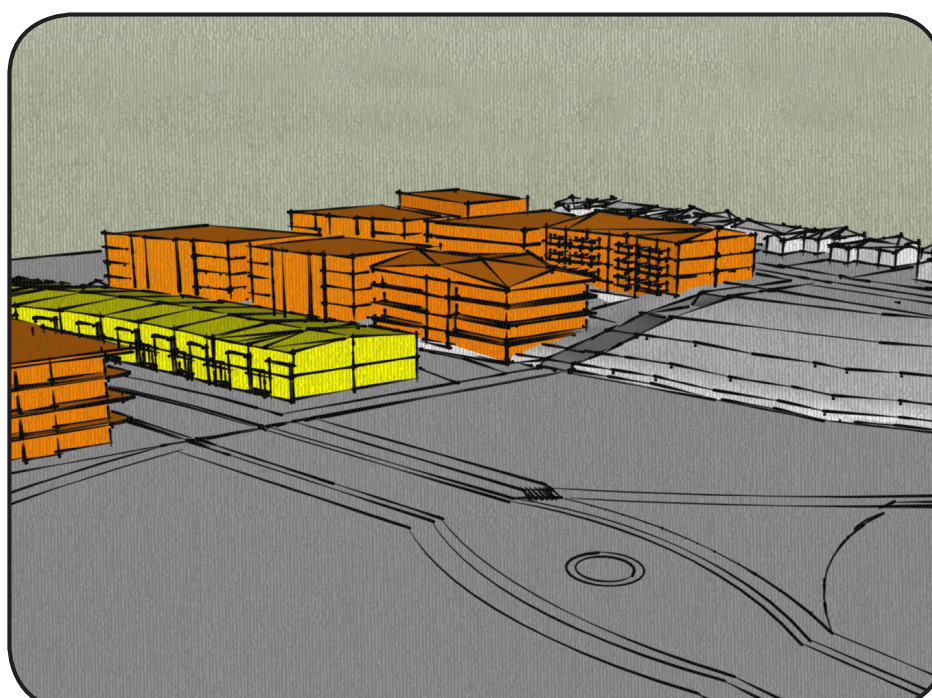
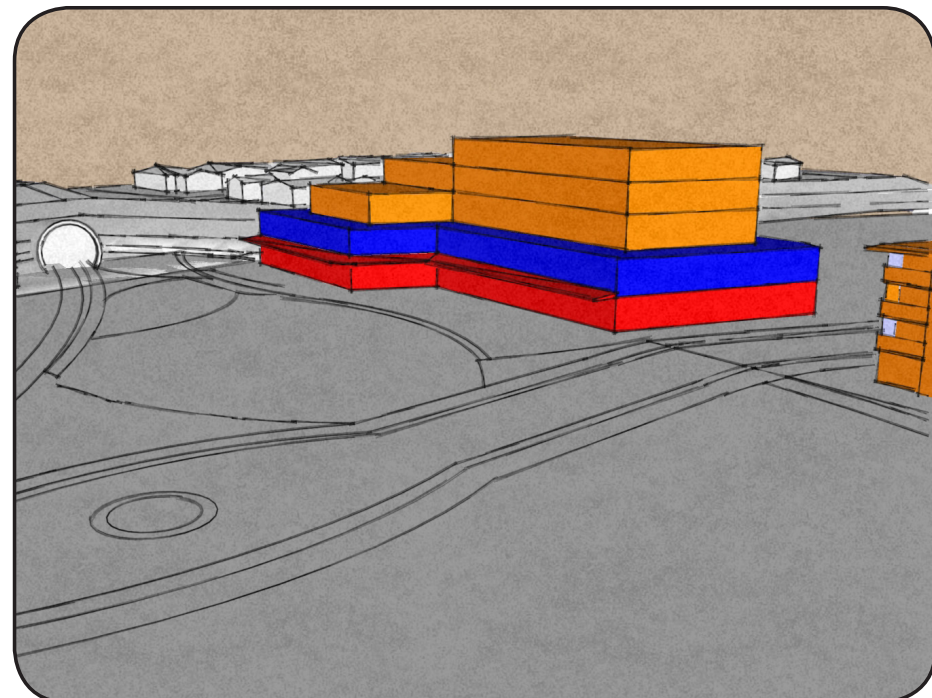
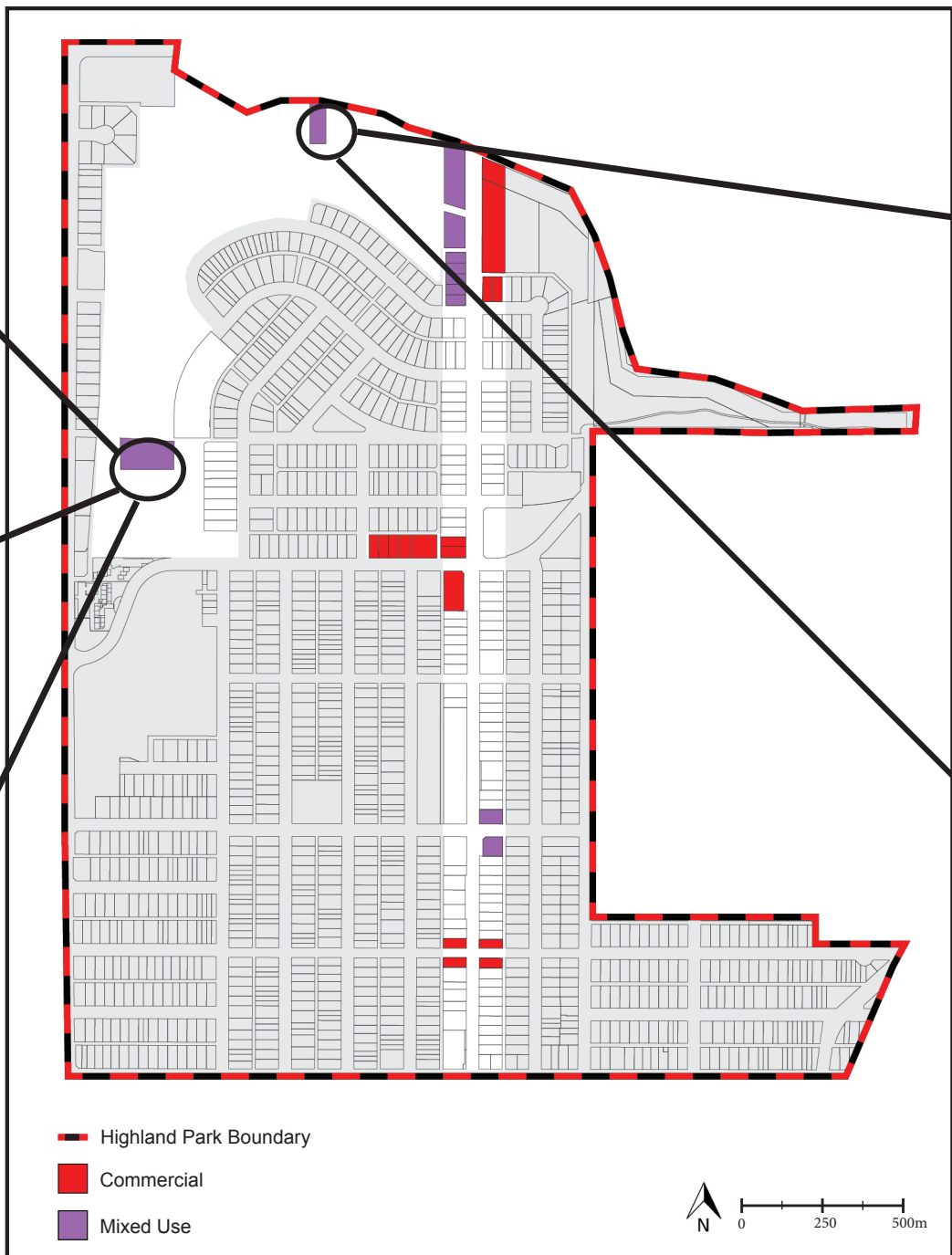
Battistella, Hillhurst/Sunnyside rendering, Calgary

## Community Nodes

Centre Street Nodes



Golf Course Nodes



## Land Use Guidelines

- Permit increased density through mid and high-rise buildings.
- Locate highest densities and mixed uses closest to transit stops.
- Encourage architectural variety and articulate building facades.
- Orient buildings toward the sidewalk with minimal front setbacks.
- Create a continuous street wall.
- Step back front and side facades for taller buildings.
- Transition rear of buildings to respect abutting low-rise development.



