

AGENDA

INFRASTRUCTURE AND PLANNING COMMITTEE

February 21, 2024, 9:30 AM IN THE COUNCIL CHAMBER

Members

Councillor S. Sharp, Chair
Councillor J. Mian, Vice-Chair
Councillor A. Chabot
Councillor S. Chu
Councillor P. Demong
Councillor E. Spencer
Councillor J. Wyness
Mayor J. Gondek, Ex-Officio

SPECIAL NOTES:

Public are encouraged to follow Council and Committee meetings using the live stream www.calgary.ca/watchlive

Members may be participating remotely.

- 1. CALL TO ORDER
- 2. OPENING REMARKS
- CONFIRMATION OF AGENDA
- 4. CONFIRMATION OF MINUTES
 - 4.1 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2024 January 10
- 5. CONSENT AGENDA
 - 5.1 DEFERRALS AND PROCEDURAL REQUESTS None

6. POSTPONED REPORTS

(including related/supplemental reports)

None

7. ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES

- 7.1 Amendments to the Beltline Area Redevelopment Plan and Land Use Bylaw 1P2007, IP2024-0152
- 7.2 Reserve Bids for Properties in the 2024 Real Estate Public Auction, IP2024-0229
- 8. ITEMS DIRECTLY TO COMMITTEE
 - 8.1 REFERRED REPORTS None
 - 8.2 NOTICE(S) OF MOTION None
- 9. URGENT BUSINESS
- 10. CONFIDENTIAL ITEMS
 - 10.1 ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES
 - 10.1.1 Proposed Amended and Restated Lease (Bridgeland/Riverside) Ward 09 (10 11A ST NE), IP2024-0230
 Held confidential pursuant to Sections 16 (Disclosure to the business interests of a third party), 23 (Local public body confidences), 24 (Advice from officials), and 25 (Disclosure harmful to economic and other interests of a public body) of the Freedom of Information and Protection of Privacy Act.

Review By: 2025 March 31

- 10.2 URGENT BUSINESS
- 11. BRIEFINGS None
- 12. ADJOURNMENT



MINUTES

INFRASTRUCTURE AND PLANNING COMMITTEE

January 10, 2024, 9:30 AM IN THE COUNCIL CHAMBER

PRESENT: Councillor S. Sharp, Chair

Councillor J. Mian, Vice-Chair (Remote Participation)

Councillor A. Chabot (Partial Remote Rarticipation)

Councillor S. Chu Councillor P. Demong Councillor E. Spencer

Councillor J. Wyness (Remote Rarticipation)

Councillor G-C. Carra

Councillor R. Dhaliwal (Remote Participation)

Councillor D. McLean Councillor K. Penner Councillor T. Wong

ALSO PRESENT: General-Manager M. Thompson

Senior Legislative Advisor J. Palaschuk

Legislative Advisor C. Doi > Legislative Advisor J. Booth

1. CALLTO ORDEŘ

Councillor Sharp called the meeting to order at 9:34 a.m.

ROLL CAL

Councillor Carra, Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Dhaliwal, Councillor McLean, Councillor Mian, Councillor Penner, Councillor Spencer, Councillor Wong, Councillor Wyness, and Councillor Sharp

2. OPENING REMARKS

Councillor Sharp provided opening remarks and a traditional land acknowledgment.

3. <u>CONFIRMATION OF AGENDA</u>

Moved by Councillor Demong

That the Agenda for the 2024 January 10 Regular Meeting of the Infrastructure and Planning Committee be confirmed.

MOTION CARRIED

4. **CONFIRMATION OF MINUTES**

4.1 Minutes of the Regular Meeting of the Infrastructure and Planning Committee, 2023 December 13

Moved by Councillor Chabot

That the Minutes of the 2023 December 13 Regular Meeting of the Infrastructure

and Planning Committee be confirmed.

MOTION CARRIED

5. **CONSENT AGENDA**

DEFERRALS AND PROCEDURAL REQUEST 5.1 None

6. POSTPONED REPORTS

None

ITEMS FROM OFFICERS, ADMINISTRATION AND COMMITTEES 7.

Summary of Public Advertisement/Feedback and Request for Approval - Ward 7.1 11 (1630 90 AV SW & 8945 14 ST SW), IP2024-0065

The following documents were distributed with respect to Report IP2024-0065:

- A presentation entitled "Vote to Sell the Land and Build Housing";
- A presentation entitled "Sale of the Glenmore Landing Parkland Birds";
- A document entitled "Planning and Infrastructure Meeting Jan 10, 2024";
- A document entitled "ChatGPT";
- A presentation entitled "Parkland Proposal: Just say no!";
- A presentation entitled "Infrastructure and Planning Committee Meeting";
- presentation entitled "Presentation Delivered by John Tatlow";
- A document from Tracy Cherniawsky;
- A document entitled "Glenmore landing development";
- A document entitled "Infrastructure and Planning Standing Policy Committee";
- A document from Rob Mason;
- A presentation from Jennifer Baldwin;

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- A document from Karen Arndt;
- A document entitled "Stakeholder Engagement";
- A document entitled "Tragedy of the Commons";
- A document from Jeffrey Wiggers;
- A document entitled "SPC on Infrastructure and Planning January 10";
- A presentation entitled "Great Cities Have Great Parks";
- A presentation entitled "PBPCA Submission Regarding Proposed Glenmore Landing Parkland Land Sale";
- · A document from Verna Baldwin;
- A document entitled "I am in opposition of the disposition of parkland at Glenmore Landing.";
- A presentation entitled "Calgary is a certified Bird Friendly City through Nature Canada":
- A document from Sushma Mahajan; and
- A package of Public Submissions.

The following speakers addressed Committee with respect to Report IP2024-0065:

- 1. Jonathan Ryder, RioCan Real Estate Investment Trust and 2121049 Ontario Limited
- 2. Holly Hoye
- 3. Hanita Simard
- 4. David Kowet
- 5. Jane Kinzer
- Gurmeet Bran

Councillor Chabot rose on a Point of Order.

The Chair ruled on the Point of Order.

Councillor Sharp left the Chair at 10:21 a.m. and Councillor Mian (Remote Member) assumed the Chair.

- 7. Carolyn Brooke
- 8. David Zebak

Councillor Sharp resumed the Chair at 10:26 a.m.

9. Dave Gelinas

- 10. Julia Wowkodaw
- 11. Hugh Stewart
- 12. John Tatlow
- 13. Tracy Cherniawsky
- 14. Bruce Wiggers
- 15. Kevin Taylor
- 16. Rob Mason
- 17. Jennifer Baldwin
- 18. Karen Arndt
- 19. Leslie Levant
- 20. Marvin Levant
- 21. Elizabeth Bourque

By General Consent, Committee modified the lunch recess to commence following hearing from speaker 22.

22. Jeffrey Wiggers

Councillor Dhaliwal (Remote Member) left the meeting at 12:00 p.m.

Committee recessed at 12:05 p.m. and reconvened at 1:09 p.m. with Councillor Sharp in the Chair.

ROLL CALL

Councillor Chabot, Councillor Chu, Councillor Demong, Councillor Dhaliwal, Councillor McLean, Councillor Mian, Councillor Penner, Councillor Spencer, Councillor Weng, Councillor Wyness, Councillor Carra, and Councillor Sharp

- 23, David Jacobs
- 24 Frank Anderson
- 25. Alexia Minton
- 26 Karen Pauling Shepard, Communities for Glenmore Landing Preservation
- 27./Sandra Harper
- 28. Makenzie MacKay
- 29. Elizabeth Spencer
- 30. Lesley Farrar, Palliser Bayview Pumphill Community Association
- 31. Audrey Hawthorne
- 32. Lindsey Harper

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- 33. Robert Tremblay
- 34. Verna Baldwin
- 35. Vivian Ewart
- 36. Sam Gainer
- 37. Dominic Mesenchuk
- 38. Kathleen Johnson, Bird Friendly Calgary

Councillor Carra rose on a Point of Order.

