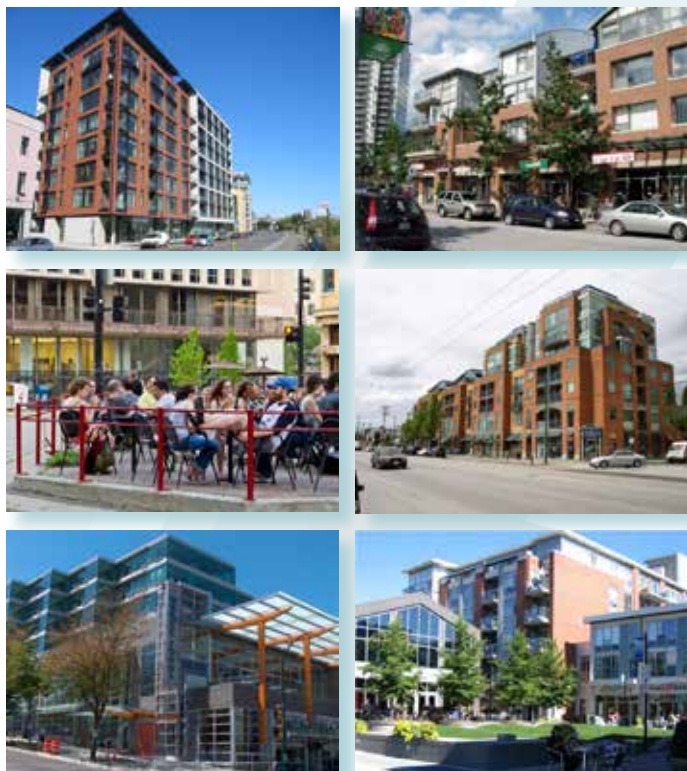


PROPOSED

Stadium Shopping Centre Area Redevelopment Plan



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THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

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1 Vision

The Stadium Shopping Centre is envisaged as an attractive, vibrant, mixed-use centre which provides employment opportunities, residential accommodation, and services that are complementary to the surrounding communities and institutions.

A network of walkable open spaces, streets, sidewalks, and pathways fronted by high quality mixed-use development will replace large surface parking areas. Easily and publicly accessible and universally navigable by foot, mobility device, bicycle, transit, or vehicle, this community gathering space will contribute to creating a sense of community, place, and activity.

2 Scope and Intent

This plan is intended to:

- A. outline specific submission requirements for planning applications (Section 6.1);
- B. provide policies to be used for the evaluation of planning applications, including guidance for the interpretation of discretionary elements in the Plan area's existing land use designation (Section 5); and
- C. identify infrastructure investments required to realize the Plan's vision (Section 6.2).

The Area Redevelopment Plan (ARP) establishes a framework of principles, guidelines, and requirements intended for use by The City, the public, landowners, and developers to shape the creation and assessment of a detailed master plan that will be required at the Development Permit application stage, and to ensure that subsequent planning applications continue to align with the policies in the Plan and with the master plan submitted as part of the first Development Permit application.

Section 5 contains policies that will be used to assess development applications, including the master plan and other documentation required as part of the first development application. Section 6.1 of the Plan identifies requirements for the first and all subsequent Development Permit applications. Section 6.2 identifies investments that will be required in order to realize the vision set out in the Plan.



3 Authority of the Plan

3.1 About the Plan



The Municipal Development Plan (MDP) supports the creation of Area Redevelopment Plans (ARPs) to direct the redevelopment, preservation, or rehabilitation of existing lands and buildings, generally within developed communities. This document, called the Stadium Shopping Centre Area Redevelopment Plan (referred to as ‘the ARP’ or ‘the Plan’), provides application submission requirements and policy guidance for future redevelopment within the Plan area boundary shown on Map 1.

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 MDP and other relevant policy documents.

3.2 Authority of the Plan

ARPs are adopted by bylaw by Council in accordance with the *Municipal Government Act (MGA)*. Section 635 of the MGA states:

ARPs are adopted by bylaw passed by Council in accordance with the *MGA*. Section 635 of the *MGA* states that an ARP:

- A. must describe:
 - I. the objectives of the plan and how they are proposed to be achieved;
 - II. the proposed land uses for the redevelopment area,
 - III. if a redevelopment levy is to be imposed, the reasons for imposing it, and
 - IV. any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary; and
- B. may contain any other proposals that the council considers necessary.

3.3 Plan Interpretation

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road and utility rights-of-way.

Where “shall” is used in a policy, the policy is considered mandatory. 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 specific situations where a 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 intent of the policy to be introduced.

Images in the Plan are intended to illustrate accompanying policies and to convey potential strategies, solutions, or precedents, and are not intended to be binding in their specifics.

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

3.4 Plan Limitations

The policies and guidelines in the 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 Subdivision, Land Use Amendment, or Development Permit.

Map 1: Plan Area



4 Context

4.1 Policies

The policies in the Plan are intended to be consistent with the policies in the Municipal Development Plan (MDP), the Calgary Transportation Plan (CTP), and the South Shaganappi Communities Area Plan (SSCAP). Intensification of the Stadium Shopping Centre has been anticipated since at least 1970, with density ranging from 2.8 to 3.0 Floor Area Ratio (FAR) and a height limit of 46 metres (150 feet) in place through four different Land Use Bylaws. The redevelopment of the Stadium Shopping Centre as a more intensive, mixed-use Neighbourhood Activity Centre was recommended as part of the South Shaganappi Communities Area Plan, approved by Council in 2011.

For reference, Appendix 2 includes matrix tables of applicable policies from the MDP, CTP, and the SSCAP. Policies in the Plan and the SSCAP both apply to the extent each plan indicates.



Above: Calgary's MDP and CTP.

4.2 Plan Area

The Plan area, as illustrated in Map 1 (opposite), includes three parcels of land at the northwest corner of 16 Avenue NW and Uxbridge Drive NW, in University Heights, across from the Foothills Medical Centre and Saint-Andrew's Heights.

The two northernmost parcels (2.48 hectares) host the Stadium Shopping Centre (1923 and 1941 Uxbridge Drive NW). The City owns the southernmost parcel (3020 16 Avenue NW), which hosts a short pathway, chain-link fencing, and landscaping. The City-owned land was originally set aside for an interchange.

Built in 1962, the Stadium Shopping Centre currently contains 5,177 square metres of retail commercial space divided into twenty-three commercial-retail units (CRUs) and three pad restaurant buildings. The remainder of the Plan area includes a service alley along the back end of the CRUs and a 444 vehicle parking lot.

To the north of the Plan area is Our Lady Queen of Peace, a Catholic church that serves Calgary's Polish community. To the south, Foothills Medical Centre sits across 16 Avenue NW. To the west is a school site shared by two Calgary Board of Education facilities, the University Elementary School and the former Sir William Van Horne High School, now serving as the Westmount Charter School.

The two schools are located along the north and west sides of their shared site, with an open field in the centre, and a City-owned park along the south side of the school site.

To the east, multi-residential development sits across Uxbridge Drive NW, including a mix of duplexes and apartment buildings ranging from four to seventeen storeys. A small gas station and quick service restaurant occupy the northeast corner of the 16 Avenue NW and Uxbridge Drive NW / 29 Street NW intersection.

In alignment with the MDP, the SSCAP, and relevant ARPs, further employment and population growth is anticipated near the Plan area, at the West Campus of the University of Calgary, at the Foothills Medical Centre, and in the Banff Trail Station Area. Map 2 illustrates the surrounding context of the Plan area.








