

“Make Calgary a livable, attractive, memorable and functional city by recognizing its unique setting and dynamic urban character and creating a legacy of quality public and private developments for future generations.”

2.4 Urban design, Municipal Development Plan



2.0 URBAN CONTEXT

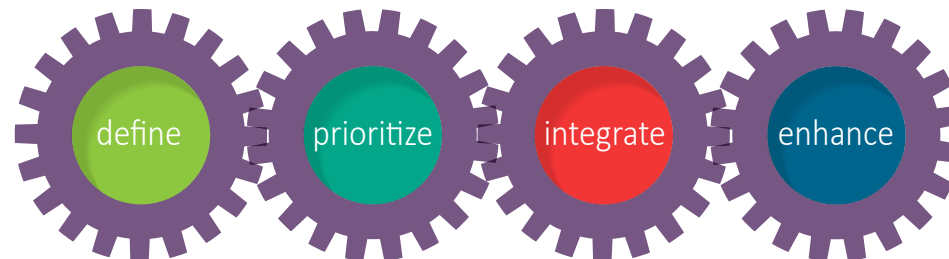
IN THIS SECTION:

- 2.1 Streetscape Characters
- 2.2 Urban Structure
- 2.3 Retail Nodes and Corridors
- 2.4 The Riverfront
- 2.5 Parks and Open Spaces
- 2.6 Skyline, Gateways, Landmarks and View Corridors
- 2.7 Historic Resources
- 2.8 Character Areas
- 2.9 +15 Skywalk System
- 2.10 CPR Special Area
- 2.11 Bike and Transit Integration
- 2.12 Seasonal and Night Design

New projects should go beyond the consideration of individual buildings and fit into the Calgary-specific urban context. In this section, the following 12 overlays of urban context provide an analytical framework for a comprehensive and highly contextual analysis of any development project in the Centre City.

Applicants should submit a design rationale based on the analytical framework to answer the series of questions for each overlay (as shown on the next two pages), if applicable, and explain how their projects add to the complex patterns and characters of urban life in Calgary's Centre City.

ANALYTICAL FRAMEWORK



“Nothing is experienced by itself, but always in relation to its surroundings, the sequences of events leading up to it, the memory of past experiences.”

2.0 URBAN CONTEXT

Memorable Places, Great Streets and Quality Buildings

2.1 Streetscape Characters

1) Which streetscape character types are adjacent to the project? 2) How does the project prioritize different travel modes to strategically balance different user needs? 3) How does the project integrate different streetscape elements to enhance the pedestrian experience?

2.2 Urban Structure

1) How does the project integrate with and complement the key elements of the urban structure - a complete and dynamic Downtown surrounded by liveable, mixed-use neighbourhoods? 2) How does the project address the aspects of use, density, height, built form, sunlight protection, +15 connectivity and parking within the existing regulatory framework to minimize development impact on surrounding streets, places and residential neighbourhoods?

2.3 Retail Nodes and Corridors

1) How does the project help to activate its adjacent streets and places for an enhanced pedestrian experience, particularly along the identified retail corridors and nodes? 2) How does the project balance the provision of at-grade and +15 retail uses to ensure both are vibrant side-by-side? 3) If there is an opportunity for incorporating large scale retail use, how does the project provide sensitively designed building frontage to integrate with a mixed-use urban setting?

2.4 The Riverfront

Is the project close to the river(s)? If yes, 1) What needs to be preserved and/or enhanced to formulate the unique sense of place that belongs to Calgary's Centre City? 2) What needs to be done to integrate the river(s) with a high-density, urban environment? 3) If located in flood impacted zones, what efforts should be made to ensure the resilience of buildings for future floods while maintaining high quality urban design? 4) How does the project address grade-separated building frontages in terms of visual connectivity, facade articulation, inviting access and neighbourhood character?

2.5 Parks and Open Spaces

Is the project in close proximity to Centre City parks and open spaces? If yes, 1) What development impacts could it have on its surroundings? 2) How does it maximize green and active open space opportunities? 3) How does it preserve sunlight access to its surrounding parks and open spaces?

2.6 Skyline, Gateways, Landmarks and View Corridors

How does the project respect, support or strengthen the identified gateways, landmarks and view corridors through innovative building and site design?

2.7 Historic Resources

1) If applicable, how does the project conserve historic resources or respect a heritage context within the emerging urban fabric? 2) How does it sensitively integrate the new development through compatible building and site design, adaptive reuse, or display exceptional architectural, and/or historically authentic, high-quality, and long-lasting materials?

2.8 Character Areas

Is the project within the context of an identified character district, corridor or node? If yes, what needs to be done to preserve and strengthen the unique qualities of the character area and to contribute to a distinctive “sense of place”?

2.9 +15 Skywalk System

Is a +15 bridge necessary? If so, 1) How does the project contribute to the overall legibility of the +15 Skywalk System? 2) How does the project contribute to the design objectives of at-grade public realm integration, vertical and horizontal connectivity, system animation and design quality consistency?

2.10 Canadian Pacific Railway (CPR) Special Area

Is the project located in the CPR Special Area? If yes, 1) How does the project deal with the development constraints and provide innovative design solutions to contribute to a safe, vibrant and sustainable system with a variety of land uses, exciting horizontal and vertical linkages, special places and iconic built form? 2) What measures are incorporated into the development to mitigate noise, vibration and safety hazards, while ensuring the highest possible urban design standards?

2.11 Bike and Transit Integration

Is the project located along one of the identified bike corridors? If yes, 1) how does the project help to complete the planned Centre City Cycle Track Network? 2) How does the project prioritize different streetscape elements to ensure pedestrian and bike-friendly streetscape design?

Is the project located in close proximity to one of the identified transit corridors or nodes? If yes, how does the project integrate with a selection of new multi-modal streets and provide transit passenger amenities and adjacent active land uses to support the use, functionality and enjoyment of the public transit system?

2.12 Seasonal and Night Design

1) How does the project demonstrate innovative and/or practical ways of seasonal and night design to enhance the pedestrian experience and celebrate Calgary’s unique weather conditions and night life?
2) How does the project take advantage of Calgary’s ample sunlight in all four seasons by using different site design and building massing techniques to maximize sunlight access to the project site and minimize shadow impact on surrounding streets, buildings and places?

Map 1 Streetscape Typology – High Streets

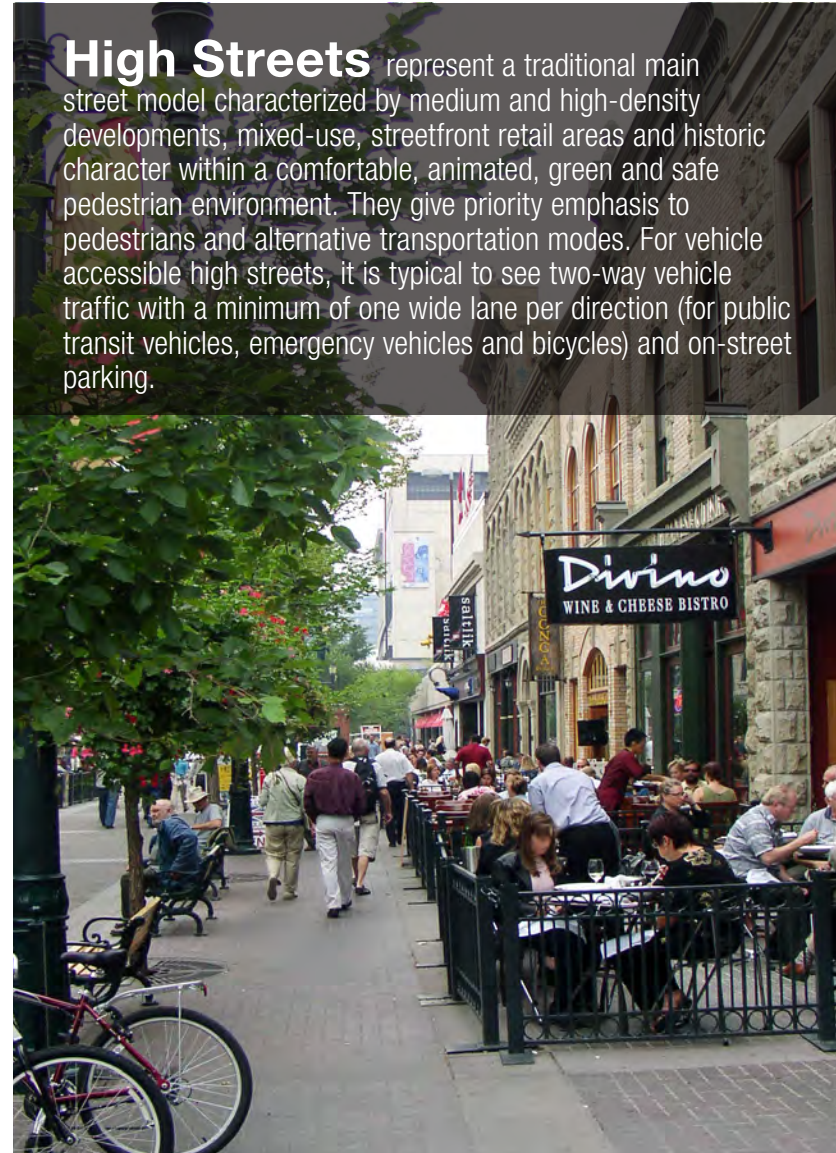


Policy Reference

- Centre City Plan
- Centre City Mobility Plan
- Centre City Cycle Track 5-year Plan
- Proposed Centre City Curb Lines Plan

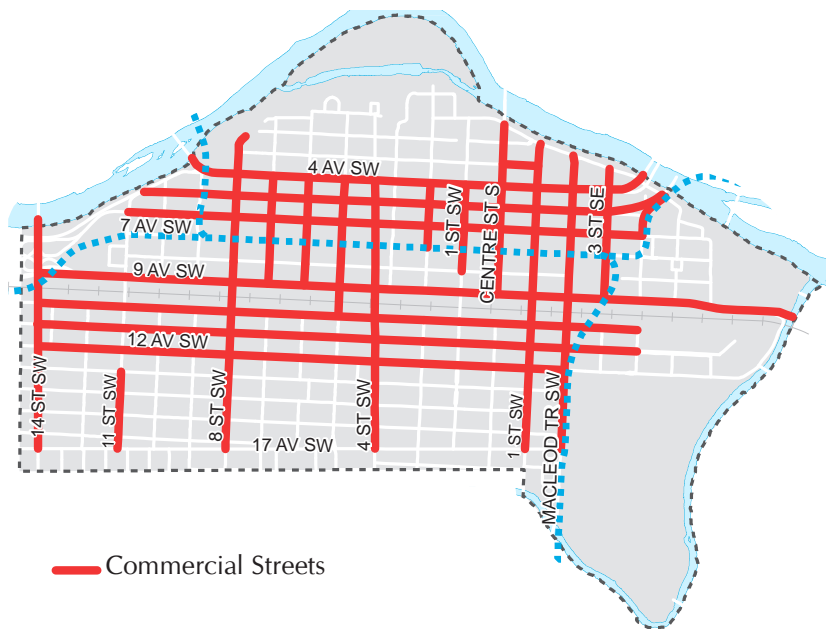
Guideline Sections

- 3.0 The Streetscape Guide
- 2.8 Character Areas
- 2.11 Bike and Transit Integration
- 5.2 Areas of Particular Concern