The Chair ruled on the Point of Order.

- 39. Justin Simaluk
- 40. Oleh Wowkodaw
- 41. Reuben Vander Meulen
- 42. Sushma Mahajan, Palliser Bayview Rumphill Community Association

By General Consent, Committee modified the afternoon recess to begin at 4:00 p.m.

Moved by Councillor Penner

That with respect to Report 12024-0065, the following be approved:

That the Infrastructure and Planning Committee recommend that Council:

- 1. Authorize the Recommendations as outlined in Attachment 3; and
- 2. Direct that Attachments 8 and 9 be held confidential pursuant to Sections 17 (Disclosure harmful to personal privacy), 23 (Local public body confidences), 24 (Advice from officials), and 25 (Disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act*, to be reviewed by 2039 January 30.

For: (8): Councillor Sharp, Councillor Mian, Councillor Demong, Councillor Spencer, Councillor Wyness, Councillor Carra, Councillor Penner, and Councillor Wong

Against: (3): Councillor Chabot, Councillor Chu, and Councillor McLean

MOTION CARRIED

8. ITEMS DIRECTLY TO COMMITTEE

8.1 REFERRED REPORTS

None

8.2 NOTICE(S) OF MOTION

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None

9. URGENT BUSINESS

None

10. CONFIDENTIAL ITEMS

Moved by Councillor Demong

That pursuant to Sections 23 (Local public body confidences), 24 (Advice from officials), and 25 (Disclosure harmful to economic and other interests of a public body) of the Freedom of Information and Protection of Privacy Act, Committee now move into Closed Meeting, at 3:54 p.m. in the Council Boardroom, to discuss confidential matters with respect to the following Items:

- 10.1.1 Proposed Method of Disposition Various Properties Non-Market Housing Land Disposition Strategy (NMLS#4), IP2024-0027
- 10.1.2 Proposed Lease (Winston Heights Mountview) Ward 04 (2502 6 ST NE), IP2024-0040
- 10.1.3 Status Update and Request for Approval (Eau Claire) Ward 7 (200 Barclay PR SW), IP2024-0039

MOTION CARRIED

Committee recessed at 3:54 p.m. and reconvened in Closed Meeting, at 4:27 p.m., with Councillor Sharp in the Chair.

Committee reconvened in public meeting at 5,46 p.m. with Councillor Sharp in the Chair.

ROLL CALL

Councillor Chabot, Councillor Chu, Councillor Demong, Councillor McLean, Councillor Mian, Councillor Spencer, Councillor Wong, Councillor Wyness, and Councillor Sharp

Moved by Councillor Spencer

That Committee rise and report.

MOTION CARRIED

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10.).1 Proposed Method of Disposition – Various Properties – Non-Market Housing Land Disposition Strategy (NMLS#4), IP2024-0027

Administration in attendance during the Closed Meeting discussions with respect to Confidential Report IP2024-0027:

Clerks: J. Palaschuk and K. Picketts. Law: B. Graham and L. Rydl. Advice: M. Thompson, C. Berry, S. McClurg, T. Ward, and D. Faulkenham.

Moved by Councillor Chabot

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That with respect to Confidential Report IP2024-0027, the following be approved:

That the Infrastructure and Planning Committee recommends that Council:

- Adopt the Confidential Recommendation 1 contained in Confidential Report IP2024-0027; and
- 2. Direct that the Closed Meeting discussions, Report and Attachments be held confidential pursuant to Sections 23 (Local public body confidences), 24 (Advice from officials), and 25 (Disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act*, to be reviewed by 2034 January 30.

MOTION CARRIED

10.1.2 Proposed Lease (Winston Heights/Wountview) - Ward 04 (2502 6 ST NE), IP2024-0040

Administration in attendance during the Closed Meeting discussions with respect to Confidential Report P2024-9040:

Clerks: J. Palaschuk and K. Picketts. Law: B. Graham and L. Rydl. Advice: M. Thompson, S. McClurg, C. Berry, T. Le, and R. Dupuis.

Moved by Councillor Chu

That with respect to Confidential Report IP2024-0040, the following be approved:

That the Infrastructure and Planning Committee recommends that Council:

- 1. Adopt the Confidential Recommendation 1 contained in Confidential Report IP2024-0040; and
 - Direct that the Closed Meeting Discussions, Reports, and Attachments be held confidential pursuant to Sections 23 (Local public body confidences), 24 (Advice from officials), and 25 (Disclosure harmful to economic and other interests of a public body) of the *Freedom of Information and Protection of Privacy Act*, to be reviewed by 2025 January 30.

MOTION CARRIED

10.1.3 Status Update and Request for Approval (Eau Claire) – Ward 7 (200 Barclay PR SW), IP2024-0039

Administration in attendance during the Closed Meeting discussions with respect to Confidential Report IP2024-0039:

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Clerks: J. Palaschuk and K. Picketts. Law: B. Graham. Advice: M. Thompson, S. McClurg, A. DeCaria, and J. Cullen.

Moved by Councillor Wong

That with respect to Confidential Report IP2024-0039, the following be approved:

That the Infrastructure and Planning Committee recommends that Council:

- Adopt the Confidential Recommendation 1 contained in Confidential Report IP2024-0039; and
- 2. Direct that the Closed Meeting Discussions, Report and Attachments be held confidential pursuant to Sections 23 (Local public body confidences), 24 (Advice from officials), and 25 (Disclosure harmful to economic and other interests of a public body) of the Freedom of Information and Protection of Privacy Act, to be reviewed by 2039 January 1.

MOTION CARRIED

10.2 URGENT BUSINESS

None

11. BRIEFINGS

None

12. ADJOURNMENT

Moved by Councillor Chabot

That this meeting adjourn at 5:48/p.m.

MOTION CARRIED

The following Items have been forwarded to the 2024 January 30 Regular Meeting of Council:

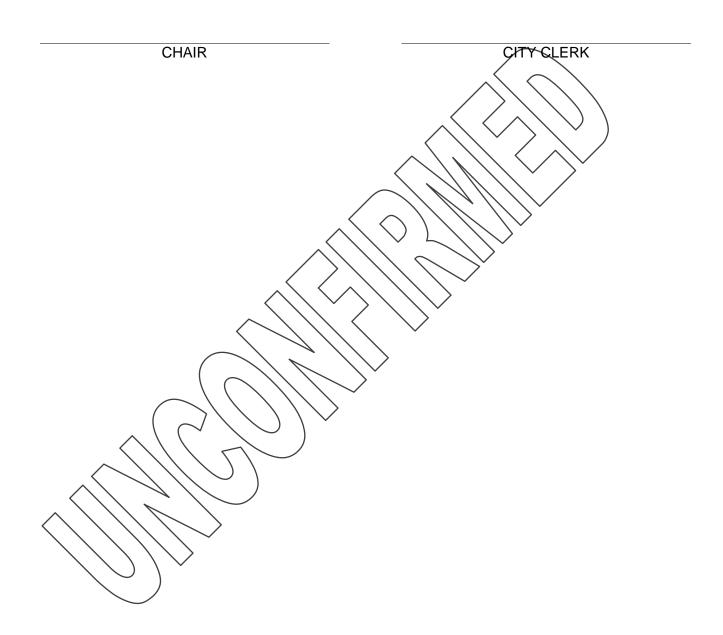
CONSENT

- Summary of Public Advertisement Feedback and Request for Approval Ward 11,1630 90 AV SW & 8945 14 ST SW), IP2024-0065
- Proposed Method of Disposition Various Properties Non-Market Housing Land Disposition Strategy (NMLS#4), IP2024-0027
- Proposed Lease (Winston Heights/Mountview) Ward 04 (2502 6 ST NE), IP2024-0040
- Status Update and Request for Approval (Eau Claire) Ward 7 (200 Barclay PR SW), IP2024-0039

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The next Regular Meeting of the Infrastructure and Planning Committee is scheduled to be held on 2024 February 21 at 9:30 a.m.

