

CFB^{WEST} Master Plan



Collaboratively
Prepared by:



THE CITY
OF CALGARY

Alberta
GOVERNMENT OF ALBERTA



December 2000



Publishing Information

- Titles:**
- CFB West Master Plan
 - CFB West Master Plan Supporting Information (available under separate cover)
- Author:** Planning & Transportation Policy Business Unit
The City of Calgary
- Status:** Final, Approved (by Resolution) by City Council
2000 December 05
- Printing Date:** 2001 February
- Additional Copies:** The City of Calgary
Planning Information Centre
P.O. Box 2100, Station "M"
Calgary AB T2P 2M5
(403) 268-5333



How to Use This Plan

The purpose of a Master Plan is to outline a vision and policy framework of the land uses and public systems for an area in a comprehensive manner. Therefore, no single chapter of the Plan can be read in isolation from the others. The following table illustrates the organization of the CFB West Master Plan.

| | |
|---|--|
| A Vision for the Future | Paints a quick picture of what this area will be like. |
| Executive Summary | A brief overview of the Plan's contents. |
| Part I - Context | Provides the setting for the Plan and describes its role in the planning process. |
| 1.0 Introduction | |
| 2.0 Background | |
| Part II - Planning Framework | Outlines the goals, principles and concepts that guided the preparation of the Plan and that will guide the subsequent planning approval processes through which it will be implemented. |
| 3.0 Goals and Principles | |
| 4.0 Development Concept | |
| 5.0 Urban Design | |
| 6.0 Environment | |
| 7.0 Heritage Conservation and Military Legacy | |
| Part III - Land Use Policy Areas | Deals with specific areas, setting out the appropriate land uses for each area and the policies that govern them. |
| 8.0 Residential | |
| 9.0 Mixed Use | |
| 10.0 Business / Office | |
| 11.0 Institutional | |
| 12.0 Parks, Open Space and Schools | |
| Part IV - Circulation | Outlines the circulation system, which includes the road, transit, pedestrian and cyclist networks. |
| 13.0 Road Network | |
| 14.0 Transit Network | |
| 15.0 Pedestrian and Bicycle Network | |

... / continued over

How To Use This Plan

Part V - Servicing and Implementation

- 16.0 Servicing
- 17.0 Planning Approvals/
Special Information Requirements
- 18.0 Customized Infrastructure
- 19.0 Phasing of Development
- 20.0 Infrastructure Funding
- 21.0 Monitoring of the Plan

Outlines the servicing system for the area and describes the various mechanisms that will be used to ensure that the goals, principles and policies of the Plan are implemented through subdivision, land use redesignation, and development decisions.

Table of Contents

| | Page |
|--------------------------------------|----------|
| A Vision for the Future | 3 |
| Executive Summary | 9 |

Part I, Context

Chapters

| | |
|---|-----------|
| 1.0 Introduction..... | 19 |
| 1.1 Purpose of the Plan | 19 |
| 1.2 Mandate of the Plan | 19 |
| 1.3 Authority of the Plan | 20 |
| 1.4 Interpretation of the Plan | 20 |
| 1.5 Timeframe and Revisions to the Plan | 21 |
| 1.6 Organization of the Plan | 21 |
| | |
| 2.0 Background | 23 |
| 2.1 The Planning Area | 23 |
| 2.1.1 Plan Boundaries | 23 |
| 2.1.2 CFB Calgary History | 23 |
| 2.1.3 Community Context..... | 24 |
| 2.1.4 Existing Site Conditions | 24 |
| 2.2 Plan Preparation Process | 27 |
| 2.3 Strategic Planning Policy Context | 30 |

Part II, Planning Framework

Chapters

| | |
|--|-----------|
| 3.0 Goals and Principles | 33 |
| 3.1 Goals | 33 |
| 3.2 Principles | 33 |
| | |
| 4.0 Development Concept | 37 |
| 4.1 Introduction | 37 |
| 4.2 Land Uses | 39 |
| 4.3 Linking Land Uses Together | 43 |
| 4.4 Encouraging Walking, Cycling and Transit | 44 |

Table of Contents

Page

Chapters

| | | |
|------------|--|-----------|
| 5.0 | Urban Design..... | 45 |
| 5.1 | Context..... | 45 |
| 5.2 | Purpose | 46 |
| 5.3 | Policies..... | 46 |
| 5.3.1 | General | 46 |
| 5.3.2 | Built Form and Compatibility | 48 |
| 5.3.3 | Transit-supportive and Pedestrian-friendly Environment | 49 |
| 5.3.4 | Special Places / Areas | 51 |
| 5.3.5 | Parks and Open Space | 51 |
| 5.3.6 | Streets, Pathways, and Bikeways | 52 |
| 5.3.7 | Views and Landmarks | 52 |
| 5.3.8 | Urban Safety | 53 |
| 5.3.9 | Heritage and Military Legacy | 53 |
| 5.3.10 | Edges..... | 54 |
| 6.0 | Environment..... | 55 |
| 6.1 | Context..... | 55 |
| 6.2 | Purpose | 56 |
| 6.3 | Policies..... | 56 |
| 6.3.1 | General | 56 |
| 6.3.2 | Transportation Alternatives | 56 |
| 6.3.3 | Site Remediation | 56 |
| 6.3.4 | Conservation | 57 |
| 6.3.5 | Stormwater Management | 57 |
| 6.3.6 | Tree Preservation | 58 |
| 6.3.7 | Sound Attenuation..... | 58 |
| 6.3.8 | Best Construction Practices | 59 |
| 7.0 | Heritage Conservation and Military Legacy | 61 |
| 7.1 | Context..... | 61 |
| 7.2 | Purpose | 63 |
| 7.3 | Policies..... | 65 |
| 7.3.1 | General | 65 |
| 7.3.2 | Heritage Sites | 65 |
| 7.3.3 | Compatibility | 68 |
| 7.3.4 | Heritage Character | 68 |

Part III, Land Use Policy Areas

Chapters

| | | |
|-------------|---|------------|
| 8.0 | Residential | 73 |
| 8.1 | Context..... | 73 |
| 8.2 | Purpose | 75 |
| 8.3 | Policies..... | 76 |
| 8.3.1 | General | 76 |
| 8.3.2 | Land Use | 76 |
| 8.3.3 | Housing Types | 76 |
| 8.3.4 | Residential Density | 78 |
| 8.3.5 | Multi-family Development | 78 |
| 8.3.6 | Building Heights | 78 |
| 8.3.7 | Comprehensive Residential Development | 79 |
| 8.3.8 | Residential Design Criteria | 79 |
| 8.3.9 | Residential Development Cells | 83 |
| 8.3.10 | Non-Market Housing | 88 |
| | | |
| 9.0 | Mixed Use | 91 |
| 9.1 | Context..... | 91 |
| 9.2. | Purpose | 92 |
| 9.3. | Policies..... | 92 |
| 9.3.1 | General | 92 |
| 9.3.2 | Land Use | 92 |
| 9.3.3 | Density | 94 |
| 9.3.4 | Mixed Use Design Criteria | 94 |
| 9.3.5 | Parking | 97 |
| 9.3.6 | Mixed Use Development Cells | 98 |
| | | |
| 10.0 | Business / Office | 101 |
| 10.1 | Context..... | 101 |
| 10.2 | Purpose | 102 |
| 10.3 | Policies..... | 102 |
| 10.3.1 | General | 102 |
| 10.3.2 | Land Uses | 104 |
| 10.3.3 | Density | 104 |
| 10.3.4 | Transit-Supportive Development | 105 |