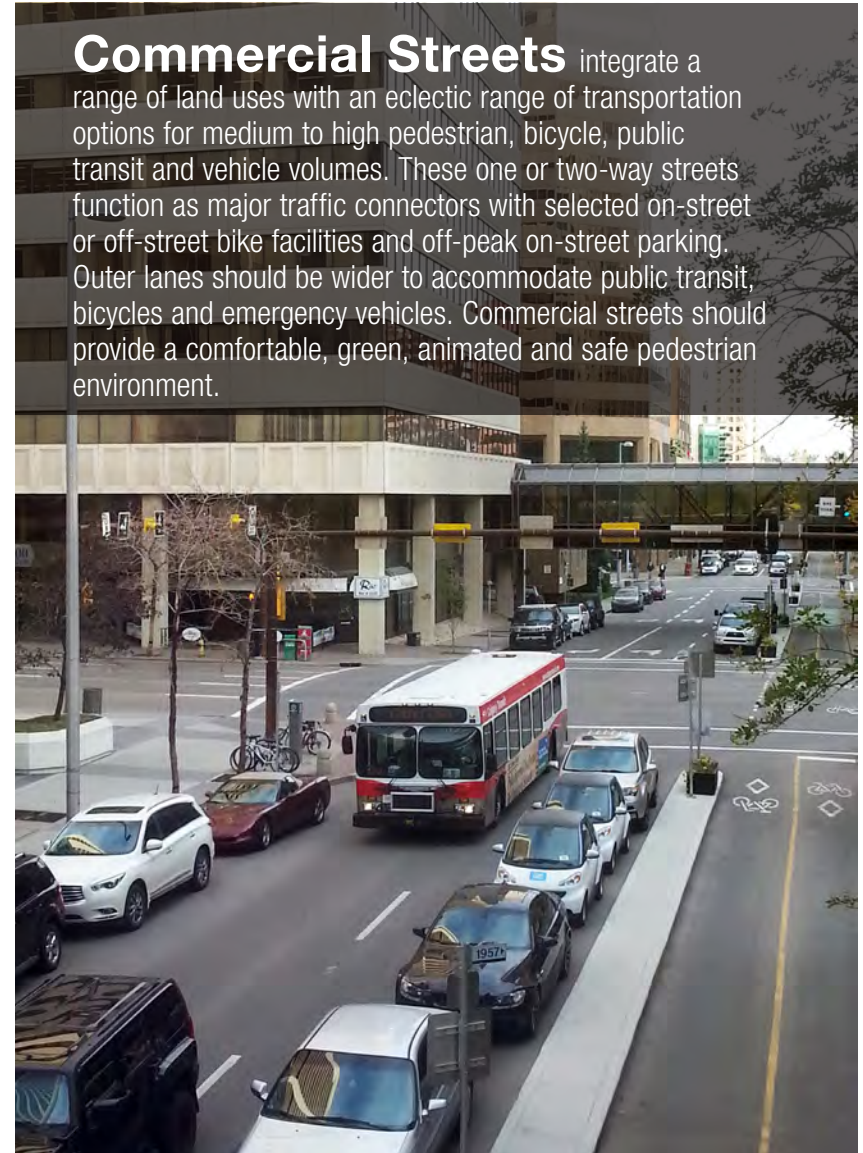


High Streets represent a traditional main street model characterized by medium and high-density developments, mixed-use, streetfront retail areas and historic character within a comfortable, animated, green and safe pedestrian environment. They give priority emphasis to pedestrians and alternative transportation modes. For vehicle accessible high streets, it is typical to see two-way vehicle traffic with a minimum of one wide lane per direction (for public transit vehicles, emergency vehicles and bicycles) and on-street parking.

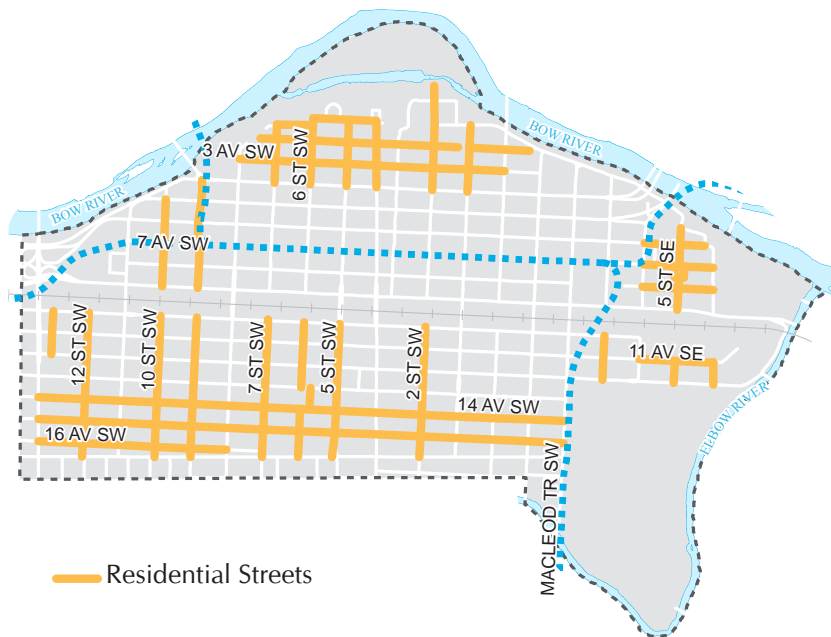
Map 2 Streetscape Typology – Commercial Streets



Commercial Streets integrate a range of land uses with an eclectic range of transportation options for medium to high pedestrian, bicycle, public transit and vehicle volumes. These one or two-way streets function as major traffic connectors with selected on-street or off-street bike facilities and off-peak on-street parking. Outer lanes should be wider to accommodate public transit, bicycles and emergency vehicles. Commercial streets should provide a comfortable, green, animated and safe pedestrian environment.



Map 3 Streetscape Typology – Residential Streets



Map 4 Streetscape Typology – Special Streets



Transit Streets incorporate priority for pedestrians with high-density mixed land uses, and the highest volumes of public transit and pedestrian traffic. Transit streets and malls permit LRT, bus, and emergency-authorized vehicle traffic only. They must provide comfortable, animated and visually attractive streetscape environment.

Green Streets connect multiple open spaces/places to the riverfronts. They provide a strong green environment for pedestrians and users of alternative transportation modes, with an emphasis on pedestrian safety, quality of landscaping, recreational opportunities and the natural qualities of the street.



2.1 STREETSCAPE CHARACTERS

Memorable Places, Great Streets and Quality Buildings

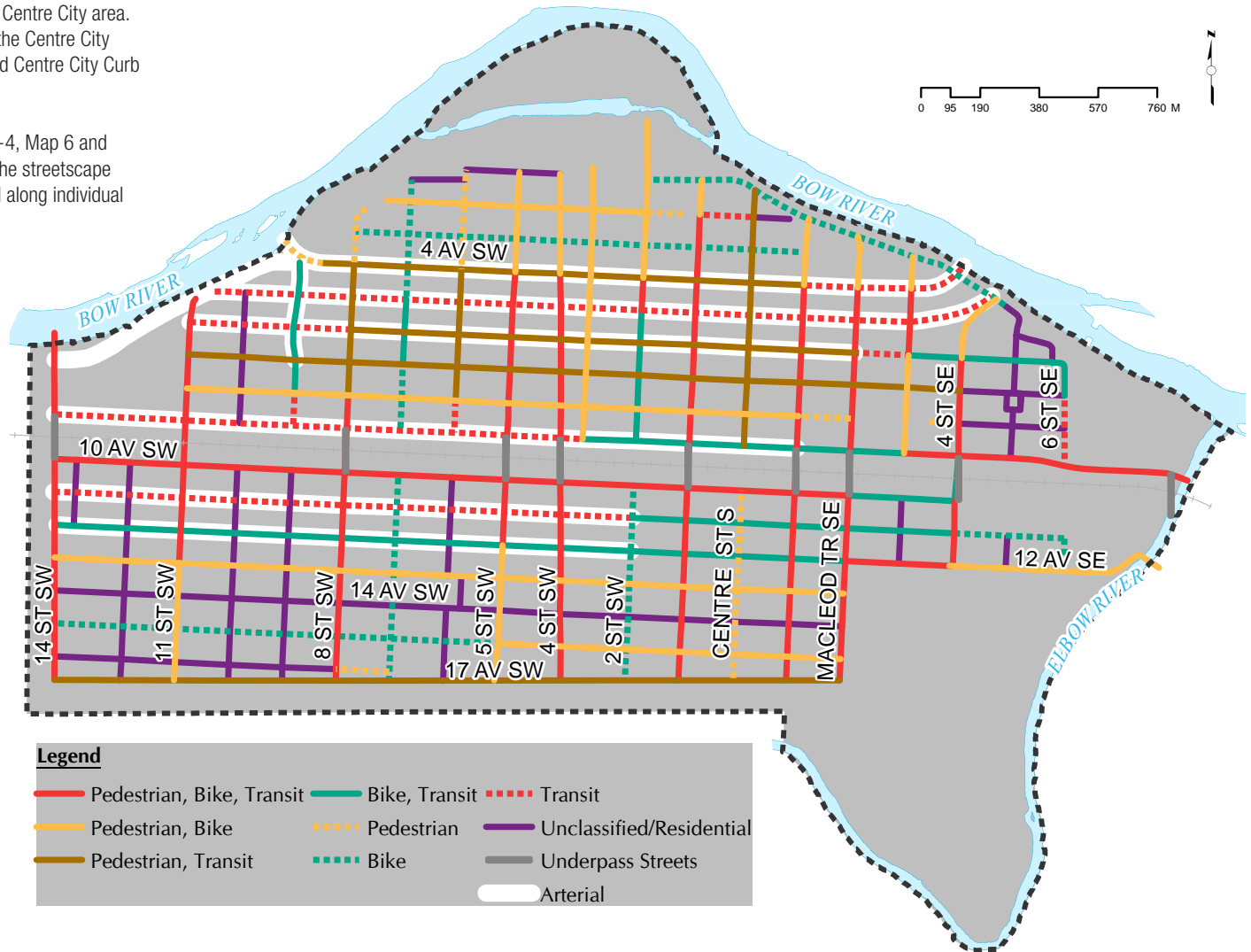
KEY CONSIDERATIONS

This map is a synthesis of pedestrian, bike, transit and vehicle priorities for each individual street sector in the Centre City area. It is based on the policy directions provided by the Centre City Plan, the Centre City Mobility Plan and proposed Centre City Curb Lines Plan.

This map should be used together with Maps 1-4, Map 6 and the cross sections defined in 3.1 to determine the streetscape elements (3.2) which should be accommodated along individual streets.

Refer to 3.3 for Lane Character Typologies related to streetscape characters.

Map 5 Travel Mode Priorities



Map 6 Parking Facilities

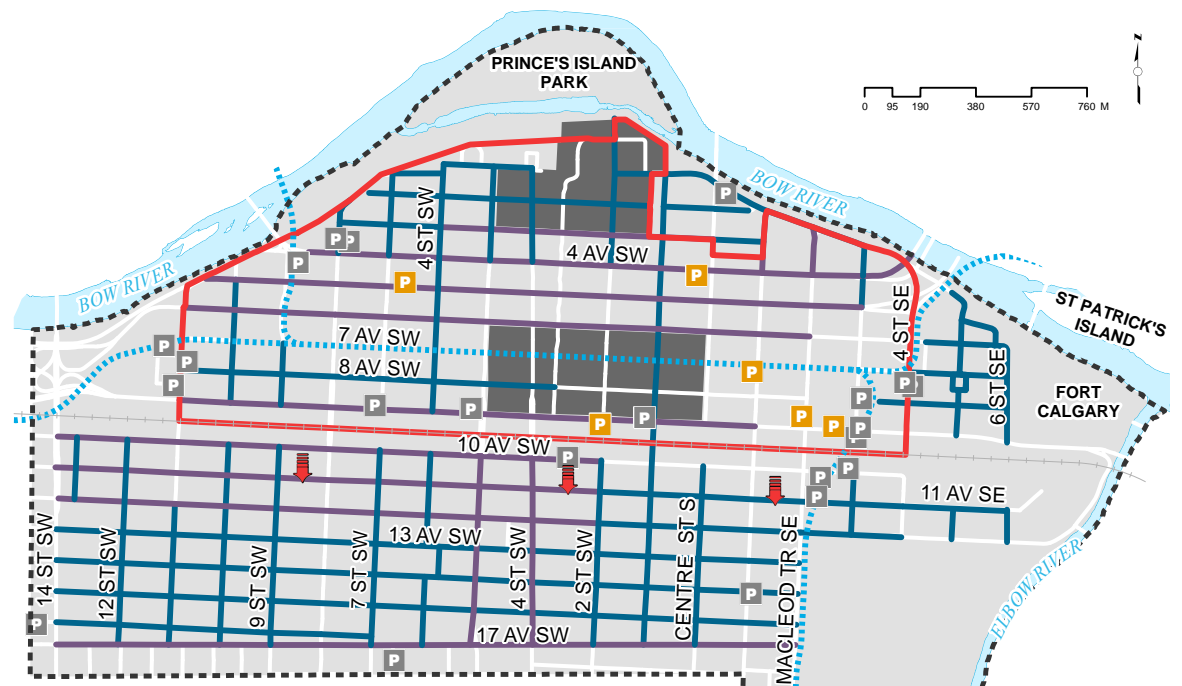
KEY CONSIDERATIONS

This map summarizes parking related regulations, policies and analysis in the Centre City area. It can be used to determine the streetscape characters and parking options and opportunities adjacent to a development site.

Regarding restricted parking area expansion (to the north edge of 12 Avenue S), the proposal only applies to large office development with a floor area ratio (FAR) exceeding 8.0 as per the Centre City Plan.

Refer to the Land Use Bylaw regarding restricted parking area and short stay parking.

Refer to 3.1 Streetscape Zones and 4.1.6 Pedestrian and Vehicular Access for relevant guidelines.