CONFIRMED BY COMMITTEE ON



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Planning & Development Services Report to Infrastructure and Planning Committee 2024 February 21

Amendments to the Beltline Area Redevelopment Plan and Land Use Bylaw 1P2007

PURPOSE

The purpose of this report is to amend the *Beltline Area Redevelopment Plan* (ARP) and Land Use Bylaw 1P2007, as well as to approve the non-statutory Beltline Parks and Public Realm Playbook.

PREVIOUS COUNCIL DIRECTION

Council adopted the original *Beltline ARP* on 2006 May 15. Council later amended the ARP on 2019 April 29 to include a new Part 2 to facilitate development of a Culture and Entertainment District along with the Rivers District Master Plan (RDMP). Council directed Administration to proceed with amendments to Part 1 of the *Beltline ARP* at that time.

RECOMMENDATIONS:

That the Infrastructure and Planning Committee recommend that Council hold a Public Hearing; and

- 1. **ADOPT**, by bylaw, the proposed amendments to the Beltline Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to the proposed bylaw.
- 3. **ADOPT**, by bylaw, the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 3); and
- 4. Give three readings to the proposed bylaw.
- 5. **APPROVE** the non-statutory Beltline Parks and Public Realm Playbook (Attachment 4).

GENERAL MANAGER COMMENTS

Acting General Manager Debra Hamilton concurs with the recommendations of this report. The proposed updates will help Beltline continue to thrive as a community and advance The City's strategic commitment to the revitalization of our downtown.

HIGHLIGHTS

- The proposed update to the *Beltline ARP* improves alignment with the policies and objectives of both the Municipal Development (MDP) and Greater Downtown Plan. These amendments promote future development that is sustainable and more inclusive.
- The new Parks and Public Realm chapter, supported by a non-statutory Beltline Parks and Public Realm Playbook (Playbook), provides guidance and implementation recommendations for the community, developers and decision-makers on a common vision to enhance the open space network in Beltline. The Playbook also offers valuable learnings and a model that can be replicated for future planning policy work.

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Planning & Development Services Report to Infrastructure and Planning Committee 2024 February 21

Amendments to the Beltline Area Redevelopment Plan and Land Use Bylaw 1P2007

- The Beltline ARP was adopted by City Council on 2006 May 15. Over the last 18 years, Beltline has experienced significant growth, transforming into an increasingly vibrant and diverse community. Part 2 of the Beltline ARP was amended in 2019 to support the realization of a Master Plan vision to create a culture and entertainment district in Calgary. A number of new projects contribute to the need for further ARP amendments, including the new Greater Downtown Plan, the 17 Avenue South extension project and the future arrival of the Green Line.
- What does this mean to Calgarians? The proposed policy and land use amendments
 are important steps in maintaining the vibrancy and diversity of Beltline. Redevelopment
 and improved public spaces support a high quality of life for current and future residents,
 as well as continue the Beltline as an attractive destination for Calgarians city-wide.
- Why does it matter? Beltline is one of Calgary's most unique and diverse communities. As an important part of the Greater Downtown, a Beltline where people want to live, visit, work and enjoy is also key to downtown recovery. The planning tools updated in this report will continue to support the success of both Beltline and the Greater Downtown.
- Background and Previous Council Direction are included as Attachment 1.

DISCUSSION

Proposed Amendments to the Beltline ARP

Following consultation with community and industry groups, as well as review of other recently approved policies, the proposed amendments (Attachment 2) include:

- Alignment with Part 2 of the Beltline ARP (Culture and Entertainment District), approved by Council in 2019 and other City policies, including: the Greater Downtown Plan, Centre City Guidebook – Chapter 4 Urban Design, Calgary Climate Strategy – Pathways to 2050 and Centre City Urban Design Guidelines, providing more consistent guidance for planning and development in the community.
- A new Parks and Public Realm chapter with policies developed from recommendations in the Playbook.
- New climate change mitigation and adaptation policies corresponding to other Local Area Plans and the Climate Strategy.
- Adding a policy incentive for three- or more-bedroom units to provide housing options and encourage a variety of housing types within Beltline.
- The addition of a contribution of cash-in-lieu for the Affordable Housing density bonusing option, also included in the recently Council-approved *Chinatown ARP*.
- An adjustment to the density bonusing contribution amount to account for inflation and yearly changes in cost of constructed improvements, also included in the *Chinatown* ARP.
- A revised Beltline History, including stories from the Indigenous and LGBTQ2+ communities.
- Minor text amendments to Part 2 of the Beltline ARP to align Chapter and Section references for density bonusing and three-bedroom unit incentives. A detailed summary of the proposed amendments to Parts 1 and 2 of the Beltline ARP is provided in Attachment 5.

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Planning & Development Services Report to Infrastructure and Planning Committee 2024 February 21

Amendments to the Beltline Area Redevelopment Plan and Land Use Bylaw 1P2007

Proposed Land Use Bylaw 1P2007 Amendments

The Centre City Districts in Part 11 of Land Use Bylaw 1P2007 apply to the entire Beltline community and fall within the *Greater Downtown Plan* boundary. The proposed amendments affect the four Centre City Districts and the Rules Governing Centre City Bonus Overlays, Division 7. The proposed land use amendments align the Land Use Bylaw with the proposed *Beltline ARP* density and related bonusing provisions. A summary of amendments to the Land Use Bylaw 1P2007 is provided in Attachment 6.

Beltline Parks and Public Realm Playbook

The Playbook is a non-statutory document that identifies park and public realm needs using the latest available data. Best practice and other qualitative research then suggests direction for how to address those needs (Attachment 4). This data-driven analysis is intended to be used as a needs assessment and technical document looking at Beltline open space requirements and enhancement opportunities. Administration will engage the Beltline community and perform more detailed analysis of the Playbook when making proposed investments or improvements.

The Playbook only applies to Part 1 of the *Beltline ARP*. The non-statutory recommendations do not apply to Part 2 of the *Beltline ARP*, which defers to the RDMP. The RDMP was completed by Calgary Municipal Land Corporation in 2018 and resulted in amendments to Part 2 of the Culture and Entertainment District in 2019.

EXTERNAL ENGAGEMENT AND COMMUNICATION

Public engagement was undertaken	\boxtimes	Dialogue with interested parties was undertaken
Public/interested parties were informed		Public communication or
		engagement was not required

Targeted engagement was undertaken in parallel for the *Beltline ARP* and the Playbook. Internal engagement included a Technical Advisory Committee for the ARP and a Working Advisory Group for the non-statutory Playbook, both made up of Business Units and Departments from across The City.

Targeted external engagement on the ARP amendments was undertaken, which focused on community and industry groups who reviewed and commented on four drafts of the ARP. No public engagement was undertaken for the Playbook itself, but subsequent engagement related to implementation of individual parks and public realm improvements will be required. Refer to Attachment 7 for the engagement outline.

Calgary Planning Commission Review

The first draft of the ARP was presented at the 2022 July 07 meeting of the Calgary Planning Commission (CPC) in Closed Session. The cover report and first draft of the ARP (including Chapters 1 to 5 and 9, alongside guiding questions for the revised Chapters 6 to 8 and the Beltline Parks and Public Realm Playbook) were accepted for information and additional feedback was provided by CPC members. The key themes and discussion included:

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Planning & Development Services Report to Infrastructure and Planning Committee 2024 February 21

Amendments to the Beltline Area Redevelopment Plan and Land Use Bylaw 1P2007

- Vision and core ideas of the draft plan;
- Three-bedroom unit policy;
- Density bonusing provisions;
- Affordable Housing;
- Safety;
- Climate Change Adaptation and Mitigation; and
- Beltline Parks and Public Realm Playbook ideas to test spatial priorities and types of recommendations.

