LANGDON CENTRE STREET CORRIDOR
DESIGN GUIDELINES

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ACKNOWLEDGEMENTS

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INTRODUCTION

Langdon is the modern evolution of the classic “Prairie Town”, with Centre Street (Highway 797) being the main corridor that accommodates a variety of development, including housing, businesses, schools, and public amenities. Historically, Centre Street primarily functioned as a transportation corridor connecting Highway 560 (Glenmore Trail), at the north end of the hamlet, to the railway and to other transportation routes in the region. Commercial development was established at the entrance of the hamlet, and on both sides of Centre Street, to provide services to the travelling population.

As Langdon continues to grow, the Centre Street corridor has the potential to become a vibrant, attractive, and pedestrian-oriented ‘main street’ environment that provides residents with a “sense of place”, and the travelling public with a memorable experience.

Figure 1 - Centre Street & Highway 560 (Glenmore Trail) intersection
Figure 2 - Prairie grassland, wetland complexes in Langdon area

Figure 3 - Centre Street (Highway 797) as transportation corridor (truck route)
The Langdon Centre Street Design Guidelines are organized into the following sections:

1) **Background:** This section outlines the purpose of the Design Guidelines and the vision for Centre Street, as established by the community through the public engagement process. It also provides an overview of the scope of the Design Guidelines and how it relates to other County statutory plans, bylaws, and standards.

2) **Design Standards:** This section consists of two main components: Public Realm and Private Realm. The Public Realm component provides general guidance on public improvements such as the gateway, parks, street features and amenities, the streetscape, and the pedestrian/cyclist environment. The Private Realm standards focus on the aesthetics and function of individual properties, such as site planning and building style, as well as other elements that contribute to the overall character of the corridor.

3) **Checklist:** This section provides a development checklist for the Applicant and for the County to evaluate the application’s compliance with the design standards.

### 1.0 BACKGROUND

The Langdon Area Structure Plan (Bylaw C-7564-2016) was adopted in May 2016 to guide future growth and development in the area. The Area Structure Plan (ASP) envisions Centre Street as the social hub and center of the Langdon Community, providing local shops and services on a pedestrian-orientated streetscape with community nodes for residents and visitors to hold formal and informal gatherings.
1.1 PLAN AREA

The Centre Street Corridor Design Guidelines (Design Guidelines) plan area encompasses the entire length of Centre Street from the Glenmore Trail (Highway 560) intersection to the Township Road 232 intersection. The Langdon School, Sarah Thompson School, Langdon Park, as well as a variety of businesses and community spaces along the corridor are also captured within the plan area (see Figure 5).

Figure 5 – Centre Street Design Guidelines Plan Area
1.2 COMMUNITY’S VISION FOR CENTRE STREET

The Langdon community developed the following vision for Centre Street during a workshop in June 2015:

‘To create an attractive and vibrant streetscape that maintains Langdon’s historic charm and acts as a community focal point. The Design Guidelines aim to provide a safe and connected corridor where people have ease of movement when walking, cycling, or driving’.

Several key elements were identified as the cornerstone of the Design Guidelines, including:

   a) sustain heritage character;
   b) enhance safety and aesthetics of the streetscapes;
   c) provide a network of green spaces and community gathering places;
   d) stimulate business and investment;
   e) provide pedestrian connections; and
   f) improve stormwater drainage.

Figure 6 – Community Vision for the Hamlet of Langdon
Figure 7 - Community Vision illustrations

Figure 8 – Public engagement session

Figure 9 - Visioning exercise for Centre Street Design Guidelines
1.3 PURPOSES OF THE DESIGN GUIDELINES

The purposes of the Langdon Centre Street Corridor Design Guidelines are to:

- Establish development standards that reflect the hamlet’s historical charm and contribute to an attractive and vibrant streetscape; and
- Provide guidance for future improvements that enhance the corridor experience as a community focal point and a safe and connected corridor that integrate different modes of traffic.

The Design Guidelines do not contemplate the rate of growth and development. Rather, the pace of development would be determined by market demand and future public realm improvement would be subject to funding availability.

1.4 RELATIONSHIP TO OTHER DOCUMENTS

The Design Guidelines are intended to compliment the Langdon ASP, the Land Use Bylaw (LUB), and any applicable County Bylaws and Standards. Together with the support of other relevant technical studies (e.g. traffic impact assessments and stormwater management plans), the Design Guidelines will guide the overall design and development along the corridor.

