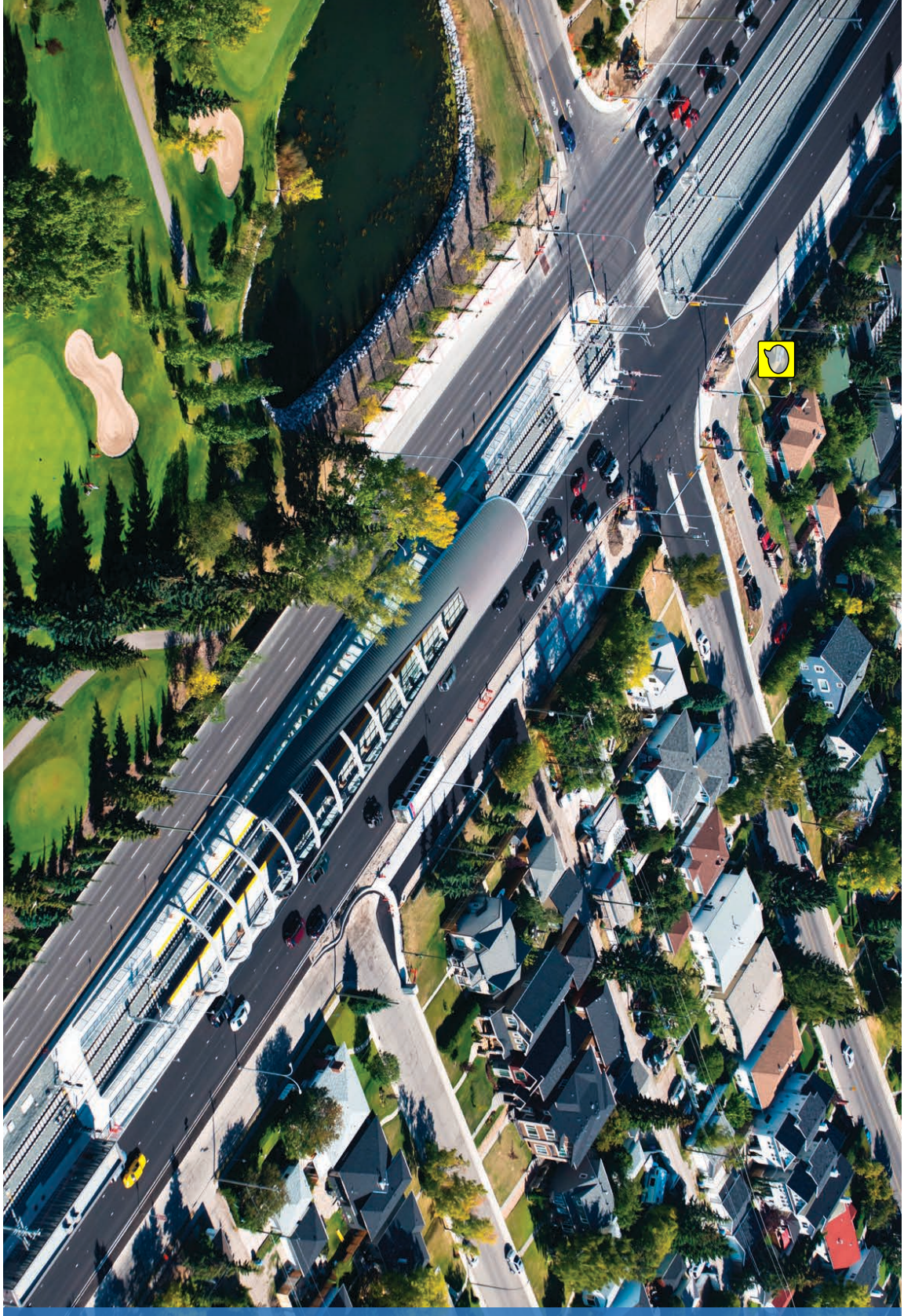

Shaganappi Point
Area Redevelopment Plan

THE CITY OF CALGARY
LAND USE PLANNING & POLICY

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Publishing Information

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- Community Districts
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- Sunalta
- West Village
- Westbrook Village
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0 90 180 270 360

Meters

1.0 Introduction

The West LRT Land Use Study Summary Report provides a summary of the analysis undertaken and the input received from the public during the West LRT Land Use Study process. It also acknowledges that planning will continue for the areas surrounding the West LRT stations. The Shaganappi Point LRT Station was one of the priority areas identified in the Summary Report for further planning work. The City, along with the community determined the need to develop planning policy to guide future development in this area due to the transformation this area has seen, and will continue to see, as a result of the construction of the West LRT, the increased traffic along adjacent Bow Trail and the redevelopment interest in the area,

1.1 Purpose

The purpose of the Shaganappi Point Area Redevelopment Plan (ARP or the Plan) is to provide a policy framework to guide the long-term redevelopment of this inner-city area. The Plan provides clear policy direction for key aspects such as the vision, scale, urban form and character for Shaganappi's redevelopment.

1.2 Intent of the Plan

The Plan is future-oriented and depicts how the Shaganappi Point Plan area is to be developed over an extended time period. No specific time frame is applied to the Plan although the majority of the proposed development is expected within a 25 to 30 year horizon.

The Shaganappi Point ARP addresses the following key elements:

- Reviews the vision and guidelines of the West LRT Land Use Study Summary Report.
- Evaluates land use strategies and potential development guidelines that would facilitate the implementation of this vision.
- Defines land use and development guidelines to assist in the review of land use amendment and development permit applications in a way that reflects the visions of the community.
- Reflects the City's on-going efforts to encourage new development that:
  - Respects and enhances the existing community and its best-loved features.
  - Accommodates the change that is occurring.
  - Fulfills Council's city-wide strategic vision.
  - Incorporates environmental building design and sustainable landscape design.