IMPLICATIONS

Social

The proposed amendments to the *Beltline ARP* and LUB 1P2007 provide opportunities for social and cultural assets to develop in the community. These amendments also provide guidance and recommendations to enhance the parks and public realm in order to address the open space deficiency in Beltline. This will provide a balance of local amenity options for Beltline residents and businesses while also providing regional amenities for all Calgarians who visit Beltline for recreational and commercial activities.

Environmental

The *Beltline ARP* supports a more compact, complete and climate resilient neighbourhood. Removing barriers and encouraging redevelopment makes efficient use of existing infrastructure and brings people closer to services and amenities, resulting in reduced greenhouse gas emissions from both buildings and transportation. Part 1 of the ARP supports the integration of climate change mitigation and risk-reduction strategies into decision-making within Beltline.

Economic

Calgary's future success relies on our downtown communities, including Beltline, being places where people want to live, visit and set up businesses. The economic strategy for Calgary identifies "Livability" as one of the five connected key drivers that support a future-proof and sustainable economy. Cultural activities play an important role in resilient cities that attract talent and businesses because of the livability and brand of a city and community. The *Beltline ARP:* Part 1 is aligned to Part 2 of the ARP (Culture and Entertainment District), Calgary's Destination Strategy, Calgary's Greater Downtown Plan and the Calgary Climate Strategy – Pathways to 2050.

Service and Financial Implications

No anticipated financial impact.

Capital and Operating funding required for the implementation of the *Beltline ARP*, as well as the Beltline Parks and Public Realm Strategy and the related Playbook, will be proposed through partnering Business Unit's future budget requests.

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Planning & Development Services Report to Infrastructure and Planning Committee 2024 February 21

Amendments to the Beltline Area Redevelopment Plan and Land Use Bylaw 1P2007

RISK

Administration has invested significant time and effort into amendments to Part 1 and 2 of the *Beltline ARP* since 2019 – including the development of The Playbook – alongside various community and industry groups. If the proposed amendments are not approved, community trust, support and involvement in future planning work may diminish. Council's approval of the proposed policy and land use amendments is an important step to ensure implementation of the ARP can commence in partnership with the local community and industry groups.

ATTACHMENTS

- 1. Background and Previous Council Direction
- 2. Proposed Amendments to the Beltline Area Redevelopment Plan
- 3. Proposed Amendments to Land Use Bylaw 1P2007
- 4. Proposed Beltline Parks and Public Realm Playbook (Non-Statutory)
- 5. Summary of Amendments to the Beltline Area Redevelopment Plan
- 6. Summary of Amendments to Land Use Bylaw 1P2007
- 7. Summary of Engagement
- 8. Letters from Engaged Parties
- 9. Administration Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Debra Hamilton, A/GM	Planning and Development Services	Approve
Josh White, Director	City and Regional Planning	Consult/Inform
Thom Mahler, Director	Downtown Strategy	Consult/Inform
Kerensa Fromherz, Director	Public Spaces Delivery (Greater Downtown and Parks & Open Spaces)	Consult/Inform
Jeff Chase, Director	Partnerships	Consult/Inform

Authors: M. Huber, K. Bahl and A. Kaddoura - Community Planning

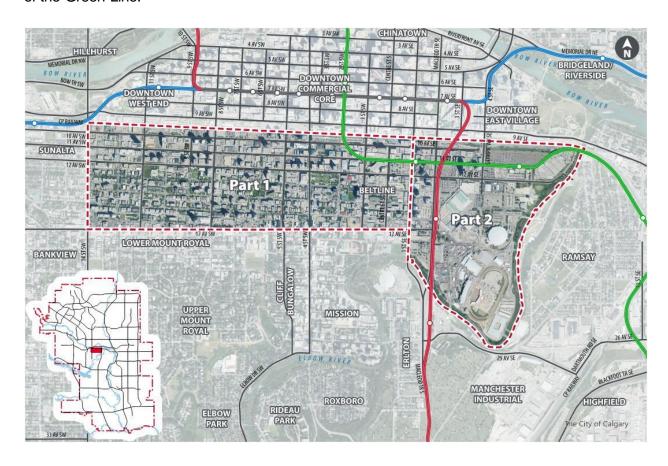
Background

Context

The *Beltline Area Redevelopment Plan* (ARP) was adopted by Council in 2006 May, establishing the vision for a vibrant, high-density and mixed-use community. Subsequently, the Centre City Districts and density bonus options were added to the Land Use Bylaw 1P2007 in 2008 to implement the vision and policies of the *Beltline ARP*.

The *Beltline ARP* was amended in 2019 April and Part 2 was added to support the realization of a Master Plan vision to create a cultural and entertainment district in Calgary.

Over the last 18 years, the area has experienced significant growth, transforming into a vibrant diverse community. A number of projects are contributing to the need for ARP amendments, including a new *Greater Downtown Plan*, the 17 Avenue South extension project and the arrival of the Green Line.



Previous Council Direction

May 15, 2006

Council approved the Beltline Area Redevelopment Plan and repealed the Victoria Park East and Connaught/West Victoria Area Redevelopment Plans (CPC2006-048)

That Council: 1. APPROVE the proposed Adoption of the Beltline Area Redevelopment Plan, in accordance with the Land Use Planning and Policy recommendation; and 2. Give three readings to the proposed Bylaw. 3. AMEND the Core Area Policy Brief to remove all references to the area south of the CPR tracks; 4. REPEAL the Connaught/West Victoria Area Redevelopment Plan (Bylaw 21P82, as amended); 5. REPEAL the Victoria Park East Area Redevelopment Plan (Bylaw 18P83, as amended); 6. APPROVE the following projects as eligible for Beltline Community Investment Fund (BCIF) funding, once the BCIF is established, or that cash contributions for bonusing be directed to these projects prior to the BCIF being established:

- Central Memorial Park redevelopment
- 11 Avenue SW streetscape improvements
- 12 Avenue SE streetscape improvements
- 17 Avenue Urban Design Strategy Implementation
- 13 Avenue Greenway Design and Development;

7. ADOPT \$270 per square metre as the average land value per square metre of buildable floor area for the purpose of implementing the Beltline ARP bonus system; and 8. DIRECT Administration to undertake a comprehensive land value study in the Beltline for the purpose of updating the average land value and that this study be bought forward to Council no later than March, 2007. Preparation of the study shall include consultation with the development industry, specifically, the Calgary Region Home Builders Association and the Urban Development Institute.

April 29, 2019

Council adopted amendments to the Beltline Area Redevelopment Plan (creating Parts 1 and 2) and Land Use Bylaw (PUD2019-0007)

That with respect to Report PUD2019-0007, the following be adopted: 1. That Council: ADOPT, by bylaw, the proposed amendments to the Beltline Area Redevelopment Plan; and 2. Give three readings to Proposed Bylaw 34P2019. 3. ADOPT, by bylaw, the proposed amendments to the Land Use Bylaw 1P2007 and; and 4. Give three readings to Proposed Bylaw 35P2019. 5. DIRECT Administration to proceed with amendments to Phase 2 of the Beltline ARP.











Area Redevelopment Plan: Part 1

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Publishing Information

Title

Beltline Area Redevelopment Plan: Part 1

Author

The City of Calgary

Status

PROPOSED

Additional Copies

The City of Calgary Records & Information Management (RIM) Inspection & Permit Services P.O. Box 2100, Station M, Mail Code: 8115 Calgary, AB T2P 2M5

Phone

311 or outside of Calgary 403-268-2489

Fax

403-268-4615

calgary.ca

21-0017893-ADV-14024

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Land Acknowledgment

In the Blackfoot language, Calgary is Moh-kin-stis; in Îyâxe Nakoda, Wiçispa Oyade; in Tsuut'ina, Guts-ists-i; and in Métis, it is Otos-kwunee.

The Plan acknowledges that we are gathered on the ancestral lands and traditional territories of the people of the Nations that made Treaty 7.