- **Langdon Area Structure Plan**: Provides policies to guide land uses, built form, and outlines criteria to evaluate land use, subdivision, and development applications.
- **County Land Use Bylaw**: Outlines appropriate uses and development regulations within each land use district (e.g. building setbacks, height restrictions, and parking and loading requirements), as well as conditions under which development will occur.
- **County Servicing Standards**: Guides the technical design, preparation, and submission of plans and specifications for construction of new roads, servicing systems, and stormwater management facilities.

Developers and the County should refer to the Design Guidelines in conjunction with any relevant policies and standards.

1.5 APPLICATION AND SCOPE

The Design Guidelines apply to all properties located within the plan area (Section 1.1, Figure 5), and are applicable for all new construction of:

- Commercial, Institutional, and Mixed Use Development;
- Multi-Family Residential Development; and
- Signage.

The Design Guidelines are also applicable for the redevelopment of the above listed development, where the redevelopment involves 50% or more of the existing building footprint.

The Design Guidelines are voluntary for the following developments:

- Accessory buildings associated with residential development (i.e. Garage and shed);
- Additions to the existing building that are less than 50% of the existing building footprint;
• Dwellings, Single Detached; Semi-Detached, Duplex, Moved-In, and Row Housing;
• Home Based Businesses; and
• Interior renovations.

Notwithstanding the above, landowners and developers are encouraged to make reference to the Design Guidelines, as well as any other applicable architectural controls in the neighbourhood to ensure the proposal is compatible with the surrounding area.

1.6 TERMINOLOGY

The following terms are used with respect to compliance:

• “Shall”: Indicates the design standard is mandatory. Rocky View County determined that the standard is required and best reflects the community’s desire, with no flexibility.

• “Should”: Indicates the design standard is strongly advised. Rocky View County realizes that there will be cases where the intention of the standard may be achieved through alternative actions, but it strongly advises that the action be taken if no other suitable alternative is determined. The applicant shall still respond to the specific standard, but with an acceptable equivalency or appropriate response. Disregard for the standard is unacceptable.

• “May”: Indicates the community recognizes that the standard is identifying a matter of consequence, but that a choice can be made without negatively impacting the balance of interests identified by the community.

1.7 SUBMISSION REQUIREMENTS

The following items shall be required as part of the application submission:

a) **Pictures of the proposed site** from the north, south, east, and west;

b) **Pictures or cross section drawings of adjacent properties**, to provide reference for existing building heights, setbacks, use of materials, and architectural styles of the surrounding area;

c) **Building elevations**, including key dimensions such as building height, width and length, window and door treatment details, roof finishes, and any exterior features such as building projections, decks, porches and steps;

d) **Samples or pictures of building materials and colours**, such as roofing and cladding materials;

e) A **site plan** showing building and sign placement and scale, landscaping and site lighting details, and relationship to adjacent properties;

f) **Parking plan**, in compliance with the Land Use Bylaw parking and loading requirements;

g) **Landscaping Plan**, prepared by a registered professional landscape architect or a person qualified to perform such work;

h) **Signage plan**, including location, dimensions, details of design, materials, lighting, and lettering styles;
i) **Lighting Plan**, including location, dimensions, materials and design in compliance with Dark Sky policy;

j) **Design Standards Checklist**, including a short description as to how each standard has been included in the proposed development, or a rationale to demonstrate why a particular element is not applicable or has not been addressed;

k) **Other technical studies in support of the proposed development**, such as a site specific stormwater plan and traffic impact assessment, at the County’s discretion.

### 2.0 DESIGN STANDARDS

Langdon has a strong cultural heritage that reflects the historic prairie, rural life, and the hamlet’s connection to the railway. Incorporating these elements into the design of Centre Street will preserve and contribute to the character and functionality of the corridor, and create a more inviting and cohesive environment for residents and visitors alike.

### 2.1 PUBLIC REALM

The public realm generally consists of the outdoor areas within the hamlet that are held in common, and owned mostly by the County or the Province. These may include, but are not limited to, road rights-of-way, municipal reserve, parks and open spaces, trail networks, and other public facilities.

A developer proposing subdivision and development may trigger upgrades to the public realm (e.g. dedication of parks, trails or open spaces, road improvements, and intersection upgrades). The Province (i.e. Alberta Transportation), the County, and relevant stakeholder groups, such as the school boards and community associations, may also be involved in the development and improvement of the public realm through capital projects and ongoing maintenance.

#### 2.1.1 CONCEPTUAL STREETSCAPES

There are two major segments of the Centre Street Corridor. The first segment starts from Glenmore Trail (Highway 560) and extends to Railway Avenue. The second segment starts from Railway Avenue and extends to Township Road 232.