# LAND USE C O N C E P T

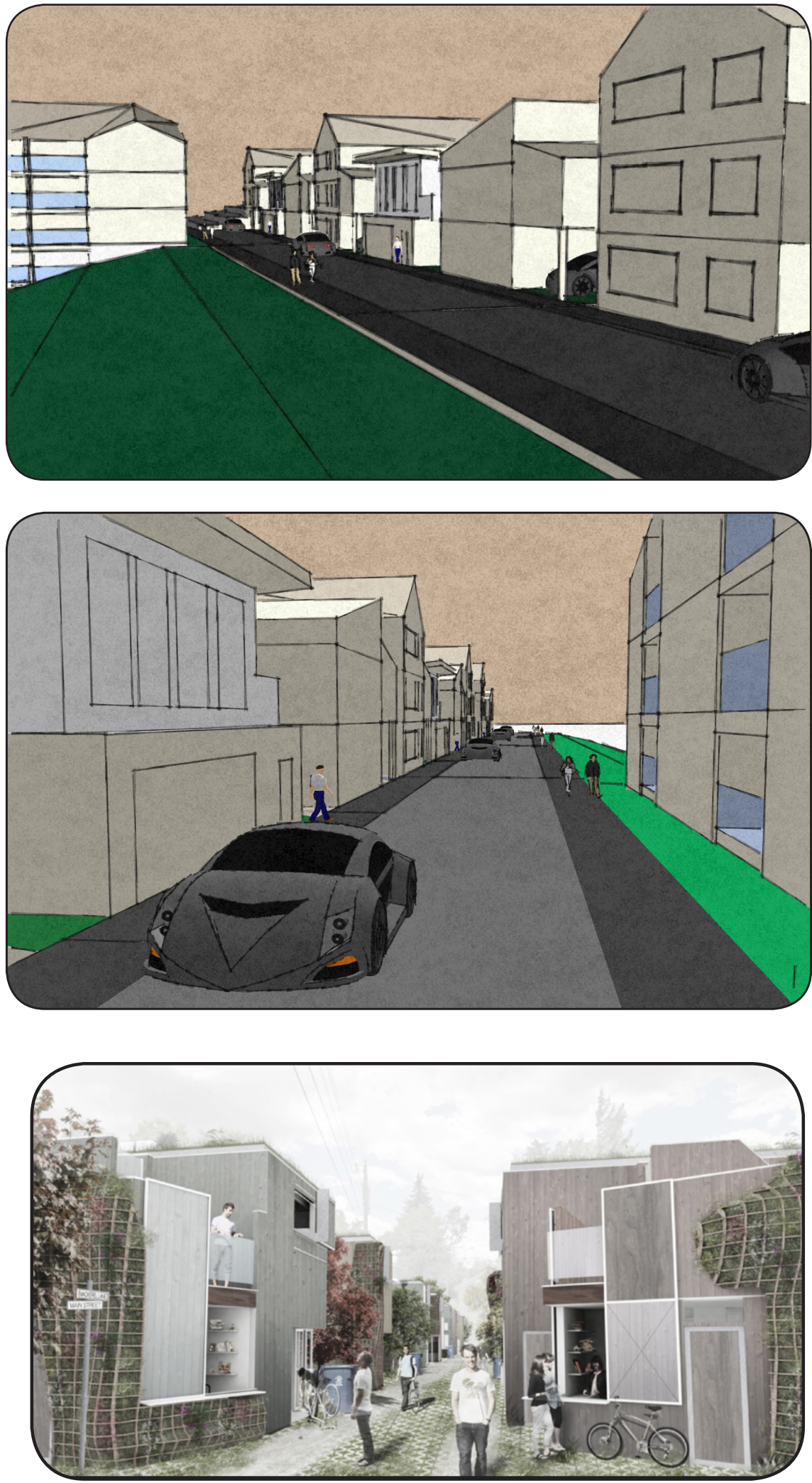
## Housing Objectives

- To increase the supply of affordable housing through the increase of density and diversity of housing types.
- To guide infill development to be properly situated in the community.

