

The urban design policies and guidelines are intended to inform a level of decision-making including Local Area Planning, outline plans, land use amendments and development permits. They are also relevant to city initiated design projects for public realm improvements, street corridors, open space plans, and transit station area planning”

1.4 Implementing the MDP, Municipal Development Plan



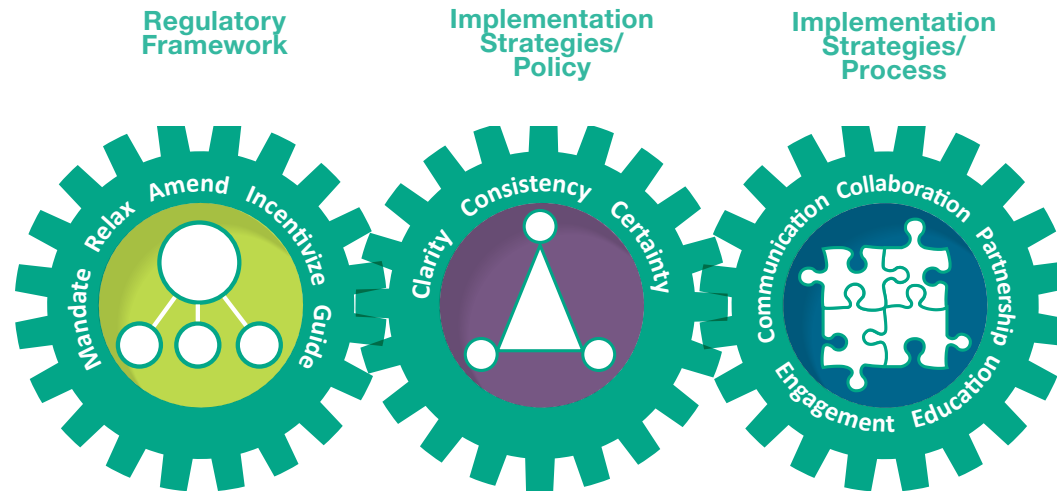
5.0 IMPLEMENTATION

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- 5.1 Guidelines and Regulatory Framework
- 5.2 Areas of Particular Concern

5.1 GUIDELINES AND REGULATORY FRAMEWORK

Memorable Places, Great Streets and Quality Buildings



5.1 Guidelines and Regulatory Framework

5.1.1 Introduction

It is important to understand the following interrelated overlays of policy and process in the current regulatory framework for the Centre City.

1. Mandate

Statutory policies and municipal Bylaws include:

- a. Municipal Development plan (MDP)
- b. Area Redevelopment Plans (ARPs)
- c. Bylaws

Policy development often supports design guidelines through embedding essential design requirements in the MDP, ARPs or Bylaws to make them more implementable.

2. Relax/Amend

On a case-by-case basis, certain impedimental rules can be relaxed in the development review process, or amended through Bylaw or policy amendment process.

3. Incentivize

To achieve significant public benefit through private development, the density bonus system has also been established as part of the Centre City's regulatory framework, through which a number of public amenity items are considered "bonusable" when certain performance criteria are met.




4. Guide

Design guidelines speak to the non-statutory aspect of the regulatory framework. Design guidelines can be inspirational, descriptive and flexible. They supplement other policies and provide guidance as to "how" to achieve the desirable outcomes as defined in existing policies.

Design guidelines focus on the aspects of project fit and how to achieve the desirable outcomes - great streets, quality buildings and memorable places. Design guidelines as part of the regulatory framework must work together with other statutory policies and Bylaws while maintaining a fine balance between under-regulation and over-regulation.

This section includes proposed implementation strategies for the guidelines, as well as potential changes to policy, process and regulations.