### GLENMORE TRAIL TO RAILWAY AVENUE

The majority of the existing developments in Langdon is located in the first segment of Centre Street, which is depicted in Figure 10, and includes:

- the highway businesses at the southeast junction of Glenmore Trail and Centre Street;
- Langdon School (K-9) on the west side of Centre Street;
- a mix of personal services, retail, and local businesses on the west side of Centre Street;
- Langdon Park and Sarah Thompson School (K-5) on the east side of Centre Street; and
- the residences and light industrial businesses located between 3 Avenue N.W. and Railway Avenue.
Within the first segment of the corridor, pedestrian connectivity is limited on the west side of Centre Street. The internal road just east of Centre Street (Wilson Road NE) provides pedestrian connections to the highway businesses to the north. This pedestrian connection continues south to the pathway in Langdon Park, and terminates at 3 Avenue NW. Beginning at 3 Avenue NW, pedestrians would need to walk on the road, alongside traffic on Centre Street, for connection to the south.

There are three east/west pedestrian connections provided within this segment of the corridor, including the crossings at Brander Avenue/Anderson Avenue NE, Langdon Park, and Railway Avenue. Future street improvements in this segment should consider integrating development on both sides of Centre Street, and provide north/south pedestrian connections through different options (i.e. sidewalks, pathways, and open space dedication facing Centre Street). Pedestrian controlled signals and pedestrian accent lighting should also be considered to provide safe crossing conditions, particularly at the major intersections.
Figure 11 – Example of an undesirable pedestrian environment beside traffic on Centre St.

Figure 12 - Example of a desirable pedestrian environment connecting to the side streets and residential areas
In addition to providing a safe pedestrian environment, stormwater management is also an ongoing challenge in this segment of Centre Street. Currently, developments in this area rely on site specific stormwater solutions, which take up valuable developable area on the relatively small parcels.

Future street improvements along this segment should prepare a comprehensive stormwater management strategy, and should consider low impact and collaborative stormwater management practices that are consistent with the regional stormwater solution contemplated in the Langdon Area Structure Plan.

The following conceptual drawings illustrate the potential streetscape of Centre Street from Glenmore Trail to Railway Avenue. Detailed design of the street improvements shall be based on further technical studies, such as a traffic analysis and a stormwater management strategy, that prescribe the actual right-of-way, grading, and any other related requirements.

Figure 13 – Conceptual Center St. streetscape from Glenmore Trail (Highway 560) to Railway Avenue intersection

Figure 14 and 15 – Conceptual illustrations of Centre Street
RAILWAY AVENUE TO TOWNSHIP ROAD 232

The second segment of Centre Street, as depicted in Figure 16, begins at Railway Avenue and extends to Township Road 232 to the south, covering 250 metres (± 820 ft.) on both sides of the corridor.

Figure 16 –The Second Segment of the Centre Street Corridor from Railway Avenue to Twp. Rd. 232 intersection
The east side of Centre Street includes:

- future commercial development in accordance with the Langdon ASP;
- the Boulder Creek residential development; and
- future mixed-uses development, which would comprises of light industrial uses, businesses, residential uses, and other developments that are compatible with the surrounding area.

The west side of Centre Street includes:

- the hamlet’s shopping plaza, which consists of a local grocery store, drug store, and restaurants that serves the local community and the travelling public;
- the Langdon Joint Use Site, which would comprises of a future high school, a regional recreation facility, sport fields, and other associated recreation amenities; and
- the future comprehensive residential development of Bridges of Langdon, which would include two Neighbourhood Centres that provide opportunities for multi-family, senior housing and commercial development.

Future street improvements in this segment would be triggered by new subdivision and development applications. The conceptual drawing shown in Figure 17 illustrates the potential streetscape of this segment of Centre Street.

Detailed design of the street improvements shall be based on further technical studies, such as a traffic analysis and a stormwater management strategy, that prescribe the actual right-of-way, grading, and any other related requirements.

Figure 17 – Conceptual Center St. Streetscape from Railway Avenue to Twp. Rd. 232.

Goal: A safe, active, and inviting corridor that balances the needs of vehicular, pedestrian, and other modes of transportation.

a) Future upgrades and improvements along Centre Street shall contribute to the overall design, enjoyment, and pedestrian safety along the corridor. Major considerations include but not limited to:

i. North-South pedestrian connections in the form of pathways, sidewalks, and/or open space connection on both sides of Centre Street;

ii. East-West pedestrian crossings that are well-marked and/or lit at regular intervals, particularly adjacent to schools and at key intersections;

iii. Connectivity to the side streets;
iv. Barrier-free best practices;
v. Reduced vehicle speed, with appropriate transition to and from highway intersections;
vi. Low impact stormwater management, such as bio-swales between the roadway, sidewalk, and/or pathway; and
vii. Collaborative stormwater management strategies, which are consistent with the regional stormwater solution.