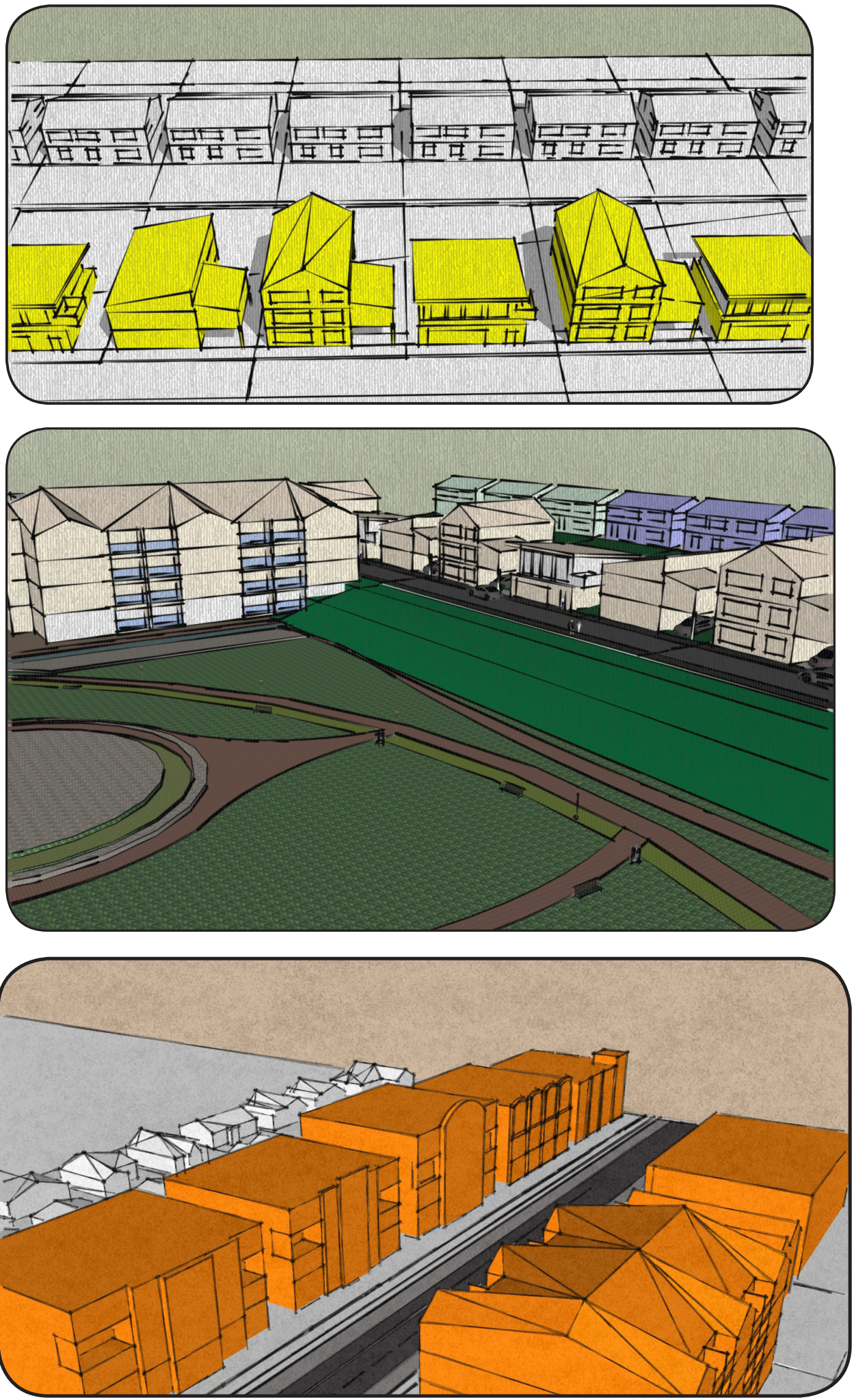
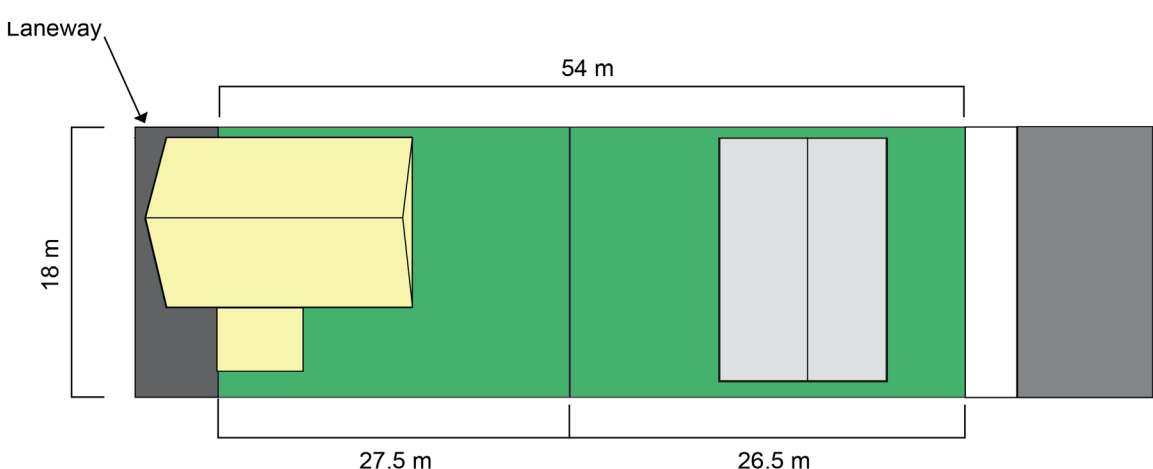
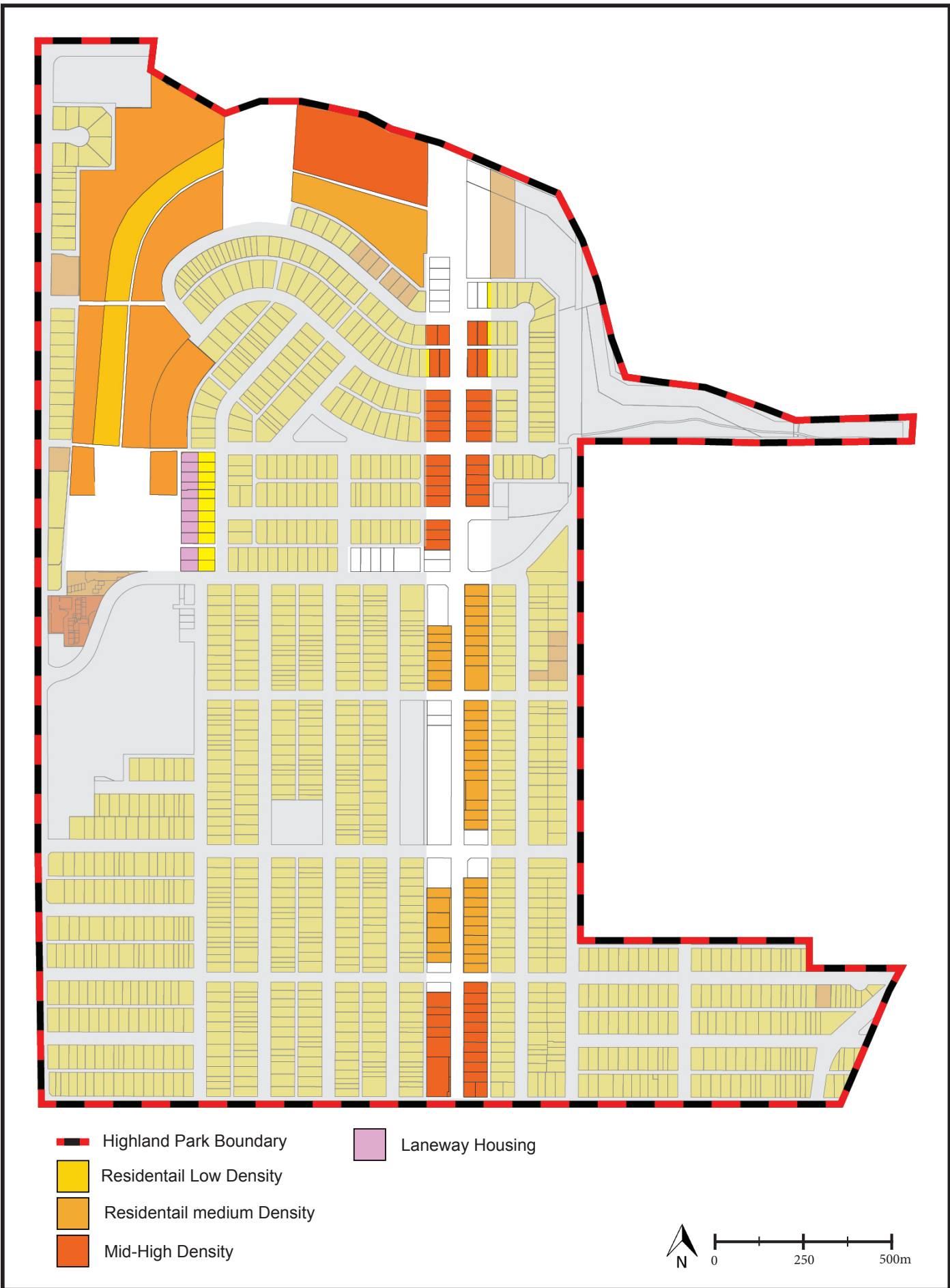
## Residential Infill Guidelines

- a) Infill development should respect the mass and scale of adjacent development and the character of the existing streetscape.
- b) A critical mass of single-family housing should be protected in the core of mature neighbourhoods.
- c) Higher intensity infill development should be focused on the edge of neighbourhoods.
- d) Residential infill is encouraged on sites in proximity to LRT stations, on high frequency transit corridors and at major shopping centres.
- e) Original homes should not be isolated between infill developments.
- f) New developments in Established Communities should enhance the streetscape