Map 2: Plan Context



5 Policies

5.1 Land Use and Density

5.1.1 Land Use

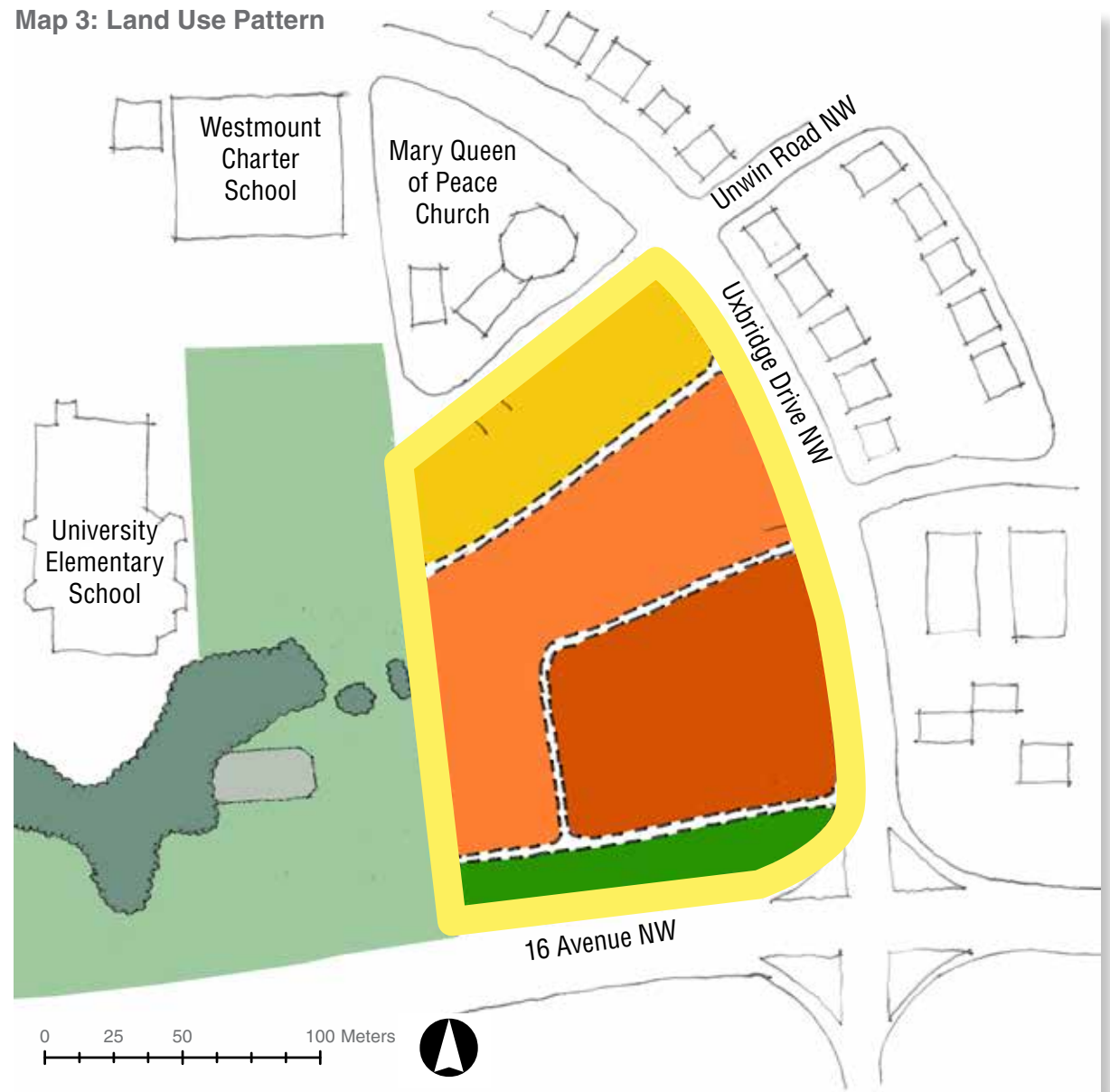
-  1 Planning applications should meet the purpose and intent of the current Land Use District, which permits 3.0 FAR and 46m of height.
- 2 Land use amendment applications with the intent of allowing assisted living and at-grade dwelling units, assisted living dwelling units, and/or live work units are strongly supported by the Plan.
- 3 Modifications to the setback areas and other specifications in the Land Use Bylaw may be considered where:
 -  A. proposed innovation in design and sustainable development techniques would contribute towards the conservation and management of the natural environment; or
 - B. alignment with the policies in Sections 5.2 and 5.3 of the Plan necessitate modifications to the Bylaw.
-  4 The location of land uses on upper floors of buildings should generally align with the pattern indicated in Map 3, with primarily residential use to the north of the Plan area, and primarily non-residential use to the south of the Plan area.
- 5 Retail and consumer service and eating and drinking uses are:
 - A. allowed at-grade and on the mezzanine floors of mixed-use buildings throughout the Plan area; and
 - B. particularly encouraged along any central open space, streets, or pathways that connect such a central open space to Uxbridge Drive NW, and in close proximity to transit stops on Uxbridge Drive NW and 16 Avenue NW.
- 6 The Plan area should include a mix of uses intended to meet local needs and support nearby institutional uses, by including:
 - A. at least 5,177 square metres of gross floor area available for retail and consumer service and eating and drinking uses;
 - B. at least 225 dwelling units, assisted living dwelling units, or live work units; and
 -  C. no more than 11,148 square metres of gross floor area available for medical clinic uses.
- 7 The following uses are not allowed:
 - A. Auto service – major;
 -  B. Auto service – minor, unless located within a parking structure or underground parking facility;
 - C. Car wash, unless located within a parking structure or underground parking facility;
 - D. Drive through;
 - E. Gas bar;
 - F. Parking lot – grade; and
 - G. Vehicle rental – minor, unless located within a parking structure or underground parking facility.

Map 3: Land Use Pattern

Map 3: Legend

- Plan area
- Residential
- Residential, Office/Medical Clinic
- Residential, Office/Medical Clinic, Hotel
- Open Space (>10m depth)

Note: Retail and consumer service and eating and drinking uses are permitted throughout the Plan area at-grade and on the mezzanine floors of mixed-use buildings.



5.1.2 Density

- 1 In alignment with the Municipal Development Plan, the South Shaganappi Communities Area Plan, and Land Use Bylaw designations dating to 1970, the Transportation Impact Assessment undertaken as part of this plan assessed the impact on the surrounding transportation network using the following land uses and densities:



- A. Retail and consumer service: 8,138 square metres;
- B. Eating and drinking: 2,676 square metres;
- C. Residential: 372 dwelling units, assisted living dwelling units, or live work units;
- D. Office: 28,428 square metres; and
- E. Hotel: 240 guest rooms.



- 2 Development Permit applications with the land uses and densities indicated in Policy 5.1.2 - 1 will be supported only where necessary infrastructure investments as identified in Section 6.2 are in place, to the satisfaction of the Development Authority.
- 3 Planning applications that seek amounts of floor space, dwelling units, assisted living dwelling units, live work units, or hotel rooms above the amounts indicated in Policy 5.1.2 - 1 may require a revised and updated transportation impact assessment, with the exception of medical clinic uses.



Right: Examples of mid- and high-rise forms of density.

5.2 Interface and Edges

5.2.1 General

- 1 The edges of the site should be developed in general alignment with the guidelines indicated in Map 4 (opposite).

5.2.2 Uxbridge Drive

- 1 Development along Uxbridge Drive NW should contribute to a high quality public realm:
 - A. Where non-residential development is located at grade, retail and consumer service, eating and drinking establishment, office, and hotel frontages should be permeable and transparent; and
 - B. Where residential development is located at grade, dwelling units should have a welcoming interface with the street either through access to individual dwelling units from the street, providing opportunities for individual stewardship and customization, or distinct and attractive common entrances.

5.2.3 Northern Laneway



- 1 The laneway situated on the northern portion of the Plan area that connects into Unwin Road NW should be transformed into a local street that provides access to the Plan area in accordance with The City's Complete Streets Guide and in alignment with the setback regulations in the Land Use Bylaw.
- 2 Development along the eastern thirty metres of the laneway to the north of the Plan area should extend Unwin Road NW and function as an active street and entrance into the Plan area.



Above: Current school site and park interface.

5.2.4 School Site and Park

- 1 Where development is located alongside the school site and parks:
 - A. at-grade non-residential development should be permeable and transparent along frontages adjacent to both the schoolyard/park and the internal public realm within the Plan area, while considering servicing and loading requirements.
 - B. at-grade dwelling units should have a welcoming interface with the public realm either through doors facing the public realm, providing opportunities for individual stewardship and customization, or distinct and attractive common entrances.