These Nations in Southern Alberta are the Siksika, Piikani, Amskaapipiikani and Kainai First Nations, who, altogether, form the Siksikaitsitapi (Blackfoot Confederacy); the lethka Nakoda Wicastabi (Stoney Nakoda) First Nations, comprising the Chiniki, Bearspaw, and Goodstoney First Nations; and the Tsuut'ina First Nation. The city of Calgary is also homeland to the historic Northwest Métis and to the Otipemisiwak Métis Government, Métis Nation Battle River Territory, Nose Hill Métis District 5 and Elbow Métis District 6. We acknowledge all Indigenous people who have made Calgary their home.

Guided by the White Goose Flying Report, The City's response to the findings and calls to actions of the Truth and Reconciliation Commission, and the Indigenous Policy, a Council-approved policy which outlines meaningful ways forward and policy opportunities to grow from and build common ground, The City is beginning to explore how to better understand and act on our shared foundations with Indigenous peoples. While discussions continue regarding our own actions and efforts, The City is committed to beginning to actively explore ways to redefine our understandings, our assumptions, our relationships and our abilities to build a more inclusive and equitable city based on our shared foundations.

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Beltline Area Redevelopment Plan: Part 1

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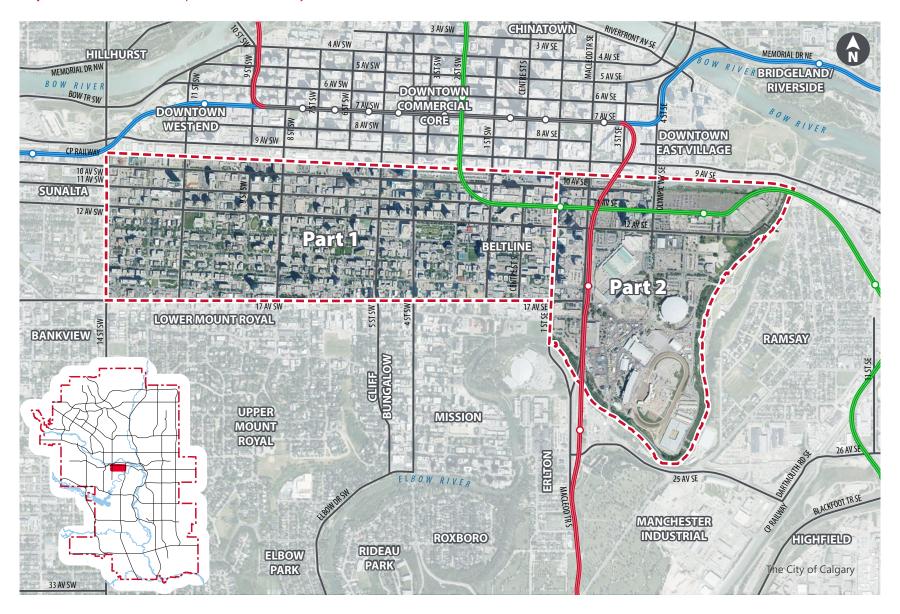
Structure of the Beltline Area Redevelopment Plan

The Beltline Area Redevelopment Plan (ARP) is divided into two parts:

Part 1 applies to the western portion of Beltline, while Part 2 provides specific policy for the eastern portion of Beltline and the culture and entertainment district envisioned for the area (refer to **Map 1: Beltline Area Redevelopment Plan Boundary**). The policies in Chapter 4.0 Urban Design of the **Centre City Guidebook** (CCG) apply to Part 1 of this Plan, while the policies in the entire CCG apply to Part 2 of this Plan.

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Map 1: Beltline Area Redevelopment Plan Boundary



1.1 Policy Framework

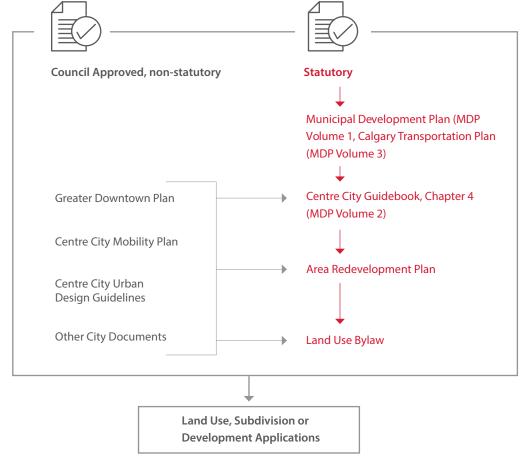
1.1.1 Legislative Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities in Alberta. This ARP is a statutory area redevelopment plan that establishes a long-range framework for land use, urban design, mobility and utilities for Beltline. This ARP is meant to be updated periodically as development and change occur, but is envisioned to provide direction for the next 30 years. This Plan has considered and is in alignment with the Calgary Metropolitan Region Growth Plan and the South Saskatchewan Regional Plan (SSRP).

Calgary's Municipal Development Plan (MDP) is a statutory plan that lays out a vision for how the city will grow and develop over the next 30 to 60 years. Together with the Calgary Transportation Plan (CTP) and MDP Volume 3, as approved with Bylaw 49P2020, the MDP sets a long-term strategy for a more sustainable built city and transportation network. Collectively the plans encourage growth within the city to make the best use of serviced land; reduce the cost of City services; locate residents closer to where they work, shop and play; and better support a variety of mobility options. The long-range target of the MDP is to house 50 per cent of Calgary's future population growth within the Balanced Growth Boundary. This is a significant opportunity to further develop Greater Downtown and in and around Activity Centres and Main Streets. In 2017, Council adopted the Centre City Guidebook (CCG), which forms Volume 2, Part 2 of the MDP. The CCG only applies when a local area plan within Greater Downtown says it applies. While the framework, best practices and common policies in the CCG provide great considerations to start planning, only the policies in Chapter 4.0 Urban Design apply to Part 1 of this Plan.

Calgary's **Greater Downtown Plan** is a non-statutory plan that sets out the roadmap and commitment to support reinventing Greater Downtown neighbourhoods: the Downtown Core, Downtown West, Eau Claire, Chinatown, East Village and Beltline. A primary consideration in any new policy work for Greater Downtown, including Beltline, is the vision and principles outlined in the Calgary's Greater Downtown Plan. The Land Use Bylaw is a tool for implementing this policy. Other supporting documents provide additional guidance for development in Greater Downtown, as shown in **Figure 1: Legislative Framework**.

Figure 1: Legislative Framework



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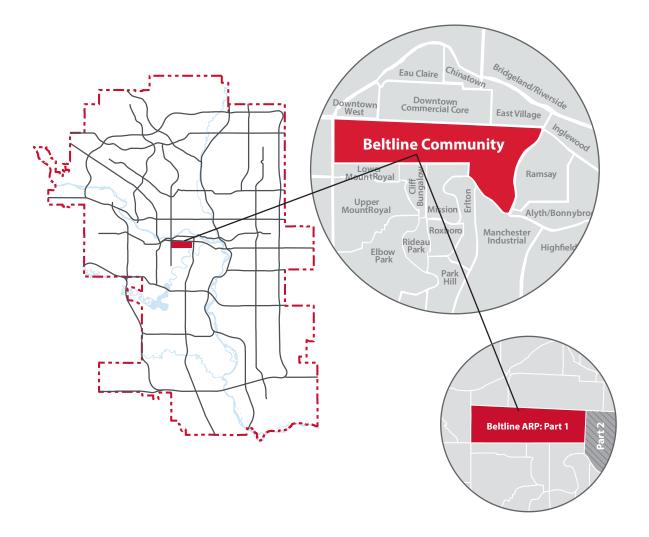
1.2 Plan Attributes

1.2.1 Plan Area

The Plan Area consists of the neighbourhoods known as Connaught and the western portion of Victoria Park, and is bound by the Canadian Pacific Railway to the north, 1 Street SE to the east, 17 Avenue to the south and 14 Street SW to the west. The plan boundary is measured at the centreline of the streets and avenues mentioned above.