1.3 Vision & Guiding Principles

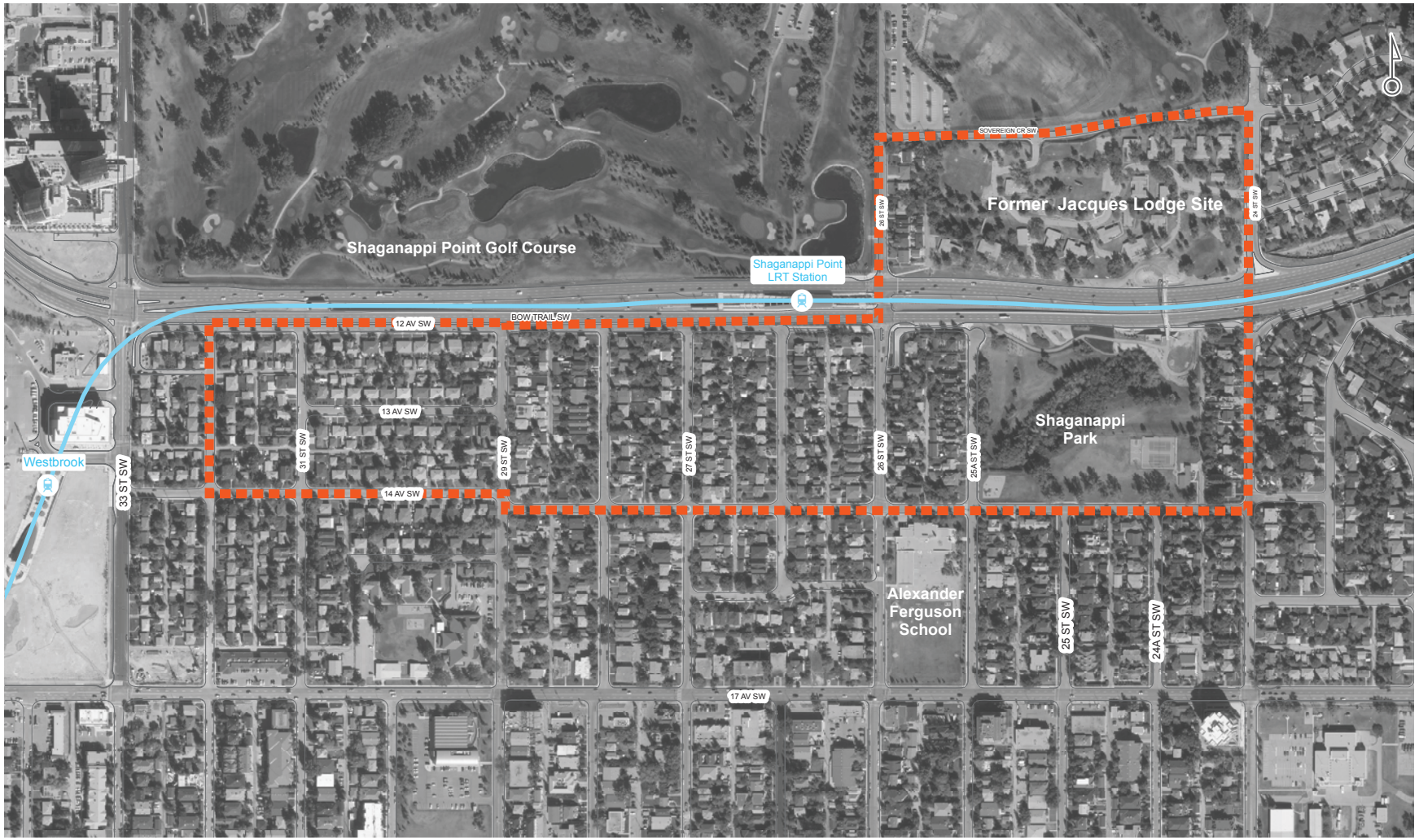
Through consultation with the residents and other stakeholders, a vision and set of guiding principles were developed for the West LRT Land Use Study. The vision and guiding principles represent the aspirations of the West LRT communities and the key ideas that can guide development toward the achievement of the vision.

"The study area will become a vibrant, accessible, and safe corridor with a variety of amenities that are valued by residents and visitors alike. It will offer a range of convenient transportation opportunities, which include walking, biking and public transit, that provide an alternative to the automobile. New development will offer a mix of employment and housing choices in buildings that are attractive and blend into the existing communities. The areas around each of the LRT stations will have their own unique identities where people of all ages can conveniently and comfortably work, live and play."

Guiding Principles

- Increase Housing
- Promote a mixture of uses to achieve complete communities & diverse destinations
- Maintain safety in neighbourhoods and promote a sense of community
- Create a balance between the natural and built environments
- Promote quality building design and character
- Offer a range of transportation options
- Build public spaces that are memorable and contribute to a sense of place

Map 1.2: Plan Area Boundary



Legend

- Plan Area Boundary
- LRT Station

0 30 60 120 180 240

Meters

1.4 Plan Context

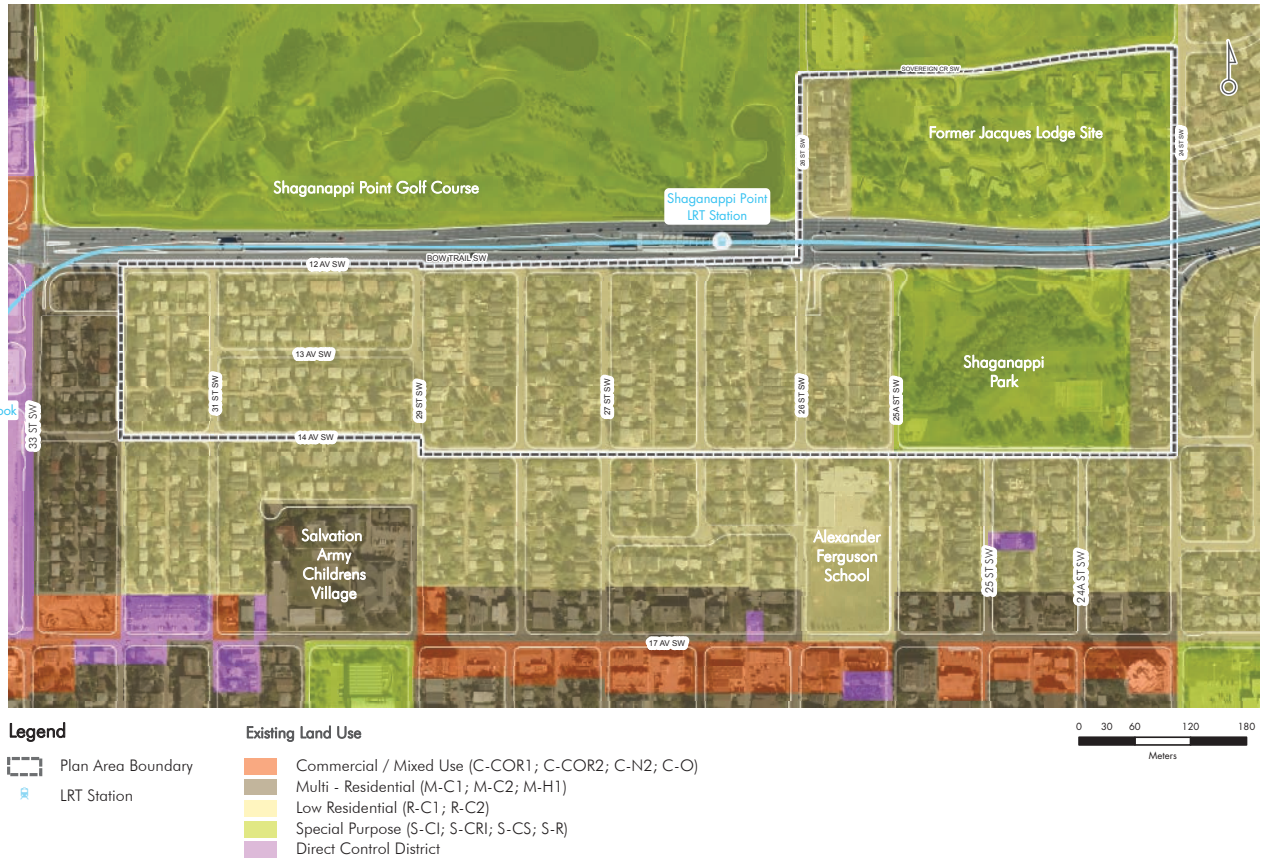
1.4.1 *Plan Area Location & Boundaries*

The Plan area is located within the southwestern quadrant of the city and is within close proximity to the downtown core (see Map 1.2). The Plan area boundary is defined by 32 Street SW and 26 Street SW along its western edges; 14 Avenue SW to the south; 24 Street SW to the east; and 12 Avenue SW and Sovereign Crescent SW along the northern edge.

1.4.2 *Existing Land Use*

Lands within the Plan area are primarily designated as low density residential (single and semi-detached dwellings). The exceptions include the former Jacques Lodge site and the Shaganappi Community Centre. To the west of the Plan area, between 32 and 33 Street SW, lands have been designated as medium density residential. These higher density land use designations reflect the aspirations of the Westbrook Village ARP to promote greater density and increased building height in this area. The lands immediately south of the Plan area are designated as low density residential with a variety of commercial and medium density land use along 17 Avenue SW. The lands east of the Plan area are all low density residential, while the lands north include the Shaganappi Golf Course.