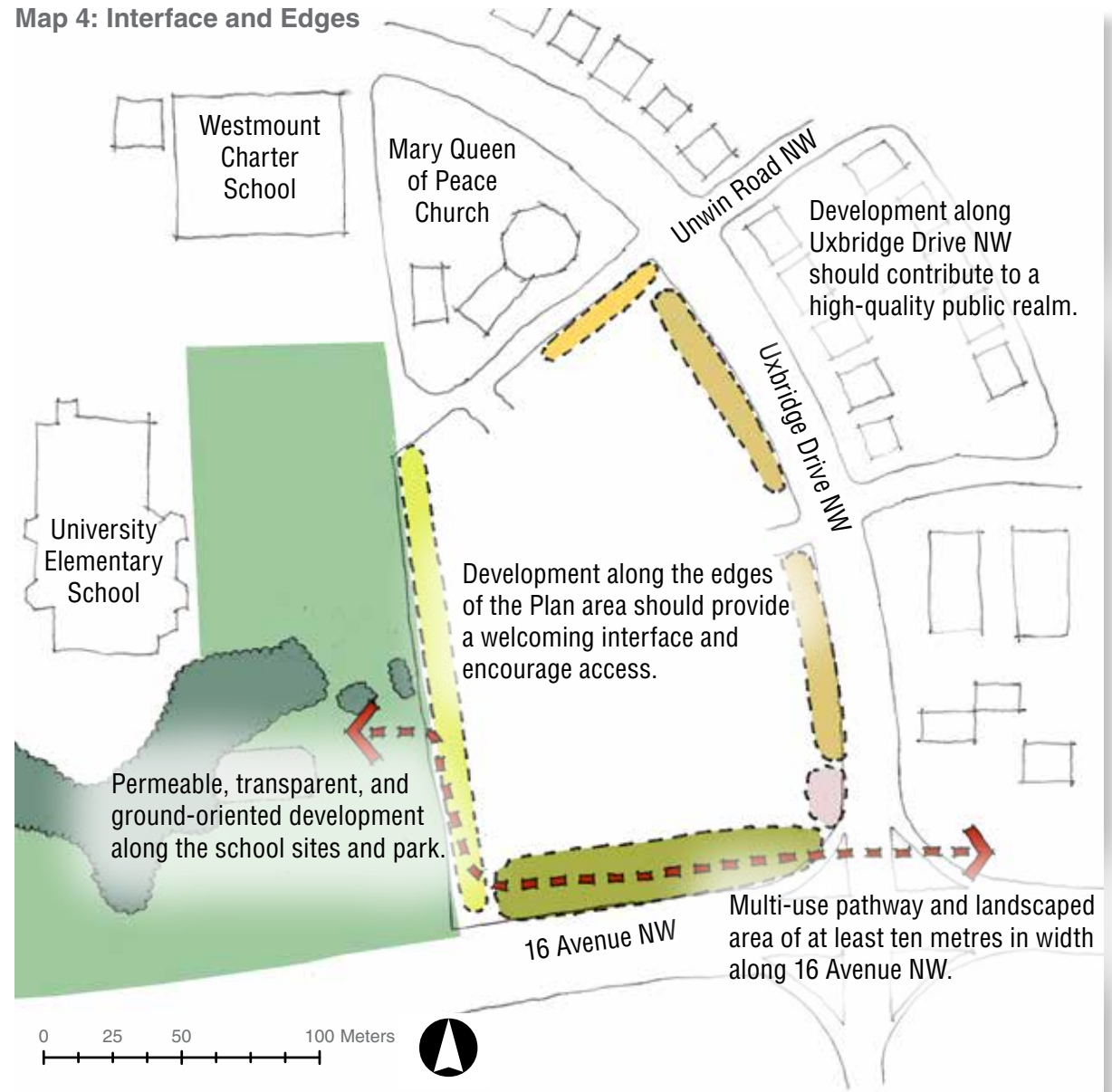


Above: Rendering of possible future interface.

5.2.5 16 Avenue NW


- 1 The southern edge of the Plan area, from Uxbridge Drive NW to the western boundary should include:
 - A. a landscaped area of at least ten metres in depth, designed to help mitigate the impacts of 16 Avenue NW by providing an appropriate buffer for pedestrians, cyclists, and transit passengers; and
 - B. a multi-use pathway that connects Uxbridge Drive NW to the parks and pathways west of the Plan area, and which includes connections to the pedestrian overpass across 16 Avenue NW as well as into and alongside the Plan area to the north.
- 2 Development along the landscaped area adjacent to 16 Avenue NW should contribute to a high quality public realm and serve as an active gateway to the Plan area, by for pedestrians, cyclists, and transit passengers.
- 3 Where possible and practical, existing mature trees should be retained through the redevelopment process and integrated into new landscape designs.

Map 4: Interface and Edges




5.3 Public Realm

5.3.1 Municipal Reserve



- 1 Incorporation of part or all of the municipal reserve lands located at 3020 16 Avenue NW into the overall redevelopment of the Plan area is encouraged and supported by the Plan, provided that:
 -  A. any open space that is transferred from the municipal reserve lands, through sale or other means of transfer, shall be subject to Council approval and maintained as publicly accessible open space elsewhere in the Plan area, exclusive of streets, sidewalks, and pathways; and
 - B. City requirements, including utility, transit, pedestrian, and cyclist facilities, and recommendations from RouteAhead and the Northwest Hub Transit Service Review, are reflected in the design of the southern edge of the Plan area in accordance with the policies in Section 5.2.4 of the Plan.

5.3.2 Open Space Network

- 1 Open spaces should form a connected network through links that may include pedestrian-priority streets and pathway connections.
- 2 Landscape design should enhance pedestrian comfort with respect to microclimate and sun exposure across the seasons.
- 3 Open space design should enable flexible use and programming of spaces and respond to different activities during the day and evening, and across the seasons.
-  4 The public realm and adjacent development should be designed in consideration of Crime Prevention Through Environmental Design (CPTED) principles.



Right: Example of a public space, framed and activated by adjacent development.

- 5 A central open space should be provided and:
 - A. be designed, and maintained to create a usable public gathering place for the community;
 -  B. be at least five hundred square metres in size, with no dimension less than ten metres or, in the event of incorporation of part or all of the municipal reserve lands located at 3020 16 Avenue NW, no less than one thousand square metres in size, with no dimension less than fifteen metres;
 -  C. allow for unobstructed, universal, and barrier-free public access to the space at all hours of the day;
 - D. accommodate a variety of activities and functions; and
 - E. be framed and activated by adjacent land uses and benefit from natural surveillance from surrounding development.

5.3.3 Streets and Pathways

- 1 The creation of a sense of place and enclosure should be the starting point for street layout and design, with roadway alignments and intersection design tailored to the public realm concept and the safety and comfort of pedestrians and cyclists prioritized.
- 2 The internal street network should be designed to create a dense and connected network with many route options for pedestrians and cyclists.
- 3 The creation of shared space streets (such as mews, woonerven, home zones, or other designs that incorporate a low-speed design featuring a single surface shared by all modes of transportation) is encouraged.
- 4 Where streets are not of a shared space design, the sidewalk area should be designed to support safe and comfortable pedestrian use for both movement and socializing:
 - A. Along residential frontages, setbacks should be sufficient to allow for landscaping and entries that emphasize stewardship and customization by individual at-grade dwelling units.
 - B. Along commercial frontages, setbacks should be tailored to the intended use: minimized in order to create an active façade or set back in order to create outdoor spaces for animation and use by adjacent commercial-retail units (CRUs).




Right: Potential street and pathway environments.

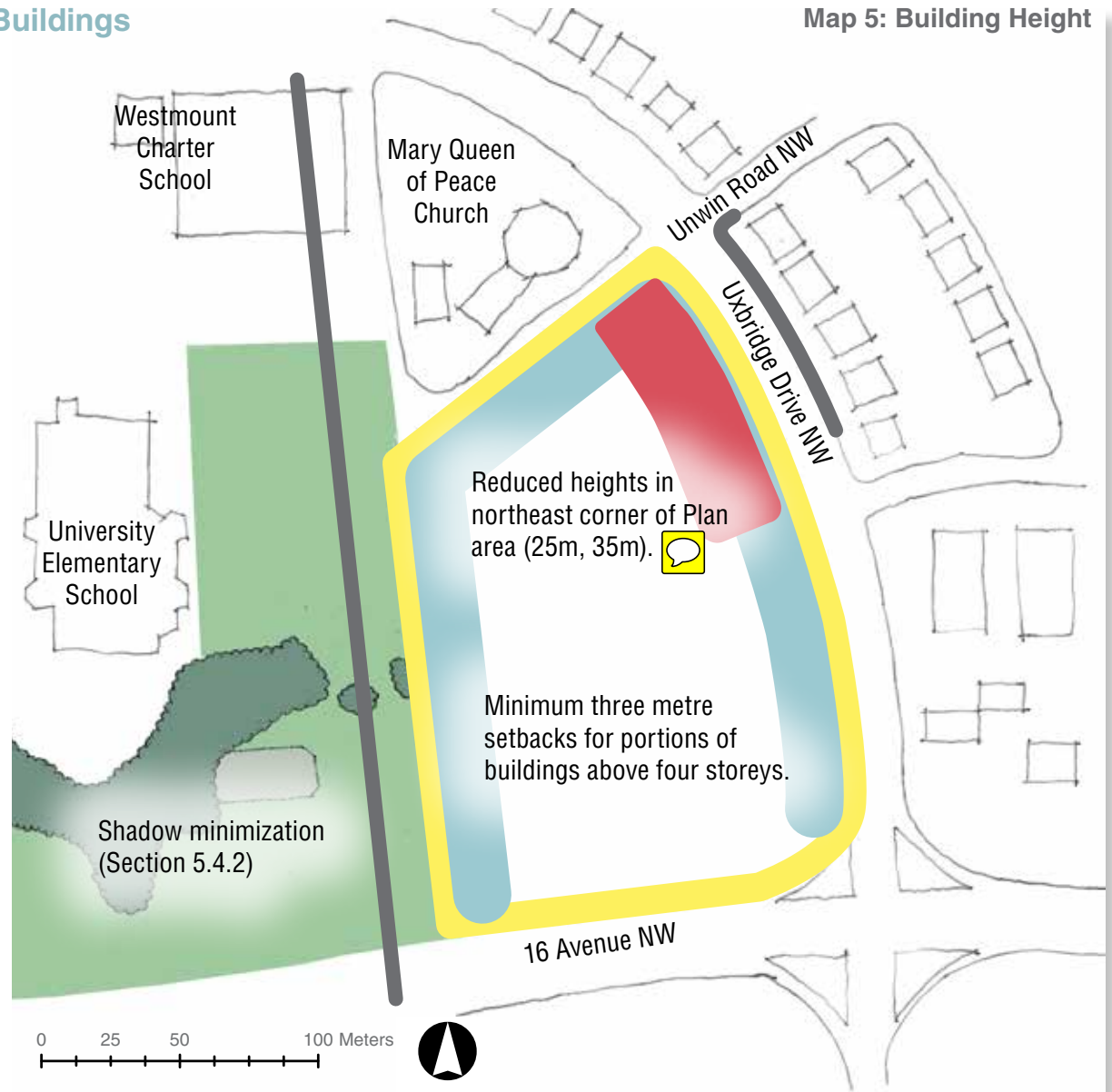
5.4 Form, Massing, and Design of Buildings