b) Landscape materials provided along the corridor should be appropriate for street planting conditions, and hardy enough to withstand the local climate; including consideration for salt tolerance, sun exposure, wind, and varied soil conditions.
i. A variety of plant types, forms, colours and sizes should be considered to add visual interest; particularly at key locations such as gateways, intersections, community nodes, and along pedestrian routes near commercial areas.
ii. Seasonal plantings, such as hanging baskets in the summer or holiday decorations in the winter, should be encouraged to enhance the aesthetics of the public spaces.

c) The use of pageantry, such as event or theme flags, banners, and pop-up displays, should be considered to reflect the hamlet’s character.

d) A comprehensive, hamlet-wide interpretive and wayfinding signage program should be encouraged.

e) Streetlights shall be sufficient to safely illuminate the public realm, while remaining in-line with the County’s dark sky policy.
i. Streetlights should be attractively designed, with consideration for the accommodation of flags, banners, seasonal flowers, or other pageantry; and
ii. Accent pedestrian lighting should be considered where roadway lighting is not sufficient to light the adjacent sidewalk.

2.1.2 GATEWAY

Goal: Gateway and entrance features developed in a manner that reflects Langdon’s heritage and identity.

a) A new gateway sign or feature should be considered at the intersection of Glenmore Trail and Centre Street, and at the intersection of Township Road 232 and Centre Street, to identify arrival into the hamlet.

b) The gateway sign or feature should include taller architectural elements that symbolize entry into the hamlet, such as customized lighting fixtures, landscape features, flags, special signage, or banners.

c) The design of the gateway sign or feature should be consistent with the architecture in the corridor, which reflects the surrounding areas and the prairie town theme.

d) The gateway sign or feature should be constructed with high-quality, durable, and natural materials that are stained for weather protection.
e) The gateway sign or feature should accommodate opportunities for night-time illumination that comply with dark-sky friendly policies.

f) The gateway sign or feature should have simple and universally readable letters that are either carved or superimposed.
2.1.3 PARKS AND COMMUNITY NODES

**Goal:** Parks and Community nodes that provide for passive and active recreations, as well as formal and informal community gatherings throughout the day, all year long.

The Langdon Area Structure Plan identified two major parks and Community Nodes along the Centre Street corridor – the existing Langdon Park, and the proposed Joint Use Site:

**Langdon Park** is located on the east side of Centre Street, connecting to Sarah Thompson School and the Langdon Field house, encompassing two baseball diamonds and a playground area.

**The Joint Use Site** is a shared site between Rocky View Schools and Rocky View County and is currently undeveloped. The site is proposed to contain a high school, recreation centre, and recreational fields.

a) Parks and Community nodes should function as neighbourhood focal points, to serve the diverse needs of the community with both passive and active recreation opportunities. They should incorporate a flexible design that allows for change of uses and functions over the course of the day, and through all seasons.

b) Permanent programs in parks and community nodes may include seating areas, tot lots, pocket parks, public art displays, cafés, kiosks, community gardens, rock gardens, and water fountains. Seasonal functions such as performances, art and farmer’s markets, horticultural and agricultural displays, festivals, skating rinks and day-use picnic areas should also be considered.

c) Where possible, parks and community nodes should be designed to provide open frontage to Centre Street, with the park perimeter located close to the streets to maximize public access and ‘eyes on the street’ to promote safety.

d) Sidewalks and pathways should be integrated into the parks and community nodes design, and be connected to the wider hamlet open space network. An internal pathway should be provided to allow access for emergency and maintenance vehicles.

e) An entrance feature or sign should be incorporated into the park design. When possible, interpretive/informative signage, reflecting the hamlet character, should be included at the entrance and throughout the park, providing way-finding and historical information.

f) Site furnishings, such as seating, waste receptacles, plantings, and lighting should be encouraged. Design and materials of the site furnishings should reflect the hamlet character and heritage.

g) Structures or shelters such as pergolas, gazebos, awnings, and trellises should be encouraged, to create a more vibrant public realm. These structures or shelters should be strategically located to maximize visibility, function, and user comfort.

h) A permanent structure should be considered to accommodate larger community events.
Figure 20 - Example of desirable entrance feature for public parks

Figure 21 – Existing public amenities in Langdon Park
2.2 PRIVATE REALM

The private realm consists of properties that are privately owned and maintained. Improvements to the private realm would be the responsibility of the landowners and developers.

The vision for the Centre Street corridor outlined in the Langdon Area Structure Plan includes a mix of commercial, school, community, and residential uses. The built form in the private realm should contribute to the development of the streetscape through the use of appropriate site planning, building design, and site features.