Map 1.3: Existing Land Use



Challenges & Opportunities

Challenges:

- The completion of the West LRT Line, and specifically the Shaganappi Point Station, is likely to increase redevelopment pressure in the area. How can this redevelopment be guided to best reflect the aspirations and character of the community while satisfying the vision outlined in the West LRT Land Use Study?
- Since the community of Shaganappi was originally developed, the nature of Bow Trail has transformed greatly, and will continue to evolve with the introduction of the West LRT and associated changes to the road network. How can future redevelopment be guided to suitably address this evolving context, while remaining sympathetic with the surrounding community?
- Increased traffic has drastically transformed the public realm along 12 Avenue SW, negatively impacting the parcels facing it. How can new development improve the public realm and

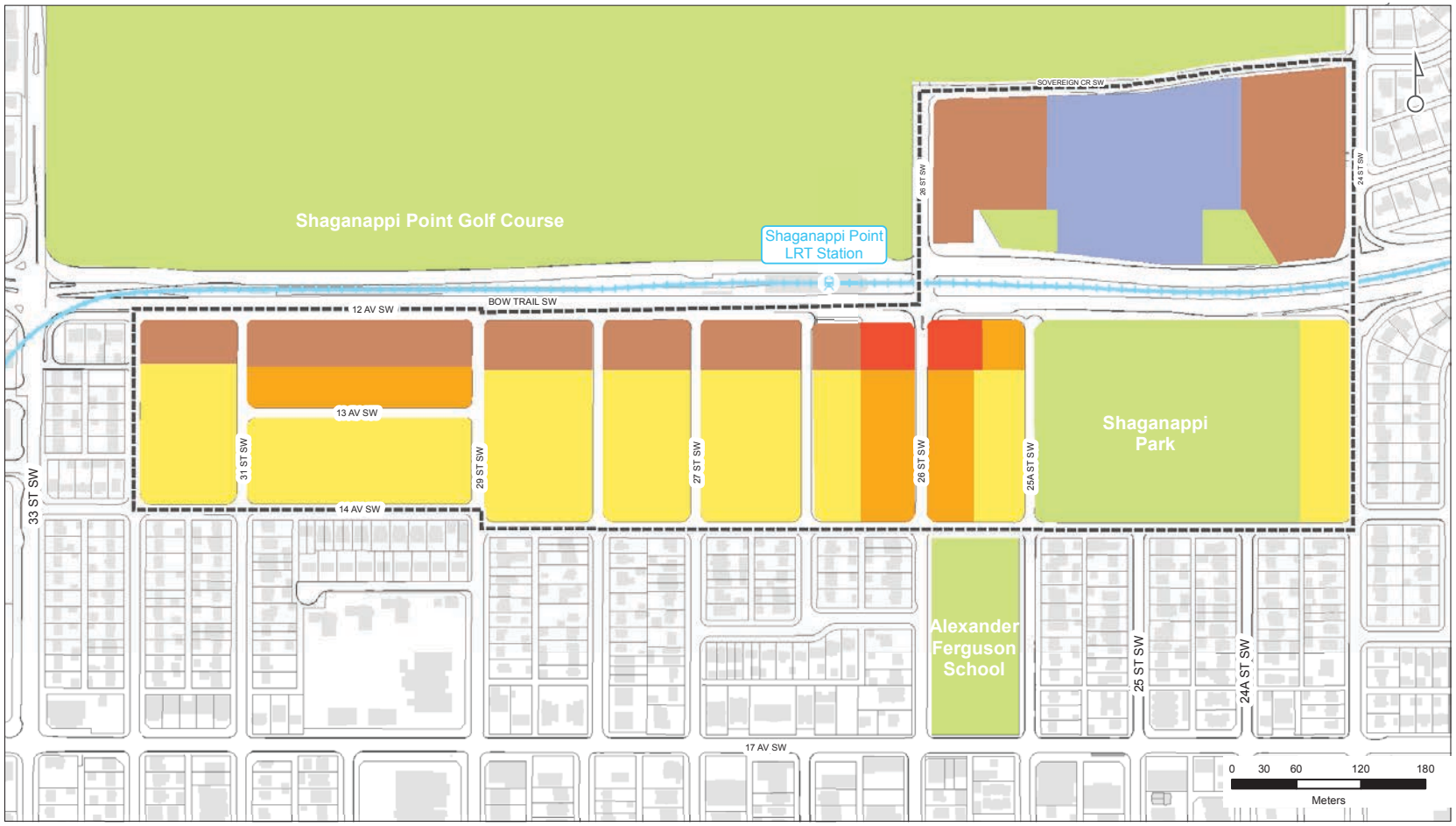
create a buffer from the traffic for the rest of the community?

- The Westbrook Village ARP aims to encourage significant redevelopment of the area west of 32 Street SW, particularly at the corner of 32 Street SW and 12 Avenue SW. Can future redevelopment within the Study Area provide a transition from this higher density area to the existing low-density residential neighbourhood?
- With a size of 5.28 hectares, the former Jacques Lodge site provides an opportunity for higher density redevelopment. How can future redevelopment of this site transition to the low density areas to the east and west?
- Sites north of Bow Trail have only one option for travelling east on Bow Trail. Can the impact of redevelopment on the intersection of 26 Street SW and Bow Trail be adequately mitigated?

Opportunities:

- Create a cohesive pedestrian oriented street along 26 Street SW with a variety of residential unit types and a small amount of community focused commercial spaces.
- Reinforce the connection from the community of Shaganappi to the Shaganappi Point LRT Station.
- Encourage redevelopment of an appropriate density to create a boundary along 12 Avenue SW which transitions to the existing low-density neighbourhood and is sympathetic with the character of existing streets.
- Encourage higher density development along 12 Avenue SW to create an attractive street edge and improve the public realm.
- Create provisions for redevelopment to transition from the relatively high density allowed at the corner of 33 Street SW and 12 Avenue SW to the low-density existing neighbourhood, while preserving the character of the community.

Map 2.1: Land Use Policy Areas



Legend

- Plan Area Boundary
- LRT Station
- Low Density Residential
- Low Density Multi-Residential
- Medium Density Residential
- Residential Commercial
- Seniors Mixed-Use
- Park/ Open Space

This map is conceptual only. No measurements of distances or areas should be taken from this map.

2.0 Land Use & Density

To achieve the overall vision, this section addresses the mix and location of land uses, their relationships to the public realm, and the amenities required to ensure development is consistent with the Plan objectives. The land use strategy for this Plan is divided into five areas described within this section. General land use distribution is shown on Map 2.1.

2.1 General Policies

1. Land use redesignations should be consistent with the general land use classifications identified on Map 2.1 Land Use Policy Areas.
2. The Plan encourages the development of a diverse range of residential unit types and sizes to accommodate a broad demographic group, ranging from old to young and singles to families. Care should be given to the provision of various ground-oriented residential units to attract not only families with children but to provide senior citizens the opportunity to age in place.

2.2 Low Density Residential

The intent of this area is to maintain stability in the community and to protect the existing residential character and quality of the neighbourhood.

1. The existing low density built form should continue within this area.

2.3 Low Density Multi-Residential

This area includes parcels along 26 Street SW, north and south of Bow Trail, as well as those along 12 Avenue SW central to the Plan area. Due to the level of redevelopment based on the existing low density land use designation as well as the presence of adjacent single and semi-detached dwellings, there is a need for redevelopment to be sympathetic with existing built form on neighbouring parcels, as well as potential future built form permitted by the existing Land Use District.

The Low Density Multi-Residential area will allow for an increase in density and a greater variety of housing types while still being in scale with the existing context.

1. New development should be low density grade oriented multi-residential development such as low-rise apartments and townhouses.

2.4 Medium Density Residential

This portion of the Plan area is bound by 12 Avenue SW to the north, the existing lane to the south, and 29 and 32 Streets SW to the east and west as well as the area along the east and west sides of the former Jacques Lodge site. While redevelopment in this area should be sympathetic with the surrounding community, there is an opportunity to allow for a slight increase in density without having a detrimental effect on the character of existing streets. This area will allow for a transition from the relatively high allowable building height of the Westbrook Village ARP and the centre portion of the Jacques Lodge site to the smaller scale buildings within the Shaganappi community.