5.4.1 Building Heights

- 1 Buildings with portions above six storeys, particularly along 16 Avenue NW should be sited to minimize shadow impacts on open space and create a sense of place and identity.
- 2 Along Uxbridge Drive NW and the northern and western edges of the Plan area, portions of buildings above six storeys shall be no closer than twenty metres from another portion of a building above six storeys.

Map 5: Legend

- Plan area
- Reduced height area (25m, 35m) 
- 3 metre setback above 4 storeys
- Shadow protection lines:
25m from western ARP boundary
East curb of Uxbridge Drive



Note: This map is intended to illustrate the policies in Section 5.4 of the Plan.

- 3 Along Uxbridge Drive NW and the northern and western edges of the Plan area, portions of buildings above four storeys shall be set back a minimum of three metres from the building façade, for at least two thirds of the façade. The Development Authority may consider relaxations to this requirement for architectural building features.



- 4 Development along Uxbridge Drive NW, from Unwin Road NW to a point sixty metres southward along Uxbridge Drive NW, and to a depth of thirty metres (as measured from the corner of the northern and eastern property lines at the northeast corner of the Plan area) shall not exceed twenty-five metres in height.

- 5 Development fronting along the remaining portion of Uxbridge Drive NW (between the sixty metre point identified in Policy 5.4.1 - 4 and the intersection with Ulster Road NW, shall not exceed thirty-five metres in height.



5.4.2 Shadow minimization

- 1 All Development Permit applications for buildings over ten metres in height are required to submit a shadow impact assessment indicating shadows between the hours of 10:00 and 16:00 Mountain Time, between March 21 and September 21 to demonstrate that shadows will not negatively impact the school site and parks nor any central open space.

- 2 Buildings should not cast shadows into the school site or parks to the west of the Plan area beyond a line twenty-five metres from and parallel to the western boundary of the Plan area, for a duration exceeding one hour between the hours of 10:00 and 16:00 Mountain Time between March 21 and September 21.





- 3 Development along Uxbridge Drive NW, from Unwin Road NW to a point sixty metres southward along Uxbridge Drive NW, and to a depth of thirty metres (as measured from the corner of the northern and eastern property lines at the northeast corner of the Plan area) shall not casting shadows beyond the opposite (east) curb line along Uxbridge Drive NW at 12:00 (noon) Mountain Time, between March 21 and September 21.



Above and below: Examples of height transition stepbacks and building massing.



5.4.3 Frontage Design

- 1 At least fifty percent of the at-grade frontage along any central open space or principal pedestrian-oriented streets must be glazed and transparent at a height of between one half of a metre and three metres from grade. The Development Authority may consider reductions to this requirement for architectural building features.
- 2 Building entrances should:
 - A. be clearly defined, visible, and free of obstructions, to ensure ease of access directly from the street;
 - B. be accentuated through architectural treatment and, where appropriate, landscaping;
 - C. differentiate between residential and commercial entrances in mixed-use buildings;
 - D. minimize the width of lobbies for non-public upper floor uses; and
 -  E. be oriented to transit stops where in close proximity.
- 3 Individual at-grade commercial-retail units should be individually identifiable and accessible from the sidewalk where possible.
- 4 A minimum of twenty-five percent of at-grade commercial-retail units should have a use area no greater than 465 square metres.
-  5 Where a street, sidewalk, or pathway is adjacent and particularly along all edges of the Plan area, at-grade uses should wrap around the corners of buildings in order to avoid creating abrupt transitions from an active frontage on a primary façade to a blank wall on a secondary façade.
- 6 At-grade residential frontages should provide access from the public realm to individual dwelling units in order to encourage natural surveillance.
- 7 Parking, loading, service areas, mechanical equipment, and utilities should be sited and designed primarily in order to avoid disruptions to the walking and cycling network. On-street loading and servicing on internal streets is supported by the Plan where design and operation meet the intent of this policy.



Right: Potential frontage designs.



5.4.4 Building Design and Architecture

- 1 Building siting and massing should explore ways to leverage the Plan area's grade/topography for:
 - A. reducing perceived building heights along Uxbridge Drive NW and Unwin Road NW;
 - B. reducing the impact of parking, loading, and servicing entries;
 - C. providing different lobbies for office versus retail uses; and/or
 - D. reducing the grade-level impact of larger uses and servicing functions.
- 2 Building architecture and design, including materials, should create variety between buildings while operating within a coherent vocabulary, and demonstrate sensitivity to the residential components of the Plan area.
- 3 At-grade frontages should employ durable façade materials for the first storey.
- 4 The design of rooftops to incorporate some combination of green roofs, sloped areas, or other architectural features that provide amenity space or visual interest, and/or enhance interior daylighting, energy efficiency, and stormwater management is encouraged.
- 5 Rooftop equipment including mobile phone transmitters, shall be carefully screened and incorporated into the design of the building, or incorporated into architectural features.

5.5 Transportation

5.5.1 Streets

- 1 Uxbridge Drive NW should be re-constructed in accordance with The City's Complete Streets Guide, providing a safe and convenient walking and cycling connection between the easement that connects Uxbridge Drive NW with Underhill Drive NW and 16 Avenue NW.
- 2 Changes to intersections on Uxbridge Drive NW at Unwin Road NW and at Ulster Road NW should:
 - A. accommodate Calgary Transit and emergency vehicles;
 - B. consider traffic calming and the safety and comfort of pedestrians and cyclists;
 - C. provide an effective route for serving traffic from 1820 Uxbridge Drive NW; and
 - D. include a roundabout at Ulster Road NW and either a signalized intersection or a roundabout at Unwin Road NW.

- 3 The design of internal streets, including the roadway, public realm, and other features should:
 - A. create a strong sense that the public is welcome to the inner areas of the Plan area and allow for public access at all hours of the day;
 - B. discourage vehicle speeds in excess of thirty kilometres per hour and should prioritize the safety, comfort, and convenience of pedestrians, cyclists, and transit passengers; and
 - C. align with the policies in the public realm section of the Plan while also considering the needs of vehicular traffic, including emergency and service vehicles.
- 4 The laneway between the school site and the church, as well as its intersections with Uxbridge Drive NW (existing) and the northern laneway (proposed extension of Unwin Drive) should ensure safe, comfortable, and convenient access to and from the Plan area, the school, and the church, and into the surrounding neighbourhood, for pedestrians and cyclists, without allowing vehicle access into the Plan area.

Right: A transit stop integrated with the public realm, including seating and paving design.