Legend

- P Existing Parkades
- P Existing Public Parking Facilities
- ▾ Proposed Restricted Parking Area Expansion
- On-street parking Opportunities
- Off-peak On-street parking Opportunities
- Short Stay Parking Area
- Restricted Parking Area



STREETSCAPE CHARACTERS

URBAN DESIGN OBJECTIVES

- **Define** streetscape typologies
- **Prioritize** different travel modes
- **Integrate** streetscape elements
- **Enhance** pedestrian experience

Policy Reference

- Centre City Plan
- Centre City Mobility Plan
- Centre City Cycle Track 5-year Plan
- Proposed Centre City Curb Lines Plan

Guideline Sections

- 3.0 The Streetscape Guide
- 2.8 Character Areas
- 2.11 Bike and Transit Integration
- 5.2 Areas of Particular Concern



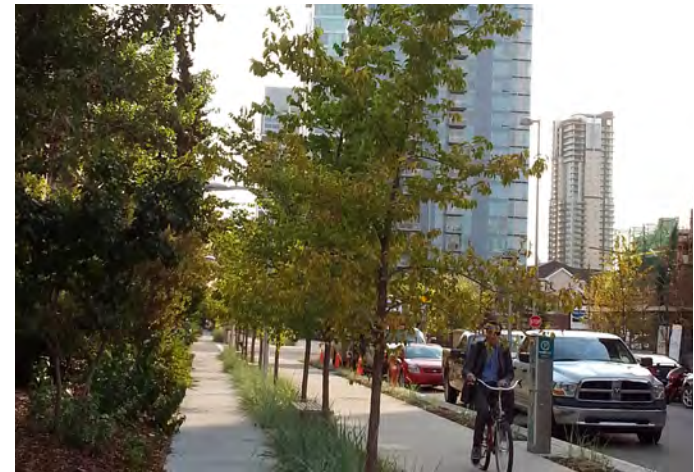
Integration of bike facilities in the Centre City streetscape design is an exciting new initiative. Individual development should refer to Map 19 for planned bike corridors.



The street corner building frontage treatments (4.2) create a comfortable sense of enclosure.



Integration of different streetscape elements (3.2) to accommodate pedestrian needs and different travel modes.



13th Avenue Heritage Greenway, a multi-use pathway which helps to complete the Green Loop in the Centre City (2.5).

Map 7 Urban Structure



URBAN STRUCTURE

URBAN DESIGN OBJECTIVES

Land Use Districts

- Integrate land use and mobility to create a **complete** and **dynamic** Downtown and livable and **mixed-use** neighbourhoods

Open Space System

- Complete the Centre City Green Loop (2.5) and protect **sunlight** access to the shadow sensitive areas

Movement and Access System

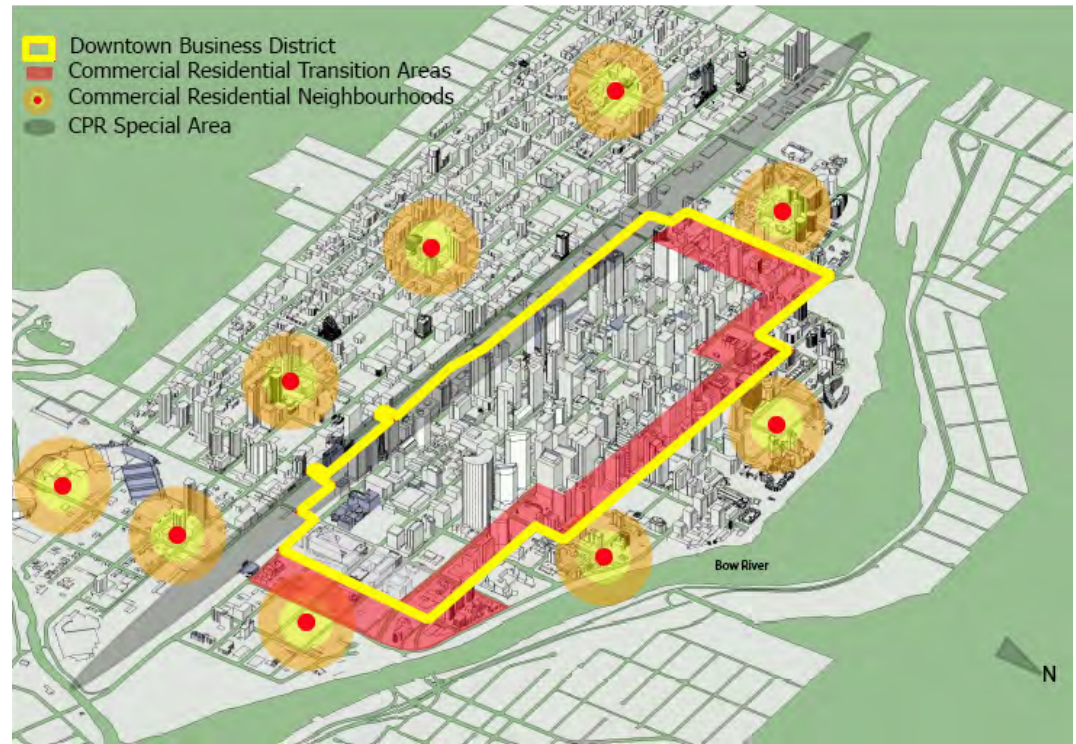
- **Prioritize** different travel modes based on the defined urban structure and streetscape characters to strategically balance different user needs
- Contribute to the use, functionality and enjoyment of the **movement** and **access** system in the Centre City

Policy Reference

- Centre City Plan
- Bylaw33P2013

Guideline Sections

- 2.0 Urban Context



KEY CONSIDERATIONS

Land Use Districts

1. Downtown Business District and Transition Area (Bylaw 33P2013)
2. Commercial Residential (CR) Neighbourhoods (Municipal Development Plan: Volume 2, Part 2; Land Use Bylaw Part 13)
 - CR Activity Area
 - CR Transition Area
 - CR Residential Area
3. Canadian Pacific Railway (CPR) Special Area (2.10)

Open Space System

- Green Loop (2.5) and The Riverfront (2.4, 2.5)
- Shadow Sensitive Areas (2.12, Map 21)

Movement and Access System

- Streetscape characters (2.1)
- Pedestrian Priority Corridors (Map 5)
- +15 Skywalk System (2.9)
- Bike corridors (2.11)
- Transit corridors (2.11)
- Parking facilities (Map 6)

2.3 RETAIL NODES AND CORRIDORS

Memorable Places, Great Streets and Quality Buildings

KEY CONSIDERATIONS

The intent of this map is to show those specific corridors and nodes where at-grade retail uses are highly recommended. Particular attention should be paid to quality streetscape and building frontage design in and around these pedestrian priority areas.

PEDESTRIAN PRIORITY RETAIL CORRIDORS AND NODES

- Downtown Retail Areas (inc. Stephen Avenue Mall Retail Area)
- High Streets
- 7 Avenue Transit Corridor
- Street corners along pedestrian priority streets
- Street corners along underpass streets
- LRT stations
- Bus zones
- Parks and open spaces
- Private and publicly accessible, on-site open spaces
- +15 key street-level entries
- Neighbourhood centres
- Riverfront urban edges
- Enhanced lanes
- Mid-block pedestrian connectors

LARGE FORMAT URBAN RETAIL

In addition to the noted retail nodes and corridors, redevelopment opportunities for innovative urban retail exist where large underdeveloped sites are available and pedestrian and vehicle access opportunities exist (e.g. the sites along 9 Avenue and 10 Avenue within CPR Special Area, see 2.10).

Map 8 Retail Nodes and Corridors





RETAIL NODES AND CORRIDORS

URBAN DESIGN OBJECTIVES

- Encourage the provision of **street level retail** wherever possible
- Require street level retail uses at the identified **pedestrian priority** retail corridors and nodes (Map 8), where sufficient retail demand exists and is supported by land use policy
- Strongly encourage the provision of street level retail along all **pedestrian corridors** as identified (Map 8)
- Strengthen both the street level and the **+15 system** retail environment and the link between them (2.9, 4.1.4)
- Incorporate multi-level, large format **urban retail** at strategic locations
- Use a variety of design treatments (4.2) to **activate** the building frontages at retail locations

Refer to Bylaw 33P2013 for regulations related to office gross floor area and lobbies at grade along Downtown Retail Areas including Stephen Avenue Mall Retail Area.

Policy Reference

- Centre City Plan
- Calgary Downtown Retail District Strategy
- Bylaw33P2013

Guideline Sections

- 2.0 Urban Context
- 3.1.3 Frontage Zone
- 4.2.1 Frontage



Transparency and active uses (such as dining and seating areas or fitness centres) help to mitigate the negative impacts of this long at-grade lobby on the pedestrian environment of the streetscape.



A multi-level, flagship store provides a strong street corner and a beacon for pedestrians.



Patio seating extends out from the building, but allows for pedestrian flow.

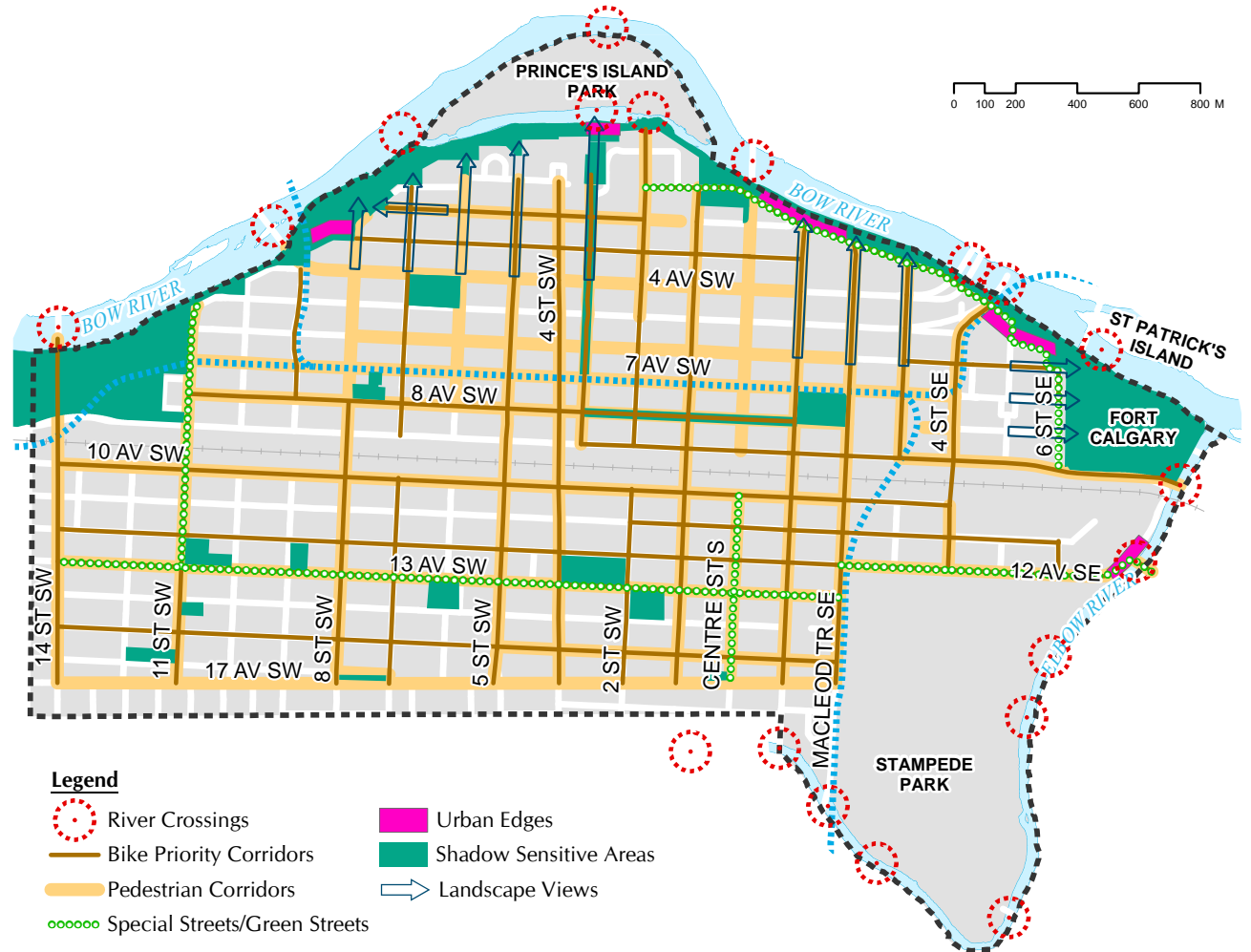


The strong entrance on the corner of the two-storey retail pulls pedestrian traffic along both streets.