Table of Contents

| | Page |
|--|------------|
| Chapters | |
| 10.3.5 Building Height..... | 105 |
| 10.3.6 Residential Compatibility | 105 |
| 10.3.7 Business / Office Design Criteria..... | 106 |
| 10.3.8 Business / Office Development Cells | 107 |
| 11.0 Institutional | 115 |
| 11.1 Context..... | 115 |
| 11.2 Purpose | 117 |
| 11.3 Policies..... | 117 |
| 11.3.1 General..... | 117 |
| 11.3.2 Mount Royal College | 119 |
| 11.3.3 Health Care-related Community Facilities..... | 122 |
| 11.3.4 General Community Facilities | 123 |
| 11.3.5 Public Facilities | 123 |
| 12.0 Parks, Open Space and Schools | 125 |
| 12.1 Context..... | 125 |
| 12.2 Purpose | 126 |
| 12.3 Parks and Open Space Policies | 127 |
| 12.3.1 General..... | 127 |
| 12.3.2 Land Use | 127 |
| 12.3.3 Reserve Dedication | 127 |
| 12.3.4 Existing Open Space | 129 |
| 12.3.5 Open Space Concept | 129 |
| 12.3.6 Public Parks / Pathways | 129 |
| 12.3.7 Open Space Design Criteria..... | 132 |
| 12.3.8 Public Safety | 135 |
| 12.3.9 Landscape and Vegetation Protection | 136 |
| 12.4 School Policies | 136 |
| 12.4.1 General..... | 136 |
| 12.3.2 School Facilities | 136 |

| | | Page |
|-----------------------------|--|------------|
| Part IV, Circulation | | |
| Chapters | | |
| 13.0 | Road Network | 143 |
| 13.1 | Context..... | 143 |
| 13.2 | Purpose | 144 |
| 13.3 | Policies..... | 144 |
| 13.3.1 | General | 144 |
| 13.3.2 | External Road Connections..... | 144 |
| 13.3.3 | Internal Road Network..... | 149 |
| 13.3.4 | Traffic Management in Adjacent Communities | 156 |
| 13.3.5 | Parking and Loading | 157 |
| 14.0 | Transit Network | 161 |
| 14.1 | Context..... | 161 |
| 14.2 | Purpose | 162 |
| 14.3 | Policies..... | 162 |
| 14.3.1 | General | 162 |
| 14.3.2 | Transit Catchment Areas | 162 |
| 14.3.3 | Route Network Design | 163 |
| 14.3.4 | Monitoring | 166 |
| 15.0 | Pedestrian and Bicycle Network | 167 |
| 15.1 | Context..... | 167 |
| 15.2 | Purpose | 168 |
| 15.3 | Policies..... | 168 |
| 15.3.1 | General | 168 |
| 15.3.2 | Pathway and Bikeway Network Design..... | 170 |

Part V, Servicing and Implementation

| | | |
|-----------------|-----------------------------|------------|
| Chapters | | |
| 16.0 | Servicing | 177 |
| 16.1 | Context..... | 177 |
| 16.2 | Purpose | 178 |
| 16.3 | Policies..... | 178 |
| 16.3.1 | General | 178 |
| 16.3.2 | Provision of Services | 178 |
| 16.3.3 | Stormwater Management | 179 |

Table of Contents

| | Page |
|---|------------|
| Chapters | |
| 17.0 Planning Approvals / Special Information Requirements | 181 |
| 17.1 Context..... | 181 |
| 17.2 Purpose | 181 |
| 17.3 Policies..... | 182 |
| 17.3.1 General | 182 |
| 17.3.2 Comprehensive Planning | 182 |
| 17.3.3 Supporting Information..... | 182 |
| | |
| 18.0 Customized Infrastructure..... | 187 |
| 18.1 Context..... | 187 |
| 18.2 Purpose | 188 |
| 18.3 Policies..... | 188 |
| 18.3.1 General | 188 |
| 18.3.2 Process and Scope | 190 |
| | |
| 19.0 Phasing of Development | 193 |
| 19.1 Context..... | 193 |
| 19.2 Purpose | 194 |
| 19.3 Policies..... | 194 |
| 19.3.1 General | 194 |
| 19.3.2 Phasing | 194 |
| 19.3.3 Interim Use of Land and Buildings | 197 |
| | |
| 20.0 Infrastructure Funding | 199 |
| 20.1 Context..... | 199 |
| 20.2 Purpose | 200 |
| 20.3 Policies..... | 200 |
| 20.3.1 General | 200 |
| 20.3.2 Infrastructure Improvements | 200 |
| | |
| 21.0 Monitoring the Plan..... | 205 |
| 21.1 Context..... | 205 |
| 21.2 Purpose | 205 |
| 21.3 Policies..... | 205 |

| | Page |
|---|------------|
| Appendix I | |
| Definitions | 209 |
| Appendix II | |
| Acknowledgements | 221 |
| Figures | |
| Figure 1 Location and Planning Area Boundary | 25 |
| Figure 2 Aerial Photo of CFB West Planning Area | 26 |
| Figure 3 Opportunities and Constraints | 28 |
| Figure 4 General Development Concept | 40 |
| Figure 5 Urban Design Elements | 47 |
| Figure 6 Heritage Resources | 64 |
| Figure 7 Historic Character Areas | 66 |
| Figure 8 Legacy Walk | 69 |
| Figure 9 Residential Policy Areas | 80 |
| Figure 10 Mixed Use Policy Areas | 93 |
| Figure 11 Business / Office Policy Areas | 103 |
| Figure 12 Institutional Policy Areas | 118 |
| Figure 13 Mount Royal College Development Plan | 119 |
| Figure 14 Parks, Open Space and Schools Policy Areas | 128 |
| Figure 15 Road Network | 145 |
| Figure 16 Flanders Avenue SW at Crowchild Trail | 146 |
| Figure 17 50th Avenue SW at Crowchild Trail | 146 |
| Figure 18 Richard Road SW at Glenmore Trail | 147 |
| Figure 19 37th Street SW at Glenmore Trail | 147 |
| Figure 20 33rd Avenue SW Access | 148 |
| Figure 21 Transit Coverage | 164 |
| Figure 22 Transit Service | 165 |
| Figure 23 Bikeway / Pathway and Road Network | 169 |
| Figure 24 Anticipated Initial Phases of Development | 195 |
| Tables | |
| Table 1 CFB West Land Use Area Estimates | 41 |
| Table 2 CFB West Dwelling Unit and Population Estimates | 41 |
| Table 3 CFB West Employment Estimates | 41 |
| Table 4 Heritage Sites | 62 |



A Vision for the Future



A Vision for the Future

*The CFB West Master Plan will transform what was once a Canadian Forces military base, surrounded by a variety of uses, into a vital new community. The vision that guides the Master Plan is that of **a vibrant, mixed-use, sustainable community on the edge of the inner city where people can live, learn, work and play.***

The community has an identity and a character all its own. It boasts of features that no other community in Calgary can claim. It combines an appreciation of the past with an excitement about the future. To achieve this vision, numerous components must work together.