### Laneway Massing

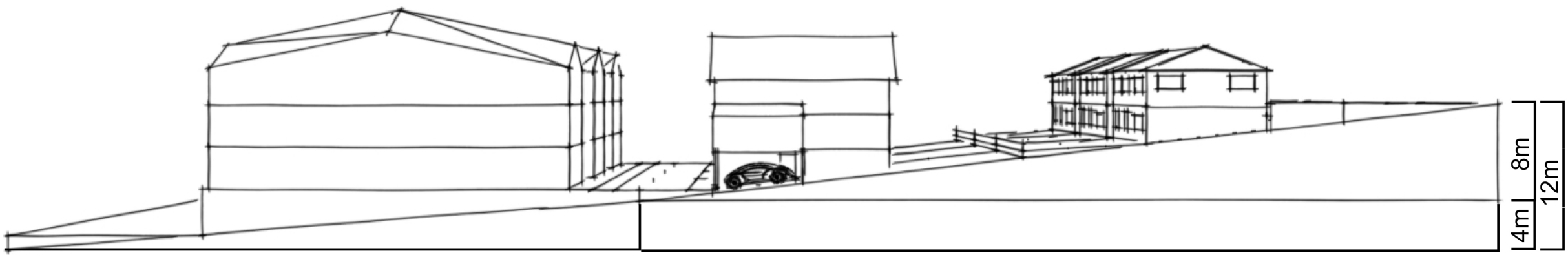


Study by North Studio  
Calgary, AB

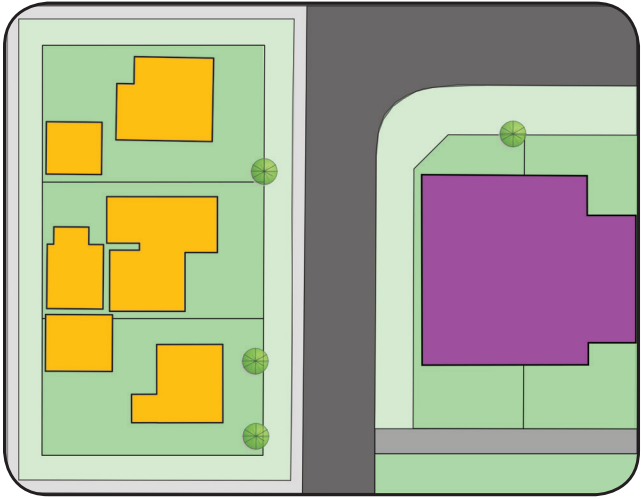


## Industrial Residential Guidelines

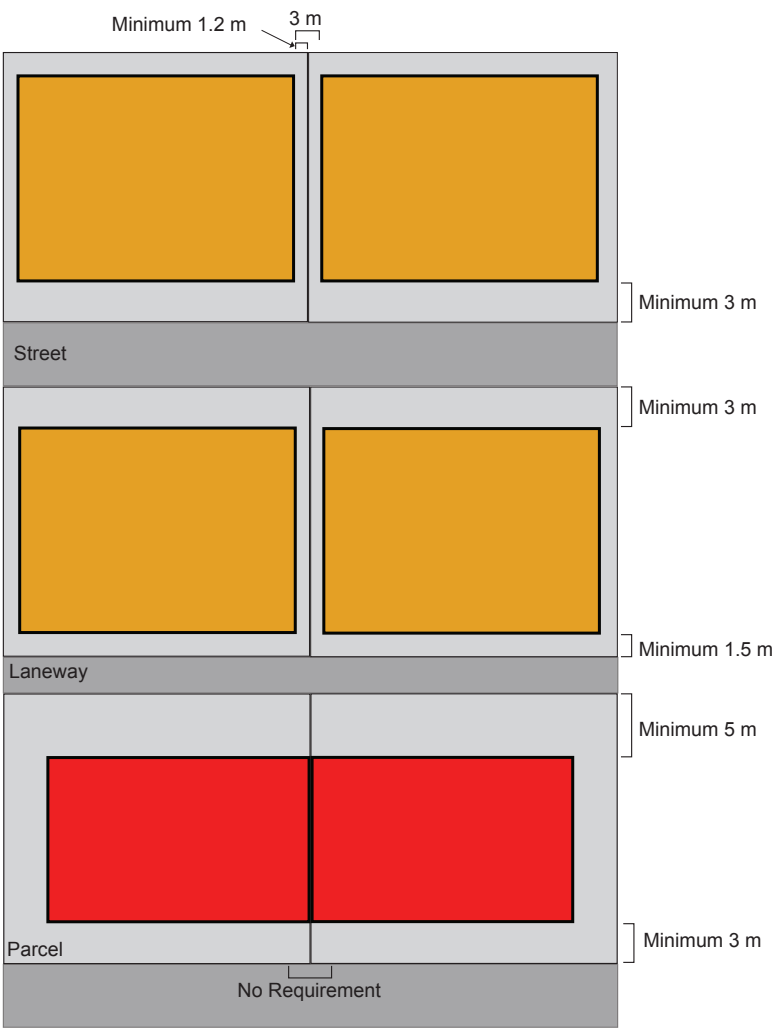
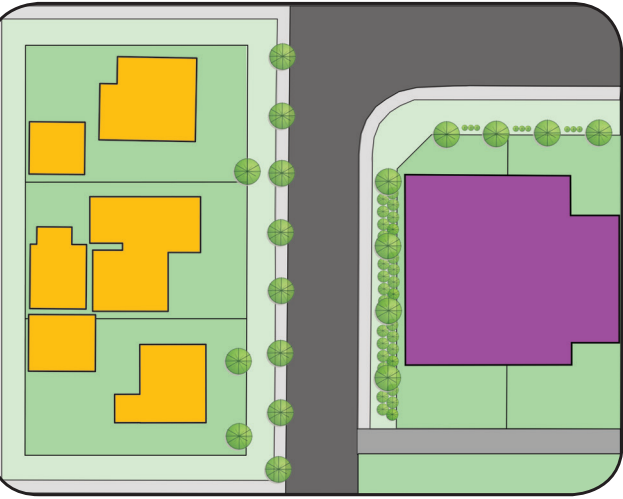
- a) Where immediately next to residential areas, building design should foster a harmonious transition between the two areas;
- b) Consider landscaping that further softens the transition between uses;
- c) Orient all exterior lighting away from residential areas to avoid glare;
- d) Keep unenclosed storage away from residences, and screened from street view;
- e) Place ventilation shafts and garbage facilities away from residences; and
- f) Avoid siting parking lots facing residential areas.