5.1.2 Implementation Strategies

Guideline Contents	Regulatory Framework	Implementation Strategies/Policy	Implementation Strategies/Process
	 <p>Mandate Relax Amend Incentivize Guide</p>	 <p>Clarity Consistency Collaboration</p>	 <p>Communication Collaboration Partnership Engagement Education</p>
Urban Context Maps	Guide/ Mandate	<ol style="list-style-type: none"> 1. Update Urban Context maps periodically to reflect new changes. 2. Refine the urban context maps for area-specific considerations in each ARP. 	<ol style="list-style-type: none"> 13. Use Urban Context maps to determine project fit at early design concept generation stage. 14. Provide a written summary regarding how the project addresses the 12 urban context overlays, if applicable.
Design Objectives	Mandate	<ol style="list-style-type: none"> 3. Reiterate the Design Objectives in the MDP and ARPs using consistent languages. 4. Use design guidelines as a tool to condense ARPs. 	<ol style="list-style-type: none"> 15. Develop a Centre City-wide incentive/density bonus system to incorporate higher design standards with measurable performance criteria.
General Design Guidelines	Guide	<ol style="list-style-type: none"> 5. Maintain the guidelines as a living document. 6. Develop a cross reference system to link between the guidelines and MDP, ARPs and other policy documents. 	<ol style="list-style-type: none"> 16. Use the guidelines as a resource book for better urban design. 17. Provide training to the File Managers. 18. Design a user-friendly web site for the approved guidelines with links to relevant policies.
New Standards	Mandate/ Relax/ Amend	<ol style="list-style-type: none"> 7. Coordinate desires of the guidelines with the requirements and regulations of the Bylaws, MDP and ARPs. 8. Set baseline requirements. 9. Maintain a fine balance between under-regulation and over-regulation. 10. Provide context-specific design options. 11. Allow for flexibility for innovation. 	<ol style="list-style-type: none"> 19. Increase certainty in decisions and streamline the development review process by implementing the new standards. 20. Relax certain impedimental rules to better achieve the design objectives. 21. Monitor the effectiveness of the new standards and amend them if needed.
Higher Design Standards	Incentivize	<ol style="list-style-type: none"> 12. Develop a Centre City-wide incentive/density bonus system to incorporate higher design standards with measurable performance criteria. 	<ol style="list-style-type: none"> 22. Ensure exceptional urban design and significant public benefits are achieved in the development review process.

5.2 AREAS OF PARTICULAR CONCERN

Memorable Places, Great Streets and Quality Buildings

5.2 Areas of Particular Concern

Areas of Particular Concern	Implementation Strategies (Regulation, Policy and Process)	Guideline Reference
<p>Pedestrian Priority Corridors</p> 	<p>5.2.1 Create pedestrian priority</p> <ol style="list-style-type: none">1. Coordinate all parties responsible for public sidewalks (regulation, policy, design, improvement, construction, maintenance) and balance the competing uses within the right-of-way and frontage zone to ensure that, along all identified Pedestrian Priority Corridors:<ol style="list-style-type: none">a. sufficient sidewalk widths are provided based on streetscape typologies and travel modes priorities;b. pedestrian amenities are incorporated; andc. building frontage design contributes to safe, continuous and comfortable pedestrian experience.	<ul style="list-style-type: none">• Pedestrian Priority Corridors (PBT, PB, PT, P) - 2.1• Streetscape Zones - 3.1• Public Sidewalks - 3.2.1• Pedestrian Amenities - 3.2• Frontages - 4.2.1
<p>Character Districts/Corridors</p> 	<p>5.2.2 Formulate character districts and corridors</p> <ol style="list-style-type: none">1. Wherever possible, improve the streetscape for the entire corridor, or at minimum the length of one block. Treat both sides of the block for design consistency.2. For overall streetscape concepts or precinct studies, identify paving material palettes, lighting palettes, furniture palettes, street tree species, sidewalk widening, building setbacks and street wall heights. The individual project should comply with overall streetscape concept and design.3. Coordinate infrastructure/utility placement with public realm requirements.4. Incorporate transit, bike and stormwater facilities.5. Determine street wall heights by the best practice ratio of street right-of-way width, right-of-way location, intensity of surrounding uses and sun access considerations.6. Provide public open spaces, on-site open spaces and urban plazas.	<ul style="list-style-type: none">• Character Districts/Corridors - 2.8• Bike/Transit Integration - 2.11• Parks and Open Spaces - 2.5• Streetscape Zones - 3.1• Streetscape Elements - 3.2• On-site Open Spaces - 4.1.2• Green Infrastructure - 4.3• Street wall Heights - 4.2.2
<p>Road Construction Projects</p> 	<p>5.2.3 Facilitate a coordinated process for road construction projects</p> <ol style="list-style-type: none">1. Use road construction projects (such as sidewalk repair, utility trenching, sidewalk excavations, curb ramp construction and intersection improvements) as opportunities to add street trees, landscaping, stormwater facilities, site furnishings and curb extensions as feasible.2. Reference the identified Pedestrian Priority Corridors when prioritizing road construction projects.	<ul style="list-style-type: none">• Pedestrian Priority Corridors (PBT, PB, PT, P) - 2.1• Streetscape Elements - 3.2• Green Infrastructure - 4.3

Areas of Particular Concern	Implementation Strategies (Regulation, Policy and Process)	Guideline Reference
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Sidewalk Widening