***The community supports new approaches to moving around.** The car becomes only one of several options. People can walk and cycle to nearby schools, offices, shops and parks. Downtown workers can take advantage of frequent, direct bus service. Avid cyclists can connect to regional pathways and commute to work on two wheels rather than four. The community benefits from an improved environment and healthy lifestyles.*

***The community embraces its history** by protecting the historically significant buildings and spaces and giving them new life. It celebrates its association with its military past by commemorating those who*

were stationed here. It preserves the elements that reflect a different era, such as decades-old trees and narrow streets. The result is a new community that respects its heritage and feels like it has been here for years.

***The community fosters diversity.** It encompasses many different uses: homes, businesses, services, stores, schools, and parks. The mixture happens on a broad scale over the whole community and on a fine scale within neighbourhoods and even within buildings. The community also offers a diversity of housing types. People can choose to live in single-family and semi-detached homes, townhouses, apartment buildings, or, perhaps, suites in houses or above garages, depending on their needs. People at different stages of life or in different circumstances can feel at home here.*



A Vision for the Future

The community has an “inner city” character throughout. Buildings are placed near the sidewalk, facing the street, and they offer a variety of architectural styles to welcome pedestrians and provide an interesting environment. Streets are narrow, sidewalks are wide, encouraging drivers to slow down, increasing safety and encouraging residents to walk and bike.



places to live, work and learn are structured around the system of streets, parks and pathways. Pedestrians, cyclists, and buses share the streets with cars, and roadways have been designed with this in mind.

A variety of new parks lets people choose their level of activity, offering places both to sit and relax and to enjoy more active pursuits. The parks are connected by pathways and sidewalks for evening strolls or family bike rides. A park along the ridge in the western portion of the community protects stands of mature trees and offers views of the mountains. Parade Square park provides for many activities throughout the year, in the midst of historic buildings. An active recreational park in the southern Lincoln Park area provides playfields for employees and residents. Smaller parks and pathways have been carefully located within the

The community boasts a great system of parks, streets and pathways. The parks are more than merely decorative, and the streets are more than transportation arteries. The system provides vital connections within the community and to its neighbouring communities. The elements of this system anchor the different parts of the community:



neighbourhoods to serve the needs of local residents, to give people landmarks, and to create a sense of neighbourhood identity.

The community incorporates Parade Square and its adjacent buildings as an important focal point. *The buildings provide spaces for offices, classrooms, restaurants, stores and apartments while their external appearance is preserved. The square itself is landscaped and designed to accommodate activities ranging from people-watching and walking to playing games. People live in the immediate area in seniors' housing, townhouses and apartments. Parade Square is an attraction for local residents and all Calgarians. Bus routes, pathways and streets are aligned to bring people to this active, thriving place.*

The community builds on the existing educational and cultural components of the area. *The existing Bishop Carroll Senior High School, École Ste. Marguerite Bourgeoys Francophone School, La Cité des Rocheuses Francophone Centre, and Mount Royal College are linked to other parts of the community through streets and pathways. In addition to these physical connections, students and programs link to the businesses and services that locate here. Expansion of these institutions happens in ways that enhance these connections and ensure integration with the surrounding community.*



A Vision for the Future

The community enables people to live in close proximity to their work. People can choose to work from home. They can work within their building in mixed-use areas like the Parade Square Precinct. They can live near the existing schools and Mount Royal College. They can also live near the office parks. This close proximity helps to reduce the number of times and the distances people need to drive their cars. It also allows people to replace commuting time with time spent with their families, pursuing hobbies, or leading active lifestyles.

Businesses that locate in the community take advantage of existing buildings to meet a range of needs, from storage, workshop and studio spaces to offices and meeting places.

Expanding CFB West's role as an employment area also brings jobs closer to residents in the rest of the western sector of the city.

The Master Plan's goals, principles, concepts and policies are all aimed at making this vision a reality.



Executive Summary



Executive Summary

“Public policy should encourage compact, pedestrian-scale development with shopping, services, and employment close to home. If we follow this course, many other benefits are likely to follow. Communities would be less fragmented... Neighbourhoods might become more stable and vigorous, offering their inhabitants welcome relief from the increasing stresses of modern life.”

Philip Langdon, A Better Place to Live

The closure of CFB Calgary represents a unique opportunity in planning for change in the built area of the city. It is a large area of land strategically located at the edge of Calgary’s inner city and at the junction of Glenmore Trail and Crowchild Trail, two of Calgary’s major expressways. This is a rare chance to combine significant redevelopment with existing development and large areas of new development, and to blend together a broad range of uses. From the outset of the CFB West project, the public has recognized that this is a special area that demands special treatment.

Calgary City Council responded to the challenge of the Base closure by establishing a unique planning process, with a unique product. The process called on Canada Lands Company, The Province of Alberta/Mount Royal College and The City of Calgary to work together to prepare a comprehensive plan for the area, in consultation with a Citizens’ Advisory Roundtable (CAR). Further, the process included extensive consultation with on-site stakeholders, surrounding communities, and interested citizens. The result of this process is a Master Plan. The Master Plan represents a new type of planning document for The City, and is well-suited to addressing the challenges and opportunities of this unique site.

The Master Plan “sets the table” for future development by addressing how the lands vacated by CFB Calgary and the adjacent lands can be reused, redeveloped and transformed into a vital new community. The aim is to create a community where people can live, learn, work, and play. The Plan also seizes the opportunity to implement strategic City policies by creating a community that is sustainable over time.

What’s Special About this Plan?

Some of the most notable aspects of this Master Plan, which distinguish it from other plans, are:

The Plan focuses on creating a pedestrian, cyclist and transit-friendly community within a city dominated by the private automobile. Every aspect of this Plan, from the combination of activities, to the location and design of roads, to the placement and design of buildings, is influenced by this goal. The Master Plan creates places and connections that make walking, cycling and public transit more attractive options for many daily trips, including the journey to work.



Executive Summary

The Plan weaves together existing land uses and new development to create a sense of community.

The planning area already contains a mixture of land uses. However, these military, educational, health-care, industrial, residential and open space uses have not operated as a community. By adding new homes, businesses and services, and physical connections among the new and existing areas, the Plan draws together the elements that will create a new sense of community.



The Plan balances jobs and residents within the same community. The Plan adds employment-generating businesses to the major employers already in the area, and gives people the opportunity to live near their place of work, and walk or cycle to their job. It also provides an alternative to downtown or suburban locations for businesses, and injects much-needed jobs into the western sector of the city.

The Plan incorporates the most significant concentration of designated Provincial Historic Resources in any urban centre in Alberta. While the historically significant features of these buildings and landscapes will be retained, the Master Plan establishes a framework for their re-birth as important community assets.



The Plan creates a special place on and around Parade Square. This area's mix of retail, office, institutional, residential and open space is unusual in the city outside the downtown core.