5.5.2 Transit

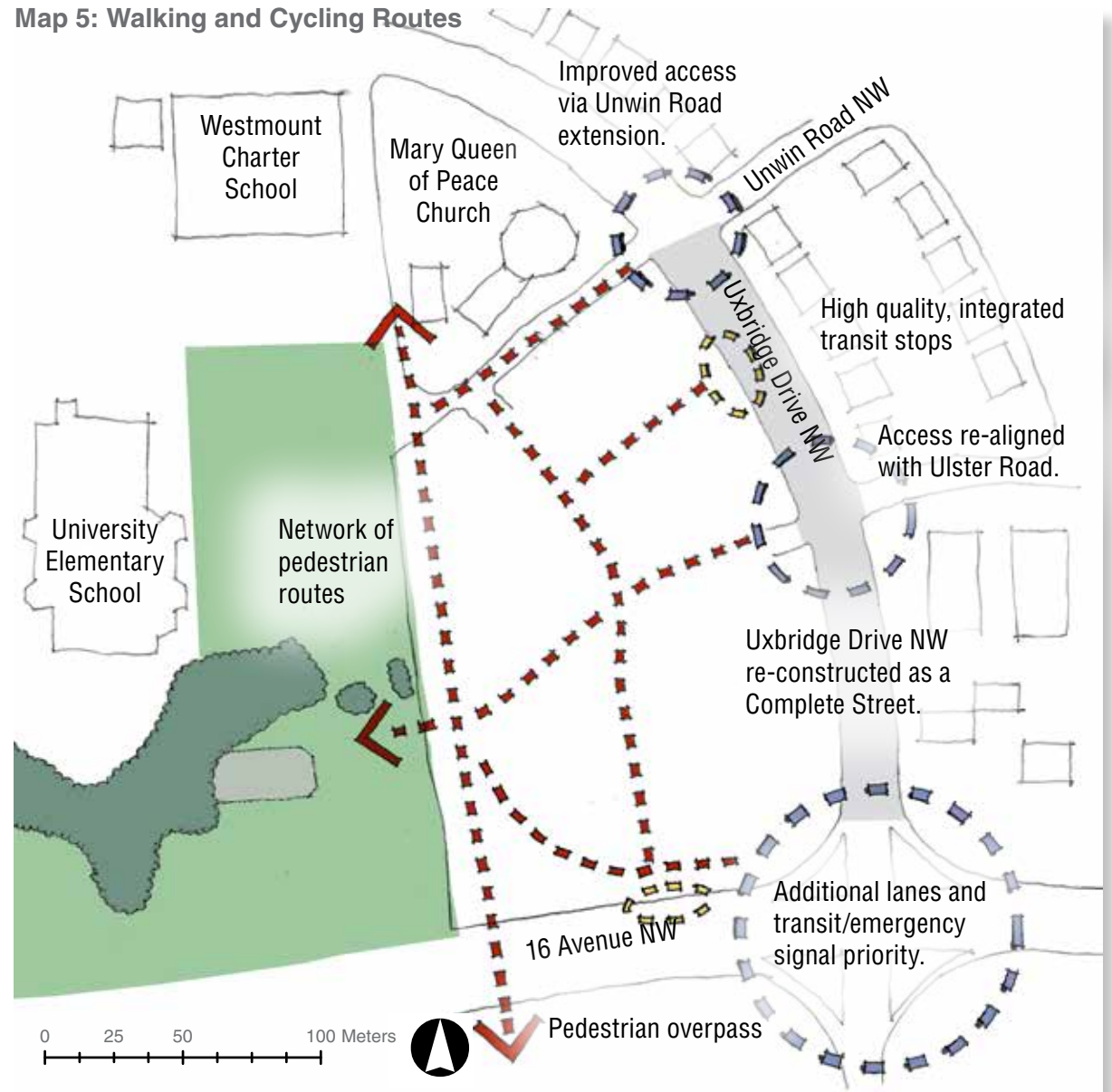
- 1 The siting of transit stops and the design and layout of the network of open spaces and streets should prioritize pedestrian access to transit and consider both access to the Plan area as well as the needs of passengers transferring between different transit services or travelling beyond the Plan area.
- 2 High quality transit stops that are closely integrated with development shall be provided on Uxbridge Drive NW and on 16 Avenue NW, to provide Primary Transit Network (PTN) level service.
- 3 The transit stop on 16 Avenue NW should be capable of serving bus rapid transit and offer safe and convenient connections to the pedestrian overpass across 16 Avenue NW.




Map 5: Walking and Cycling Routes

5.5.3 Walking and Cycling

- 1 Walking routes should offer a choice of safe, comfortable, and convenient connections for pedestrians and cyclists, as indicated in Map 5 (at right) between:
 - A. Ulster Road NW and the western boundary of the Plan area (near the existing pathway to the west)
 - B. the future 16 Avenue NW pedestrian overpass and the western boundary of the Plan area (along 16 Avenue NW);
 - C. the future 16 Avenue NW pedestrian overpass and the northwest corner of the Plan area (Uxbridge Drive NW at Unwin Road NW);
 - D. internal open spaces (including and especially the central open space) and the surrounding network of streets, sidewalks, and pathways; and
 - E. transit stops on Uxbridge Drive NW and 16 Avenue NW.



- 2 Walking and cycling infrastructure, including sidewalks, pathways, open spaces, and other elements, should be universally accessible and age-friendly, for example including public benches as well as appropriate surface treatments and sufficient right-of-way for mobility devices.
- 3 The internal walking and cycling paths shall integrate with the external walking and cycling network, including a safe and convenient connection between the easement that connects Uxbridge Drive NW with Underhill Drive NW and the multi-use pathway along 29 Street NW south of 16 Avenue NW, as well as existing sidewalks and multi-use pathways.
- 4 Where sidewalks, pathways, or street surfaces intended for use by pedestrians and cyclists cross internal vehicular roadways (at intersection or mid-block crosswalks), design strategies should be used to prioritize pedestrians and cyclists and reinforce the continuity of the public realm.


- 5 A pedestrian overpass shall be constructed across 16 Avenue NW, connecting the Plan area with the Foothills Medical Centre and the regional pathway along 16 Avenue NW. The siting and design of this overpass should be:
 - A. Closely integrated into the development of the Plan area, with an emphasis on integration with buildings, public spaces, and the internal network of walking and cycling routes; and
 -  B. Convenient and comfortable for all users (pedestrians, cyclists, and users of mobility devices).



Right: An example of a pedestrian overpass design.




5.5.4 Vehicles

- 1 The intersection of 16 Avenue NW and Uxbridge Drive NW / 29 Street NW should remain an at-grade intersection and should be modified to optimize pedestrian and cyclist safety, as well as mobility for transit and emergency vehicles, and to maintain accessibility for goods movement and general purpose vehicles.
- 2 Vehicle access to the Plan area shall be provided from Uxbridge Drive NW via intersections at Ulster Road NW and Unwin Road NW. The design of these vehicular access points should also provide safe, comfortable, and convenient access for pedestrians, cyclists, and transit passengers.
- 3 The design of the internal street network should provide distances between Uxbridge Drive NW and subsequent internal intersections that are adequate to prevent queuing vehicles from extending into Uxbridge Drive NW.

-  4 The intersections of Unwin Road NW at Usher Road NW and University Drive NW should receive minor modifications, such as improved signage and pavement markings, in order to:
- A. reduce the impacts of queueing vehicles on movements from Usher Road NW; and
 - B. clarify eastbound movements from Unwin Road NW onto and across University Drive NW.



5.5.5 Parking

-  1 Parking should not be provided in excess of one-hundred and ten percent of the minimum requirements established by The City's Land Use Bylaw. Applications with parking in excess of this amount may be considered by the City subject to an updated Transportation Impact Assessment.
-  2 Reduced provision of parking is encouraged where analysis by a professional engineer can demonstrate efficiencies and reduced peak demand due to:
- A. sharing of parking spaces between uses with different peak periods (time of day and day of week); and/or
 - B. transportation demand management (TDM) strategies including but not limited to support for walking, cycling, transit, carpooling, and carsharing.
-  2 External on-street parking should continue to be managed by The City to in consideration of safety for all modes of transportation and ensuring resident access.

Left and right: Parking structures with at-grade retail and screening on upper floors.

- 3 Vehicle access to off-street loading or parking should:
- A. minimize and consolidate any interruptions of the sidewalk and public realm and such interruptions should be designed to convey the priority of pedestrians and cyclists; and
 - B. be sited and designed in order to reduce or contain queueing associated with vehicle entry and exit and driver payment.



- 4 Parking in the Plan area should be predominantly provided underground or in above-grade structures, with the following exceptions:


 - A. On-street parking in parallel or angle form should be provided for short-term visitors to the Plan area and should be designed to complement the overall, pedestrian-oriented streetscape and include landscaping elements at regular intervals.
 - B. Where provided, off-street surface parking should be integrated with pedestrian circulation in smaller lots that do not detract from the pedestrian-oriented character of the public realm, are screened, landscaped and/or located behind or beneath buildings; in interim phases of development, larger surface parking lots may be considered.