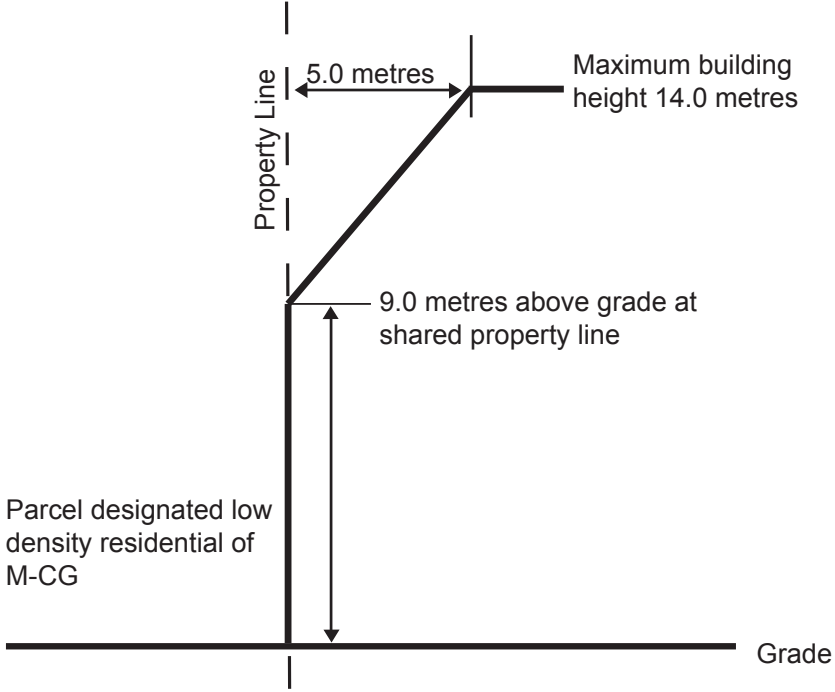
### Existing



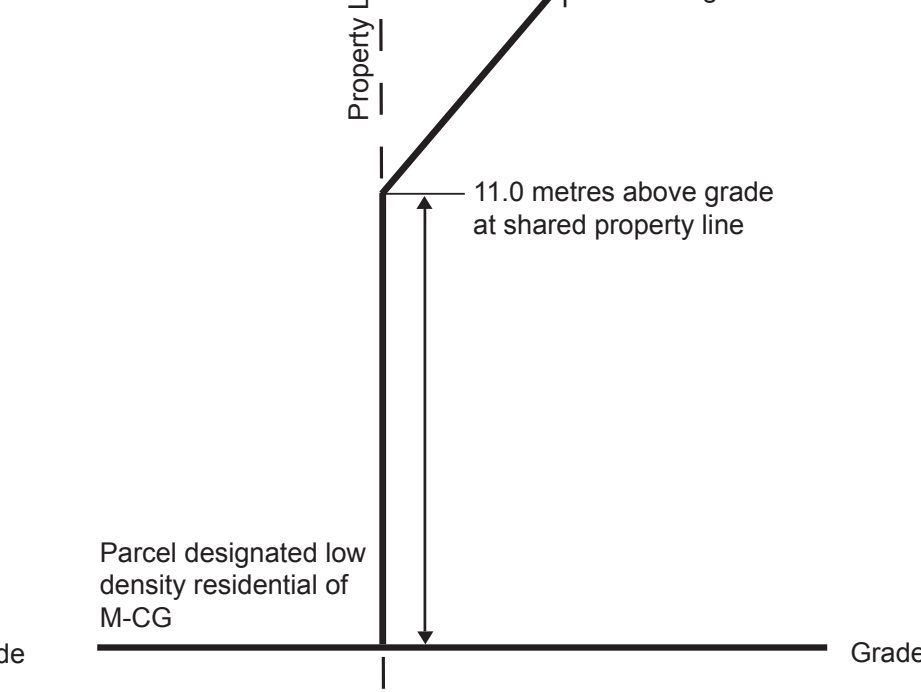
### Proposed



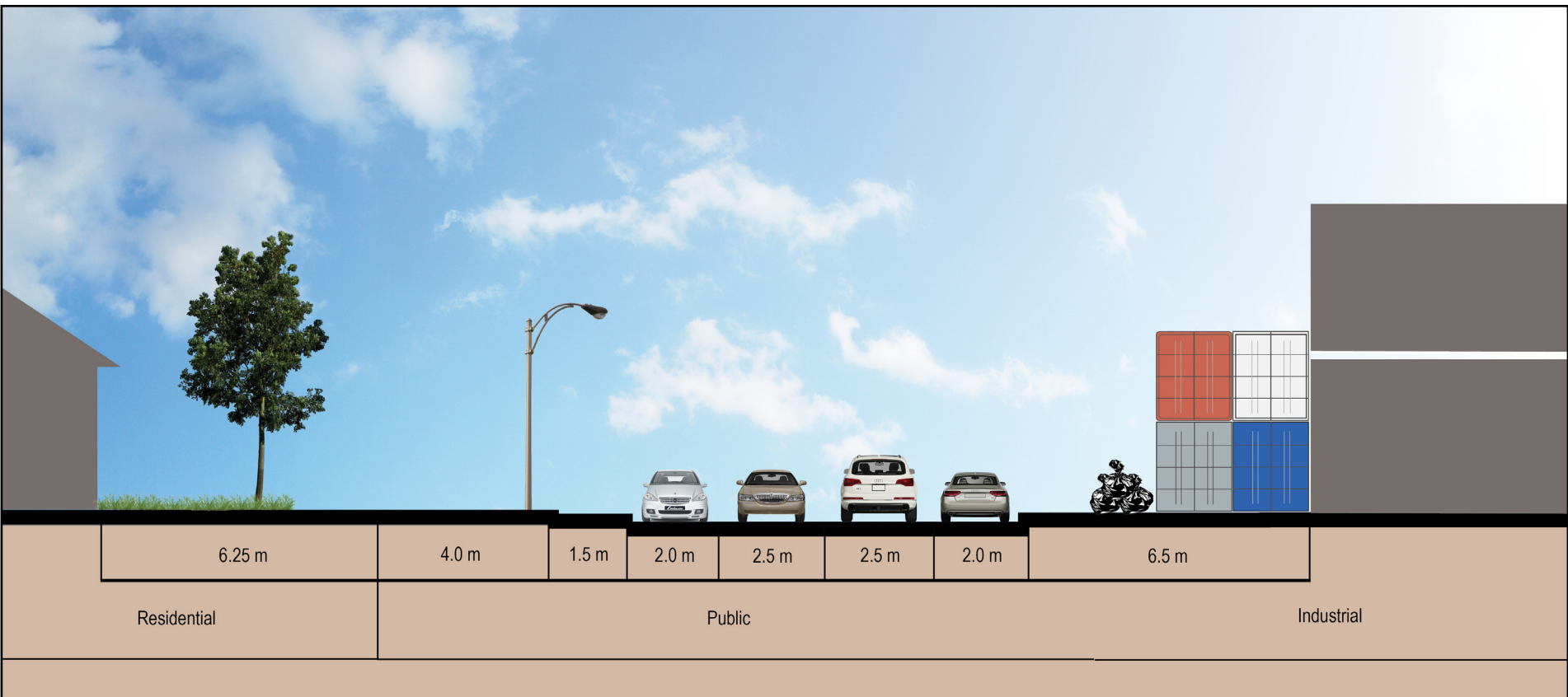
### MC-1



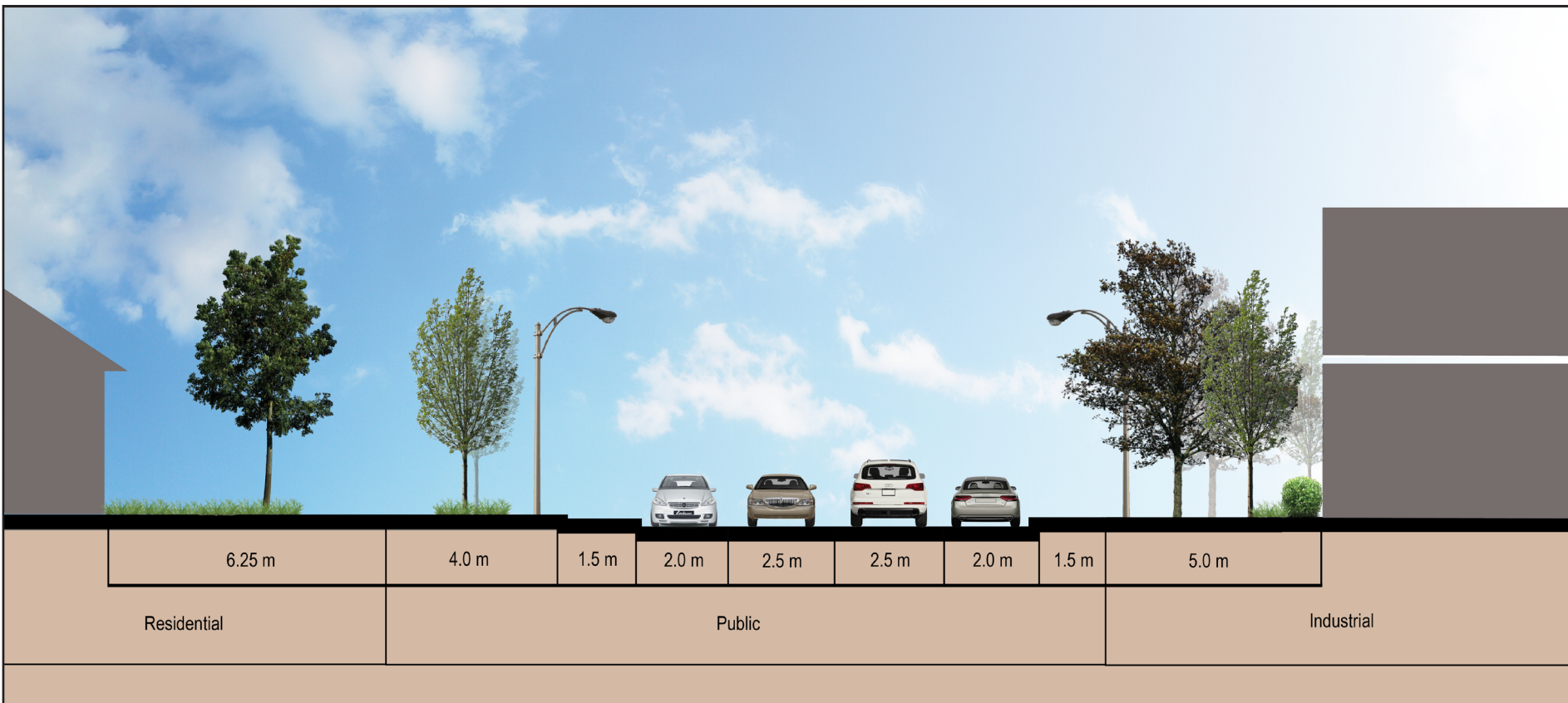
### MC-2



### Existing



### Proposed

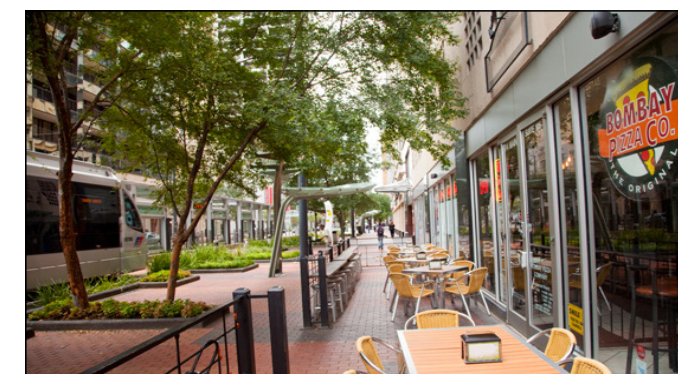
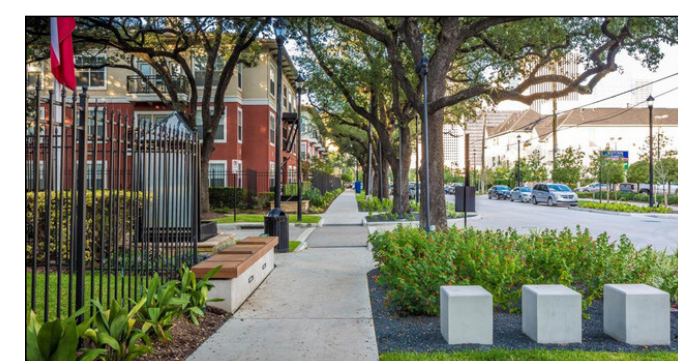