The Plan preserves unique elements of the area, including mature vegetation, topography, and historic elements. It also takes the next step, and outlines how these elements can be integrated into the new development.



The Plan recognizes the need to provide housing opportunities for a range of income levels. Innovatively designed and affordable housing catering to different markets is encouraged. The Plan also encourages non-market approaches to providing affordable housing.



The Plan provides for approximately 35 acres of local parks and open space, in addition to the approximately 80 acres of local and regional parkland and school yards that already exist within the planning area. The open space is designed to accommodate a wide range of formal and informal uses. Parks include a range of environments, from manicured to natural, and a range of sizes, from large spaces to more intimate urban parks. The two Calgary school boards have determined that they can serve the future population of this area by using existing schools in adjacent neighbourhoods. Therefore, none of the new open space is required for school buildings.



Overview of the Contents

Vision

The vision that guides the Master Plan is that of a vibrant, mixed-use, sustainable community on the edge of the inner city, containing an urban and fine-grained mix of land uses, activities and housing types.

Context

The Plan has been prepared within the context of City Council policy and direction, the surrounding communities, the area's history and existing conditions, and public consultation.

Planning Framework

The policies of the Plan are based on a foundation of **goals and principles**, which expand on the vision and make it a reality.

The **concept** at the core of the Plan is that the area should build and expand on the existing mixture of land uses and activities in a way that accommodates growth in an efficient and environmentally sound manner. The various land uses and activities must be connected to one another by an integrated circulation system that favours alternatives to the car by promoting walking, cycling and transit.

The Master Plan area is expected to accommodate a population ranging from approximately 6,600 to 9,100 people and to provide up to 11,600 jobs. These estimates include the 1,900 people who already live there and the existing 3,400 jobs which will remain or be replaced.

Executive Summary

The Plan explicitly recognizes the role of **urban design** in creating a liveable community with a unique character. It therefore contains policies to ensure that new development and public systems, including streets, open spaces and pathways, support a positive image for the redevelopment of CFB West, respond to the principles of sustainability, and fit with existing development and the surrounding communities.

Policies also address the creation of a healthy and **environmentally sustainable** community that protects the quality of the air, water and land, and preserves and improves the natural environment.

A key component of the Plan is to commemorate the **military legacy** of CFB Calgary by supporting the preservation, rehabilitation and adaptive reuse of its historic landmarks, and ensuring that historic resources are respected and appropriately integrated with the redevelopment of the Base.



Land Use Policy Areas

A significant proportion of the former Base will be redeveloped with housing. The Plan's policies accommodate a diversity of **residential**

development in a compact urban form that minimizes land consumption and servicing costs, and promotes a transit, bicycle and pedestrian-supportive development pattern. The broad range of housing types accommodates different needs, lifestyles and income levels. This range of types includes building new homes, and reusing and integrating existing residences.

Residential development will be located primarily on the former Currie Barracks lands north of Richardson Way and south of Richmond Green Park and Richmond Green Golf Course, and on the site of the former military housing at the south end of the planning area. Densities and building forms are distributed in these areas in a way that is compatible with surrounding communities. The development pattern will encourage transit ridership, and will provide housing variety.



The entire planning area already includes a broad **mix of land uses**. The planning area covers two areas that represent a finer mix of land uses, although they will be very different in character. The first is in the south end of the planning area, west of Richard Road. It includes a mix of residential, retail, and office, and is generally based on land uses approved before the closure of the Base. It takes advantage of its visible location along Glenmore Trail.



The second mixed use area is proposed for the Parade Square precinct. This area will include a more concentrated, comprehensively designed mix. The Plan's policies provide for the Parade Square precinct to include residential, retail, institutional, office and other services; and to preserve and reuse the significant historic buildings adjacent to the square. The aim is to create a special place with variety, vitality and character, to animate the streets, and to provide convenience and security to residents, employees and visitors.

Most of the retail stores and services for the local community will locate along the main entrance into the community from Crowchild Trail, along a re-aligned Caen Avenue. Along this "Main Street", retail and service uses will occupy the main floors of buildings, and offices and apartments will occupy the upper storeys.



Adding employment-generating **businesses** is an important goal for two significant reasons. First, it creates a balance between the number of residents and the number of jobs, providing the opportunity for people to live and work in the same community. This makes it convenient to commute to work by walking or cycling. Second, it helps to fulfill The City of Calgary's Employment Centre Strategy, which attempts to create employment nodes throughout the city. This relieves the pressure on the downtown core and traditional employment areas on the east-side of the city, and the roads that serve them. It is particularly critical on the west side of Calgary, which has a large share of the city's population, and a very small share of its jobs.



It is important that businesses be compatible with their surroundings. The Plan is very selective about the ways in which business and office uses will be accommodated in this area, and the types of businesses that will be allowed. Therefore, the Plan includes policies calling for a range of employment opportunities in an urban setting, characterized by a high-quality, cohesive design.

The Master Plan directs business and office uses to two locations. Office, high-technology and research-related businesses are encouraged to locate in the proposed Lincoln Park Business Park,

Executive Summary

encompassing the site currently leased by ATCO Industries south of 50 Avenue S.W., and a vacant site north of 50 Avenue.

Film and television production businesses, which have been successful as interim uses, are encouraged to continue to use the former hangars north of Richardson Way and to add new development as necessary to this area.

Auto-oriented businesses, large-scale warehouses, and destination retail are not permitted in business/office areas.

Institutional uses already figure prominently in this area. They encompass educational and community uses, health care-related uses, care facilities for seniors, churches, City services, and continuing military uses. The Plan's institutional policies address how existing, new and expanded facilities can be integrated into the CFB West community. The Plan includes policies to address the possible future expansion of Mount Royal College. Additional institutional uses are encouraged to locate in mixed use areas.



Parks and open space play a strong role in this Master Plan. A variety of open spaces are provided to meet the recreational needs of the community, to

preserve and enhance existing natural areas, and to provide identity and character to different parts of the community. Combined with the existing open spaces in the planning area, the result is a comprehensive open space system that ensures that every residence will be within a maximum five minute walk of a park. The new components of this system will be a large park along the ridge of high ground on the west side of the planning area, which will preserve trees and a more natural area; a park on the Parade Square, designed to accommodate a range of recreational uses; a significant neighbourhood park to serve the residents and employees in the south; and smaller parks to serve local residents.



It is expected that future residents of CFB West may join surrounding community associations and may contribute to their vitality.

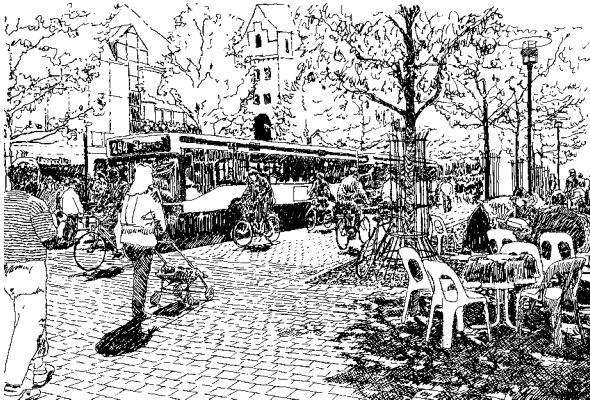
Circulation

Providing for land uses alone cannot create a community. The land uses need physical connections .