1.2.2 Physical Attributes

The Plan Area is bound by Downtown West and the Downtown Commercial Core to the north, the eastern portion of Victoria Park and Stampede Park to the east, Lower Mount Royal and Cliff Bungalow-Mission to the south and Sunalta to the west.



1.3 Calgary Climate Strategy – Pathways to 2050

Calgary is already experiencing the effects of a changing climate, including more frequent and severe extreme weather as well as slow onset of climate change hazards, and these effects will continue to intensify. Current and future climate change impacts require The City to educate, encourage and mandate climate mitigation and adaptation actions across Calgary, including the community of Beltline.

The City declared a Climate Emergency in 2021 to enable a coordinated approach to implementation of effective management practices, policy direction, budget prioritization and strategic oversight. Integrating climate mitigation and risk-reduction strategies into all planning and development decisions within Beltline is important. Informed by a climate risk profile created for Beltline (see Appendix C: Beltline Climate Risk Profile), policies and guidelines contained in this Plan are intended to support Beltline's transition toward a low-carbon economy and a more resilient and sustainable future, in keeping with the guidance of the Calgary Climate Strategy – Pathways to 2050 (The Strategy).

The Strategy outlines The City's path towards achieving net-zero emissions by 2050 and becoming more climate resilient in alignment with local, provincial, national and international policy. To meet this ambitious target, The Strategy focuses on supporting a low-carbon future and reducing climate impacts by:

 Defining The City's role in transitioning Calgary to a low carbon economy while supporting continued sustained growth.

- Supporting the development of interim milestones for climate mitigation including specific programs and actions to reduce and report on greenhouse gas (GHG) emissions.
- Developing climate adaptation measures that will assist in managing climate risk to our built infrastructure, environment, economy and people.
- Preparing for program implementation and steps needed to achieve climate goals, and reporting on progress and achievements.

The Strategy is a non-statutory document. Implementation of The Strategy is reliant on other legislated planning tools like this Plan and available development review and approvals processes.



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2.1 Vision

Beltline will be an authentic, livable and diverse highdensity urban community. This will be reinforced by creating high-quality neighbourhoods through the provision of a wide variety of land uses and building types, supported and enhanced by quality private development and public spaces and amenities. Beltline is encouraged to transition to net-zero emissions by 2050 and make proactive investments and strategic decisions to reduce the risks associated with a changing climate.

2.2 Principles

This Plan is based on the following principles:

2.2.1 Foster and support neighbourhoods that:

- Attract and create a diverse community for all Calgarians.
- Have clear and logical neighbourhood boundaries.
- Support residential development wherever possible.
- Ensure vibrancy and diversity of mixed-use areas.
- Support and promote local economic development.
- Include built, natural and social environments that are resilient and generate low emissions.
- Support public safety initiatives.
- Have convenient access to essential community amenities and services such as transit, pedestrian and cycling paths, schools, child-care facilities, social services, open spaces, natural amenities such as rivers, playgrounds and public recreation facilities.

2.2.2 Take an artful approach to everything that is built in Beltline

- The Beltline community has developed a unique character over time as being a place for art, culture, social gatherings and unique experiences. A number of initiatives have contributed to this community identity, including the Beltline Urban Murals Program, art projects funded by the Beltline Community Investment Fund, the Heritage Greenway, artful bike racks, and underpass improvements that incorporate physical and digital art.
- Whether it's a small community initiative such as a bike rack, a new podium highrise development, or a public utility – all components of the built environment should be done in a way which enhances community character in Beltline.
- These types of experiences are a primary goal in furthering Beltline character, which attracts investment and new residents who want to be in a community which provides these artful experiences and creates a unique sense of place.



2.2.3 Provide for high-density and mixed-use development while ensuring neighbourhood livability

- Provide for high-density development to support the provision and creation of a full range of services and amenities.
- Use a range of land use regulations and other financial tools to assist in creating community benefits from higher-density development.
- Provide a diverse mix of housing and other land uses, such as office, retail, light industrial, recreational and cultural, within neighbourhoods, within block faces and within individual buildings.

2.2.4 Protect and enhance unique character and heritage

- Develop policy tools to encourage the conservation of heritage resources, character buildings and public spaces.
- Encourage reuse/adaptation of historic buildings by supporting sensitive conversion of uses.
- Develop strategies to locate new public buildings and public open spaces in the most appropriate places.

2.2.5 Improve walking and wheeling environment and manage transportation demand

- Give the walking and wheeling environment a high priority.
- Improve walking and wheeling connections both within Beltline and to the surrounding communities, destinations and the regional pathway system.

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- Increase walking and wheeling accessibility, including accessibility for persons with visual or physical disabilities, through the design of blocks, streets, buildings and parks.
- Give greater priority to walking and wheeling modes in the design and operation of intersections, traffic signals, crosswalks and transit stops, without negative impacts to transit operations and minimal impacts to goods movements.
- Recognize that there will be no major increases in road capacity.
- Recognize that improvements to mobility will largely be achieved through the management of transportation demand, including:
 - accommodating and promoting alternative transportation modes such as convenient transit, bicycling, walking and car-sharing options; and
 - improving the quality of infrastructure for all transportation modes.

2.2.6 Encourage diversity in building types and styles

- Encourage built form that is an expression of its time, is technologically and environmentally innovative and is of the highest urban design and architectural quality.
- Encourage diversity in building siting, massing, heights, materials, setback, site coverage, orientation and overall design to complement and be in context with surrounding development, streetscapes and landscapes.

2.2.7 Provide for a variety of physical and social environments and housing types

- Encourage the development of an appropriate range of public and private amenities, services and housing types to accommodate a diverse population including persons of various income levels, household compositions, and abilities.
- Encourage a variety of housing types and building forms including, but not limited to, apartment units from studio to multi-bedroom, townhouses, live-work units, hostels, single-room occupancy dwellings, special care facilities and lodging houses.
- Support and enhance existing residential qualities in the neighbourhoods by applying appropriate land use regulations to mitigate any negative impacts of non-residential uses.



2.2.8 Improve the public realm

- Place community needs as a priority to inform public realm improvements.
- Identify funding sources, programs, and partnerships that can fund and implement the public realm improvements identified in this plan.
- Encourage placemaking initiatives to increase vibrancy and safety.
- Enhance existing public spaces.
- Improved wayfinding throughout Beltline.
- Add new urban murals that enhance the built environment.
- Encourage art as part of a new development.
- Recognize that several small public realm enhancements are as good as a few larger scale improvements.
- Take an all-seasons approach.
- Use more lighting as art.
- Encourage connections to the Elbow and Bow Rivers.
- Plan for and provide a variety of new parks and open spaces, to meet the open space and recreational needs of the local residents and general public in Beltline, including active and passive uses.
- Create appropriate processes, policies, criteria and implementation tools for the improvement, adaptation and reconfiguration of existing parks and the creation of new public spaces.

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- Ensure that significant public streets and open spaces, including riverbank areas, are not adversely affected by shadows from new development.
- Connect significant public spaces with high-quality streetscapes.
- Improve the quality of all streetscapes and ensure they are designed to accommodate persons with visual and physical disabilities.

2.2.9 Promote development that will foster a low-carbon and climate-resilient neighbourhood

- Emissions from buildings and transportation in Beltline are reduced to net zero by 2050.
- The built, natural and social environments are resilient, and the neighbourhood is proactively reducing risk from climate-related hazards.