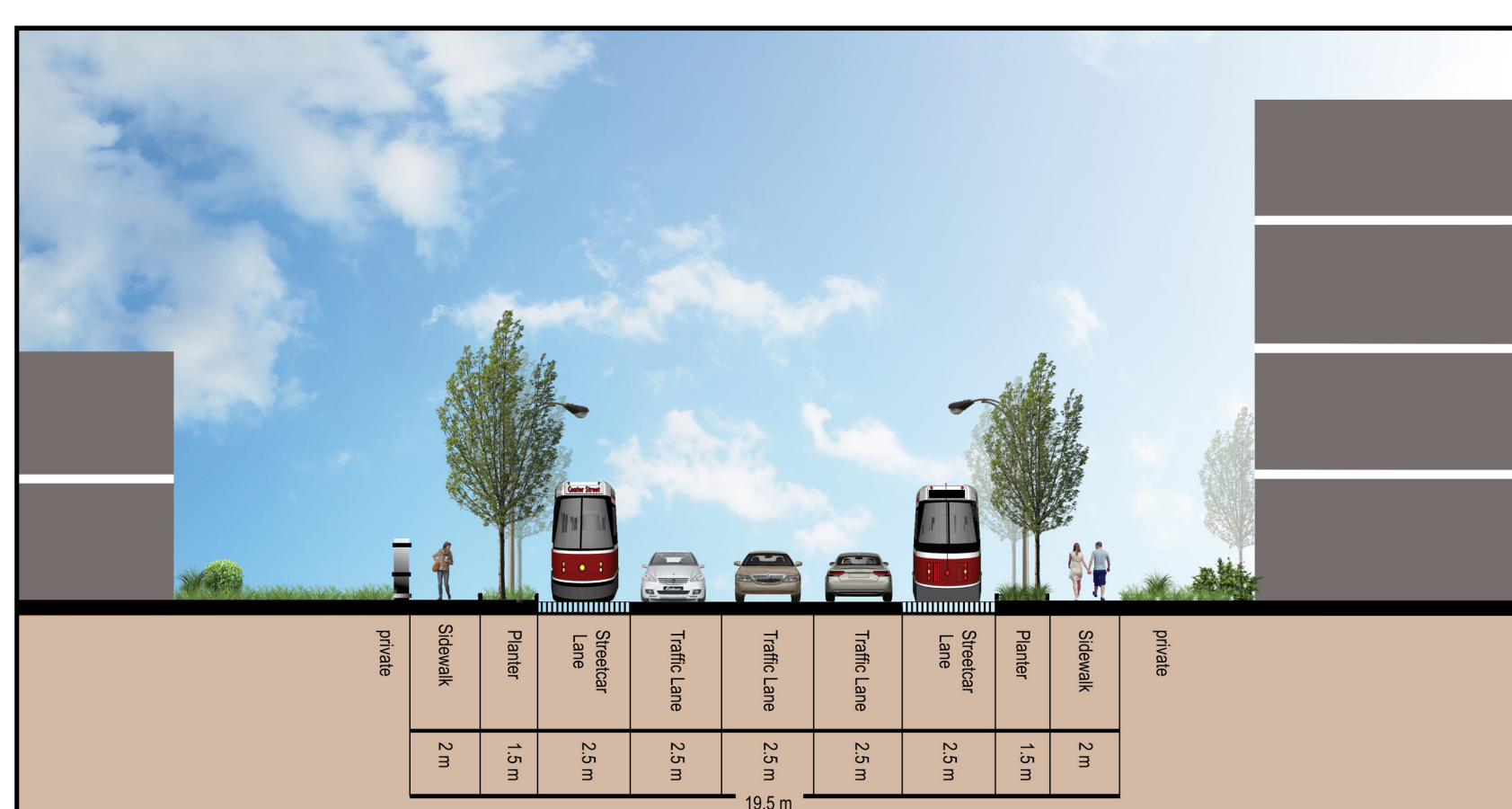
# TRANSPORTATION CONCEPT

## Transit Corridor - Objectives

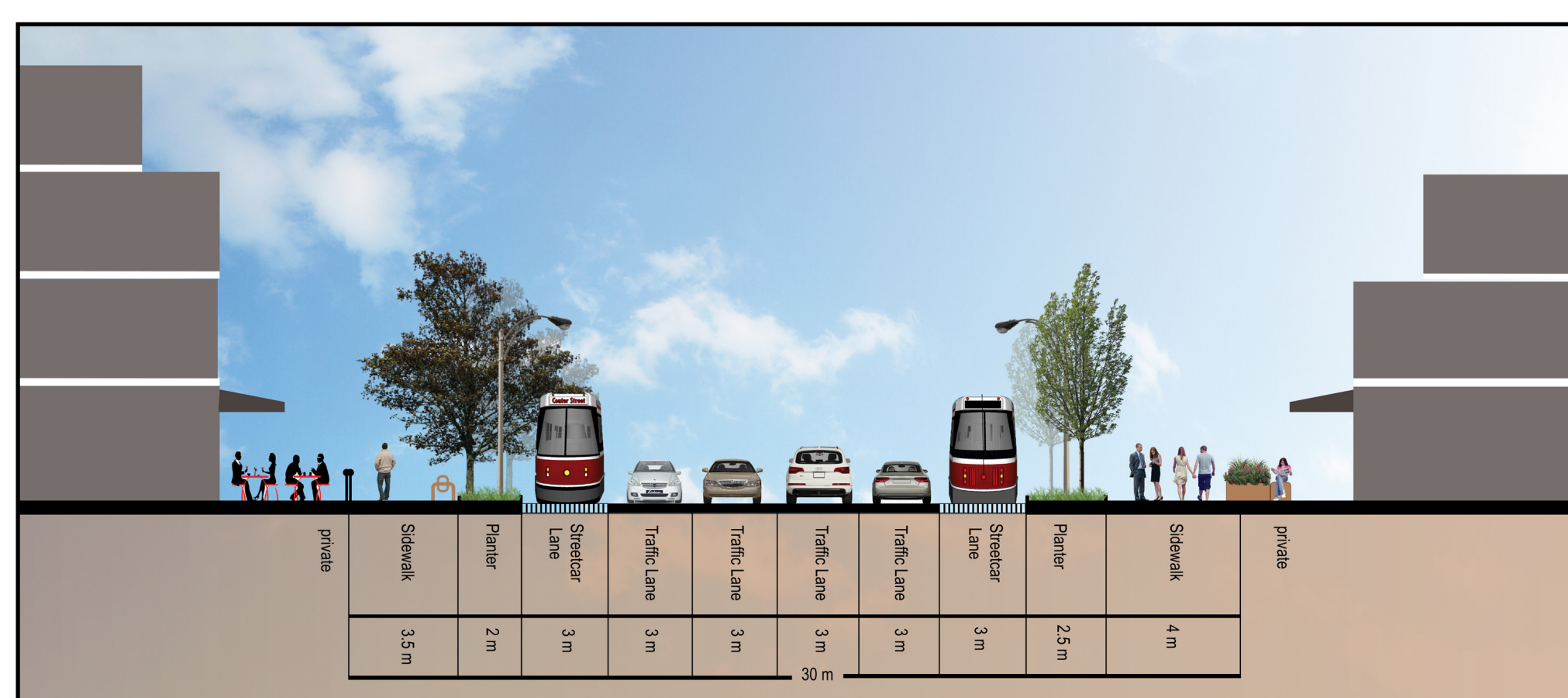
- To provide high quality rapid transit service
- To promote a safe, accessible, and vibrant city for residents
- To create a healthy natural environment (green transit modes)



A streetcar is a rail vehicle, powered by electricity, which runs on tracks along public urban streets (called street running). Streetcars are usually lighter and shorter than conventional trains and rapid transit trains. However, streetcar lanes can be upgraded to a light rail or a rapid transit line in the future.



### 19.5m Right Of Way



### 30m Right Of Way

## Station Locations- Objectives

- Attracting and maintaining transit riders
- Improving the public perception of transit
- Meeting the existing or anticipated ridership in the future

## Station Design

### Station Amenities:

Benches, Bicycle Racks, Lighting, Route Maps, Trash receptacles, Heating tools, Real-time passenger information panels