The physical connections are achieved through a **circulation network** that is safe, convenient, and aesthetically pleasing, and that meets the needs of

pedestrians, cyclists, transit users and vehicles in a balanced manner. There are three main networks in the circulation system.

- (1) **The network of roads** is designed to accommodate cars, to allow for direct transit routing through the community, to provide pleasant and safe walking environments, and to minimize the impact traffic to and from CFB West has on neighbouring communities.



- (2) **To promote the use of transit**, the Master Plan includes policies providing for direct, convenient and efficient bus service serving CFB West. The result is a community where virtually all residences are within a five minute walk of a transit stop, and where transit routes connect people to the rest of the city, including to the downtown and to the Chinook LRT station.



- (3) **A pedestrian and cycle network** of streets and sidewalks, supplemented by regional and local pathways, provides connections through the community and to adjacent neighbourhoods. Connections to the city-wide pathway and bikeway systems also support commuter cycling.

Servicing and Implementation

The Master Plan includes policies to ensure that **utilities and services** are delivered in a safe, logical, and efficient manner. The Master Plan also includes an implementation strategy to ensure the timely and orderly implementation of its policies. It includes specific direction to assist developers in designing their proposals, and to assist City Council and its Approving Authorities in evaluating them. It will be flexible enough to accommodate market changes while ensuring an attractive urban form that satisfies the vision and the goals.

It is recognized that existing City standards may have to be adapted to accommodate this site's unique features, such as historic elements and mature vegetation, and to support the desire to create a unique, liveable urban community. The Plan, therefore, supports the use of customized design for public infrastructure systems, to help create this unique character and identity for the community. Further, it provides for the logical and efficient phasing of development, by requiring the co-ordination of utility and transportation improvements with development.

Executive Summary

The Plan recognizes CFB West as an area that demands new approaches. It requires a blending of the past and the future, by incorporating what already exists into a cohesive new community. It requires a plan that recognizes how communities have developed in the past, but also lays the foundation for how communities must develop in the future, in order to shape the city Calgary is to become.

Part I, Context

Chapter 1 - Introduction
Chapter 2 - Background



1.0 Introduction

1.1 Purpose of the Plan

Planning is the process of shaping the physical environment in order to achieve an orderly and compatible pattern of development and to enhance the quality of life. The starting point of this process for the CFB West lands is a Master Plan. A Master Plan is a broad planning document intended to establish a vision and policy framework for the redevelopment of the planning area and guide both short and long-term decisions relating to more detailed planning and physical design.

The purpose of the CFB West Master Plan is three-fold. Firstly, it refines and implements The City's planning objectives as conveyed in its major strategic planning documents (Calgary Plan, Calgary Transportation Plan, and Sustainable Suburbs Study) by promoting community development that is fiscally, socially and environmentally sustainable, while having regard to adjacent and downstream concerns. Secondly, it provides policy guidance and direction for subsequent land use, subdivision, and development decisions which, when taken together, will determine the shape of the community. Thirdly, it provides for creativity and innovation in designs to enable an exciting, liveable community, while also meeting the demands of the marketplace.

1.2 Mandate of the Plan

City Council established a number of directions for the planning of the CFB West lands, including:

- that the area be planned comprehensively and include former CFB lands as well as adjacent lands, such as ATCO Industrial Park and Mount Royal College;
- that the Plan be prepared through a collaborative, consultative process which addresses the needs and wishes of the major landowners, including the Canada Lands Company, Mount Royal College/The Province of Alberta, and The City of Calgary;
- that the future of these lands be determined through a public planning process;
- that the Plan be prepared in the context of Council-approved strategic policies such as the Calgary Plan, the Calgary Transportation Plan, and the Sustainable Suburbs Study, and have regard to adjacent community and downstream concerns; and
- that the Plan enable individual landowners to submit land use redesignation and outline plan applications, without the need for further policy work.

1.3 Authority of the Plan

The CFB West Master Plan is not a statutory plan authorized under the Municipal Government Act. Nevertheless, it has undergone an extensive public review process and has been approved by City Council following a Public Hearing. It, therefore, represents City Council's views with respect to the future planning and development of CFB West and must be taken into account by the Approving Authorities and the public when reviewing subdivision, land use and development applications within the planning area. In addition, the Plan will guide the Administration in undertaking any municipal improvements or programs related to CFB West.

The CFB West Master Plan comprises two documents: the Plan, itself, and a Supporting Information document. The Supporting Information document does not form part of the adopted Plan. It is intended to summarize the information and analysis on which the Plan is based, and to provide a context to the Plan's policies.

1.4 Interpretation of the Plan

Any significant change to the Plan's maps or policies requires an amendment to the Plan, with a non-statutory public hearing which will be advertised in accordance with City policies. A proposed plan amendment shall be circulated for comment to the community / residents' association or associations within the planning area if existing, and to any immediately adjacent community association which may be impacted by traffic resulting from the changes proposed by the amendment.

The maps and policies within the adopted Plan are intended to be complied with relative to decisions on land use redesignations, outline plans, subdivision plans and development permits. Any accompanying text included with a policy is provided for information purposes only to enhance the understanding of the policy. Where there is a conflict in interpretation between a map, the accompanying text, and the policy, the policy will take precedence.

The boundaries of all land use policy areas, the location of any symbols shown on a map and all quantities and figures contained within the adopted Plan are not intended to be absolute and may be varied where the variance is considered to be minor and consistent with the general intent of the Plan.

In addition, a variance to policies will be permitted where, in the view of the Approving Authority, the variance is permitted to be:

- minor and does not compromise the achievement of the intent of the Plan;
- necessary to address unique circumstances that would otherwise render compliance impossible or impractical; and
- site-specific and does not result in the policy being unworkable in other situations.

All illustrations, sketches, and pictures are intended to illustrate concepts included in the Plan and are not an exact representation of an actual development. They are to serve solely as examples of what might occur after implementation of the Plan's policies and guidelines.

The following terms are used throughout the Plan and are interpreted as follows:

- “shall or “will” is mandatory;
- “should” is directive but not necessarily mandatory;
- “may” is permissive; and
- “includes” shall not limit a term to the specific examples, but is intended to extend its meaning to all other instances or circumstances of like kind or character.

1.5 Timeframe and Revisions to the Plan

The Plan is future-oriented and depicts how CFB West is to be developed over an extended period of time through a series of public and private initiatives. No specific timeframe is applied to the Plan although some development is expected to begin soon after plan approval. Most of the proposed development is expected to be realized within 15 or 20 years. While the Plan attempts to envision a desired future, planning is a dynamic process and changes to the Plan will inevitably be required to respond to changing circumstances. The Plan may be reviewed and updated either generally or in regard to a specific issue as determined necessary by City Council to ensure that it remains current and relevant.

1.6 Organization of the Plan

The CFB West Master Plan is organized into the following sections:

Part I, Context. Chapters 1 and 2 provide an introduction and background information about the planning area, its history and the planning process to provide a context for the Plan.