Map 9 The Riverfront

KEY CONSIDERATIONS

- Shadow sensitive areas (Map 21)
- Green Streets (Map 4)
- Landscape view corridors
- Pedestrian/bike priority corridors
- River crossings to surrounding communities
- River urban edges - strategic locations
 - Eau Claire/Chinatown
 - East Village
 - Peace Bridge
 - Louise Crossing Site
- Flood Impacted Zones - refer to Land Use Bylaw 1P2007 and Alberta Environment for regulations and the most updated map of flood impacted zones, which outlines Floodway, Flood Fringe, Overland Flow and Floodplain.
- Areas of Particular Concern to address bird-window collision issue (refer to the Bird-friendly Urban Design Guidelines)





THE RIVERFRONTS

URBAN DESIGN OBJECTIVES

- Generally preserve and reinforce a **naturalistic** and **riparian** character
- Encourage **activity nodes** at strategic locations
- Preserve **sunlight** access and landscape **views** to the riverfronts
- Reinforce **green** and **active** pedestrian and bike connections to the riverfronts
- Enhance pedestrian and cycling access to **river crossings**
- Design for **flood resilience** and pedestrian comfort
- Mitigate **bird-window collisions**

Policy Reference

- Centre City Plan
- Centre City Parks and Public Realm Enhancements Plan
- Bird-friendly Urban Design Guidelines

Guideline Sections

- 2.0 Urban Context
- 4.1 Contextual Design Elements (4.1.1, 4.1.5)
- 4.2.1 Frontage



The Peace Bridge is identified as one of the activity nodes along the Bow River.



Building frontage design solution to maintain pedestrian access and comfort in flood impacted areas.



The Bow River and its riverfront define the unique sense of place in Calgary's Centre City.

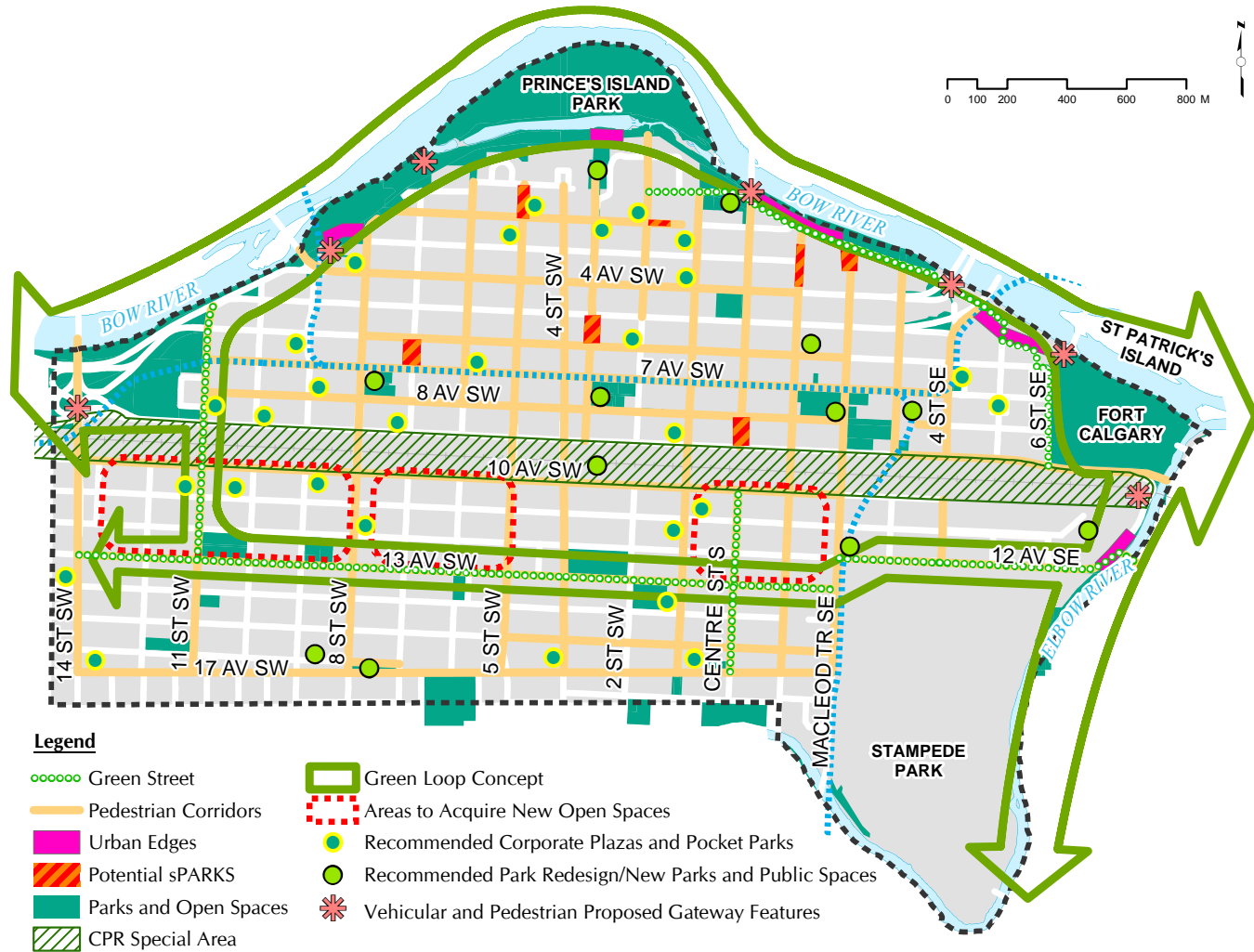


It is crucial in a high-density urban setting to preserve sunlight access to the riverfront to maintain a green, active and healthy atmosphere.

Map 10 – Parks and Open Spaces

KEY CONSIDERATIONS

- The Green Loop concept (Based on the Centre City Plan, the Green Loop refers to an open space/linkage loop through and around the Centre City via the riverfronts and 13 Avenue Heritage Greenway.)
- CPR Special Area (2.10, Centre City Parks and Public Realm Enhancements Plan)
- Shadow sensitive areas (2.12, 4.1.5)
- Potential new parks and park redesign (Centre City Parks and Public Realm Enhancements Plan)
- Private and publicly accessible, on-site open space opportunities (4.1.2)
- “sPARKS” potential locations (Centre City Plan)
- Green streets and opportunities for stormwater management features, double row of trees, etc. (2.1, 3.2.5, 4.3)
- Amenity roof opportunities, such as podium rooftop gardens, +15 level open air walkways and gardens (2.9, 4.1.4), etc.
- Active uses in and around (2.3):
 - Parks and Open Spaces
 - River urban edges
 - Private and publicly accessible, on-site open spaces





Parks and Open Spaces

URBAN DESIGN OBJECTIVES

- **Integrate** all parks and open spaces to form the Centre City **Green Loop**
- **Preserve** and **enhance** existing parks and open spaces
- Increase **usable** public and private open spaces and tree planting
- Preserve **sunlight** access to parks and open spaces
- **Activate** parks and open spaces and their edges
- Create **built form** that gives a strong sense of enclosure for parks and open spaces
- Incorporate **innovative** stormwater management practices wherever possible

Policy Reference

- Centre City Plan
- Centre City Parks and Public Realm Enhancements Plan
- Other Parks policies (6.1)

Guideline Sections

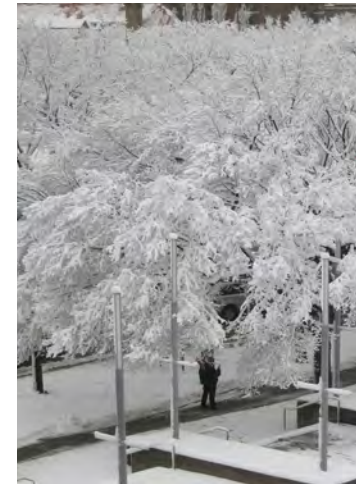
- 2.0 Urban Context
- 3.2.5 Street Trees
- 4.1 Contextual Design Elements (4.1.1, 4.1.2)
- 4.3 Green Infrastructure



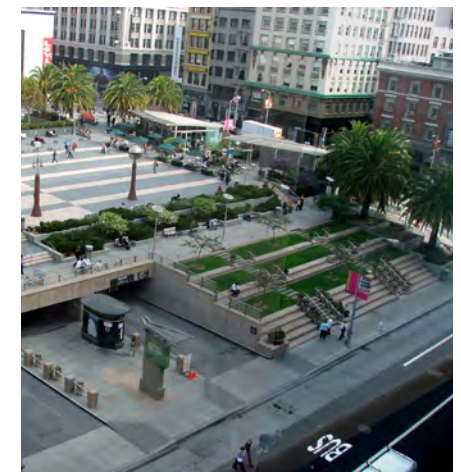
Quality design of an urban plaza.



Double row of trees provide beautiful seasonal changes in the street.



Active use in the park.

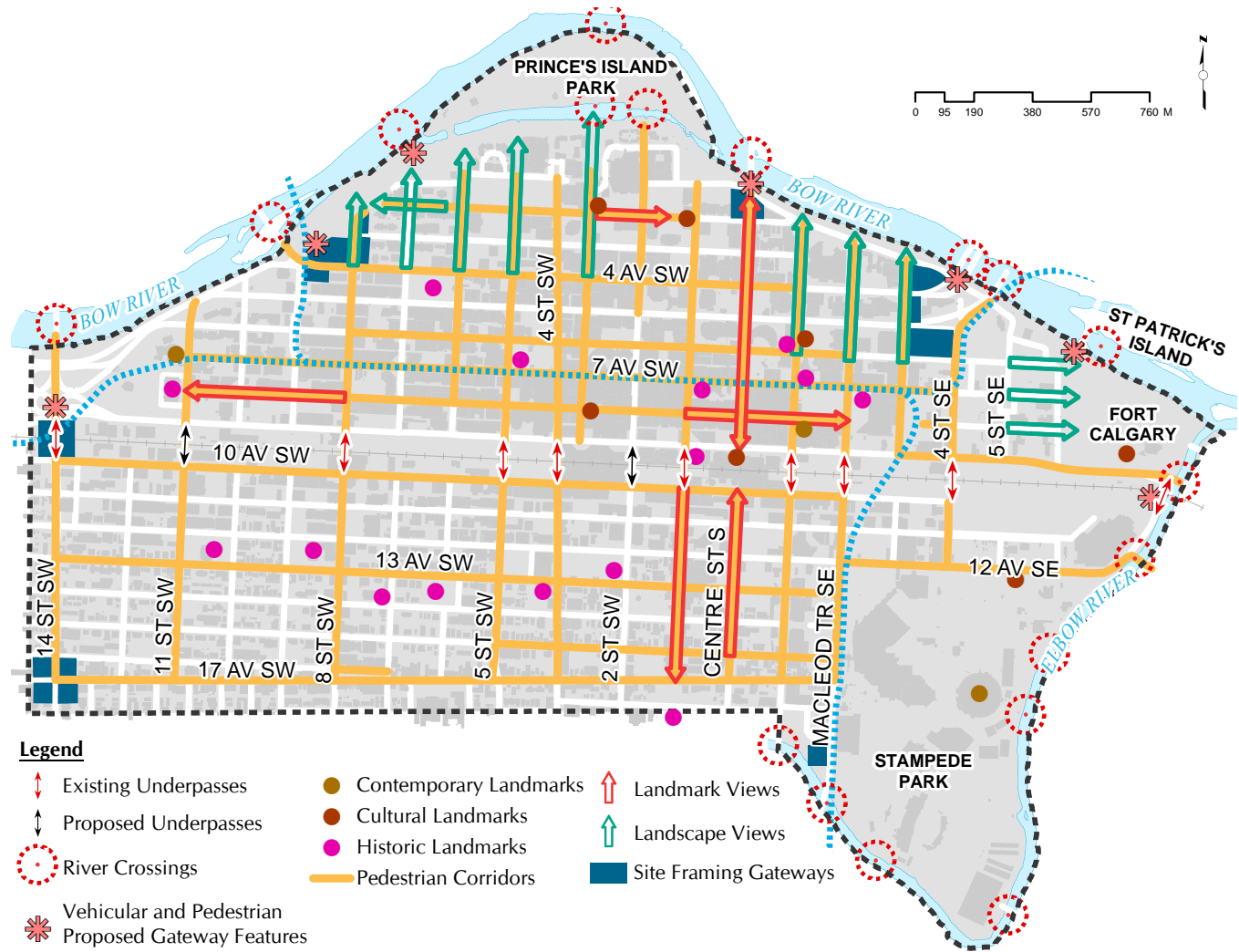


A green and active urban plaza designed over a parking garage.