2.2.10 Promote processes that are open to creativity and innovation and reward achievement of the vision and principles

- Recognize that there will always be new concepts and ideas that arise that are not anticipated by this Plan and may be constrained by or contradictory to certain policies. Where such new concepts and ideas respond to and meet the intent of the Vision and Principles or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation, including, where necessary, amendments to the Plan.
- Where existing City standards or processes are determined to be barriers to the implementation of the Vision and Principles of this Plan, efforts shall be made to seek creative solutions. This may include making amendments to this Plan.
- Anticipating significant growth and change in Beltline that may require quick and creative solutions, the Plan promotes using new processes, tools and partnerships in the implementation of this Plan.
- In all cases, results from implementation of new ideas, concepts, processes and partnerships should demonstrate an improved outcome in relation to the Vision and Principles than would be achieved using an approved policy or procedure.

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3.1 Introduction

The Beltline Community District was officially formed in 2003 when the former communities of Connaught and Victoria Park were amalgamated. Part 1 of the Beltline ARP spans from 14 Street SW on the west to 1 Street SE on the east. The northern boundary is the CPR tracks and the southern boundary is 17 Avenue South, as shown on Map 1: Beltline Area Redevelopment Plan Boundary. Part 1 of the Beltline ARP consists of the entire Connaught neighbourhood and the western portion of the Victoria Park neighbourhood. Beltline is large in size and consists of diverse areas with varied physical, economic and social characteristics.

This diversity is expected to evolve and change over time. Beltline also has large residential and employment populations that are expected to substantially increase over both the short and long term. Because of the scale and diversity of Beltline, it is useful for planning purposes to distinguish separate, but acknowledged to be integrated, neighbourhood units. Establishing neighbourhood units for planning purposes is consistent with the overall Greater Downtown planning strategy.

3.2 Recognizing Neighbourhoods

This Plan recognizes two neighbourhoods that are illustrated on Map 2: Neighbourhood Boundaries. The boundaries are represented by the major north-south streets (14 Street SW and 4 Street SW), the CPR tracks, 17 Avenue and the Elbow River. In the case of the Elbow River and the CPR tracks, these boundaries represent actual physical barriers. In the case of the north-south streets and 17 Avenue South, the boundaries are more

psychological due to the significant activity and traffic levels that occur along their length. These boundaries do not segregate or limit movement between the neighbourhoods. The north-south streets and 17 Avenue South serve as meeting places for all residents and employees. The north-south streets also serve as the connections or "bridges" into Downtown as they physically breach the CPR tracks via the railway underpasses. In this way, these streets (as well as others in Beltline) physically integrate and connect the neighbourhoods into the overall Beltline Community and to the Greater Downtown and other adjacent neighbourhoods in Calgary.

The two neighbourhoods are:

- Connaught: located between 14 Street SW and 4 Street SW; and
- Victoria Park: located between 4 Street SW and the Elbow River.

3.3 Population Growth

Objectives of this plan are to:

- Provide a variety of housing options within the Plan area.
- Encourage the development of an appropriate range of public and private amenities, services and housing types to accommodate a diverse population including persons of various income levels, household composition, or abilities.
- Encourage population growth by ensuring the Beltline neighbourhoods are provided a high-quality environment with all the necessary amenities and services, both public and private, to serve a growing residential and employment base.

Since 2006, Beltline has experienced a significant amount of growth. The residential population in Part 1 of the Plan Area has increased by 8,467 people from 2006 to 2019, mostly between the ages of 25 and 44. All age cohorts have seen population increases as well, with a nearly doubling of children between 0 and 14 years old, and a moderate increase in seniors. This is indicative of a community that is attractive for all ages.

Beltline ranks first of the established areas in terms of population growth from 2006 to 2019. The total growth rate of Beltline was 50.8 per cent compared to 3.7 per cent for the rest of the established areas. From 2006 to 2019, the developed/established areas accounted for 10.7 per cent of cumulative growth in Calgary, and 2.9 per cent of the established areas' growth occurred in Beltline. The annual growth rate of Beltline is 3.9 per cent compared to 0.3 per cent for the rest of the established areas.

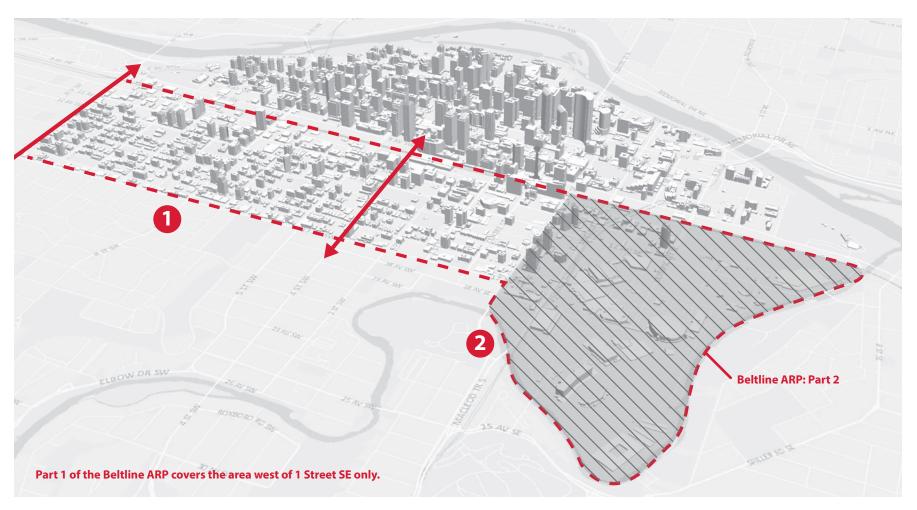
This Plan does not set a limit on future population growth or provide a formal population forecast tied to a specific year.

Beltline is continuing to grow quickly. How fast Beltline continues to grow will depend on the attractiveness of the area relative to other inner-city locations. The City has the responsibility to encourage this growth by ensuring Beltline neighbourhoods are provided a high-quality environment with the necessary amenities and services to serve a growing residential population, which is further reinforced by the Residential, Parks, Open Space and Public Realm policies within this Plan.

Of the anticipated growth, it is expected that it will continue to be represented by high proportions of households in the 25 to 44 age group. Households in this group are often one- or two-person households without

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Map 2: Neighbourhood Boundaries



- 1. Connaught: located between 14 Street SW and 4 Street SW.
- 2. Victoria Park: located between 4 Street SW and the Elbow River.

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children. Another significant and growing group will be seniors in the 55-and-over age group, which can be expected to increase as Calgary's overall population ages. Currently, there are few children living in Beltline.

All of these social and demographic trends must be monitored to ensure planning continues to reflect the needs of the Beltline population and future development.

Figure 2: Population Change



3.4 Community Context

Figure 3: Age Cohort for City-Wide (2006-2019)

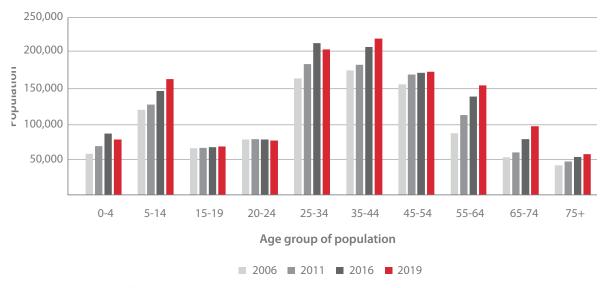
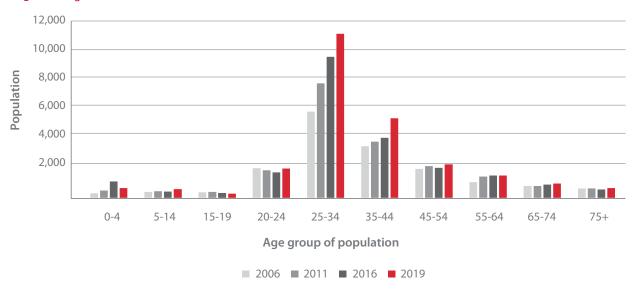


Figure 4: Age Cohort for Beltline



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3.5 Employment

Objectives of this Plan are to:

- Support existing businesses and provide opportunities for a variety of new businesses by maintaining a flexible land use system and by encouraging investment in programs and infrastructure that support local business.
- Support people who live in Beltline and may also work in Beltline by promoting safety, vibrancy and mobility to help people get to and from work comfortably and easily.