Part II, Planning Framework. Chapters 3 to 7 cover the planning goals and principles, describe the development concept, and outline the policies on urban design, heritage conservation, the military legacy, and the environment. These policies apply generally to the entire planning area.

Part III, Land Use Policy Areas. Chapters 8 to 12 contain the specific land use policies which address the development of residential, mixed use, business / office, institutional uses, parks, open space and schools.

Part IV, Circulation. Chapters 13 to 15 contain policies addressing the road network, public transit, and the pedestrian and bicycle network. These circulation systems provide a unifying framework for the land uses and also contribute significantly to the character of the community. While the inter-related nature of the transportation system and the open space system is recognized, they are discussed in separate parts for purposes of this Plan.

Part V, Servicing and Implementation. Chapter 16 contains policies addressing the servicing system and infrastructure requirements for the planning area. Chapters 17 to 21 address the measures required to implement the Plan, including information requirements, as well as the phasing and funding of infrastructure within CFB West. Ongoing monitoring of the Plan is also addressed.



2.0 Background

2.1 The Planning Area

2.1.1 Plan Boundaries

The CFB West planning area is located in the southwest sector of the city as shown on Figure 1. It comprises approximately 313.2 ha (773.8 ac) of land bounded by Crowchild Trail SW on the east; Glenmore Trail SW on the south; 37 Street SW and Sarcee Road SW on the west and 33 Avenue SW on the north.

In order to help ensure a comprehensive approach to planning, City Council defined the area to include not only former CFB lands but also lands adjacent to them. It, therefore, includes the former Currie Barracks and Lincoln Park Permanent Married Quarters (PMQs), Mount Royal College, City-owned lands (the ATCO industrial park, the former media village site, maintenance yards, parkland and rights-of-way) and other privately-owned land already developed or approved for development.

The site represents one of the largest underdeveloped areas in the built-up area of the city. It is strategically located on the edge of the inner city, surrounded by developed communities, and adjacent to expressways forming part of the city's Skeletal Road Network.

2.1.2 CFB Calgary History

The CFB Calgary lands (including Currie Barracks, the Currie PMQs and the Lincoln Park PMQs) were first used for military purposes between 1911 and 1914. During this time, the area was known as Reservoir Park and used for annual militia training. The area was undeveloped with the exception of some speculative subdivisions in adjacent areas.

Construction on the Currie Barracks site began in 1934 as a Depression Relief Project under the Public Works Construction Act.



The Earl of Bessborough visits the construction site



The original gatehouses frame the Athlone Building

During World War II, the airstrip in the south portion of Currie Barracks was developed as Royal Canadian Air Force (RCAF) Station Lincoln Park. In 1948, the Department of Defence acquired the lands east of Crowchild Trail for the construction of the Currie PMQs. The majority of the homes were constructed between 1948 and 1952. At about the same time, the RCAF built PMQs in Lincoln Park for its married personnel. By the 1960s, suburban residential and commercial land uses were established adjacent to the Base.

In 1964, RCAF Lincoln Park was closed. The hangar buildings north of the airfield and the Lincoln Park PMQs on the south were transferred to the army as part of the Currie Barracks. The airfield was



The Bennett Building takes shape

transferred to The Province and is now occupied by Mount Royal College. The south hangars were transferred to The City and are now leased to ATCO Industries. The remaining lands are occupied by schools, housing and other developments or are vacant. In 1967, 24 Street SW was widened to expressway standards and renamed Crowchild Trail. Very few other changes to CFB Calgary have occurred since the 1960s.

In 1995, the Federal Government announced plans to close CFB Calgary by 1998. Since the closure announcement, all remaining battalions have been moved to Edmonton.

Additional information on the history of CFB Calgary and individual buildings on the former military base is provided in the Supporting Information document.

2.1.3 Community Context

CFB West is surrounded by the residential communities of South Calgary, Altadore, North Glenmore Park, Lakeview, Glamorgan, Rutland Park, Killarney/Glengarry and Richmond/Knob Hill. The Marda Loop Business Revitalization Zone is located to the northeast along 33 Avenue (see Figure 1). An aerial view of CFB West and surrounding area is shown on Figure 2.

These are stable, successful communities experiencing a decline from their peak populations typical of older neighbourhoods. Population loss has been offset somewhat by an increase in the number of housing units, through the new construction of infill houses, townhouses, apartments and from the addition of suites to existing houses. These areas are characterized by a broad mix of housing types. About one half are single family homes. The balance includes apartments, converted houses, townhouses and semi-detached homes or duplexes.