KEY CONSIDERATIONS

- Skyline
 - The appropriateness of the siting, location and clustering
 - The visual impact including the proportion, massing and shape of the body and top of the building, as well as textures, materials, colours and reflectivity of surfaces
- Gateways
 - Streetscape and site design elements (e.g. landscaping, upgraded sidewalk treatments, special lighting, seating, signage, public art, etc.)
 - Built form (e.g. landmark buildings, special building massing and materials)
 - Areas of particular attention include underpasses, river crossings, identified landmarks and sites framing gateways
- Landmarks
 - Development impact on the identified historic, cultural and contemporary landmarks
- View Corridors
 - Preservation and enhancement of the identified landmark and landscape views (e.g. +15 impact)

Map 11 – Skyline, Gateways, Landmarks and View Corridors



Legend

- | | | | | | |
|--|--|--|------------------------|--|-----------------------|
| | Existing Underpasses | | Contemporary Landmarks | | Landmark Views |
| | Proposed Underpasses | | Cultural Landmarks | | Landscape Views |
| | River Crossings | | Historic Landmarks | | Site Framing Gateways |
| | Vehicular and Pedestrian Proposed Gateway Features | | Pedestrian Corridors | | |



SKYLINE, GATEWAYS, LANDMARKS AND VIEW CORRIDORS

URBAN DESIGN OBJECTIVES

- Encourage **visually distinctive** buildings to positively contribute to the unique character of the Centre City skyline
- **Mark** the gateways with distinctive structures, architecture and site design elements
- **Preserve** and **enhance** landmarks and view corridors
- Design the sites framing the landmarks, gateways and view corridors with **special considerations**

Policy Reference

- Centre City Plan

Guideline Sections

- 2.0 Urban Context
- 3.2 Streetscape Elements
- 4.2 Built Form



Office and tall residential buildings are designed with distinctive building tops.



The Bow building adds interest to the skyline of the Centre City.



The view corridors to the Chinese Cultural Centre and Calgary Tower are well preserved with enhanced streetscapes to define the urban character of these places.



2.7 HISTORIC RESOURCES

Memorable Places, Great Streets and Quality Buildings

Map 12 - Historic Resources

KEY CONSIDERATIONS


- Historic character district: an area of distinctive character with a cluster of listed and/or designated historic resources, such as:

-  1 Stephen Avenue National Historic Site of Canada
-  2 Warehouse District
-  3 Chinatown

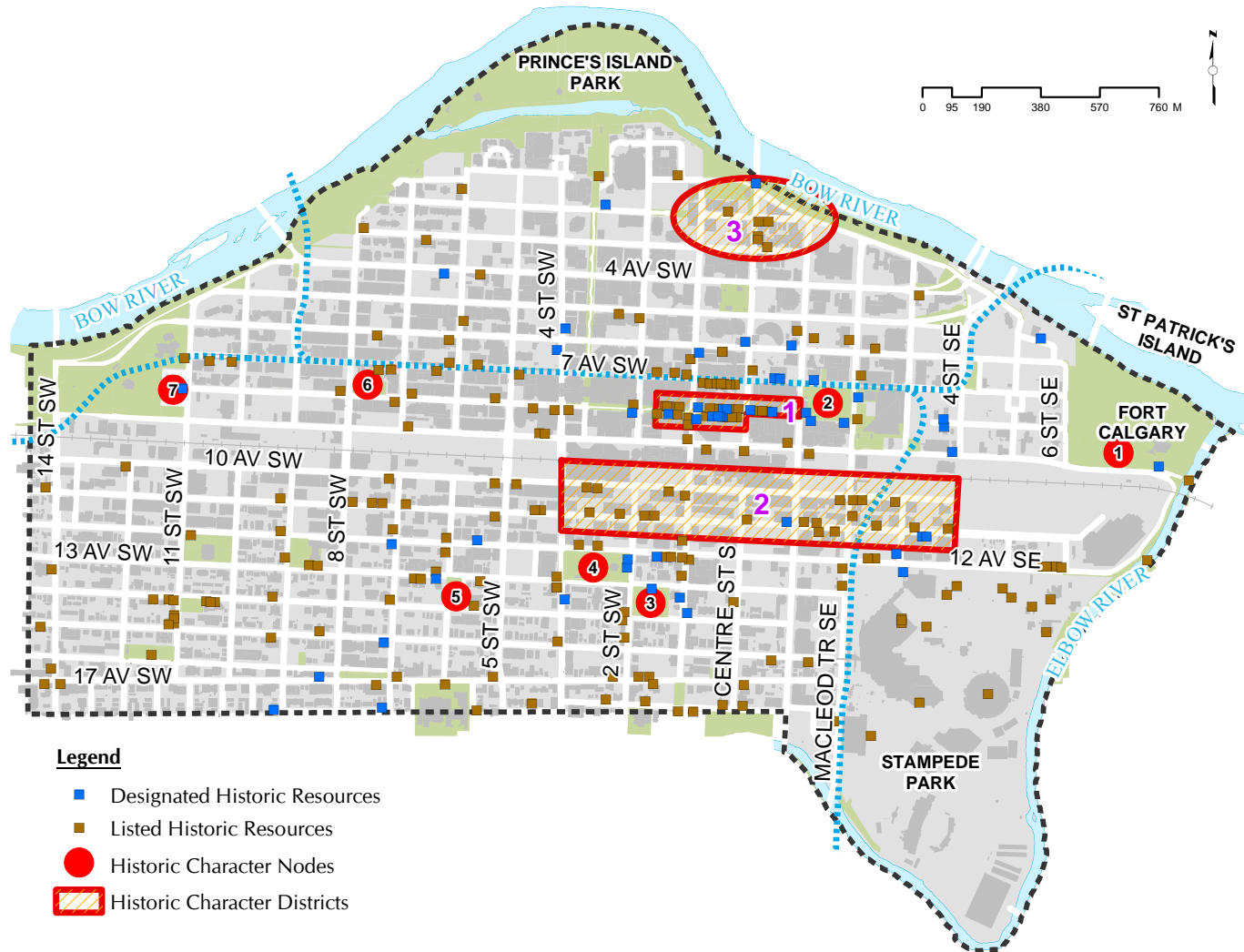
- Historic character corridor: a character street sector lined with listed and designated historic resources (e.g. 8 Avenue S, 1 Street SW, 11 Avenue S, 7 Avenue S, etc.)

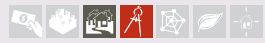
- Historic character node: a place centred around, or surrounded by historic resource(s), such as:

-  1 Fort Calgary
-  2 Olympic Plaza
-  3 Haultain Park
-  4 Central Memorial Park
-  5 Beaulieu Gardens
-  6 Century Gardens
-  7 Shaw Millenium Park

-  Designated and Listed Historic Resources

- Check out calgary.ca for updated Inventory of Evaluated Historic Resources by Calgary Heritage Authority (CHA).





HISTORIC RESOURCES

URBAN DESIGN OBJECTIVES

- **Conserve** historic resources and cultural landscapes, and sensitively **integrate** new development
- **Respect** the context of areas with heritage character and resources
- Support the retention and **adaptive reuse** of historic resources
- Build new developments that have **exceptional** architectural merit or great **sensitivity** in a heritage context
- Apply **contemporary** interpretations of traditional designs and details in new development
- Use historically **authentic** materials that are robust and of high-quality

Policy Reference

- Centre City Plan
- Calgary Heritage Strategy
- The Standards & Guidelines for the Conservation of Historic Places in Canada
- CHA Inventory of Evaluated Historic Resources

Guideline Sections

- 2.0 Urban Context (2.6, 2.8, 2.12)
- 4.1.3 Heritage Interface



The new building on the right is a contemporary interpretation of adjacent heritage buildings and is respectful of its heritage context.



40 Bond St., New York – a contemporary building in a heritage context that displays exceptional architectural merit and that someday may become a historic resource in its own right.



This new urban-form Walmart sensitively integrates new development into a context of adjacent heritage buildings.



Interventions such as this carefully designed rooftop addition helps to support the retention and adaptive re-use of historic places.



This new building exemplifies a contemporary interpretation of traditional design and detailing.

2.8 CHARACTER AREAS

Memorable Places, Great Streets and Quality Buildings

KEY CONSIDERATIONS

CHARACTER DISTRICTS

- Chinatown
- CPR Special Area (2.10)
- Civic District (see Civic District Public Realm Strategy)
- Entertainment Districts
- Warehouse District
- Design District

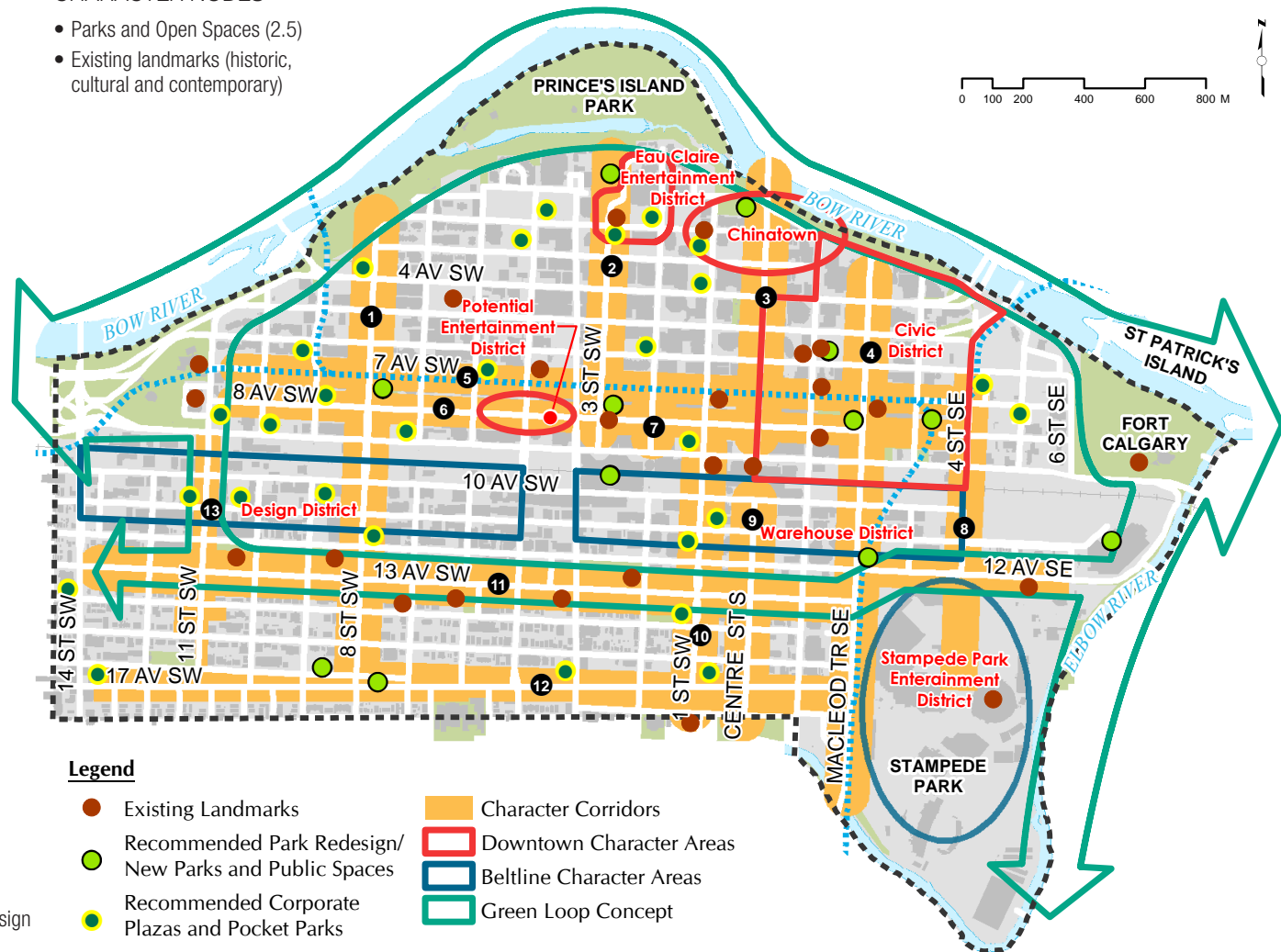
CHARACTER CORRIDORS

- 1 8 Street SW Corridor (see 8 Street SW Corridor Public Realm Plan)
- 2 High Street/Barclay Mall
- 3 Centre Street Corridor
- 4 Macleod Trail Ceremonial/Civic Corridor
- 5 7 Avenue Transit Corridor
- 6 Stephen Avenue Pedestrian Mall
- 7 High Street/2 Street W Sector
- 8 North Stampede Entrance Way
- 9 Centre Street/Volunteer Way (see Volunteer Way Master Plan)
- 10 High Street/1 Street SW
- 11 13 Avenue Heritage Greenway
- 12 17 Avenue Pedestrian Commercial Corridor (17 Avenue SW Urban Design Strategy)
- 13 11 Street SW Pedestrian Commercial Corridor

CHARACTER NODES

- Parks and Open Spaces (2.5)
- Existing landmarks (historic, cultural and contemporary)

Map 13 – Character Areas



Legend

- Existing Landmarks
- Recommended Park Redesign/ New Parks and Public Spaces
- Recommended Corporate Plazas and Pocket Parks
- Character Corridors
- Downtown Character Areas
- Beltline Character Areas
- Green Loop Concept



CHARACTER AREAS

URBAN DESIGN OBJECTIVES

- **Identify** districts, corridors and nodes with unique qualities
- **Complement** the network of unique districts, corridors and nodes through streetscape enhancement
- **Preserve** and **strengthen** the unique qualities through contextual building and site design
- Provide opportunities for future character areas to **develop**

Policy Reference

- Centre City Plan
- Beltline ARP
- Centre City Parks and Public Realm Enhancements Plan

Guideline Sections

- 2.0 Urban Context
- 3.0 The Streetscape Guide
- 4.0 The Development Guide
- 5.2 Areas of Particular Concern



Urban character may also be created by things such as this interesting sculpture located at a street corner in the Beltline.