1. New development within this area should be limited to medium-density multi-residential residential developments and include townhouses, apartments, and live/work units.

2.5 Residential Commercial

The intersection of 12 Avenue and 26 Street SW sits at a main access point into the Shaganappi community. This has been reinforced by recent construction which includes a new pedestrian access at 26 Street to Shaganappi Point LRT station. There is an opportunity to allow for medium density with opportunities for support commercial uses in order to create buildings which provide a 'gateway' into the Shaganappi community. Ground floor retail uses can provide services to transit users and local residents, while also encouraging a pedestrian focused streetscape and defining a 'place' adjacent to the LRT platform.

1. New development within this precinct should be medium-density, multi-residential development and include townhouses, apartments, and live/work units.
2. The ground floor of buildings may include small scale, community supportive commercial uses.
3. New development must include residential uses above the ground floor.

2.6 Seniors Mixed-Use

This area is located within the central portion of the former Jacques Lodge site. Due to its location away from the existing low density neighbourhoods and its proximity to the LRT station, this area has the ability to accommodate higher density and building height. The area is intended to primarily provide for seniors accommodation in the form of different levels of care, from independent dwelling units to assisted living units. This area would also allow for a range of support uses including office, retail and seniors' social organizations.

1. Development in this policy area should accommodate a wide range of seniors' services and functions. These may be accommodated in a building that also includes office and/or residential development.
2. Development in this policy area may accommodate residential and/or office development. Office development is discouraged from locating on the ground floor along street frontages.
3. Retail/commercial establishments are encouraged to be small-scale and locally serving and be located along the street frontages, pedestrian linkages or park space. Larger retail/commercial establishments should be discouraged except for uses that provide various daily goods and services for seniors.
4. Commercial uses that do not generate significant pedestrian activity, such as offices, may locate on the ground floor provided the frontage does not exceed 15 metres. The remainder of the commercial area should locate on a second floor or wrap behind adjacent retail or residential units. Lobbies for multi-residential developments may also locate on the ground floor provided the frontage does not exceed 15 metres.

2.7 Density

A range of densities are envisioned for the Plan area and should primarily be established as a maximum Floor Area Ratio (FAR). FAR indicates the quotient of gross floor area of a building divided by the gross site area. It is used to control the size of a building in relation to the size of the parcel of land it occupies, thereby determining the built mass (density) of a parcel or area. Maximum densities have not been established in this Plan, in order to allow for flexibility for each specific development, and thus the density should be determined through the Land Use Redesignation process.

1. The Transportation Impact Assessment undertaken for the former Jacques Lodge site assessed the impact on the surrounding transportation network using the following land uses and densities:
   - Retail/commercial : 930 square metres;
   - Office: 7,435 square metres;
   - Seniors Social Organization: 6,968 square metres; and
   - Residential: 290 dwelling units, 480 seniors assisted living units, 120 seniors independent living units.
2. At the discretion of the Development Authority, planning applications that seek amounts of floor space, dwelling units or assisted living dwelling units, above the amounts indicated in Policy 2.7.1 may require a revised and updated transportation impact assessment.

3.0 Built Form & Site Design

Buildings within the Plan 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, create attractive rooflines and minimize shadowing.

Building heights vary throughout the Plan area, with primarily a low scale building form proposed throughout most of the area. Taller buildings are proposed where they will have little impact on the surrounding development. Building heights in the rest of the Plan area have been set to create a transition to the adjacent low density residential buildings. Building height is only one aspect of regulating building design and buildings will have to comply with the applicable built form guidelines and therefore the maximum height may not be achievable over the entirety of a site.

3.1 General Policies

1. Where commercial uses are provided, buildings should have an exterior access facing a street for each commercial use located on the floor closest to grade, which should have a direct connection to a sidewalk.
2. At the west corner of 26 Street SW adjacent to the Shaganappi Point LRT station new development should consider the provision of an outdoor gathering space or plaza.
3. Corner parcels at prominent locations near the LRT station are encouraged to redevelop as gateway-type buildings which have a high level of design and material quality.
4. In townhouse/rowhouse or stacked townhouse development, architectural details and other design detailing techniques should be used to create individual unit identity while achieving a design consistency in the overall development.
5. Units on the floor closest to grade should have individual and direct pedestrian access from a public sidewalk.
6. Building facades should be articulated to emphasize individual at grade units and unit entrances and should include features such as front doors, door bells, unit numbers as well as weather protection such as awnings and canopies.
7. For larger buildings, building facades should be modulated in width, height, and finishing materials to visually break up building.
8. In order to be sympathetic in scale and level of articulation to existing and potential development within the community, new multi-residential development is encouraged, within the first two storeys, to consider staggering the principal front façade of one unit with the the principal front façade of the other unit.
9. Front yards with low fences, hedges or other design features should be provided for each ground floor residential unit in order to clearly define private amenity space from the public or semi-private environment.
10. 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 as ground-level patios that may be completely or partially visible from the street or other buildings.
11. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space.
12. Buildings located on corner parcels are encouraged to treat both streets as frontages. This includes making the following provisions:
    - at-grade entries to residential units along both street frontages;
    - a high degree of massing and articulation along both street frontages; and
    - landscape treatments along both street frontages to encourage use by building residents; such landscaping could include private patios, planters or gardens.
13. Where common building entries are provided, it is recommended that these be located on corners when possible.

14. Buildings should occupy a minimum of 80 percent of primary pedestrian frontages.
15. The primary entrance of a building should be located along a street and not an internal parking lot.
16. Buildings forming a park edge or facing a park should incorporate design that enhances the interface with the park.
17. Landscaping should be incorporated into new developments to ensure proper integration, protection from the elements and comfortable pedestrian routes.
18. Vehicle access should be provided from the lane where possible to encourage pedestrian friendly streets within the Plan area.
19. Where vehicular access is provided from the street, efforts should be made to minimize the presence of driveway crossings as well as vehicle access points (i.e. overhead doors).
20. New development should promote accessibility for all individuals, including the disabled and parents with strollers by ensuring:
    - the primary access to buildings is directly from the street at grade; and
    - new development is designed in accordance with The City's Access Design Guidelines.
21. All buildings should be finished with high quality, enduring materials. Glass should be transparent or tinted with a neutral colour.
22. Developments should provide adequate security lighting for walkways, car parking areas and other areas used by the public.
23. Soft landscaping should be provided to reduce visibility of parking facilities.
24. The majority of parking requirements should be accommodated underground. Underground parking shall be secure, well lit and well ventilated.
25. On-site surface parking should not be allowed between any new building and a street.
26. Above grade parking structures should be screened from streets by active uses at grade or 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 Development Authority.
27. All new buildings are encouraged to achieve the highest applicable environmental standard at the time of development. A list of strategies is outlined in Appendix B.
28. New development should be designed in accordance with the principles of Crime Prevention Through Environmental Design and Emergency Services Safe Community Design.