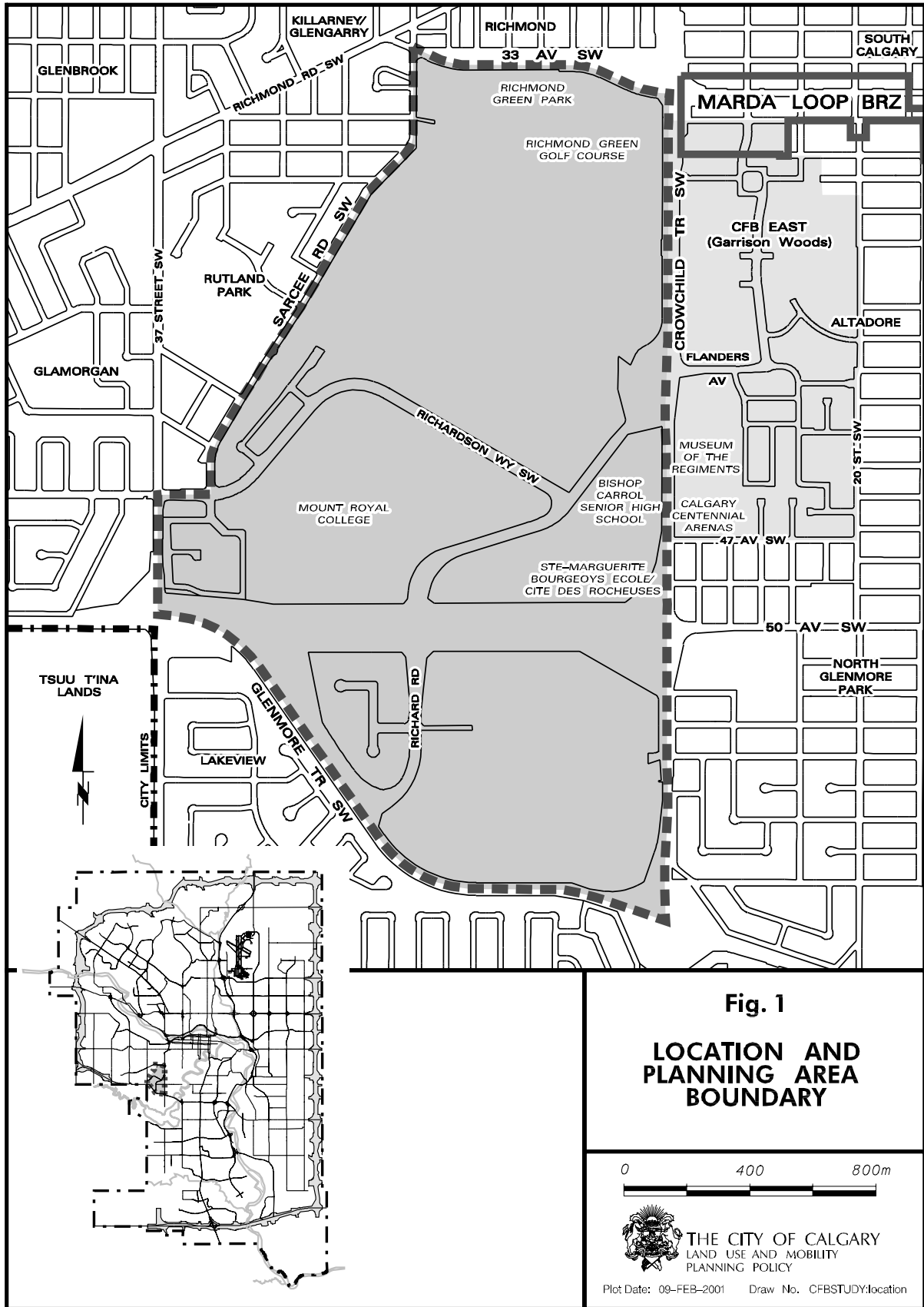


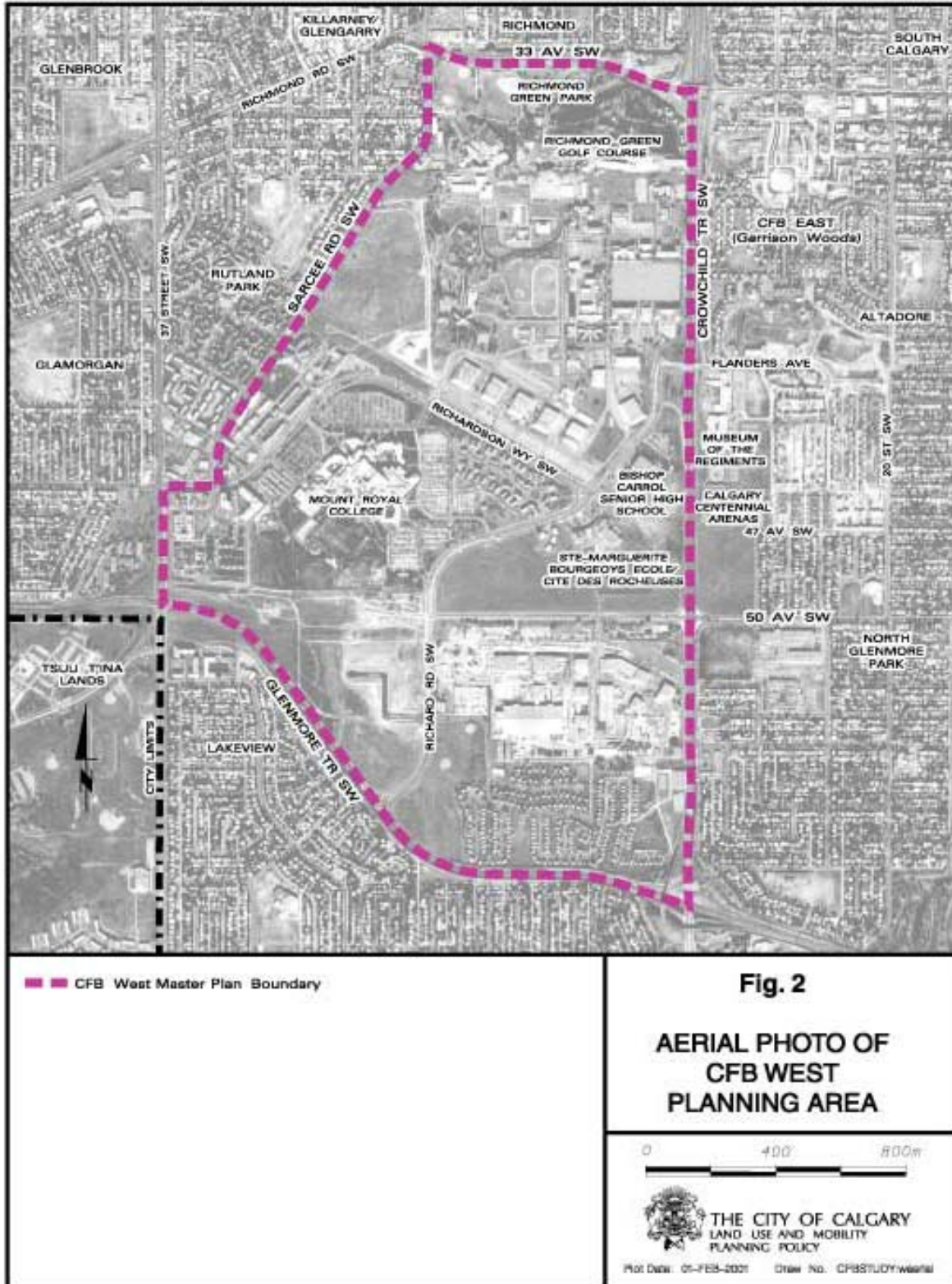
The plan area is within a seven kilometre radius of Downtown Calgary

A summary of development and demographic characteristics of CFB West and the surrounding communities is contained in the Supporting Information document.

2.1.4 Existing Site Conditions

A review of the existing conditions and site characteristics of CFB West was conducted to help determine the issues, opportunities and constraints





which should be addressed in the Master Plan. This analysis considered existing site conditions; previous studies related to the reuse of portions of the plan area; environmental studies; the character of adjacent communities; the interface of adjacent communities with the plan area; land ownership; significant and heritage buildings; topography; natural features; and open spaces and movement systems.

Generally, the planning area has significant existing development. On the former Base lands, this includes over 230 homes in the Lincoln Park military housing area and many buildings on the former Currie Barracks site, including barracks, storage buildings, vehicle garages, messes, administration buildings, offices, residences, recreational facilities, hospital, dental clinic, and hangars. Some of these buildings are historically significant. Approximately 8 acres of the former Base lands are still used by the Department of National Defence (DND), including an administration building and a storage and maintenance building.

In the Lincoln Park area, development includes the Mount Royal College campus, student housing, parking, and playing fields; Bishop Carroll High School; Ste. Marguerite Bourgeoys francophone school; a francophone community centre; almost 750 housing units, with a population of almost 1,500 people; a seniors' care facility and residence; a church; the Developmental Disabilities Resource Centre of Calgary; a medical clinic; ATCO and other uses within an industrial park; a new residential project; and a new mixed use area of office, retail, and community uses.

The north portion of the planning area includes Care West Sarcee auxiliary hospital, a church and seniors' residence, Richmond Green Park, Richmond Green Golf Course; and offices, storage and depot facilities for City of Calgary services.

All of the planning area is also developed with road and pedestrian networks, parking areas, and servicing systems.