One of the identified Entertainment Districts, which has a cluster of movie theatres, generates night time activity in the Downtown Core. Better lighting and digital signage (including animated public art) may help to better define the character of the area.



The pedestrian experience leading to the Chinese Cultural Centre, a landmark building in Chinatown, is enhanced through contextual design considerations.



To make vibrant places, character areas can implement multiple design solutions. The key is to build on the unique qualities of the place.

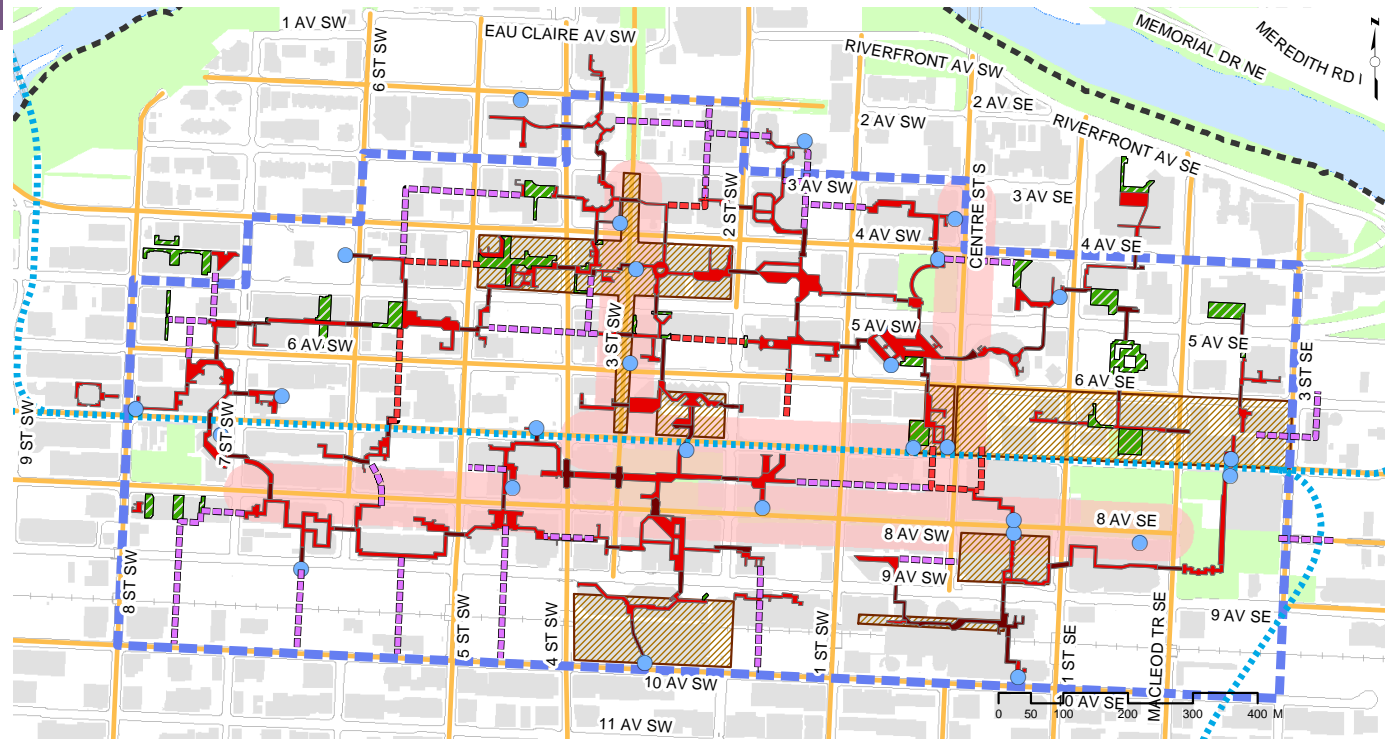
2.9 +15 SKYWALK SYSTEM

Memorable Places, Great Streets and Quality Buildings

Map 14 – +15 Skywalk System

KEY CONSIDERATIONS

- +15 boundaries
- Downtown retail areas/stronger +15 link
- Existing key street level entries
- Future links (critical and potential)
- Areas for comprehensive improvement
- Pedestrian priority streets (2.1)
- Amenity roof opportunities - +15 level 'open to sky' spaces
- At-grade parks and open spaces
- Major transit corridors/stations (2.11)
- Major public parking facilities (Map 6)
- View corridors (2.6)
- “Bonusable” public amenity items (bridge, feature access and active walkway as per Bylaw33P2013)



Legend

- | | | |
|--|--|---|
| ● Existing Key Street Level Entries | Downtown Retail Areas | + 15 Type Bridge Enclosed |
| Potential Future Links - Critical | Comprehensive Improvement Areas | + 15 Type Bridge Open to Sky |
| Potential Future Links - Proposed (Centre City Plan, 2007) | + 15 Boundary | + 15 Type Passageway Enclosed |
| Pedestrian Priority Corridors | Parks and Open Spaces | Open to Sky |



+15 SKYWALK SYSTEM

URBAN DESIGN OBJECTIVES

PUBLIC REALM INTEGRATION AND CONNECTIVITY

- Provide better **integration** of the +15 system with the surrounding uses, adjacent streets and public spaces
- Ensure **sensitive** and **creative** design of +15 bridges
- Respect and maintain key view corridors (2.6)
- Ensure overall **pedestrian connectivity** within the +15 boundaries with emphasis on retail areas (2.3)
- Discourage +15 links to areas outside of the +15 boundaries
- Create seamless and enjoyable pedestrian movement throughout the +15 system
- Optimize **visual connectivity** in the design of the +15 system

Animation and Quality Consistency

- **Animate** the design of +15 bridges using lighting, colours and dynamic structure and form (2.12)
- Locate retail and other **active uses** at strategic locations to animate the +15 system (2.3)
- Manage quality event **programming** to activate the +15 system
- **Maintain** the existing +15 system well, with sensitive **retrofitting** where needed
- Create quality space through The City's provision of "bonusable" public amenities (Bylaw 33P2013)
- Incorporate "open to sky" walkways in the +15 system designed as amenity roofs

Policy Reference

- +15 Policy
- Centre City Plan
- Downtown Retail District Strategy
- Centre City Illumination Guidelines
- Access Design Standards
- Bylaw33P2013

Guideline Sections

- 4.1.4 +15 Skywalk System
- 2.0 Urban Context (2.3, 2.6, 2.12)
- 5.2 Areas of Particular Concern



+15 and street-level connectivity at a LRT station.



Animated +15 bridge using colours and transparency.



Quality design outcome achieved through density bonus system.



+15 "open to sky" walkway designed as an amenity roof.

2.10 CPR SPECIAL AREA

Memorable Places, Great Streets and Quality Buildings



CPR SPECIAL AREA

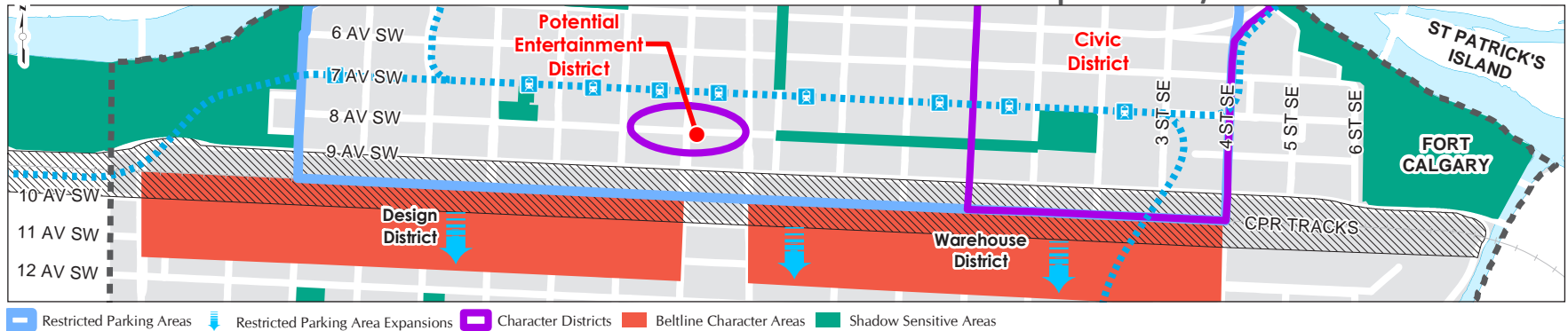
URBAN DESIGN OBJECTIVES

- Contribute to 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 (Centre City Plan)
- Work within the development **constraints** and provide **innovative** design solutions (5.2)
- Consider **sensitive uses** such as child care facilities, schools, hospitals, residential care and assisted living are not suitable in proximity to the railway corridor

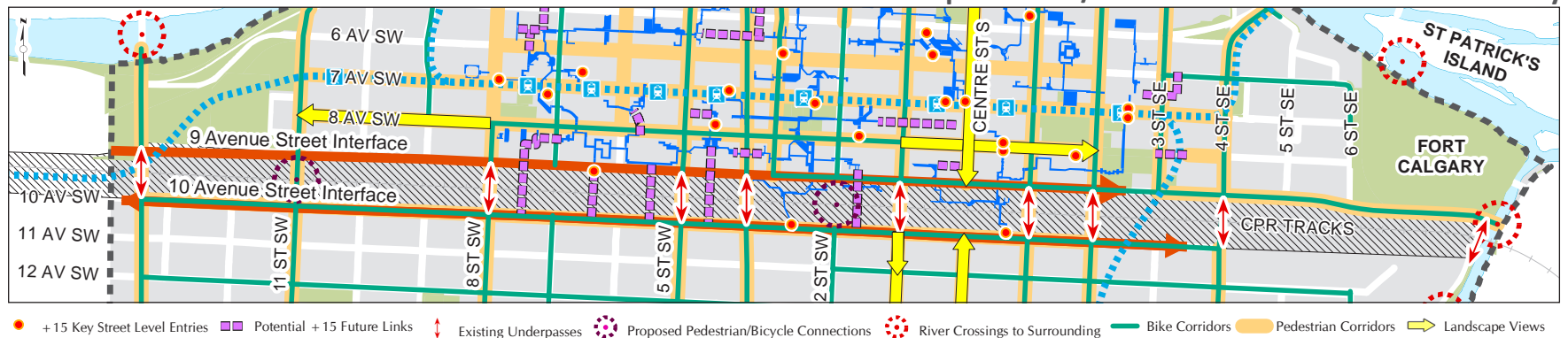
- Evaluate opportunities for incorporating design considerations into the building to mitigate noise and vibration due to railway proximity (for tools and resources, please refer to the Guidelines for New Development in Proximity to Railway Operations, prepared for The Federation of Canadian Municipalities and The Railway Association of Canada, sections on **Noise Mitigation** and **Vibration Mitigation**: http://www.proximityissues.ca/asset/image/reference/guidelines/2013_05_29_Guidelines_NewDevelopment_E.pdf)
- Incorporate **mitigation measures** into the development while ensuring the highest possible urban design standards

- Link Downtown and Beltline through multi-modal streets, underpasses, +15 and +30 bridges, and **integrated developments**
- Promote **architecture excellence** (4.0)
- Integrate with future **transit** infrastructure (2.11, 3.2.2)
- Minimize **development impact** (2.12, 4.2)
- Improve **at-grade** pedestrian environment (3.2.1, 4.2)
- Incorporate **urban retail** opportunities (2.3)
- Preserve and enhance the **unique characters** (character areas, historical resources, landmarks, view corridors and gateways - 2.8, 2.7, 2.6)
- Manage parking and vehicular **access** (Map 6, 4.1.6)

Map 15 – CPR/Areas of Particular Attention



Map 16 – CPR/Horizontal and Vertical Connectivity



KEY CONSIDERATIONS

Safety

- Any development in proximity to a railway property must conform to all requirements of the City at the time of application due to the proximity of rail operations. These requirements are related to safety, noise, vibration, fencing, stormwater management, etc.
- Implementation Strategies (5.2.16 - Develop the CPR Special Area while ensuring safety)