2.2.1 SITE PLANNING

Site planning refers to building placement and orientation, provision and management of on-site parking and access, as well as mitigation and control of outside storage to ensure a safe and attractive environment particularly at major focal points and key intersections along the corridor.

2.2.1.1 BUILDING PLACEMENT AND ORIENTATION

Goal: Buildings that are situated and orientated to frame the public street, and provide an intimate, comfortable, and visually interesting streetscape for pedestrians.

a) Building entrances should be orientated parallel to Centre Street to maximize frontage along the corridor.

b) Buildings should be positioned close to the property edge, with windows and entrances fronting onto Centre Street.

c) Zero side yard setbacks may be considered when two or more non-residential properties abut, to establish continuity of the streetscape.
d) Front and side yard setback areas may be used to activate Centre Street by accommodating seating areas and incorporating landscaping and other features that complement the streetscape.

e) Where a desirable setback pattern already exists, buildings and additions should be positioned to follow the established setback of adjacent buildings to maintain the rhythm and structure of the streetscape.

f) Development located at corner lots and major focal points shall demonstrate at least three of the following components:

   i. Buildings orientated onto multiple street fronts;
   ii. Continuation of architecture features on both sides of the street frontage;
   iii. Pedestrian connections to adjacent properties;
   iv. Inclusion of open space, public amenities, and wayfinding features (e.g. small pocket parks, seating areas with garbage bins, and bicycle racks); and
   v. Sightlines for driver and pedestrian safety.

g) Drive-through development shall not be supported for properties fronting onto Centre Street. Where such a development is proposed, the drive-through component should be located on the side or rear of the property.

Figure 23 - Example of Hamlet Commercial development in the core showing continuity of the streetscape
Figure 24 - Example of Hamlet Commercial development in the core using building frontage for seating areas and amenities, with wooded boardwalk for pedestrian connection

Figure 25 - Example of corner lot development orientated onto multiple street fronts, with architecture features that continue on both sides of the street frontage
Figure 26 – Example of Hamlet Commercial development in the core with zero setbacks between buildings
Figure 27 - Example of desirable setback, with building positioned close to the property edge to provide pedestrian connection

Figure 28 - Example of public amenities (seating and garbage bin)
Figure 29 - Example of public amenity (bicycle rack)

Figure 30 - Example of drive-through development that does not front onto Centre St.
2.2.1.2 PARKING AND SITE ACCESS

Goal: On-site parking and site access ensures the continuity of the streetscape, and promotes safe and convenient movement for both pedestrians and vehicles.

a) Parking areas should encourage interaction with the streetscape and provide pedestrian connection to the building.

b) Where appropriate, the number of parking stalls facing Centre Street should be minimized and redirected to the side or rear, with the exception of barrier-free and drop-off parking.

c) Large parking areas shall be divided into smaller segments through the use of landscaped parking islands, which reduce the amount of impermeable surfaces and enhance the aesthetic appeal and pedestrian comfort within the parking areas.

d) Plant material selected for the landscaping in parking areas shall be suitable to the growing environment. Species that are hardy, drought- and salt-tolerant, and resistant to the stresses of compacted soils and weather exposure should be used.

e) A direct and continuous pedestrian walkway network shall be established within, and adjacent to, the parking area to connect building entrances, parking spaces, public sidewalks, and other pedestrian destinations.

f) The pedestrian walkway network shall include upgraded pavement treatments, or pavement markings, that contrast with the drive aisle.

g) Site access should be located in a visible and prominent area, to minimize conflicts with off-site traffic and to allow easy and safe access for pedestrians and vehicles.

h) Mutual access should be encouraged along Centre Street where possible, in accordance with the County Servicing Standards.

i) Where the proposed development lies adjacent to a residential property, the applicant shall demonstrate consideration for location of access points and the parking area that minimize the potential impact for the residential property. Where appropriate, mitigation measures such as landscaped buffering should be provided to the satisfaction of the Development Authority.
Figure 31 - Example of parking in the Hamlet Core

Figure 32 - Example of parking features (pedestrian walkway with markings)
Figure 33 - Example of parking features (pedestrian walkway and landscaping)

Figure 34 and 35 – Example of parking features (landscaping island)
2.2.1.3 OUTSIDE STORAGE

Goal: Storage areas that are properly screened with landscaping and/or other mitigation measures to provide a smooth transition to surrounding areas.

a) Outside storage shall not be supported on properties fronting onto Centre Street.

b) Existing outside storage areas should be phased-out over time, and expansion of existing outside storage areas shall be discouraged.

c) Where outside storage is being proposed:
   i. The storage area shall be limited in size and shall minimize frontage onto Centre Street;
   ii. The storage area shall be screened from adjacent properties and roadways to the satisfaction of the Development Authority;
   iii. The applicant shall provide mitigation measures including, but not limited to, additional landscaping, buffering and/or screening mechanisms for a transition space between surrounding properties and public thoroughfares.