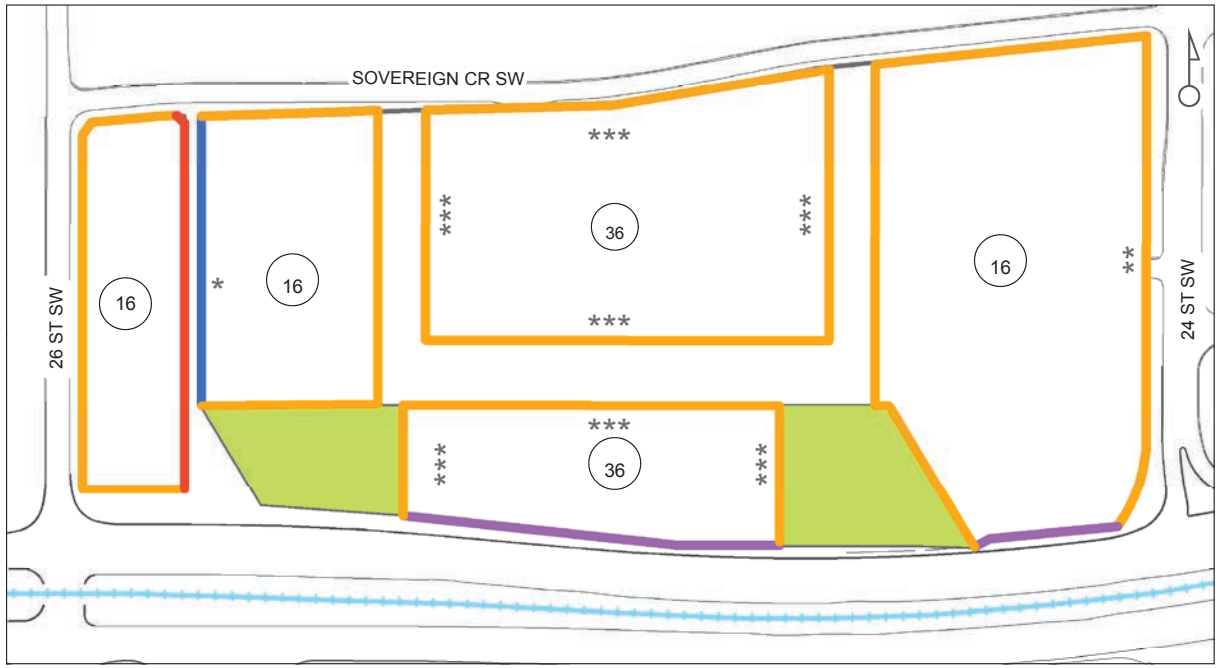
3.2 North of Bow Trail

1. New development should comply with the maximum building heights and setbacks indicated on Figure 3.1.
2. Taller buildings (greater than 4 storeys) have been identified as appropriate for portions of the former Jacques Lodge site. Shadow studies may be required for developments within these areas for the hours of 10:00 and 16:00 MDT on March 21 and September 21.
3. Taller buildings should be designed and sited to limit visual and shadow impacts on streets and any park or plaza spaces.
4. Taller buildings should exhibit exceptional signature architectural design, careful articulation of upper storey elements and should be oriented in a manner to emphasize their landmark character and contribute to the development of a distinctive skyline for the former Jacques Lodge site.
5. For commercial ground floor development, street front elevations should be highly permeable and transparent along the majority of the façade by providing doorway entrances to the street and allowing for pedestrian views directly into each business.
6. 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.
7. Within the former Jacques Lodge site, a minimum of one tree and two shrubs should be provided for every 30.0 square metres of landscaped area provided on a site. Trees may be provided through the planting of new trees or the preservation of existing trees.
8. New development on the former Jacques Lodge site is encouraged to preserve as many of the existing trees as possible. A tree preservation plan should be submitted with a development permit for the site.
9. Where it is not possible to retain existing trees they should be replaced by the same general tree

type, deciduous or coniferous, according to the following guidelines:

- Deciduous trees should have a minimum caliper of 75 millimetres at the time of planting;
- Coniferous trees should have a minimum height of 3.0 metres at the time of planting;
- Where a deciduous tree has a minimum caliper of 225 millimetres, it should be replaced by two deciduous trees with a minimum caliper of 75 millimetres each at the time of planting; and
- Where a coniferous tree has a minimum height of 9.0 metres, it should be replaced by two coniferous trees with a minimum height of 3.0 metres each at the time of planting.

Figure 3.1 Building Heights and Setbacks



3.3 South of Bow Trail

1. New development should comply with the maximum building heights and setbacks indicated on Figure 3.4.
2. New development should be complementary in scale and character with adjacent existing residential development.
3. New development should locate the highest building heights along 12 Avenue SW. This is intended to create a buffer along Bow Trail/ LRT and promote a building scale appropriate for this area.
4. Building massing and height should be reduced as proximity increases to low-density residential parcels in order to minimize the impact of new development on the existing homes. Building heights should generally be no greater than 10-12 metres within 5-10 metres of the adjacent low density residential property line (Figure 3.2).
5. Where possible, building massing, orientation and fenestration should be designed to minimize impact to existing private amenity spaces. Rear setbacks greater than the required minimums are encouraged in this area (Figure 3.3). In addition, soft landscaping should be encouraged adjacent to the lanes and shared property lines. These measures are intended to lessen the impact that multi-residential development may otherwise have on the existing low density development.