Areas of Particular Attention

- Character Districts (2.8)
- Shadow Sensitive Areas (2.12)
- Restricted Parking Areas (Bylaw33P2013)

Horizontal and Vertical Connectivity

- +15/+30 Links (2.9, 4.1.4)
- Underpasses (Downtown Underpass Urban Design Guidelines)
- Pedestrian/Bike Connections (2.1, 3.2.1, 2.1, 3.2.3)
- River Crossings (2.4) and View Corridors (2.6)

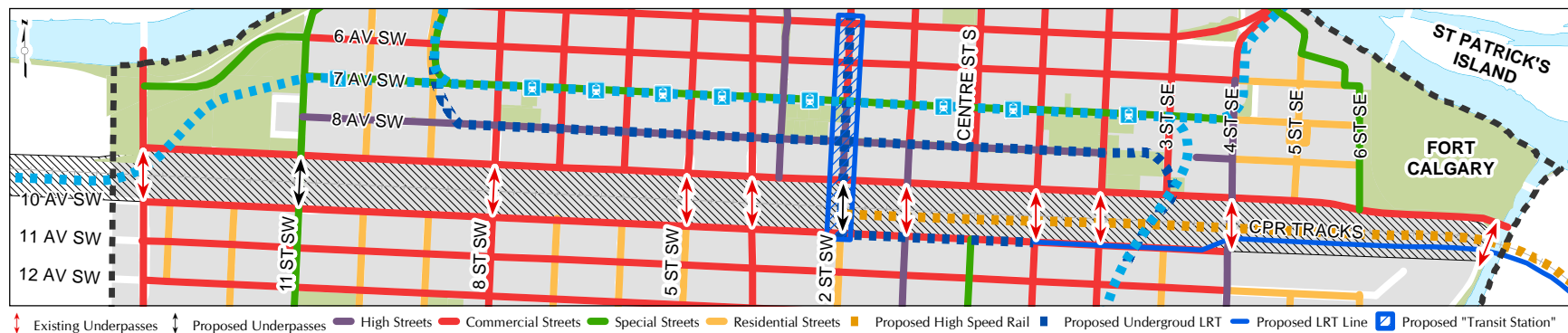
Streetscape Characters

- Streetscape Typologies/Travel Mode Priorities (2.1)
- Future Transit Alignments (2.11, 3.2.2)

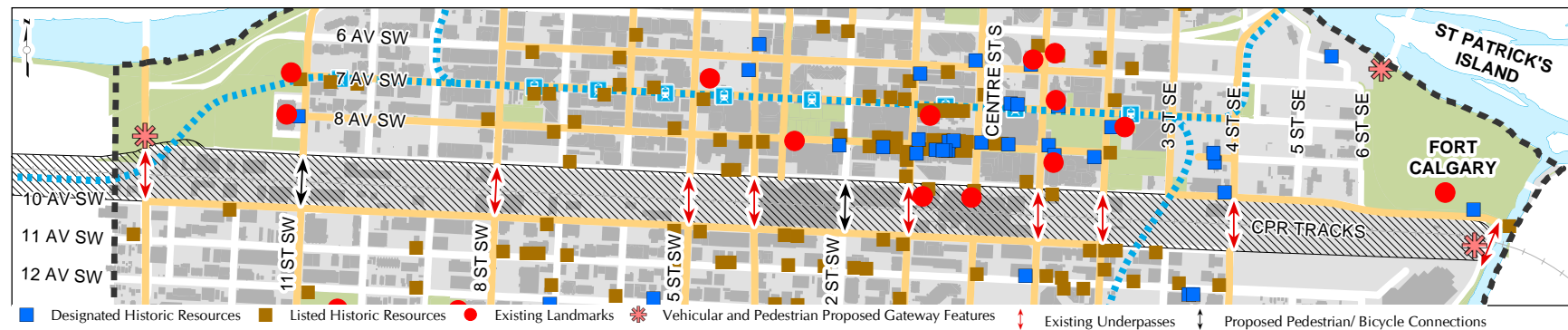
Special Places

- Historic Resources (2.7, 4.1.3)
- Landmarks and Gateways (2.6)
- Underpasses (Downtown Underpass Urban Design Guidelines)

Map 17 - CPR/Streetscape Characters



Map 18 - CPR/Special Places



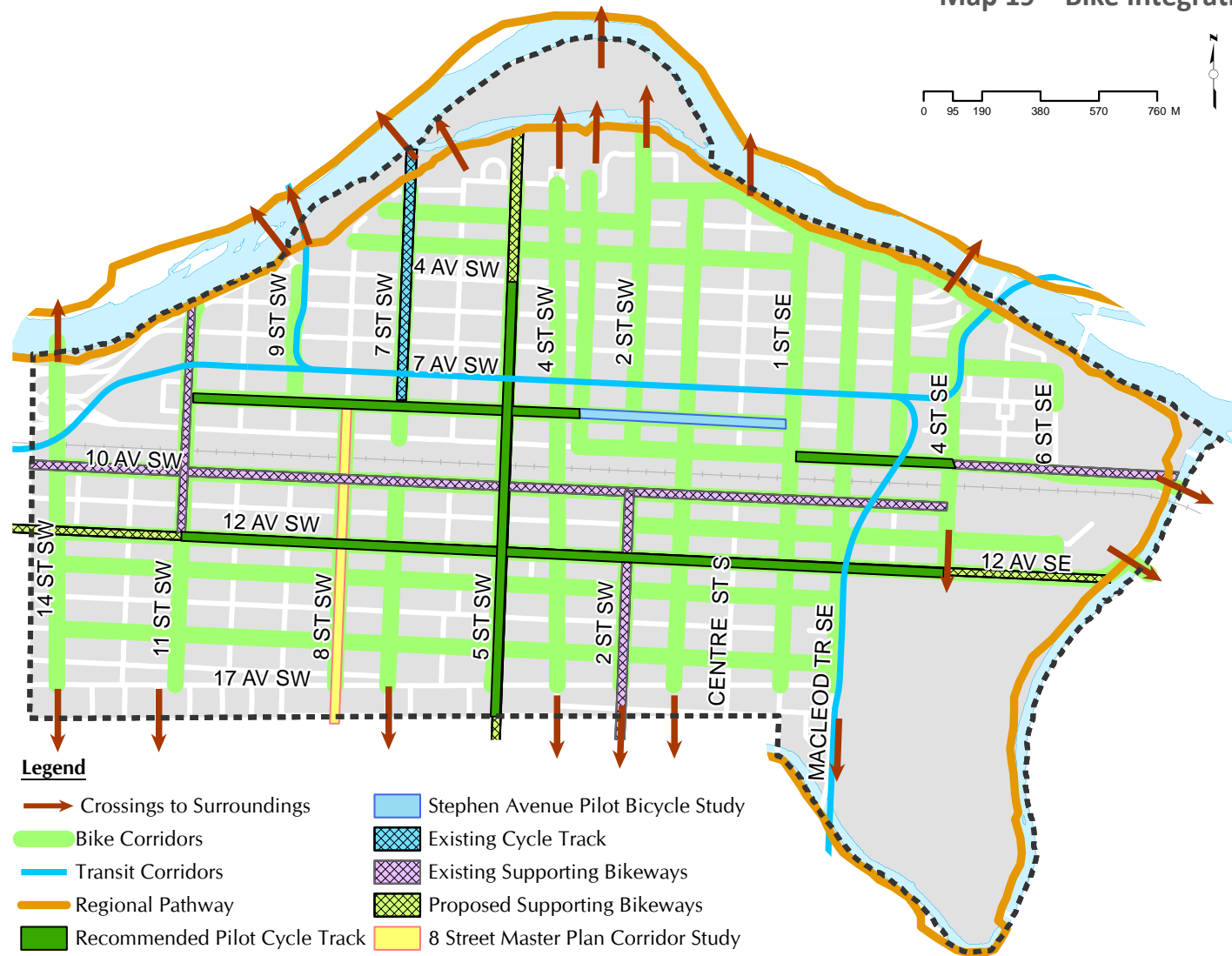
2.11 BIKE AND TRANSIT INTEGRATION

Memorable Places, Great Streets and Quality Buildings

Map 19 – Bike Integration

KEY CONSIDERATIONS

- Bike infrastructure improvement has been identified as one of the key action items in the Cycling Strategy to increase mobility choices throughout the Centre City area. The target is to continue to complete at least 70 per cent of the network identified in the Centre City Mobility Plan by 2020.
- This map overlays the Centre City Bicycle Network (based on Centre City Mobility Plan and Centre City Plan) and the Centre City Cycle Track 5-year Plan (recommended by the Centre City Bike Committee based on stakeholder input).





Bike Integration

URBAN DESIGN OBJECTIVES

Safety

- Increase pedestrian and cyclist **safety** and **convenience** throughout the Centre City
- Provide pedestrian scaled **lighting**

Connectivity

- **Complete** the defined Centre City Bicycle Network and implement Centre City Cycle Track 5-year Plan
- Improve **bike connectivity** between Downtown and Beltline
- Connect Centre City bicycle network to the regional pathway system

Streetscape Integration

- Balance the competing needs of space for all streetscape elements based on travel mode priorities (2.1)
- Integrate **bike-friendly street** design solutions
- **Integrate** bike facilities with surrounding uses and other travel modes
- Integrate **bike parking** in all street improvement projects and new developments

Best Practice Metrics

- Implement recommended best practice **metrics**, and if not possible, explore mitigating solutions

Policy Reference

- Centre City Plan
- Centre City Mobility Plan
- Centre City Cycle Track 5-year Plan

Guideline Sections

- 3.2.3 Bike Facilities



Multi-use pathway at 4 Street Underpass, Calgary.



A two-way cycle track, Vancouver.



Covered bike parking, Portland.



Bike share program, Montreal.

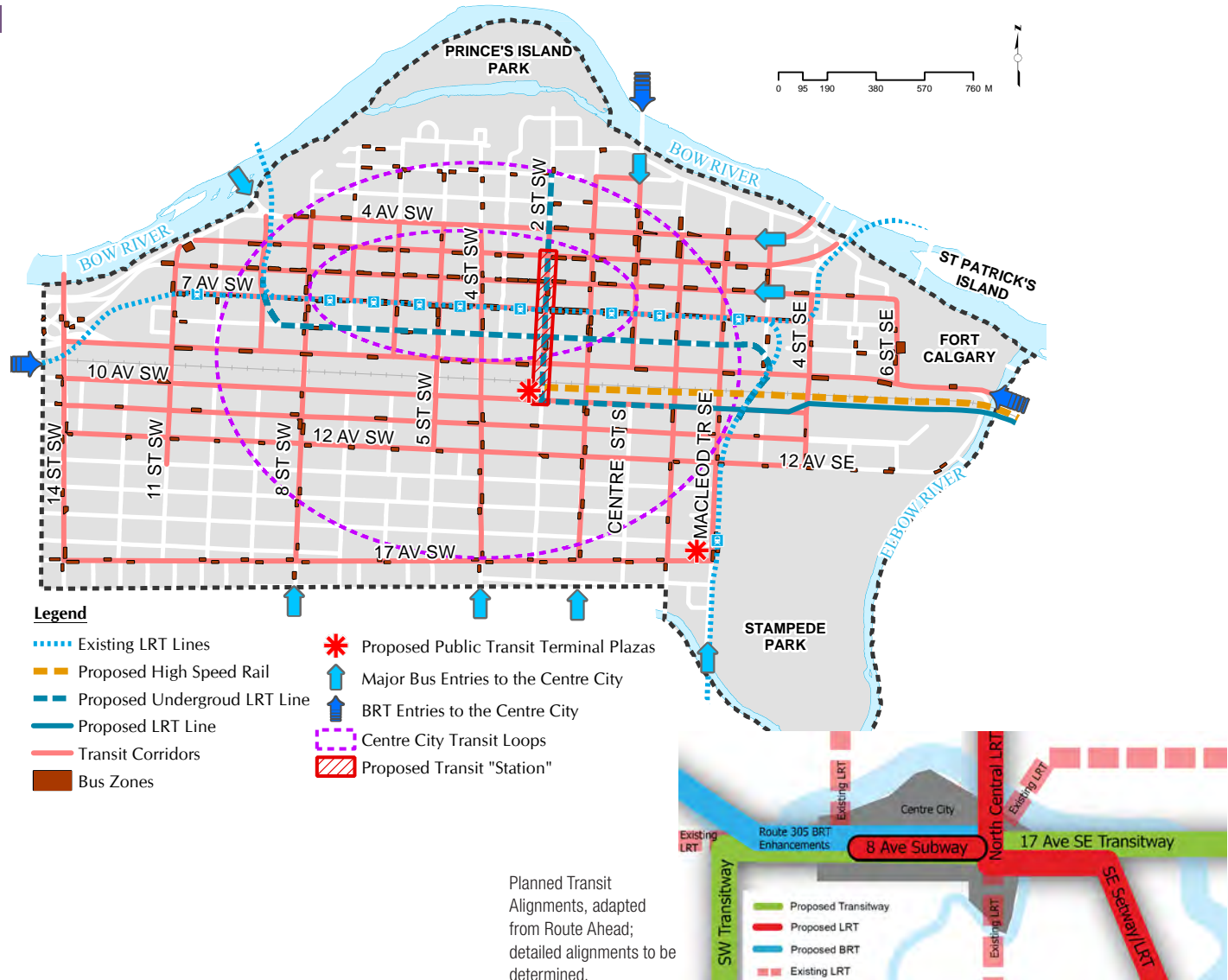
2.11 BIKE AND TRANSIT INTEGRATION

Memorable Places, Great Streets and Quality Buildings

Map 20 – Transit Integration

KEY CONSIDERATIONS

- Transit Priority Corridors (2.1)
- 7 Avenue Transit Corridor and LRT Stations
- Planned Transit Alignments (Route Ahead)
- Bus Zones
- Proposed 2 Street SW Transit “Station” (Centre City Plan)
- Proposed Public Transit Terminal Plazas in Beltline (Beltline ARP)



Planned Transit Alignments, adapted from Route Ahead; detailed alignments to be determined.