2.2.2. BUILDING DESIGN

Langdon’s surrounding area is predominately characterized by prairie grasslands and major wetland complexes. Langdon has a strong cultural heritage that reflects both the rural lifestyle and the hamlet’s connection to the railway. Development along Centre Street should provide a cohesive architectural style that incorporates its heritage and responds to the beauty of the natural surroundings.

2.2.2.1 BUILDING PROPORTIONS AND SCALE

Goal: Buildings that are well balanced and proportioned to create a dynamic and interesting pedestrian experience at the street level.

a) Buildings larger than 1,000 sq. m (± 10,000 sq. ft.) shall be de-emphasized by:
   i. Visually dividing the building into multiple sections and/or components, through changes in façade, materials, building projections, columns, or other vertical architectural elements;
   ii. Physically dividing the building into a variety of massing elements and/or shapes to help reduce the perceived scale of the structure, including vertical and horizontal elements that help add perceived separation.

b) Buildings should be scaled so that they do not interfere with neighbouring buildings, or create a significant contrast in scale and appearance between adjacent buildings.

c) Development should consider building heights and widths from surrounding high-quality buildings and achieve complementary massing forms.
Figure 36 - Example of structure showing multiple sections using various visual and structural elements

Figure 37 - Example of Hamlet Core façades showing a dynamic streetscape
2.2.2.2 BUILDING STYLE

Goal: Development that reflects the local context, adopts the existing cultural heritage, and fits in with its surroundings to create a distinct sense of place.

a) Buildings should be designed to complement and reflect local context and heritage, including prairie grassland, wetland complexes, a rural setting, a country lifestyle, and connection with the railway.

b) Accessory buildings should be coordinated with the principal building in terms of form, scale, finishes, and colours.

Figure 38 - Example of design elements – rural setting, country lifestyle, and connection with the railway
Figure 39 - Example of design elements – dynamic facades with changing roof line, various window styles and awnings, and changes in colors to create interest

DOORS, ENTRANCES, AND WINDOWS

c) Transparent glass should be used for commercial, institutional, and mixed use development to provide clear views of storefront displays, provide a pedestrian-orientated environment, and allow natural surveillance of street and adjacent outdoor spaces. Tinted glass may be considered for security reasons.

d) Window heights should be aligned, and window sizes should be unified to create a cohesive storefront appearance.

e) Main entrance to the ground floor should be positioned centrally within the front façade, with secondary entrances to the upper storeys positioned either at the side or at the rear of the building.

f) Multiple entranceways should be provided where a storefront extends more than 20.00 m (65.62 ft.) along the street.

g) Doors and entrances shall be designed to meet provincial accessible design standards, and to ensure safe and comfortable access for users of varying mobility needs.

h) Commercial entrances and doorways should include transparent glass covering 30% or more of the entrance area.
Figure 40 - Example of design elements — use of transparent glass to provide a pedestrian-focused environment

Figure 41 - Example of design elements — use of transparent glass to provide natural surveillance
Figure 42 - Example of design elements – Façade with transparent glass to display products and create interest
ROOF DESIGN

i) Rooflines with distinctive architectural interest should be incorporated to contribute to the building’s character.

j) A combination of the primary roofline with secondary roofs should be utilized to break down the scale of the building.

k) Roof design should consider snow management and its effect on pedestrian areas (i.e. the way that snow will accumulate and slide from a sloping roof).

Figure 43 - Example of design elements – use of distinctive roofline
Figure 44 - Example of design elements – use of distinctive roofline

Figure 45 - Example of design elements – use of distinctive roofline
AWNINGS AND ARCHITECTURAL DETAILS

l) Awnings that fit with the building’s character should be encouraged to create definition and dynamic appeal along the streetscape.

m) Awnings should have a minimum clearance of 2.00 m (± 6.56 ft.) above ground level, and should not extend more than 1.50 m (± 4.92 ft.) from the building façade.

n) Backlit awnings and awnings, for which the primary function is signage, shall be prohibited.

o) Multiple awnings should be used for larger building frontages rather than a single continuous awning.

p) Awnings should align horizontally with neighbouring awnings where structurally possible.

q) The use of architectural detailing and decorations should be encouraged, to display craftsmanship and to contribute to the overall building appearance.
Figure 47- Example of design elements – use of awnings that fit with the building’s architecture and colour scheme
Figure 48 - Example of design elements –detailing along horizontal surface creates definition

Figure 49 - Example of design elements –interior detailing
Figure 50 - Example of design elements – small details and features installed on building facades
MATERIAL AND COLOUR

r) Development should be designed and built with high-quality, durable, and natural looking materials.

s) Materials that reflect the surrounding rural setting and natural elements of the prairie and grassland, such as wood, stone, and any other materials as deemed appropriate by the Development Authority, should be supported;

t) Natural, earth-tone colours and finishes should be used to reflect the surrounding environment, with bright colors as accents that complement the main natural finishes.