5.2.4 Widen the public sidewalks where needed

1. Where the minimum sidewalk width cannot be met due to limited right-of-way space, or more than minimum sidewalk/landscape zone widths is expected in a specific context (e.g. Retail Nodes and Corridors, Pedestrian Priority Corridors, Transit Stops):
 - a. Private developments should consider sidewalk widening through building setbacks and provision of high quality on-site pedestrian amenities including colonnades, arcades, canopies, recessed corner plazas, double row of trees, etc.
 - b. The City should consider applying sidewalk curb extensions at busy street corners or create sidewalks within the existing right-of-way by using bylaw-enforced setback areas and/or removing or narrowing excess travel lanes where appropriate.

- Pedestrian Priority Corridors (PBT, PB, PT, P) - 2.1
- Retail Nodes and Corridors - 2.3
- Transit Integration - 2.11
- Streetscape Zones - 3.1
- Public Sidewalks 3.2.1
- Frontages - 4.2.1

Relaxation/Amendments



5.2.5 Relax/amend the impedimental rules

1. Where bylaw-enforced setbacks exist, the following regulations may be relaxed with the discretion of the Development Authority, depending on the purpose and possibility of the future right-of-way expansion:
 - a. setting buildings back from the sidewalk where the sidewalk may in fact never be widened;
 - b. preventing arcades, cantilevers or other structures from encroaching the setback area; and
 - c. limiting or prohibiting the placement of street amenities such as trees, planters and lighting.

- Streetscape Zones - 3.1
- Streetscape Elements - 3.2
- Frontages - 4.2.1

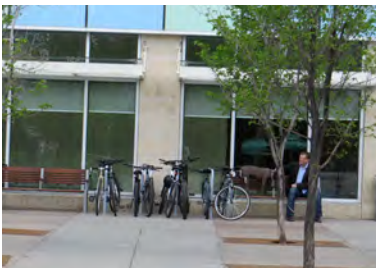
5.2 AREAS OF PARTICULAR CONCERN

Memorable Places, Great Streets and Quality Buildings

Areas of Particular Concern	Implementation Strategies (Regulation, Policy and Process)	Guideline Reference
<p data-bbox="201 467 436 492">Transit Integration</p> 	<p data-bbox="615 467 905 492">5.2.6 Integrate transit</p> <ol data-bbox="615 516 1514 833" style="list-style-type: none">1. Support the implementation of planned transit alignments and ensure Urban Design is involved in any detailed transit integration study.2. Ensure the following key metrics are implemented in both design and approval processes:<ol data-bbox="636 630 1371 695" style="list-style-type: none">a. minimum 3.5m transit priority lanes along all Transit Priority Corridors; andb. minimum 2.5m sidewalk width adjacent to building face is provided at transit stops.3. Allow private developments to provide passenger amenities, such as deeper setbacks at the bus zones and weather protected bus waiting areas along building frontages.4. Consider transit stops as activity nodes integrated with adjacent streetscapes and private developments.	<ul data-bbox="1591 516 1940 719" style="list-style-type: none">• Transit Priority Corridors (PBT, PT, BT, T) - 2.1• Transit Integration, planned transit alignments, transit stations/bus zones - 2.11• Public Sidewalks 3.2.1• Transit Facilities 3.2.2
<p data-bbox="201 881 405 906">Bike Integration</p> 	<p data-bbox="615 881 873 906">5.2.7 Integrate bike</p> <ol data-bbox="615 930 1497 1190" style="list-style-type: none">1. Support the implementation of Centre City Cycle Track Network (5-year plan) and Bike Priority Corridors, and ensure Urban Design is involved in any detailed bike integration study.2. Balance bike integration with pedestrian needs and the competing needs of space for all streetscape elements.3. Use the recommended bike facilities design metrics by bike facility type included in this guideline document.4. Ensure consistency on planning, design approval and inspections in regards to bike safety buffer or mitigation measures when space is limited.	