Transit Integration

URBAN DESIGN OBJECTIVES

- **Integrate** transit facilities in the selection of new multi-modal streets that emphasize walking, cycling and transit
- Identify areas, corridors and nodes of particular attention and provide **transit-supportive** urban design
- Provide passenger amenities to support the **use, functionality** and **enjoyment** of the public transit system
- Provide **active uses** and **public spaces** along transit corridors and around transit nodes
- Ensure that transit priority corridors are capable of accommodating public transit needs
- Integrate multiple **travel modes**
- Support the implementation of planned transit **alignments**

Policy Reference

- Centre City Plan
- Beltline ARP
- Transit-friendly Design Guide
- Route Ahead

Guideline Sections

- 3.2.2 Transit Facilities
- 5.2 Areas of Particular Concern



An example of a multi-modal street in Downtown Calgary that emphasize walking, cycling and transit.



An LRT station that is well integrated with the +15 Skywalk System and at-grade parks and open space.



A transit stop with transparent canopy, digital screen for passenger information, and active uses nearby.



An example of seasonal installations and Downtown branding at a transit station.



Seasonal Design

URBAN DESIGN OBJECTIVES

- Preserve and optimize **sunlight** access to the public and private realm (4.1.5)
- **Orient** and **design** buildings to minimize shadow impact on streets, open spaces, parks and neighbourhoods (4.1.5)
- Mitigate negative **wind** impacts
- Design for **snow** storage and removal
- Encourage **seasonal**, decorative and experiential lighting installations (4.1.5)
- **Program** a variety of events throughout the year
- Design for safe pedestrian **movement** and **comfort** in the winter season

Policy Reference

- Centre City Plan
- Beltline ARP
- +15 Policy

Guideline Sections

- 3.0 The Streetscape Guide
- 4.0 The Development Guide
- 4.1.5 Seasonal Design and Sunlight Access



The use of colours contribute to a dynamic streetscape, especially during winter time.



This building frontage is designed with seasonal installations such as canopy.



Creative use of reflected sunlight from the building across the street to brighten the building facade and the pedestrian area in a dense downtown environment.



The density and built form along the riverfronts must be carefully considered to protect sunlight access to this important public open space system.



Olympic Plaza in winter and summer, during the day and the night. Sunlight preservation, seasonal installations and programming of events encourage year-round, day to night activity.



Fire pit in public space.



+15 Skywalk System linked to an at-grade sunny plaza.

2.12 SEASONAL AND NIGHT DESIGN

Memorable Places, Great Streets and Quality Buildings

Shadow Sensitive Areas

Sunlight Protection Areas
- protected by bylaw
(Bylaw 33P2013)

Shadow Sensitive Areas
• (4 classes adapted based on
Centre City Plan)

On-site Open Spaces (4.1.2)
• Internal courtyards
• Corner plazas
• Mid-block plazas
• Above-grade landscape roofs

Building Frontages (4.2)
• South-facing street walls
• Colonnades
• Residential building windows

Public Sidewalks (3.2.1)
• Public sidewalks along north
side of an avenue

Historical Landscapes or
Architecture (2.7)
• Important natural features or
vegetation
• Key historic buildings
• Stained glass windows

Map 21 – Shadow Sensitive Areas



KEY CONSIDERATIONS

- Site design (building and on-site open space locations)
- Building massing and orientation
- Street wall heights
- Upper building level design treatments
- Tower separation distances
- Floorplate sizes
- Building setbacks and stepping backs
- Light reflection
- Colonnade location and scale
- Street furniture location

(See 4.2 and 4.1.5 for architectural and site design solutions)

Policy Reference

- Centre City Plan
- Beltline ARP

Guideline Sections

- Bylaw33P2013
- 4.1.5 Seasonal Design and Sunlight Access
- 4.2 Built Form



2.12 SEASONAL AND NIGHT DESIGN

Memorable Places, Great Streets and Quality Buildings

KEY CONSIDERATIONS

ILLUMINATION DISTRICTS

- Character areas (2.8)

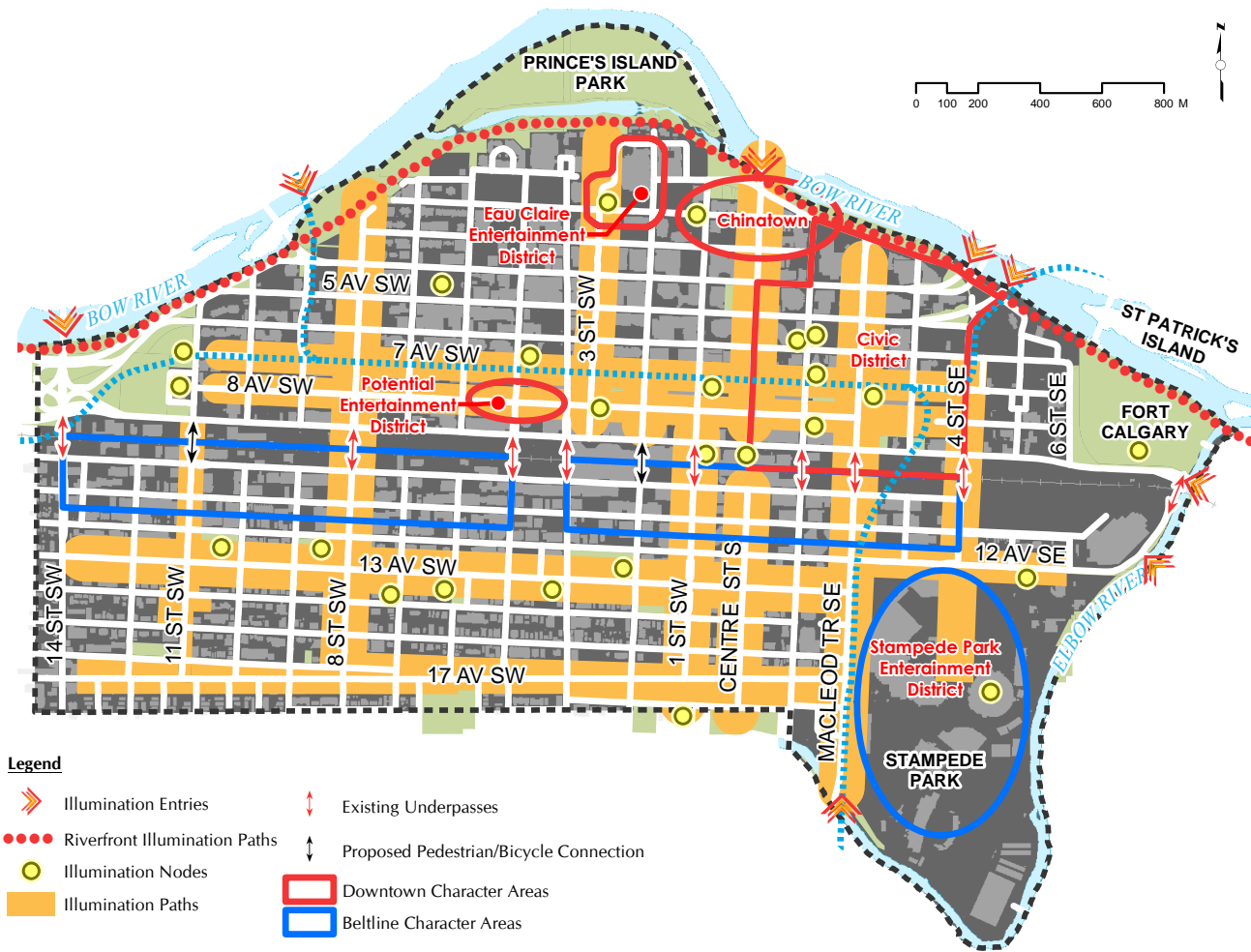
ILLUMINATION PATHS

- Character corridors (2.8)
- Regional pathways and cycle tracks (2.11)
- +15 Skywalk System (2.9)
- Enhanced lanes (3.3)

ILLUMINATION NODES

- Illumination entries (2.6)
- Landmark buildings and tall buildings (2.6)
- Historic resources (2.7)
- Parks and open spaces (2.5)
- Neighbourhood centres (2.2)
- Transit stations (2.11)
- Underpasses (2.10)
- Under-utilized spaces
- Comprehensive site/building lighting (3.2.7) as per Centre City Illumination Guidelines

Map 22 – Centre City Nightscape





Night Design

URBAN DESIGN OBJECTIVES

Animation

- Create an **animated** environment during the night and winter season

Legibility

- Increase **legibility**

Character

- Enhance the urban **characters** and express **identity** of a neighbourhood

Safety

- Contribute to the real and perceived **safety** and the legibility and of urban places

Sustainability

- Maximize **natural sunlight**
- Reduce energy consumption and support the use of new **technologies**
- Minimize glare, spill light and light trespass to reduce **light impact** on residential **neighbourhoods** and migratory **birds**

Policy Reference

- Centre City Illumination Guidelines
- Design Guidelines for Street Lighting (under review)
- Downtown Underpasses Urban Design Guidelines

Guideline Sections

- 2.0 Urban Context
- 3.2.7 Lighting
- 5.2 Areas of Particular Concern



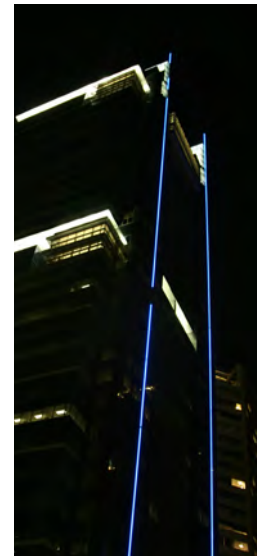
Pedestrian scaled street lighting along 13 Ave. Heritage Greenway.



Lighting and building setback zone to animate the streetscape.



Building lighting to highlight key architectural elements.



Landmark building lighting contributes to the beautiful night sky in Hong Kong.

Public Improvements - Areas of Particular Attention

- Riverfront promenade (2.4)
- High Streets (2.1)
- 7 Avenue transit corridor (2.8)
- 13 Avenue Heritage Greenway (2.8)
- Chinatown streets (2.8)
- Entertainment Districts(2.8)
- Civic Districts (2.8)
- Neighbourhood Centres (2.2)
- Parks and open spaces (2.5)
- Regional pathways/cycle tracks (2.11)
- Underpasses (2.10)
- Transit stations (2.11)
- Enhanced lanes (3.3)
- Unused dark spaces under the transportation flyovers
- Remnant undeveloped spaces in public ownership
- Sidewalk areas with Urban Braille treatments

Private Developments - Areas of Particular Attention

- Developments along all High Streets, 7 Avenue and 13 Avenue Heritage Greenway
- Developments interfacing with Neighbourhood Centres, Entertainment Districts, cultural and civic districts, and around transit stations, parks and open spaces, on-site open spaces
- Historic resources (designated and listed, 2.7)
- Gateways and landmarks (2.6)
- Tall building night skyline (2.6)

Site/Building Lighting - Areas of Particular Attention

- Building entrances
- Architectural features
- Building corners
- Building tops
- Canopies, colonnades and awnings
- +15 Skywalk System and at-grade entrances
- Mid-block pedestrian crossings
- On-site open spaces including amenity roofs
- On-site public art
- Animated Public Art
- Stairs and ramps
- Grade separated areas
- Parking lots
- Vehicle access areas and back lanes
- Underutilized spaces adjacent to the CPR Special Area



Transit stop lighting.



Lighting in building frontage zone to animate the streetscape.