Figure 3.2 Building Height Transition

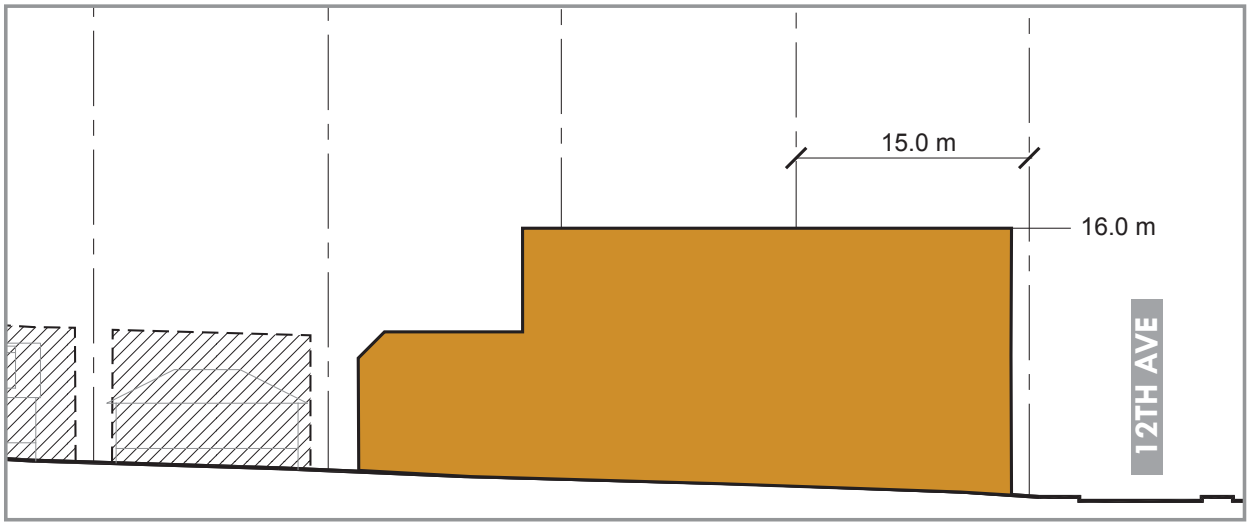


Figure 3.3 Rear Setback and Building Placement

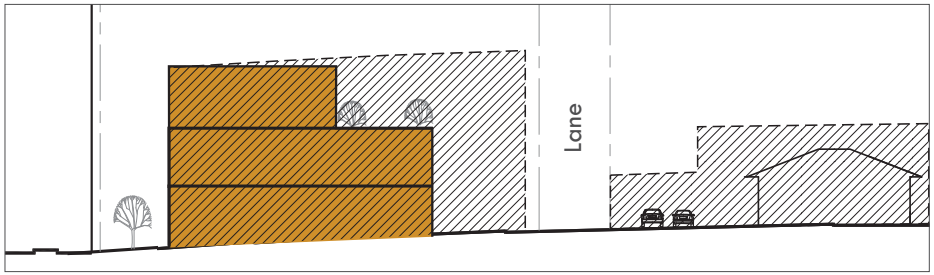
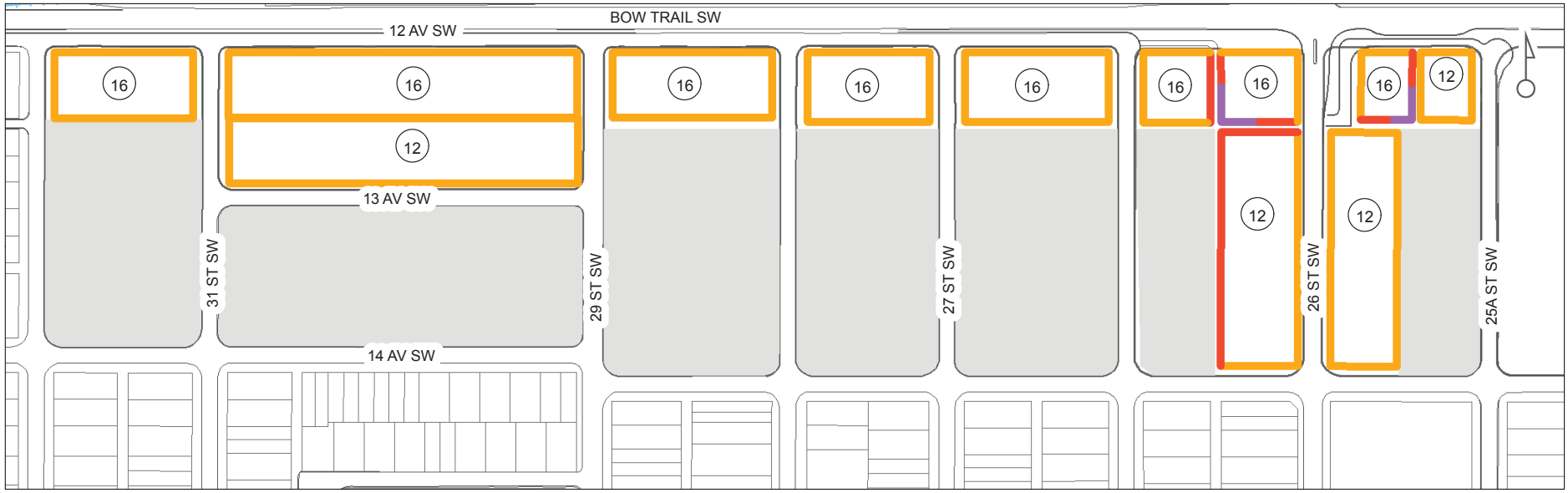


Figure 3.4 Building Heights and Setbacks



SETBACK

- 1.2
- 3.0
- 8.0

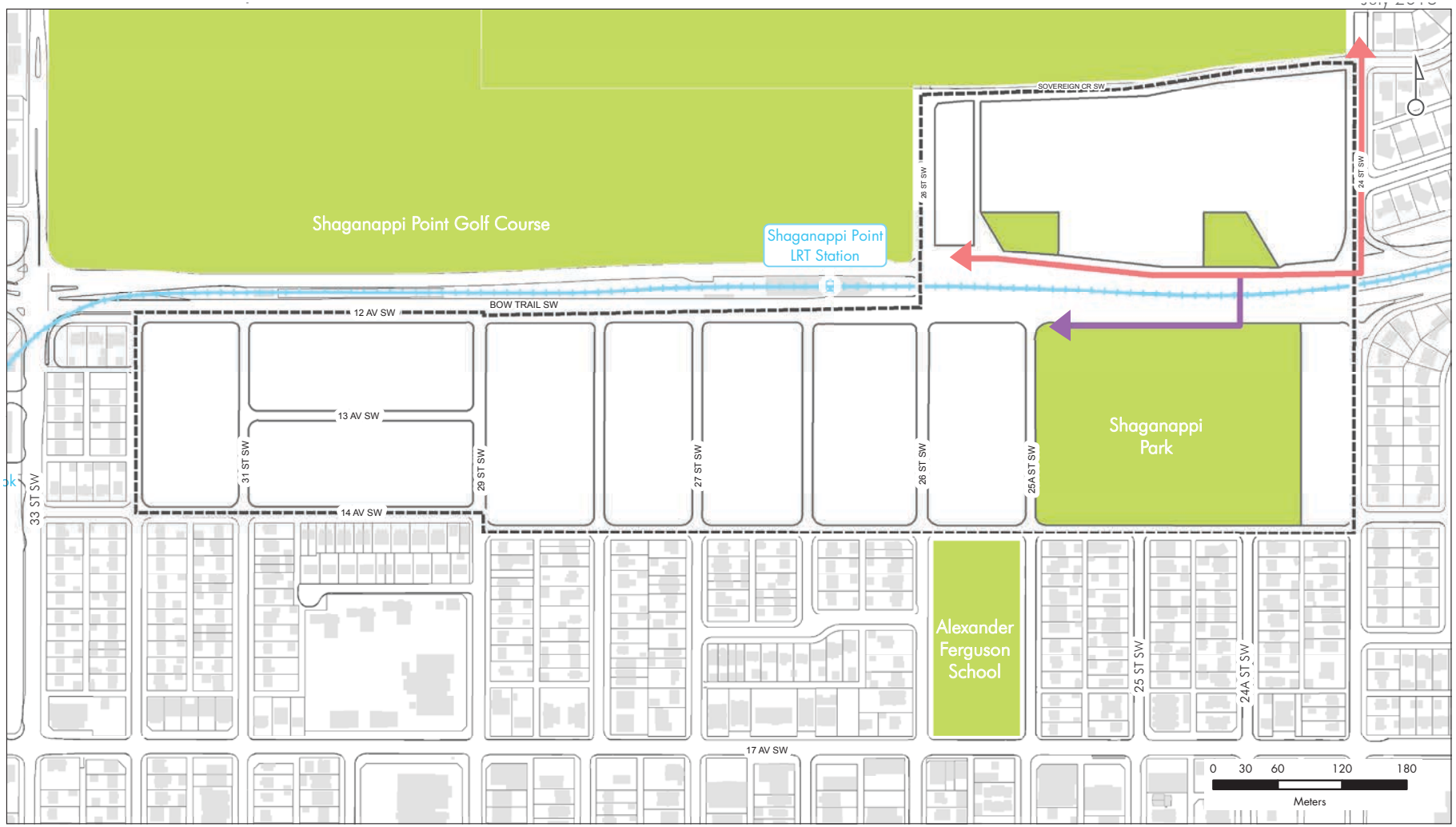
HEIGHTS

(10) Max Building Height (m)

as per Land Use Bylaw

This map is conceptual only. No measurements of distances or areas should be taken from this map.

4.1: Open Space



Legend

- Plan Area Boundary
- Parks and Open Space
- Regional Pathway
- Proposed Regional Pathway
- LRT Line
- LRT Station

This map is conceptual only. No measurements of distances or areas should be taken from this map.