5 Structured parking should:

 - A. be accommodated underground and hidden or screened from exterior view, with entry points sited and designed to minimize their impact on the public realm; or
 - B. be accommodated at- or above-grade in a structure that:
 - I. incorporates screening through the use of landscaping, architectural treatments or public art that make the exposed portions of the parking structure a positive presence;
 - II. includes liner dwelling units or space for retail and consumer service or eating and drinking uses at-grade to a height of at least 3.2 metres (with exceptions for access and mechanical features), where a parking structure is sited along primary internal streets and public spaces; and

III. does not directly front Uxbridge Drive NW or any central open space.

6 Bicycle parking and end-of-trip facilities shall be high quality, well integrated into the site design, and located within close proximity to primary entrances. Showers and lockers for bicycle commuters at major concentrations of employment and long-term bicycle storage for multi-family residential development shall be provided in accordance with The City's Bicycle Parking Handbook.



Right: Entrance to underground parking with minimal impact on sidewalk continuity.





5.6 Water Resources

5.6.1 Policies

- 1 Any application involving incorporation of the municipal reserve lands at 3020 16 Avenue NW, through sale or other means of transfer, shall be subject to the review and approval of the Development Authority. Existing infrastructure may require relocation or protection by utility rights-of-way easements as determined by Water Resources. The landowner will be responsible for any infrastructure related cost incurred as a result of any municipal reserve land transfer.
- 2 Preliminary analyses indicate that upgrades to The City's existing water distribution system may be needed to support future redevelopment within the Plan area. Further analyses will be required as part of a Development Permit application to determine if any upgrades to the local water distribution network are required.
- 3 Development should strive to reduce potable water consumption in order to achieve City water efficiency targets. The master plan submitted as part of the first Development Permit application should demonstrate to the satisfaction of Water Resources how reductions in potable water consumption are achieved.
- 4 Targets for release rates and volume control are being developed for the Bow River watershed. Upon approval of these release rate and volume control targets, development will be required to meet these targets. In the interim, an effective imperviousness ratio between 10% and 20% should be achieved within the Plan area, equivalent to an annual runoff volume target between 40 mm and 90 mm on a site.




Right: Potential roof and public realm (streets and sidewalks) design strategies to increase permeability and manage stormwater on-site.

6 Implementation



6.1 Master Plan

6.1.1 Master Plan Requirements

- 1 The first Development Permit application shall include an overall master plan that outlines:
 - A. the quantity and siting of different land uses, indicating alignment with the policies in Section 5.1 of the Plan.
 - B. a public realm concept that outlines the intended layout and function of the public realm, indicating alignment with the policies in Sections 5.2 and 5.3 of the Plan;
 - C. the siting and massing of buildings, indicating alignment with the policies in Section 5.4 of the Plan.
 - D. a summary of innovation in design and sustainable development techniques that contribute towards the conservation and management of the natural environment; 
 - E. a multi-modal transportation network including the layout of proposed streets and pathways and their connections with off-site infrastructure, indicating alignment with the policies in Section 5.5 of the Plan;

6.2 Infrastructure Investments

6.2.1 Infrastructure Investments

- F. a comprehensive transportation demand management strategy, including a high level parking and loading scheme that aligns with the policies in Section 5.5 of the Plan, Policies CSS4 and CSS5 of the South Shaganappi Communities Area Plan, and Section 3.6 of the Calgary Transportation Plan;
 - G. a phasing strategy for the full build-out of the entire Plan area, which will identify the timing of the investments identified in Section 6.2 of the Plan to the satisfaction of the Development Authority; and 
 - H. a formal statement of community engagement demonstrating how the community has been involved in a collaborative planning process, in alignment with Policy CC8 of the SSCAP. 
- 2 Planning Applications for all subsequent phases of development shall align with the policies in the Plan.

- 1 The table in this section indicates the infrastructure investments that will be required to realize the vision of this plan. These investments have been identified through the transportation impact assessment undertaken as part of the preparation of this plan. Any revised, updated, or additional transportation impact assessments may require additional infrastructure investments.
- 2 Timing and phasing of these investments will be determined to the satisfaction of the Development Authority through the submission of a phasing strategy as part of the Development Permit process, as well as through other City projects and processes, as applicable.



Investment	Responsibility
Uxbridge Drive NW complete streets retrofit (16 Avenue NW to Unwin Road NW, including intersections allowing access at Unwin Road NW and Ulster Road NW), including right-of-way	Landowner/City
Northern laneway conversion into Unwin Road NW extension, including right-of-way	Landowner
Minor modifications to Unwin Road NW at Usher Road NW and University Drive NW	Landowner
16 Avenue NW at Uxbridge Drive NW / 29 Street NW	
EB dual left turn lanes	Landowner
SB dual left turn lanes, including right-of-way	Landowner
WB right turn lane	Landowner
WB dual left turn lanes	City
NB dual left turn lanes	City
Transit and EMS signal pre-emption and priority	Landowners/City
Deep stormwater utility relocation (including right-of-way or easement if required)	Landowner
Infrastructure for Primary Transit level service on 16 Avenue NW	City
Transit enhancements as identified through RouteAhead and the NW Hub Transit Service Review	City
Pedestrian overpass across 16 Avenue NW	Landowners/City
16 Avenue NW: Additional EB and WB through lanes	City



6.3 Further Analysis and Actions

6.3.1 Further Analysis and Actions

- 1 The City will consult with the public and the University Heights Community Association, as well as nearby landowners and institutions such as the Calgary Board of Education, Alberta Health Services, the University of Calgary, and the McMahon Stadium Society in order to:
 - A. Monitor and, as necessary, address vehicle traffic through calming or diversion within the University Heights community beyond the intersection of Uxbridge Drive NW and Unwin Road NW, including volumes and speeds on Ullrich Road NW, Udell Road NW, Underhill Drive NW, Usher Road NW, and associated laneways;
 - B. Improve walking and cycling connections between Ulster Road NW and the Banff Trail LRT Station, via the multi-residential developments at 2010 Ulster Road NW and 1919 University Drive NW and McMahon Stadium;
 - C. Monitor and address school-related traffic including drop-off and pick-up by both private vehicle and school bus, through signage, and education, as well as site, parking, and driveway design. This should include reviewing the operation of the public laneway between the Sir William Van Horne High School site and the Mary Queen of Peace church and the laneway along the northern boundary of the Plan area.
 - D. Investigate and consider alternative configurations for the intersection of University Drive NW and 16 Avenue NW and possible impacts on Uxbridge Drive NW and Unwin Road NW, in alignment with any corridor studies undertaken for Crowchild Trail or 16 Avenue NW.

Appendices



Appendix I: Glossary

Active façade or frontage

This refers to street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front façade of buildings, including the main entrance, faces and open towards the street.

Complete street

A street designed and operated to enable safe, attractive and comfortable access and travel for all users, including pedestrians, cyclists and public transit and private vehicle users. A complete street incorporates green infrastructure and optimize public space and aesthetics wherever possible, contingent on the surrounding context and the role of the street.

Crime prevention through Environmental Design

CPTED is an approach to crime prevention, which aims to design a physical environment that positively influences human behaviour. Its goal is to make people feel safe within their built environment and make criminals feel at risk and less inclined to commit crime. The approach focuses on integration of a range of measures including design, siting and layout of buildings; parks and public open space, lighting, traffic calming and parking provision, boundary treatments, and surveillance.

Enclosure

The degree to which streets and other public spaces are visually defined by buildings, walls, trees, and other elements.

Gateway

An important transportation connection either to enter the city or to signify entrance into a specific part of the city. Well-designed entrances welcome people and provide a sense of arrival to an important place.

Neighbourhood Activity Centre

A NAC is a neighbourhood-scale centre providing for residential intensification and local jobs, retail, services, and civic amenities. Within the Developed Areas, a NAC typically would develop on those smaller commercial sites that are not identified by the MDP as either Major Activity Centres (MACs) or Community Activity Centres (CACs). Smaller commercial sites located throughout established areas have the potential to provide a diverse mix of uses that fit with the scale and character of the surrounding neighbourhood. NACs should achieve a minimum intensity threshold of 100 jobs and population per gross developable hectare, include a public gathering space, and avoid auto-oriented uses and designs, while retaining retail services for the local community. Specific NAC intensities are established based upon the local context, site

size, and available infrastructure, as determined through a Local Area Plan, land use amendment, or comprehensive Development Permit process.

Public realm

The space around, between and within buildings that are publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facilitate public life and social interaction.

Sense of place

A strong identity and character that is felt by locals and visitors. Factors that help to create a 'strong sense of place' include natural and cultural features, and built form and architecture, mobility to and within the place. A good sense of place often involves elements that are appealing to the senses and encourage people to linger.