Areas of Particular Concern	Implementation Strategies (Regulation, Policy and Process)	Guideline Reference
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Ownership/Maintenance



5.2.8 Clarify ownership and maintenance issues

1. Ownership and maintenance issues arise due to, but not limited to, the following reasons:
 - a. provision of pedestrian amenities (street furniture, shrubs, planters, patios, etc.);
 - b. bike facility streetscape integration;
 - c. provision of transit waiting areas along building frontages (e.g. canopies);
 - d. integration of stormwater facilities;
 - e. consistent paving materials;
 - f. consolidated vehicle access;
 - g. encroachment to bylaw-enforced setback zone; and
 - h. public or publicly-accessible amenity roofs over underground parking.
2. When one of the above issues arises:
 - a. Prioritize and determine the type, number, character and quality of streetscape elements based on Streetscape Characters and Travel Modes Priorities, as well as space availability.
 - b. Facilitate public/private partnerships and partnerships between property owners to achieve the best outcomes (great streets, quality buildings, memorable places).
 - c. Reference initial capital cost for construction, operational and life cycle maintenance of enhanced infrastructure.
 - d. Accept that negotiation will always be a part of the process, but be consistent in the development review process by clarifying and reiterating the Design Objectives as outlined in each guideline section.
 - e. Use perpetual encroachment agreements as a tool to clarify maintenance issues.

- Streetscape characters - 2.1
- Streetscape Zones - 3.1
- Streetscape Elements - 3.2
- Green Infrastructure - 4.3

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Areas of Particular Concern

Implementation Strategies (Regulation, Policy and Process)

Guideline Reference

Paving



5.2.9 Create a new enhanced paving standard

1. Work with Roads to create a new, enhanced standard of right-of-way surfacing/paving within city-owned land adjacent to streets (including both standard and decorative paving materials, trims, permeable pavings, etc.).
2. Encourage consistent paving for the identified Character Districts and Corridors, and for both public and private portions of the streetscape zones.
3. Embody the local characters (of those defined Character Districts and Corridors) using the new, enhanced standard with variations in patterns, colours and textures.
4. Consider maintenance requirements and incorporate them in the operational budget.
5. Conduct further best practice research regarding the feasibility of permeable paving applicable to Calgary-specific weather conditions (multiple freeze-thaw cycles), and include it as part of the new standard for applicable locations.
6. Promote the benefits of natural water infiltration through pilot projects at strategic locations.

- Pedestrian Priority Corridors (PBT, PB, PT, P) - 2.1
- Character Areas - 2.8
- Streetscape Zones - 3.1
- Public Sidewalks 3.2.1
- Green Infrastructure - 4.3




Lighting



5.2.10 Light it up for pedestrians




1. Require new developments to provide a comprehensive site and building lighting strategy as part of the development application package.
2. Develop a comprehensive lighting palette based on a coordinated process and the Centre City Nightscape Plan map regarding lighting priority districts, edges, corridors and nodes.
3. Develop a separate pedestrian lighting system for the Centre City.
4. Consider both functional and experiential lighting along areas of particular attention.
5. Consider increased maintenance and power requirements as well as life cycle replacement costs.
6. Reduce energy consumption and support the use of new technologies.
7. Clarify maintenance issue.


- Centre City Nightscape Plan - 2.12
- Lighting - 3.2.7

Areas of Particular Concern	Implementation Strategies (Regulation, Policy and Process)	Guideline Reference
<p>Sunlight Access</p> 	<p>5.2.11 Safeguard sunlight access to places, streets, and neighbourhoods</p> <ol style="list-style-type: none"> 1. Through the development review process, safeguard/maximize sunlight access to the identified Shadow Sensitive Areas, including public open spaces, on-site open spaces, building frontages, public sidewalks and historical landscapes or architecture. 	<ul style="list-style-type: none"> • Shadow Sensitive Areas - 2.12 • Seasonal Design and Sunlight Access - 4.1.5
<p>Active Uses</p> 	<p>5.2.12 Activate building frontages</p> <ol style="list-style-type: none"> 1. Reference Retail Nodes and Corridors (2.3) for the Urban Design Hierarchy of recommended active frontage locations. 2. Permit special or unique activities in spaces to create memorable pedestrian experiences. 3. When at-grade retail uses are not possible, or grade separation is unavoidable, use built form guidelines (4.0) or other innovative mitigation strategies to activate the building frontage. 	<ul style="list-style-type: none"> • Retail Nodes and Corridors - 2.3 • Built Form - 4.2
<p>Street Trees</p> 	<p>5.2.13 Increase street tree opportunities</p> <ol style="list-style-type: none"> 1. Integrate street tree planting with the planning of utility alignments by identifying tree planting opportunities and locations in early design stages. 2. Maximize street tree opportunities along Green Streets. 3. Consider consistent tree species in a Character District or along a Character Corridor. 4. Incorporate the use of soil cell system. 5. Establish maintenance responsibilities and program clearly to ensure sustainable street tree planting. 	<ul style="list-style-type: none"> • Streetscape Characters/Green Streets - 2.1 • Character Areas - 2.8 • Street Trees - 3.2.5