4.0 Open Space

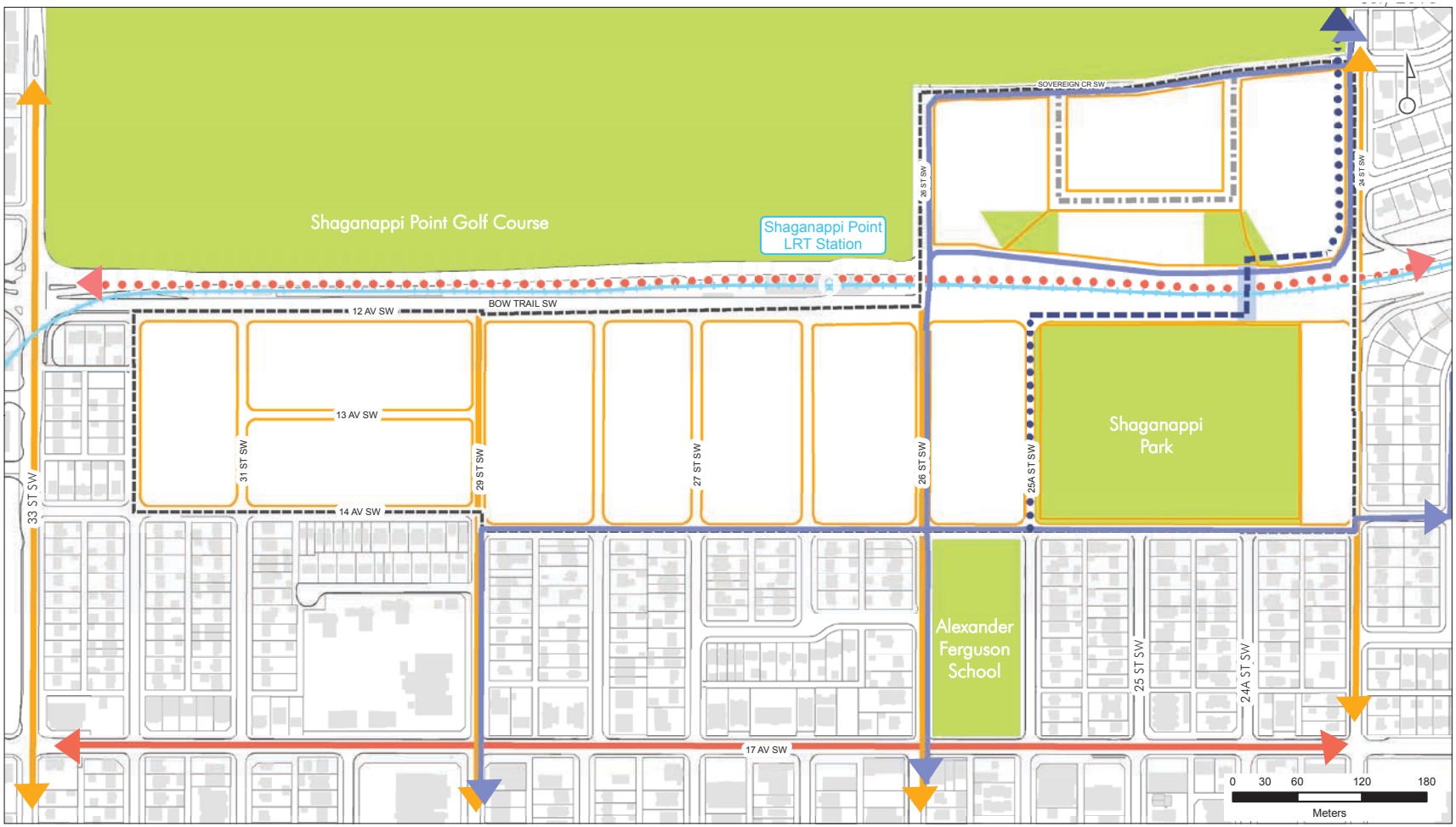
Parks and open spaces are key public realm components, providing valuable spaces for outdoor activity and leisure as well as social interaction and community participation. In all cases, park spaces should be designed as part of a safe and comfortable pedestrian realm and as important elements in the overall place making strategy for the area.

The new park space initiative proposed for the Plan area is within the former Jacques Lodge site. The current vision for the park design includes two park spaces at major pedestrian gateways to the community on the north side of Bow Trail. These spaces are intended to establish better linkages to the neighbourhood and provide opportunities for passive and active recreation and socializing for all ages.

4.1 General Policies

1. The provision of land for public and publicly accessible parks should be in accordance with the policies contained in Section 4.0 Open Space.
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. 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' in effect at the time of application.
6. All parks and plazas should be designed to be safe and active spaces with clearly defined entrances that act as a transition from surrounding uses, including benches and other amenities to encourage people to spend time in the spaces. Active street fronts, such as retail storefronts, sidewalk cafés or residential front doors, provide additional natural surveillance of park spaces.
7. 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.
8. Opportunities to link parks and open spaces with 'green streets' or mews should be considered in the design of individual development projects.
9. New development is encouraged to provide for the addition of open space through the use of publicly accessible plazas and courtyards, and pocket parks.
10. Both private and public open spaces are encouraged within the Plan area. Private landscaped and amenity areas are encouraged to complement the public open space system.
11. Landscape design is encouraged to incorporate indigenous vegetation that also provides habitat for a variety of birds and small animals.

5.1: Mobility



Legend

- Plan Area Boundary
- Existing On Street Bike Route
- Recommended On-Street Bike Route
- Approved Pathway
- LRT Station
- Collector
- Arterial Street
- Neighbourhood Boulevard
- Pedestrian Linkages
- Pedestrian/ Bicycle Over Pass
- Potential Private Road

This map is conceptual only. No measurements of distances or areas should be taken from this map.

5.0 Mobility

The street network provides the basic framework for the Plan area. With every new development or street improvement, opportunities to improve pedestrian, bicycle and transit connectivity should be capitalized upon. One of the main attractions of TOD areas 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 should ensure these modes are convenient, safe, efficient and pleasant, with direct routes provided. 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.

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 rights-of-way. Connecting the two areas to each other, 26 Street SW provides access to Bow Trail and 17 Avenue SW. The primary pedestrian and bicycle connection from east to west in the community is provided by 14 Avenue SW, which also links the Shaganappi Point LRT station to the Westbrook LRT station.

5.1 General Policies

1. Developers are responsible for street and sidewalk improvements adjacent to their site in accordance with the detailed design of various street types.
2. Proposed street networks should allow for universally accessible routes for users including pedestrians, cyclists, transit and motorists.

5.2 Pedestrian and Bicycle Circulation

1. Pedestrian crossings at intersections should 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.
2. A continuous network of pedestrian sidewalks and multi-use pedestrian/bicycle pathways should be provided throughout the Plan area in accordance with Map 5.1 Mobility.
3. Pedestrian-scale lighting should be incorporated throughout the Plan area.
4. 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.
5. Street and sidewalk design should prioritize the comfort and convenience of pedestrians and cyclists, while accommodating the needs of motorized vehicles.
6. 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.
7. Street furniture, lighting, signage and landscaping should be oriented towards the pedestrian.
8. Disruptions to the pedestrian network from curbcuts, parking access or above-ground utilities should be minimized.

5.3 Vehicle Circulation

1. All street designs should align with the Complete Streets objectives, guidelines and principles.
2. 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.

3. Techniques such as narrowing roadway widths, corners bump outs, introducing textured paving materials and creating buffers between moving traffic and the pedestrian realm should be incorporated throughout the Plan area to minimize vehicular speed. Sufficient space should also be maintained for on-street cycling.
4. Mid-block driveways should be minimized except for the provision of rear-lane accesses.
5. Driveway crossings are encouraged to be aligned to allow space for tree planting.
6. Opportunities to further enhance laneways through burying of overhead power lines and paving existing gravel lanes as well as alternative treatments to create special mews environments (i.e., alternative paving treatment, decorative fencing, etc.) should be considered.
7. Vehicular access should be provided and designed to minimize its presence along street frontages. This may include providing access from the lane where possible, or providing shared access from the street rather than multiple entry points.
8. Efforts should be made to minimize the number of curb cuts required to accommodate vehicle access.
9. Where vehicle access is provided from either the street or lane, soft landscaping should be used to provide a separation between the parcel being developed and adjacent parcels.

5.4 Parking

1. Parking infrastructure should provide electric charging to accommodate plug-in electric vehicles.
2. Developments are encouraged to include priority parking for small fuel-efficient, alternative fuel, or electric vehicles and dedication of car pooling or car co-op spaces.
3. Developments should consider dedicating a percentage of the total parking area of a development to car co-op programs and to work with programs to identify need and priority locations.
4. All new developments should provide for common parking and storage of bicycles.
5. Transportation Demand Management (TDM) measures such as transit incentives, parking management, van/car pool programs, car share co-ops and telecommuting are encouraged.
6. Reductions in the required parking stalls may be considered with the adoption of proven and effective TDM measures.
7. Reduction of parking requirements will only be considered with the submission of a parking study.