Shared space

An emerging approach to urban design, traffic engineering and road safety that prioritizes the integration of different street functions and minimizes demarcations such as curbs, lines, fences, or signage and signals, that separate different street users.

Sustainable design initiatives

Strategies, practices, or techniques applied to the design, construction, and operation of sites, infrastructure, and buildings that protect the environment and ensure that air, land and water resources are managed sustainably and make a significant contribution to mitigating the effects of climate change and its causes through reducing the demand for non-renewable energy resources.

Transportation Demand Management

TDM refers to various strategies that change travel behavior in order to increase transport system efficiency and achieve specific planning objectives.



Appendix II: Applicable MDP, CTP, and SSCAP Policies

MDP

Private Sector role	1.4.2 Private sector investment to achieve MDP vision
Housing Near Transit	2.1.1 c. Housing choices close to jobs & well served by the Primary Transit
Existing Infrastructure	2.1.4. a. Optimize existing infrastructure and services.
NAC policies	2.2.1 NAC - mixed-use neighbourhood districts with local jobs and population
Job & PPI along Transit	2.2.1 a) ii. Concentrates jobs and people along primary transit service
Range of Housing Options	2.2.1 a) vi. A range of housing opportunities (type, tenure, unit size, affordability) (See also 2.3.1 Housing)
Transition Tall Buildings	2.2.1 b) iii. Highest buildings near transit stops, step down in height
Limit shadow Impacts	2.2.1 b) v. Limiting shadow impacts on neighbouring streets, parks and properties
Pedestrian Movement	2.2.1 b) v. Direct, convenient, comfortable and safe access to transit, recreation & services
Transit-supportive density and uses	2.2.2 a) Higher density residential & employment in Activity Centres on PTN
Intensity within 400m of transit stop	2.2.2 b) Increase density within 400m of transit stop
Create counter-flow on transit	2.2.2 c) Locate land uses to generate counter-flow on transit
Underutilized sites as Mixed Use	2.2.2 d) Underutilized commercial sites on PTN to be redeveloped as mixed-use sites
Around transit stations	2.2.2 e) Pedestrian Environment, design, and land use mix around TOD stations
Traffic around TOD	2.2.2 f) Manage vehicle traffic within transit station areas
New Strategies for Parking	2.2.2 g. New strategies to manage vehicle access & parking
Complete Communities	2.2.4 Foster distinctive, complete communities with a strong sense of place and compact urban form
Housing Near Employment	2.2.4 c) i. Put housing close to employment
Link residential & housing	2.2.4 c) iii. Link residential and employment
Neighbourhood infill and redevelopment	2.2.5. a. Encourage redevelopment in low-density neighbourhoods
Neighbourhood redevelopment	2.2.5 e. Require comprehensive plans for large sites (>1 ha)
Neighbourhood Character	2.3.2. a. Respect existing character & allow innovation
	2.3.2. b. Transition development appropriately
	2.3.2. d. early engagement in Local Area Plans
Public Art	2.3.3. h. Integrate public art into built form, public realm & infrastructure
	2.3.3. i. Encourage public art in private developments

Parks, Open Space & Outdoor Recreation	2.3.4. a. High quality system
	2.3.4. b. A connected system
	2.3.4. g. Parks within a 5-minute walk of residents
	2.3.4. h. Sufficient community open space minimum 2.0 hectares per 1,000 residents
	2.3.4. j. Plan land uses to add vitality to parks
	2.3.4. k. Maintain existing connections to pathways or provide new linkages
	2.3.4. l. Higher quality parks near high-density residential as local amenity
	2.3.4. n. Optimize for solar exposure
	2.3.4. o. Accessible and safe parks
	2.3.4. q. Parks with universal access and barrier-free design
	2.3.4. r. Parks to reflect changing needs
	2.3.4 s. Design parks and open spaces for cultural enjoyment and artistic pursuits.
	2.3.4 u. Connect to linear parks and linkages
	2.3.4 v. complete streets & sidewalks as amenity and recreation opportunities
	2.3.4 w. Encourage outdoor recreational space in private development
Community Engagement	2.3.7. Foster community dialogue and participation in community planning
Urban Design	2.4.1. d. Celebrate entranceways and gateways at major entry points to the communities
	2.4.1. e. Promote excellence, creativity and innovation in Urban Design
	2.4.1. f. Use landscaping & design to define space, screen building or parking, and direct people
Site and building design	2.4.2. a. High quality standards of urban design and construction
	2.4.2. b. Lower levels to be human scale and contribute to public realm
	2.4.2. f. iv. Tall buildings to consider shadow impacts on parks
Enhanced Public Realm	2.4.3. a. Streets & sidewalks for pedestrian comfort, safety and linkages
	2.4.2. b. Facilitate all travel modes
	2.4.2. c. Sufficient & uniform sidewalk width
	2.4.2. d. Busy pedestrian commercial streets to have more architectural attention
	2.4.2. e. Seasonal design
	2.4.2. f. Crime Prevention through Environmental Design for public space
	2.4.2. g. Transit stations as vibrant, mixed use areas with public gathering areas & public art

Transportation Choices	2.5.1. b. Sustainable forms of transportation to support land use and development
	2.5.1. c. Goods and service movement to respect the needs of businesses and impacts on local communities
Greening the City	2.6. a. ii. Efficient use of resources to reduce ecological footprint
	2.6. a. vi. Supporting air quality
	2.6. a. vii. Reducing the demand for non-renewable resources
	2.6. a. viii. Minimizing waste
	2.6.1. Green infrastructure through out the urban fabric
	2.6.3. f. Reduce impervious surfaces
	2.6.4. g. Align land uses and landscape elements to increase functional connectivity
	2.6.4. i. iv. Designing parks and open spaces to connect with green streets, green alleys and lane initiatives
	2.6.4. i. w. Increase existing urban forest
	2.6.4. i. y. Ensure tree sustainability through tree planting plans
	2.6.4. z. i. system of linked green spaces through areas lacking planting
	2.6.4. z. ii. Trees and green spaces in new developments on private land
	2.6.5. a. iv. Minimizing the physical separation between building uses
	2.6.5. a. v. maximize passive solar gain
	2.6.5. e. Adaptable over time for a variety of uses
	2.6.6 Waste reduction in deconstruction & material recycling
Activity Centre - General Policies	3.3.1. a. Mix of medium and higher density employment and residential uses
	3.3.1. b. Encourage retail that supports concentrations of jobs and population.
	3.3.1. d. Mixed-use to encourage retail and service uses at grade, with residential & office above
	3.3.1. g. City-owned land within AC should be to developed to support the AC's land use & development objectives
AC - Mobility	3.3.1. i. Design for pedestrian priority
	3.3.1. j. Create an internal street network that is interconnected, multi-modal & for multiple users
	3.3.1. k. Facilitate loading and unloading
	3.3.1. l. Direct, unobstructed and safe routes for pedestrians and cyclists to transit facilities
	3.3.1. n. Connections to surrounding community to AC
	3.3.1. o. Limit parking impacts
	3.3.1. p. Convenient and high quality parking locations for bicycles, carpool and car-share

AC - Public realm	3.3.1. q. Design transit facilities as public “places” & focal point within AC
	3.3.1. r. New buildings contribute to a pedestrian-friendly streetscape
	3.3.1. s. i. Local identity for each AC, & ii. Social spaces
NAC policies	3.3.4. a. NACs minimum intensity threshold of 100 p+j/ha
	3.3.4. b. Population Diversity through a range of ground-oriented and low-density apartment housing and a mix of housing tenure and affordability
	3.3.4. c. Include a mix of uses and retain retail services for the local community
	3.3.4. d. Create public gathering space
	3.3.4. e. Discourage auto-oriented uses
NAC - Mobility	3.3.4. f. Streets connecting NACs to MACs need good pedestrian and cyclist infrastructure'
	3.3.4. g. Traffic calming & off-peak parking
Established Communities	3.5.3. c. Incorporate appropriate densities, a mix of land uses and a pedestrian-friendly environment to support an enhanced Base or Primary Transit Network.
Established Communities - mobility	3.5.3. d. Increase pedestrian, cycling and emergency services connectivity when redevelopment occurs
	3.5.3. e. Easy access to transit stops and integrate with adjacent multi-family residential or retail buildings.
Growth & Change, Amended 8P2013	Council-authorized Stadium Shopping Centre ARP, identified on map of Growth & Change
MACs	Adjacent to MACs
Map 5 - Primary Goods Movement	Major Goods Movement along 16 Avenue NW
Map 7 - Road & Street Network	Skeletal Road along 16 Avenue NW