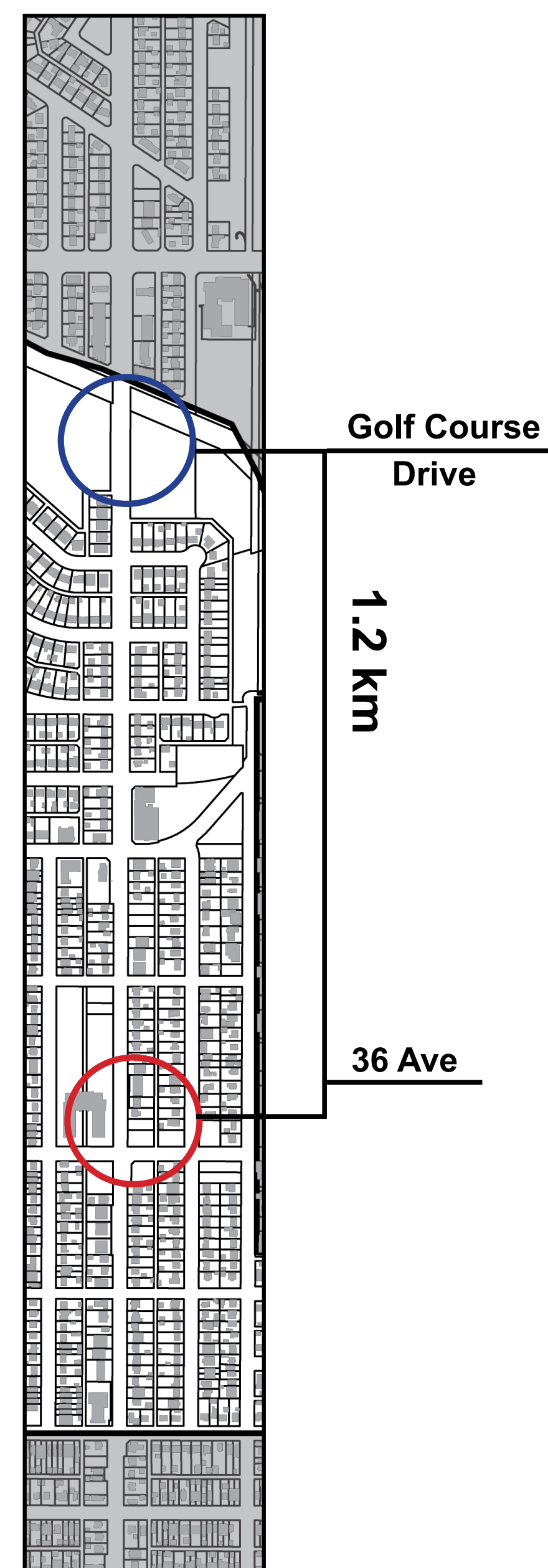
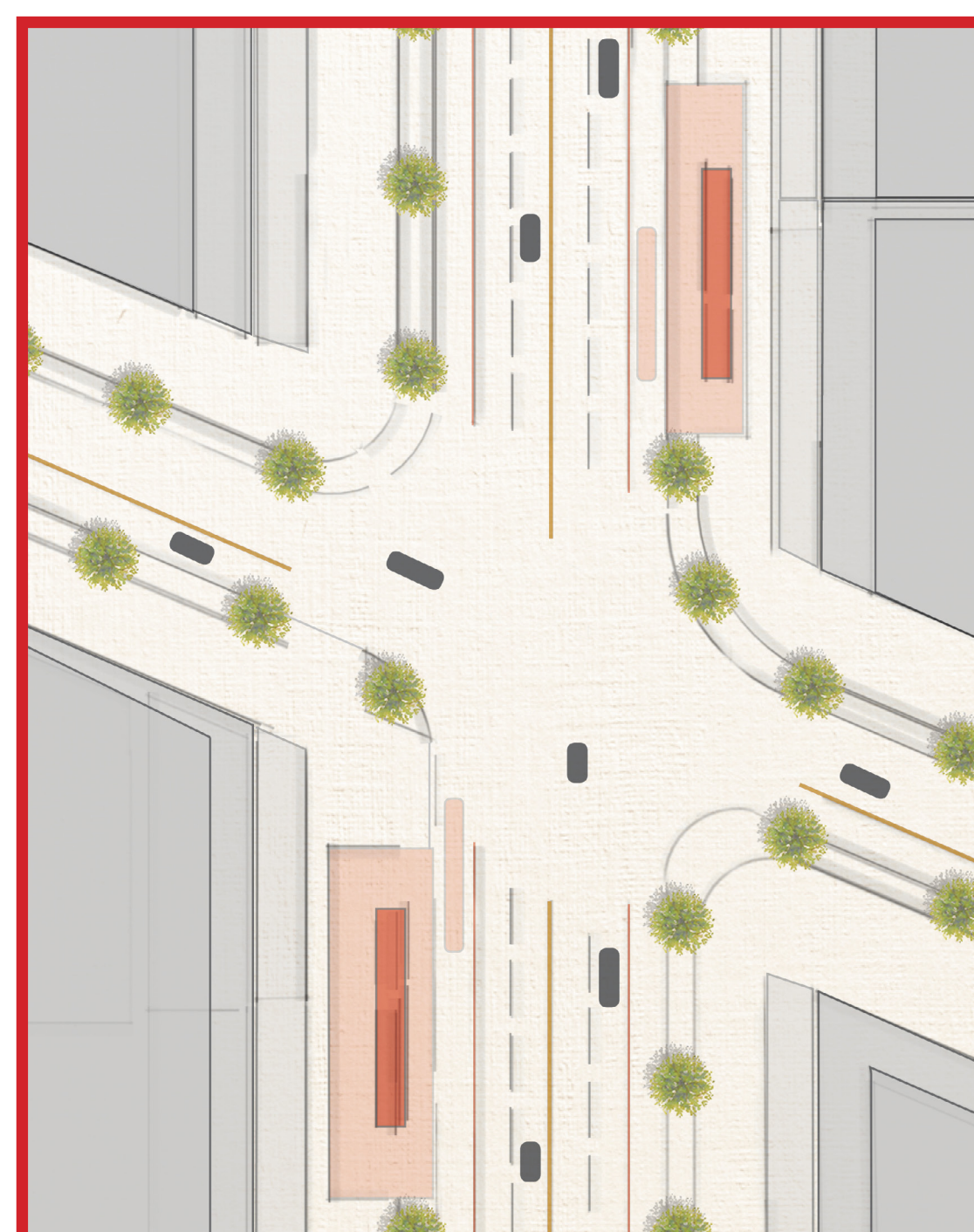
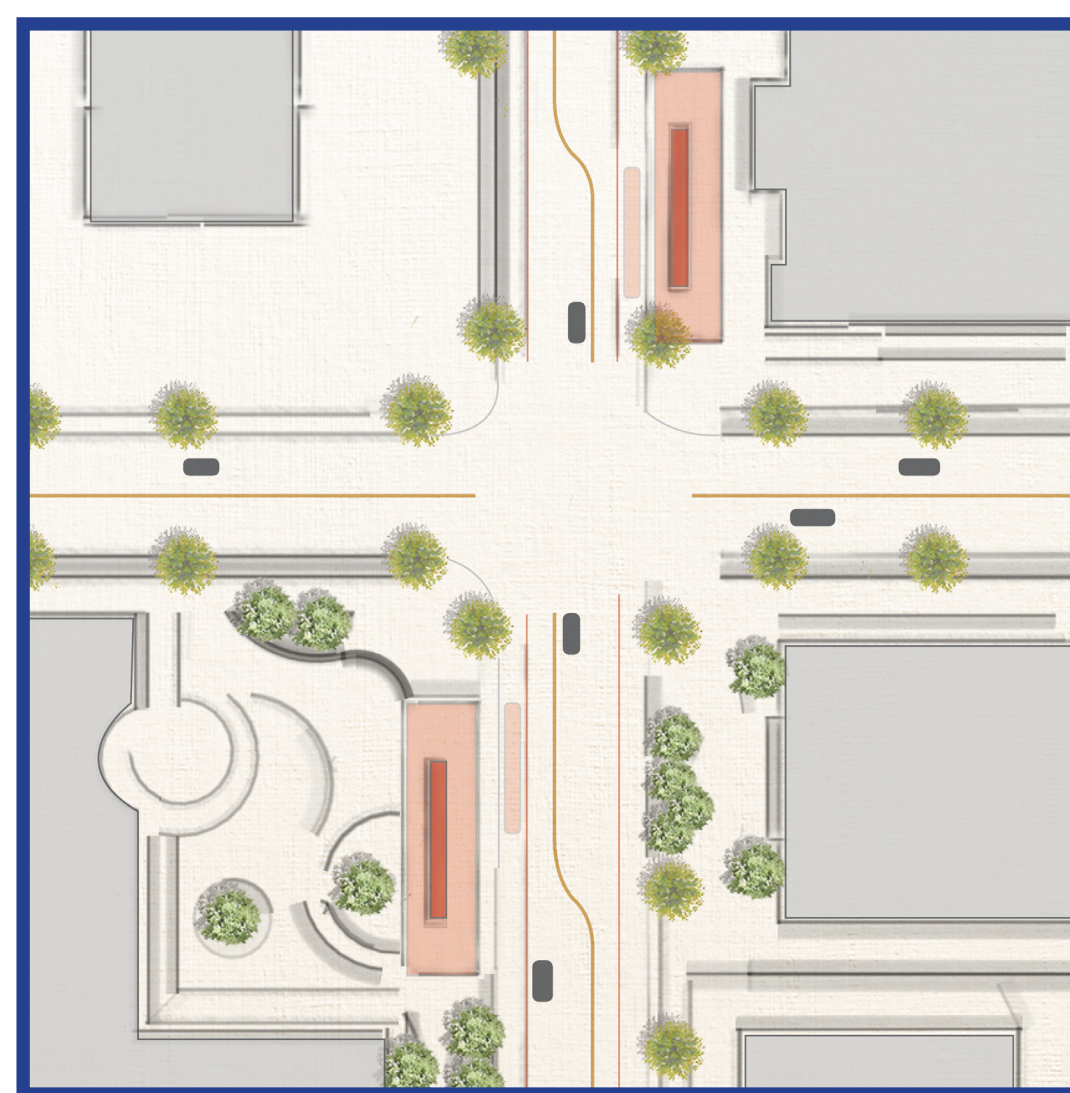
## Functional