6.0 Implementation

6.1 Authority of the Plan

6.1.1 Interpretation of Map Boundaries

The boundaries separating different types of land uses in Map 2.1 and the boundaries separating different maximum building heights in Figures 3.1 and 3.4 are intended to be conceptual only. The precise location of these boundaries will be determined through the land use amendment or development permit application stage.

6.1.2 Policy Interpretation

Where "shall" is used in a policy, the policy is considered mandatory. However, where actual quantities or numerical standards are contained within a mandatory policy, the quantities or standards may be deviated from provided that the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible, and the intent of the policy is still achieved.

Where "should" is used in a policy, the intent is that the policy is to be complied with. However, the policy may be deviated from in a specific situation where the deviation is necessary to address unique circumstances that will otherwise render compliance impractical or impossible or to allow an acceptable alternate means to achieve the general intent of the policy to be introduced.

Where a policy requires compliance at the Outline Plan/Land Use Amendment stage, that requirement may be deferred to the Subdivision Approval or Development Permit Approval stage without requiring an amendment to the Plan.

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

6.1.4 Non-Statutory Components of the Plan

All Appendices attached to the Plan are to be used as supporting information only and do not form part of the statutory Area Redevelopment Plan.

6.1.5 Land Use Approvals and Suitability of Specific Sites

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 the 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 Amendment, Subdivision or Development Permit approval.

6.1.6 Amendment of the Plan

There will always be new concepts and ideas that arise that may be constrained by or contradictory to certain policies that are not anticipated by this Plan. Where such new concepts and ideas respond to and meet the intent of the Vision and Guiding Principles or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation, including, where necessary, amendments to the Plan. To make any change to the text or maps within the Plan, an amendment to the Plan that includes a Public Hearing of Council shall be required in accordance with the Municipal Government Act.

Where an amendment to the Plan is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the Municipal Development Plan and other relevant policy documents.

6.2 Land Use Amendments

1. Land use redesignations should be in conformance with the Plan. The choice of land use district for each property should be made for its fit with desirable land uses and fit with the built form policies, while ensuring development intensity that is appropriate and compatible with the surrounding area. 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 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 boundaries on Map 2.1.

6.3 Review of Development Applications

1. All development applications within the Plan area boundaries are subject to the provisions of this Plan.
2. In reviewing development permits, the Development Authority should consider the context of the ultimate parcel and road network concept of the area. 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.
3. As a way of ensuring that the requirements of this Plan can be effectively applied, at the discretion of the Development Authority, significant projects may be reviewed by the Calgary Planning Commission and the Urban Design Review Panel.

6.4 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.

APPENDICES

APPENDIX A: Planned Development Capacity

Shaganappi Point Planned Development Capacity

The Municipal Development Plan, which classifies Shaganappi Point ARP area as Inner City and Established Area, and encourages these areas to modestly redevelop, incorporating appropriate densities, a mix of land uses and a pedestrian-friendly environment to support the Primary Transit network and maximize cost-effectiveness for landowners, tenants, and The City as a service provider.

The Land Use Policy Areas and Building heights maps outline general areas where specific assumptions may be applied. These assumptions are defined in the User Guide to the Municipal Development Plan & Calgary Transportation Plan and are meant to provide consistency in how the targets of the MDP and CTP are interpreted.

Presently, the Shaganappi Point ARP area is home to approximately 609 residents and an estimated 25 jobs. At 26.56 gross hectares, the Plan area has an intensity of 24 jobs and population per hectare. The policies of this plan are designed to encourage moderate intensification to enhance the area's existing vibrancy.

The appendix contains projections for the area's future population and employment based on a floor area ratio (FAR) assumed through the development of the Plan. The numbers used are the product of multiple layers of assumptions and should be used for illustrative purposes only. The Shaganappi Point ARP area is estimated to accommodate a total of 3,350 residents and 450 jobs. This represents an increase in intensity to a total of 143 jobs and population per gross hectare.

This development scenario assumes a changeover of the area's building stock over the 20-30 year lifetime of the plan. Due to recent building activity, it is unlikely that all of the area will be redeveloped in such a time frame. For this reason, the projections given here can be viewed as the theoretical maximum expected across the entire Plan area.

Shaganappi Point ARP: Proposed Build-Out Scenario

		2013			FUTURE			
LAND USE	**Area (Ha)**	**Units**	**Population**	**Jobs**	**Units**	**Population**	**Jobs**	**Commercial (m2)**
Jacques Lodge	5.28	0	0	0	890	1,200	350	15,300
Low Density Multi-Residential	2.82	69	143	5	460	1,060	40	0
Low Density Residential	7.62	186	387	15	260	600	0	0
Medium Density Residential	1.05	33	70	5	180	410	20	0
Park/ Open Space	4.77	0	0	0	0	0	0	0
Residential Commercial	0.36	5	9	0	40	80	40	1,800
OVERALL PLAN AREA	**26.56**	**293**	**609**	**25**	**1,830**	**3,350**	**450**	**17,100**
Estimated Intensity			24				143	

Intensity is measured in persons plus jobs per gross developable hectare

Assumptions - General

Most low-density residential parcels split to 8-m frontages
Low-density multi-residential is assumed to conform to M-CG
Medium-density multi-residential is assumed to conform to M-C2
Residential commercial is assumed to be 1/3 commercial by gross floor area
Net floor area = 85% of gross floor area
Residential occupancy rate of 2.3 ppu
Residential unit size 100 m2
1 job per 50 m2 commercial floor area
3.8% of residents work at home

Assumptions - Jacques Lodge

Jacques Lodge assumptions taken from Sections 2.6 and 2.7
Unit occupancies range from 1.1 - 1.6 ppu
Retail/commercial = 20 jobs
Office = 300 jobs
Seniors Social Organization = 30 jobs

APPENDIX B: Environmental Sustainability Strategies

The Development Authority should work withdevelopers to incorporate the following sustainable neighbourhood and building practices:

1. Optimizing solar gain and reducing energy demand by considering solar layout of buildings and streets as well as how building heights may permit/block solar penetration.
2. Supplying energy from local sources to minimize distribution losses e.g. by incorporating district energy and combined heat and power.
3. Using rrenewable energy and low-carbon sources (e.g. ground and air source heat pumps, geothermal, solarthermal, photovoltaic, hydroelectric, wind turbines, biomass, energy from waste).
4. Including long-term energy metering and monitoring plans as part of multi-residential, mixed use or commercial/retail development proposals.
5. Minimizing water demand through the use of efficient water fittings (e.g. low flow, dual flush household goods, conservation landscaping or xeriscaping).
6. Reduce demand for high quality drinking water by matching water quality to use through rainwater harvesting and stormwater re-use to meet irrigation needs, and through the appropriate use of reclaimed water.
7. Incorporation of green roofs and living walls.
8. Reducing impervious surfaces associated with development to improve water quality and reduce runoff volume. This may be accomplished by applying Low Impact Development (LID) stormwater management practices. Stormwater management practices alongside landscaping that uses native vegetation with low-water requirements will make landscaping more resilient to drought while reducing demand on the treated water supply.
9. Integrating indigenous planting and biodiversity of material within landscaping, streetscaping and public spaces.
10. Provide building recycling facilities on-site and space to accommodate composting facilities.
11. Prioritize conservation, re-use, and recycling as well as the use of natural, healthy, and local materials in the construction and operational phases of community redevelopment.
12. Minimizing waste production in both construction and operation through the use of site waste management plans, centralised materials handling, modern methods of construction, the use of re-used and recycled material in construction, production of a building lifecycle strategy and deconstruction plan and the provision of space and facilities for recycling and composting.
13. Encouraging LEED certification or constructing to highest sustainable building standards possible for all new and renovated buildings.