CTP

3.1 Transportation choice	a) sustainable modes of transportation to be considered in all transportation planning projects
	b) Pedestrians and cyclists priority
	c) transportation system with the goal of minimizing person delay rather than vehicle delay
	f) design with of emergency vehicles and large-scale evacuation equipment in mind
	g) plan for and monitor emerging modes of transportation
	h) A balanced approach to the trade-offs and risks of various design decisions on facilities where multiple users compete for priority
3.2 Walking and cycling	d) The quality of pedestrian and bicycle environments should be emphasized in all transportation studies
	e) Integrate walking and cycling with transit services & improve intermodal opportunities at the community, city and regional scales
	g) Safe, barrier-free walkways and pathways for cycling & walking
	h) Provide bike parking
	i) A full range of strategies for high pedestrian and cycling volume locations
	j) Minimize disruptions to pedestrian and bicycle travel during construction
3.3 Transit	k) maintenance of all pathways on Primary Cycling Network
	f) Design & construct PTN with urban design principles that respect existing communities and utilize environmental best practices
	g) Timely investment to encourage intensification
	i) Optimize transit travel times
	j) Safe, clean and comfortable environment and ensure ease of transfer
	k) transit vehicle technology and Intelligent Transportation Systems
3.4 Goods movement	l) integrate with other modes
	m) Transit Mobility Hubs to have efficient transit access, comfortable passenger waiting areas and safe, direct, unobstructed routes for pedestrians and cyclists
3.4 Goods movement	c) Maintain integrity of major goods movement routes

3.6 Quality of service	a) Implement TDM to reduce need for new links
	b) Incentivize sustainable travel options for developers
	c) Use Appropriate TSM, ITS and incident management strategies
	f) Identify strategic improvements to benefit response times for EMS
	h) Transportation pricing tools
	i) Recognize unique travel characteristics of higher density, mixed-use developments (in AC) by adjusting mobility requirements to support and promote all modes
3.7 Complete Streets	a) Refer to Road and Street Palette for each mode
	b) Design for context and incorporate universal access principles
	c) Consider which elements are appropriate in each Complete Street zone
	d) Design speed based on the function of the transportation facility and adjacent land use context
	e) Intersection spacing to optimize mobility and connectivity of all transportation modes
	f) Design intersections to accommodate the needs of all users safely
	g) bridges and interchanges designed and built to accommodate pedestrian and bicycle use
	n) adequate access for emergency vehicles, waste and recycling, street maintenance and other city services
	o) Incorporate green infrastructure strategies
	p) Maintain natural processes
	q) Reduce the urban heat island effect and improve air quality
	r) Follow public realm policies
	s) priority alignment and placement for shallow utilities infrastructure
	t) Site deep utilities to not interfere with the movement of pedestrians, cyclists and vehicles
	v) Engage residents, businesses and other stakeholders
3.8 Local transportation connectivity	a) Maximize connectivity for all modes in Acs
	c) maximize accessibility to major destinations and transit facilities
	d) minimize residential street block lengths
	f) Establish evacuation routes
	g) Two access points designed to serve as evacuation routes

3.9 Parking	c) Limit Long-stay parking in Activity Centres
	d) Use technology, time restrictions & pricing to address parking demand issues, instead of increasing supply
	e) “preferred parkers” given priority at parking facilities
	f) Consider adaptability for future non-parking uses
	i) Integrate Green infrastructure
3.10 Transportation safety	b) promotes safety for all users
	c) CPTED design guidelines
3.11 Universal access	a) Affordable mobility choices
	b) Universal design of all transportation infrastructure and services
	c) Accommodate the needs of all citizens in building the PTN
3.12 Environment and Transportation	a) mimic natural hydrology
	b) Improve the air quality on and around mobility corridors
	c) Preserve and enhance biodiversity
3.13 Infrastructure Management	c) Co-ordinate with planned maintenance projects
	e) Incorporate environmental best practices into all infrastructure management activities

SSCAP

Stadium SC specific policies (SS1)	SS1 1) vibrant high quality mixed-use development
	SS1 1) i-iv main uses outlined
	SS1 2) a) Site masterplan to meet the daily needs of the local community area
	SS1 2) b) Mix & balance of uses in context
	SS1 2) c) Sense of place & public realm
	SS1 2) d) Priority for active modes of transport
	SS1 2) f) Mobility Assessment and Plan
	SS1 2) g) Meet the purpose & intent of the current Land Use District (C-C2)
	SS1 2) h) Innovation in design and sustainable development techniques
Other relevant policies	
CC1 - New Residential Developments – Balanced sustainable communities	CC1 1) suitable mix of housing types
	CC1 2) Applicant to determine mix of housing needs and to provide evidence
	CC1 3) Target populations: students, maturing population, regional employers and institutions
	CC1 4) Minimum 10% entry level housing options (rental/ownership) up to the median market price
	CC1 5) Minimum 5% affordable housing - well-integrated, well-sited, consider feasibility/bonusing & parking relaxations, avoid over concentration, consider small-scale and mixed with market
CC4 - Day Care, Community, Health & Social Care Facilities	CC4 1) Consider facilities if well-distributed according to...
	CC4 1) a) Clustered with other services in AC
	CC4 1) b) Generate a large number of new jobs
	CC4 1) c) Serves the local community
	CC4 1) d) Close to public transit
	CC4 1) e) Compliance with City Guidelines for Special Care-facilities & Childcare Policy Development
CC7	CC7: Meeting the Community's Needs (infrastructure, public realm, recreation, etc)
CC8	CC8: Community Involvement - formal statement

S04 - Improving design, image & quality of place	UQ1 1) Sustainable design best practices in design, construction & operation
	UQ1 2)-8) Consider whole lifecycle of energy demands & supply, materials & waste, potable water, stormwater, biodiversity. Submit sustainability checklist & green building type rating system
	UQ2 1) Quality Urban Design
	UQ2 2) 13 Urban Design elements in MDP
	UQ2 2) a) Local distinctiveness
	UQ2 2) b) Urban Grain
	UQ2 2) c) Avoid impacts to amenities & infrastructure
	UQ2 2) d) Walk, cycle & transit journeys
	UQ2 2) e) Pedestrian scale design unity
	UQ2 2) f) Pedestrian layouts to manage vehicles
	UQ2 2) g) Range of safe public spaces for social interaction
	UQ2 2) h) Public Realm relates to areas style & character
	UQ2 2) i) Creative use of roof space
	UQ2 2) j) Environmental design for energy
	UQ2 2) k) Public space with enclosure and natural surveillance
	UQ2 2) l) CPTED principles
	UQ2 2) m) Low carbon development
	UQ2 2) n) design to Access Design Guidelines
UQ3 Tall Buildings	Tall buildings supported where appropriate
UQ4 Design Statements	Applicant to submit design statement to show design principles and concept
S05 - Sustainable Transport Policies	CSS1 1) Connected, convenient network of sidewalks & pathways
	CSS1 2) Accessible, pedestrian-priority, orienting, safe, direct and convenient access to public transit, with speed reduction measures
	CSS2 1) High quality cycling facilities
	CSS2 2) Accessible, cycle-priority, orienting, safe, direct and convenient access to local amenities, with appropriate end-of-trip facilities
	CSS2 3) City to Complete Primary Cycle Network
CSS3 Transit	Implementation of PTN to benefit this area with transit priority & frequent service

CSS4 Sustainable Travel	Help MAC to achieve mobility targets by increasing the proximity and connectivity of land uses, using TDM and upgrading infrastructure
CSS5 Parking Standards	
GSS1 - Green Infrastructure & Biodiversity	GSS1 3) b) New Open Spaces
	GSS1 h) Incorporate green roofs and/or living walls
	GSS1 i) Incorporate space for food production
	GSS1 j) Incorporate space for on-site storm water landscape amenities
	GSS1 k) Maximise biodiversity - indigenous planting within landscaping, streetscaping and public places
GSS2 - Water Servicing	GSS2 a) Water Distribution system to serve ultimate development
	GSS2 b) Developer to provide population & building types, WR to conduct analysis
	GSS2 c) Developer responsible for installation and upgrades to distribution mains
	GSS2 d) Minimise water demand & reduce demand for high quality drinking water
	GSS2 e) Demonstrate reductions in potable water consumption are achieved
GSS4	Incorporate LID to manage stormwater volumes and improve quality on-site
	10%-20% effective imperviousness & 40 mm- 90 mm on a site annual runoff volume target
	Maximize natural filtration and on-site treatment
	Demonstrate targets during Outline Plan
	Master Drainage Plans to supercede previous plans, include upstream catchments and identify retrofits
CUF5	Achieves the min. ppl+jobs targets by locating new jobs & housing within higher intensity mixed-use areas well-connected to the primary transit network and local communities



THE CITY OF
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LAND USE PLANNING & POLICY