Safe



Attractive





# OPEN SPACE C O N C E P T

## Neighborhood Parks

- Promote active living by providing safe and attractive condition for walking an biking.
- Create Wildlife Corridor

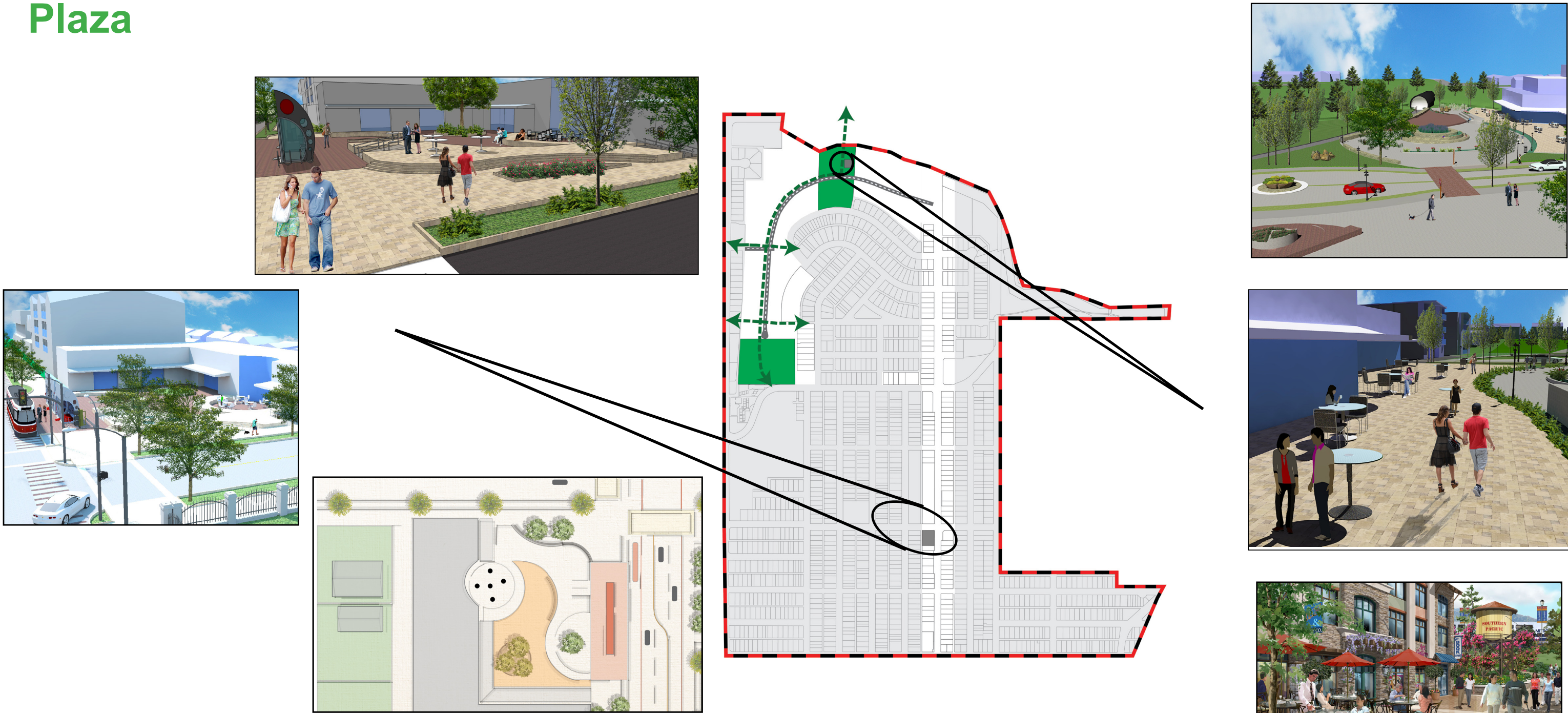


## Open Space Guidelines

- Neighborhood Park shall be designed as focal points within a neighbourhood and provide a central green space;
- Neighborhood Park shall be used to address greenspace network gaps and provide connections to facilities space;
- Neighborhood Park shall consider the interface with adjacent residential development;



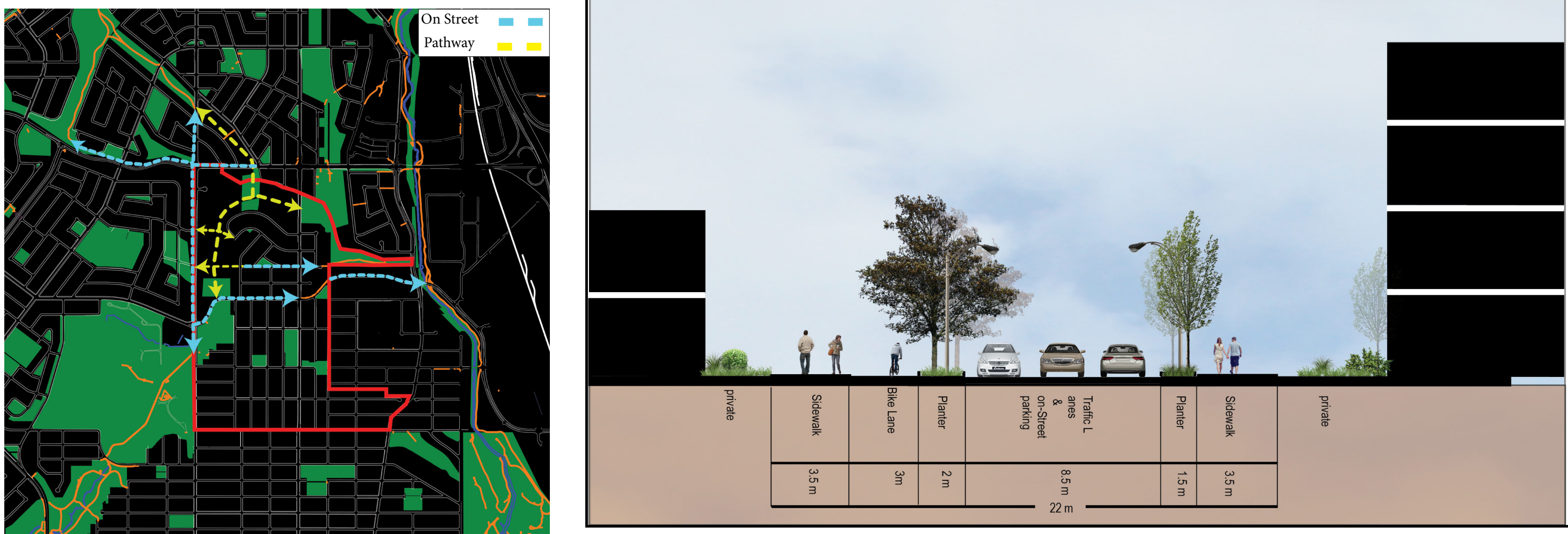
## Plaza



## Plaza Guidelines

- The design of a plaza should provide for safety;
- A plaza should provide easy and direct access particularly for the elderly, disabled and young children;
- Plaza Linkages Should Be Created to Achieve a Coherent Pedestrian Network;
- Good Street-to-Plaza Visibility Should Announce the Plaza's Internal Attractions;
- Sunlight is particularly valued at lunch time in commercial business areas;

## Complete Street & Connectivity



## Complete street Guidelines

- Provide safe & comfortable access for person with disabilities;
- Balance the needs of all users;
- Improve local air quality by reducing car dependency and incorporating trees and vegetation;
- Promote neighborhood vitality;
- Connect the entire neighborhood;