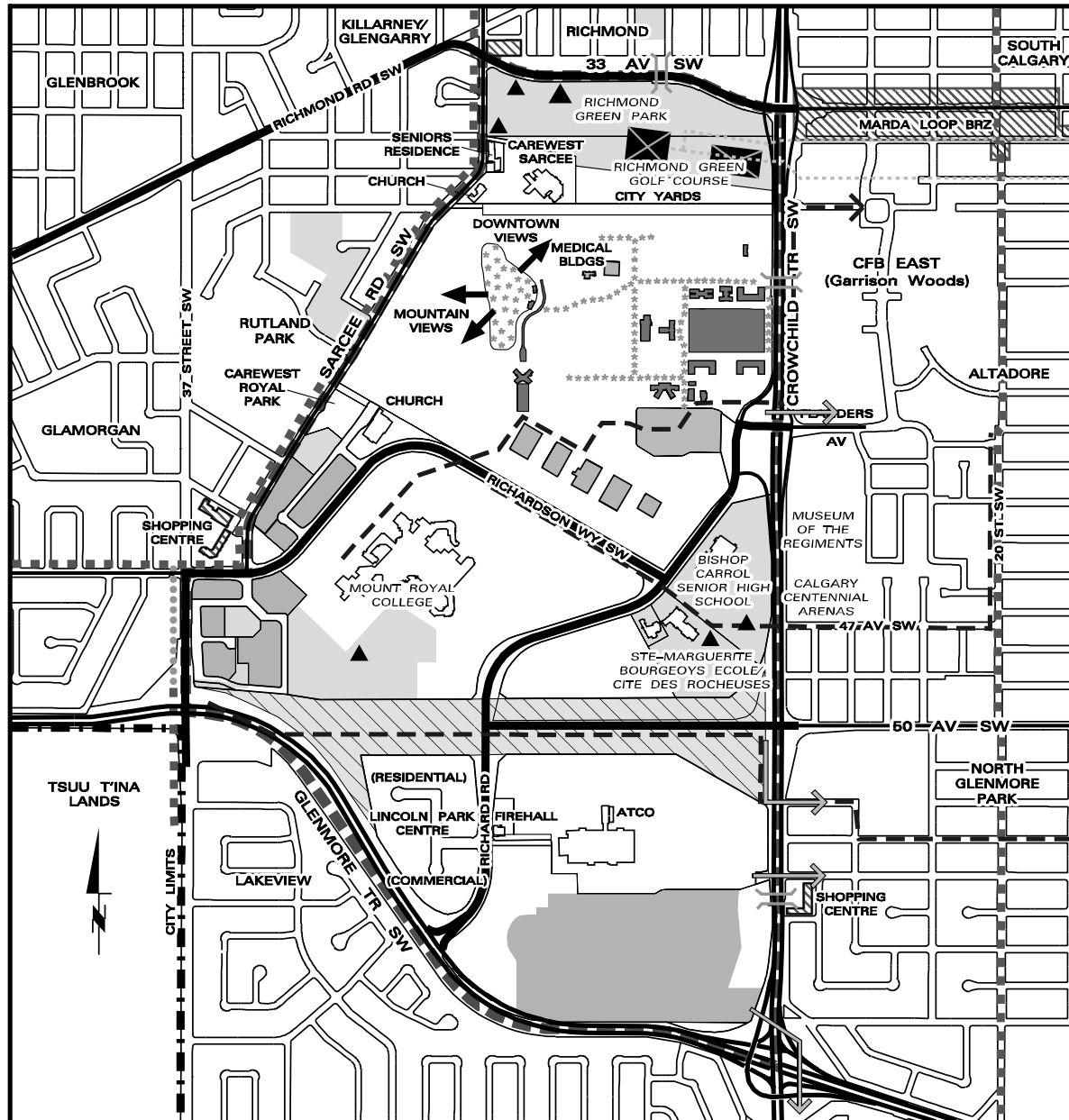
The major opportunities and constraints are shown on Figure 3. The site analysis is summarized in the Supporting Information document.

2.2 Plan Preparation Process

Following the Base closure announcement, an 8-acre site west of Crowchild Trail, was retained for military purposes. The remainder of the lands were sold and transferred to the Canada Lands Company (CLC), a company owned by the Federal Government and charged with responsibility to manage and redevelop the site.

In October 1996, City Council approved a general planning process to address the interim and long-term land uses for all of the CFB and related lands. This included three separate but interdependent activities:

- the preparation of a Community Plan for the CFB East lands, east of Crowchild Trail. The CFB East Community Plan was approved by Council in April 1998;
- the preparation of an Interim Land Use Strategy, which permits temporary uses in the existing buildings on the former Base lands. Interim land



- | | |
|--|--|
| <ul style="list-style-type: none"> Open Space Treed Areas / Boulevards Designated and Potential Heritage Sites Buildings That Have Opportunity Potential Commercial Existing Residential Dept. of National Defence Views From High Ground Playfields Regional Bikeways Regional Pathways | <p>Roads</p> <ul style="list-style-type: none"> 50 Avenue Right of Way Expressway Major Road Collector Road Pedestrian Overpass <p>Utilities</p> <ul style="list-style-type: none"> Water Transmission Mains U/G Water Reservoir Sanitary Sewer Trunk Storm Sewer Trunk-storm water management required upstream of location |
|--|--|

Fig.3

OPPORTUNITIES & CONSTRAINTS

0 400 800m



THE CITY OF CALGARY
LAND USE AND MOBILITY
PLANNING POLICY

Plot Date: 21-FEB-2001 Draw No. CFBSTUDY:oppor

use redesignations on the Currie and Lincoln Park PMQ lands, as well as the Currie Barracks site, were approved by City Council in October 1997 and January 1998, respectively;

- the preparation of a Master Plan for the CFB and adjacent lands located west of Crowchild Trail.

An Inter-governmental Liaison Committee was established at the beginning of this process to represent the interests of the Government of Canada, The Province of Alberta and The City of Calgary, and to ensure coordination among them.

For preparation and processing of the CFB West Master Plan, City Council established a Plan Preparation Team and a Citizens' Advisory Roundtable (CAR). The Plan Preparation Team, comprising representatives from The City, The Province, and Canada Lands Company, prepared the Plan, in close consultation with the CAR. The 16-member CAR was appointed by Council in July, 1997, and included representatives from the adjacent communities and from the city at large. The CAR has worked intensively with the Plan Preparation Team to advise on all aspects of the Plan's development.



Public Open House

CAR's mandate was also to advise the Plan Preparation Team on the public participation process and to listen to what their communities, on-site stakeholders, and the general public have to say. They have participated in extensive outreach activities on and off the former Base such as focus groups, an ideas fair, design workshops, community meetings, open houses, media interviews, workshops and more. Public information and feedback tools such as newsletters, surveys, advertising and media communications have been developed with their advice. The CAR's consideration of the public's perspectives have been incorporated into the Master Plan.



CAR members participate in a design workshop



Walking Tour of CFB West

The plan preparation process, and the information it generated as a foundation for the Plan, is summarized in the Supporting Information document.

2.3 Strategic Planning Policy Context

The goals and guiding principles developed for the CFB West Master Plan were considered in the context of The City's long range strategic planning policies as approved by City Council in the Calgary Plan, the Calgary Transportation Plan, the Sustainable Suburbs Study, the Transit Friendly Design Guide, and the Employment Centres Strategy. A summary of these and other relevant strategic policy documents affecting the Plan is contained in the Supporting Information document.

The policies of this Plan reflect these city-wide objectives.