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<p data-bbox="201 451 464 480">Green Infrastructure</p>  	<p data-bbox="615 451 1419 509">5.2.14 Integrate green design considerations into the approval process</p> <ol data-bbox="615 532 1507 971" style="list-style-type: none">1. Require, for all developments, a description/accounting of design measures included to reduce the development footprint.2. Engage an integrated design approach to resolve and accommodate multiple building and/or development objectives through green infrastructure and sustainable measures in all development.3. Enhance storm-water management by employing a sustainable form of drainage system in all development within the Centre City.4. Use the Sustainable Design Declaration Form and Sustainable Technologies Permitting Matrix when green building projects are at the conceptual stage.5. (Private developments) Take advantages of the development incentives by providing the Green Building Features as described in Bylaw 33P2013 (environmental roof, green wall, bioretention structure, district energy connection ability, district energy connection, on-site cogeneration facility, electric vehicle charging stations and additional bicycle parking stalls).6. Use the Bird-friendly Urban Design Guidelines to reduce the impact of built form on migratory birds.	<ul data-bbox="1591 532 1944 764" style="list-style-type: none">• Green Infrastructure - 4.3• Development Incentives - Bylaw33P2013• Sustainable Design Declaration Form and Sustainable Technologies Permitting Matrix - calgary.ca• Bird-friendly Urban Design Guidelines - calgary.ca
<p data-bbox="201 1036 464 1065">+15 Skywalk System</p> 	<p data-bbox="615 1036 1436 1065">5.2.15 Integrate +15 Skywalk System with at-grade public realm</p> <ol data-bbox="615 1088 1507 1440" style="list-style-type: none">1. Evaluate +15 development and project fit to achieve the following objectives:<ol data-bbox="636 1127 1184 1284" style="list-style-type: none">a. complement the Centre City public realm;b. enhance pedestrian movement;c. animate the system;d. improve quality consistency throughout the system;e. incorporate sustainable design and operational practices; andf. strategize the implementation.2. Complete +15 Urban Design Strategy policy to provide guidance related to how to achieve the above objectives and support the prioritization of the +15 Fund.3. Develop a consistent approach and sustained funding mechanism (in terms of what, where and when the system upgrades should take place) to prioritize the +15 Fund along with accumulated interest and private funding opportunities.	<ul data-bbox="1591 1088 1856 1198" style="list-style-type: none">• +15 Policy - calgary.ca• Development Incentives - Bylaw33P2013• +15 Skywalk System - 4.1.4

Areas of Particular Concern	Implementation Strategies (Regulation, Policy and Process)	Guideline Reference
<p>CPR Special Area</p> 	<p>5.2.16 Develop the CPR Special Area while ensuring safety</p> <ol style="list-style-type: none"> 1. Work with the following development constraints and provide innovative design solutions: <ol style="list-style-type: none"> a. identify railway related risks and provide sufficient mitigation acceptable to the approving authority. b. identify noise and vibration impacts and provide sufficient mitigation acceptable to the approving authority. c. Consult with the railway operator to determine requirements for development in proximity to the railway corridor. d. Conduct the following additional studies which may be requested by The City: <ol style="list-style-type: none"> i. environmental considerations related to potential contamination from past activities; ii. shadow cast impact (including City policy specifying requirements for the preservation of direct access to sunlight to areas in proximity to the CPR corridor); and iii. lot depths (areas where lot depth would not support conventional residential and/or commercial building projects). e. Implement the CPR corridor vision over time with the following five main components: <ol style="list-style-type: none"> i. +30 public spaces that bridge the CPR tracks; ii. east-west connections along 9 and 10 Avenues and between the +30 public bridges to create a continuous east/west system; iii. at-grade plazas that serve as entrances to the +30 system; iv. opportunities within new developments for active uses at the +30 level; and v. physical enhancements of existing and potentially new vehicular underpasses. f. Create a bonus system for how the CPR Special Area can be built over time, with short and long-term considerations to achieve the vision of a safe, vibrant and sustainable system with a variety of land uses, exciting horizontal and vertical linkages, special places and iconic built form. 	<ul style="list-style-type: none"> • Guidelines for New Development in Proximity to Railway Operations (May 2013) • Downtown Underpasses Urban Design Guidelines - calgary.ca • Shadow Sensitive Areas - 2.12 • 9 and 10 Avenue streetscape characters - 2.1 • +15 Skywalk System - 4.1.4 • Private and Publicly Accessible On-site Open Space - 4.1.2 • Centre City Plan • Centre City Parks and Public Realm Enhancements Plan