Figure 51 - Example of natural materials - stone surface
2.2.3 SITE FEATURES AND AMENITIES

Site features and amenities include, but are not limited to, landscaping, signage, lighting fixtures, utility and services areas, and fencing.

2.2.3.1 LANDSCAPING

Goal: Landscaping that takes into consideration and coordinates with the surroundings, provides adequate screening for adjacent properties, and complements development on-site.

a) A variety of deciduous and coniferous trees and shrubs shall be incorporated for year-round interest and appearance; including native grasses, wildflowers, groundcover, shrubs, and trees, where possible.

b) Seasonal plantings and portable landscaping features should be incorporated as part of the development to add interest.

c) Landscaping and low-level screening should be provided around the perimeter of the site or parking areas to soften the edge, create pleasant pedestrian conditions, and promote integration and connection with surrounding and adjacent development.

Figure 54 - Example of portable landscaping installation to allow for seasonal plantings
2.2.3.2 SIGNAGE

Goal: Signs that are designed and scaled to reinforce the overall character of the hamlet, while still allowing businesses to clearly identify themselves, their goods, and their services.

Figure 55 - Example of building signage – clear and easy to read lettering, raised and individually cut

a) Signage shall be in accordance with the County’s most current signage bylaw in terms of size, location, and other applicable restrictions.

b) Signs should enhance the architectural properties of a building and lend visual interest, as opposed to cluttering the corridor.

c) Signs should be coordinated with the design of the building and site in terms of location, scale, materials, finishes, and colours.

d) The use of individually mounted, raised, or recessed letters, symbols, boarders, and framing should be encouraged.

e) All signs shall be kept in a safe, clean, and tidy condition, and may be required to be renovated or removed if not properly maintained.

f) The following sign types, which may undermine the hamlet character, shall not be permitted:

   i. Backlit signs;

   ii. Neon, Flashing, and/or Animated Signs;

   iii. Billboards; and

   iv. Trailer signs
FASCIA SIGNS

g) Fascia signs should be located so as to avoid obscuring or covering façade features.

h) The use of a sign band with a horizontal section that divides the storefront windows from the upper façade should be considered for multi-tenant buildings with multiple entrances.

i) Fascia signs shall use durable, weatherproof materials that complement the building façade.

j) Fascia sign lettering should be clear and easy to read. Lettering and images on fascia signs should provide depth to the sign, such as raised, individually cut or carved lettering, and/or coloring, to accent the overall façade and enhance the readability of the sign.

k) Externally mounted lighting may be used to illuminate fascia signs, in a dark-sky compliant fashion that limits horizontal and vertical light spillover.

Figure 56 - Example of fascia signage on a sign band on multi-tenant buildings– style and colour reflective of heritage building
Figure 57 - Example of building signage – Fascia sign with lighting, colour of lighting fixtures complementary to signage

Figure 58 - Example of building signage – Fascia sign with lighting, colour of lighting fixtures complementary to signage
PROJECTING SIGNS

l) Projecting signs should be installed perpendicular to the building façade from a mounted wall brace, and orientated towards the pedestrian area, or providing direction for side entrances. Mounting hardware and projecting signs should coordinate with the overall design and hardware used on other parts of the building.

m) A projecting sign shall not project more than 1.50 m (4.92 ft.) from the face of a building, with a minimum vertical clearance of 2.74 m (8.98 ft.) from the ground.

n) Projecting signs shall be limited to one per business frontage. For multi-tenant buildings with multiple entrances, one projecting sign per storefront entrance may be permitted.

o) The shape, colour, height, material, and lettering of the projecting sign should be coordinated to be complementary to the primary signage and the building’s overall design.
Figure 61 - Example of building signage – Projecting signs
SIDEWALK SIGNS

p) Sidewalk signs shall be limited to one per business.

q) Sidewalk signs display shall be limited to business operating hours.

r) Sidewalk signs shall be located in front of, and on the same side of the street as, the building or business for which it advertises. It should be located against the building so that it does not obstruct pedestrian movements and become a distraction or visual clutter along the corridor.

s) Sidewalk signs used for specific events should be removed within 48 hours after the event.

t) Sidewalk signs should be no wider than 0.61 m (2.00 ft.), with a maximum height of 1.00 m (3.28 ft.).

u) Sidewalk signs shall be designed with a sufficient weight and quality to resist wind gusts. Signs constructed of impermanent materials including, but not limited to, cardboard, chipboard, particleboard, and paper, shall be prohibited.

v) Sidewalk signs should be designed to be read by pedestrians, and should be complementary to the form, colours, size, and materials of the building and adjacent landscape.
Figure 62 - Example of sidewalk sign limited to one per business, and adjacent to storefront
Figure 63 - Example of sidewalk sign with durable materials
GROUND/FREESTANDING SIGNS

w) Ground/freestanding signs should be designed to add to the character of the streetscape, with complementary accent landscaping to focus the viewer.

x) Externally mounted lighting may be used to illuminate ground/freestanding signs, in a dark-sky compliant fashion that limits horizontal and vertical light spillover.

y) Ground signs shall be designed and scaled to the space in which they are located, and should not be so large as to be a dominant feature on-site, or to interfere with sight lines.

Figure 64 - Example of desirable ground/freestanding sign with natural materials, raised letters, and complementary landscaping
Figure 65 - Example of desirable ground/freestanding sign that reflects the hamlet's character
2.2.3.3 LIGHTING

Goal: Lighting that complements the individual architecture of a building, and extends into part of the streetscape.

a) Lighting shall be dark-sky compliant, and shall be directed downward by choosing full cut-off designed or fully shielded fixtures to effectively control glare and light trespass.

b) Sensor lighting and directional lighting for parking and security purposes shall be restricted, such that adjacent properties are not adversely affected by light pollution.

c) Site lighting design should provide a sense of safety, security, and pedestrian comfort, while avoiding excessive lighting levels and glare.

d) Lighting should consider all building and user needs, with particular attention to pedestrian areas, barrier free travel paths, parking, and service areas. Pedestrian-scaled lighting, such as bollards or lower-scaled fixtures, should be provided along pedestrian routes.

e) Lighting should be consistent with the overall theme and character of the building including, but not limited to, fixture design, colour, bulb type, and mounting height.

Figure 66 - Example of desirable accessory lighting that complements the building’s architecture
Figure 67 - Example of desirable street light that complements the corridor’s character

Figure 68 and 69 - Example of desirable accessory lighting that complies with dark sky policy
2.2.3.4 UTILITY AND SERVICE AREAS

Goal: Utility and service areas that are sensitively integrated into the overall site design and are appropriately located and screened to minimize visibility from the public realm.

a) Loading docks, garage doors, and similar utility service elements should be located to the side and/or rear of the building, and shall be screened to the satisfaction of the Development Authority.

b) Utility and service areas shall be screened on all sides through the use of landscaping, walls, and/or use of accessory buildings. Where solid screening and/or accessory buildings are provided, their materials and architectural style should be similar or complementary to those of the principle building.

c) Where commercial development abuts residential property, the utility and service area should be properly screened or buffered to the satisfaction of the Development Authority.

d) The exhaust from food preparation areas and other odour-creating enterprises should be adequately vented and filtered in order to ensure that odours do not create a nuisance for nearby properties.

e) Garbage and waste should be stored in weather-proof and animal-proof containers.

Figure 70 - Example of desirable utility area located to the side/rear of the building
2.2.3.5 FENCING

**Goal:** Decorative fences and other similar privacy features that delineate public and private boundaries, promote connectivity, and complement the overall streetscape

- a) Fencing and privacy features should be constructed using high-quality, natural materials that are compatible with the architecture of the respective built form in terms of style, materials, and details.

- b) The use of landscaping in replacement of fencing and privacy features should be encouraged to foster cohesiveness and connectivity along the corridor.

- c) To avoid potential entrapment areas, or blocked views for both pedestrians and vehicle traffic, the maximum height of fencing and privacy features along Centre Street should be:
  - i. 1 m (3.28 ft.) in the front yard;
  - ii. 1 m (3.28 ft.) in the side yard for corner lots; and
  - iii. 1 m (3.28 ft.) in the side yard for commercial, institutional, mixed use, and multi-residential development.
The following checklists shall be used by the applicants, Rocky View County Administration, and approving authorities as a reference for the completeness of an application. Some of the standards may not apply in all cases. When submitting an application, a short description should be provided, detailing how each standard has been met in the proposed design, or a rationale to demonstrate why a particular element is not applicable or has not been addressed.

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