Beltline has a significant and diverse employment base, including the office concentration south of the downtown commercial core, small scale light industrial operations, vibrant retail and service businesses and a significant number of institutional uses such as schools and health-care facilities (and Stampede Park and the Culture and Entertainment District located in **Part 2** of this Plan). The continued growth and development of a variety of uses is essential to the overall success of Beltline as an integrated, mixed-use area.

3.6 Amenities and Services

Objectives of this Plan are to:

- Provide amenities and services that will respond to the current and changing needs and priorities of each neighbourhood over time to ensure residential livability and commercial vibrancy.
- Support the development of social infrastructure through a strong network of community services and facilities designed to meet the evolving needs of the community. This includes supporting existing and planning for new services and facilities.

The type and level of amenities and services that are provided will influence the livability of each neighbourhood and the strength and vibrancy of commercial areas. Not all neighbourhoods will need all, or the same level, of these amenities and services. As the neighbourhoods change and evolve over time, so too will the priorities for amenity and service provision. To assist in planning for changes, periodic reviews of demographics are needed, with inventories of area services and facilities and the identification of gaps in facilities and services

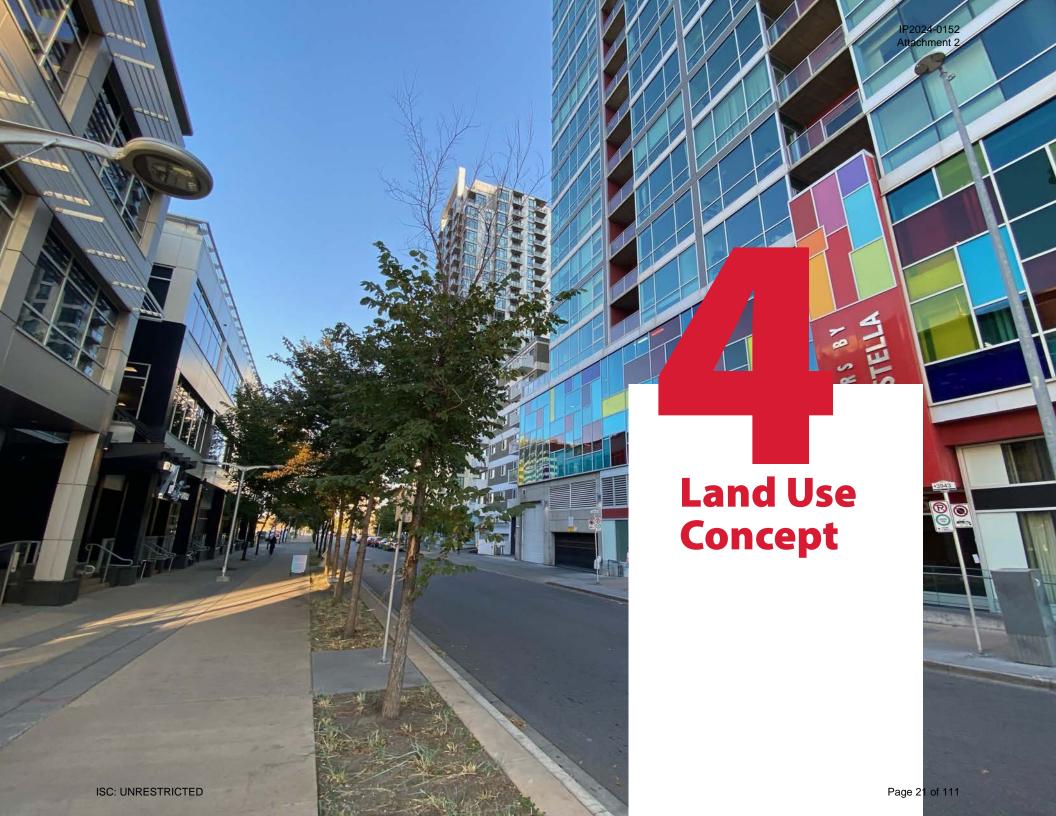
3.7 Climate Change Mitigation and Adaptation

Objectives of this Plan are to:

- Reduce GHG emissions in Beltline through encouraging the use of green building technologies.
- Promote and encourage low carbon transportation modes and systems.
- Encourage climate resilient buildings, infrastructure and natural assets.
- Create public and private spaces that support community members experiencing climate change hazards.
- Reduce the risk of climate hazards facing Beltline including extreme heat, flooding and heavy rain.

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Land Use Concept

The land use concept for Part 1 of this Plan consists of two distinct land use classifications: Primarily Residential and Urban Mixed-Use. This Chapter also provides guidance on Buildings, Urban Design and Heritage Conservation. The concept may also designate certain areas as Special Policy Areas to address specific issues or situations not addressed by the broader land use classifications or policies of this Plan. The distribution of these land use classifications is shown on Map 3: Land Use Concept.

4.1 General Policies

General policies apply in all land use classifications.

4.1.1 Climate Change Mitigation and Adaptation

Climate Mitigation

Almost all annual greenhouse gas emissions generated in Beltline are directly equated to the use of carbonintensive energy for building heating and cooling, and transportation. Reducing emissions by decreasing reliance on private vehicles and improving the energy efficiency of buildings directly translates to reduced emission, energy use and energy costs. When comparing low carbon development and mobility options with "business as usual" trends, research has found that the transition towards a lower carbon development path for Beltline (and Calgary as a whole) is economically and technologically viable.

Climate Adaptation

Beltline is a heavily urbanized area of Calgary which accommodates a mixture of older and newer buildings, infrastructure and natural assets. As such, Beltline is highly exposed to a range of climate risks. The most significant climate change hazards facing Beltline include extreme heat events, higher average temperatures, heavy rainfall events and associated flooding. The Plan seeks to reduce climate hazard risks by increasing the climate resilience of homes, buildings and infrastructure; assisting citizens, especially those experiencing increased vulnerability, with managing, responding and adapting to these hazards; and leveraging the existing resiliency of natural infrastructure in the community.

Policies

Climate mitigation and adaptation direction and policies included in this Plan are divided into several key themes in alignment with the Calgary Climate Strategy – Pathways to 2050 goals.

4.1.2 General

- To support net-zero or net-zero-ready projects and/ or developments that use climate resilient building materials and/or include community climate resilience assets, the Development Authority should consider all available opportunities to enable such projects.
 - a. This may include but is not limited to variances to applicable development standards, and relaxations to the Land Use Bylaw and policies within the Plan that guide building design, setbacks, stepbacks, height, facade articulation, and parking minimums.

4.1.3 Climate Mitigation

Net-Zero Homes and Buildings

- New development, renovation and retrofit projects are strongly encouraged to incorporate climate mitigation building features, technologies, and operational approaches. This may include but is not limited to:
 - a. reducing energy consumption beyond energy code minimum requirements;
 - lowering embodied emissions and waste production by re-purposing existing buildings and utilizing recycled building materials;
 - c. providing electric vehicle (EV) ready parking stalls for all residential units; and
 - d. participating in measuring and disclosing their energy performance through the City of Calgary's Commercial and Institutional Energy Benchmarking program.
- Encourage net-zero and/or net-zero-ready development.
- 3. Net-zero-ready development should provide a plan to achieve net-zero by 2050.
- 4. Promote retrofit and renovation projects that improve long-term energy use and performance in buildings.

Zero Carbon Energy Transition

 A Low Carbon Energy Supply Feasibility Study, conducted by qualified professionals, should be submitted when new or renovation commercial, industrial and mixed-use projects are not designed to net-zero or net-zero-ready standard.

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Map 3: Land Use Concept



This map is conceptual only. No measurements of distances or areas should be taken from the map.

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- Where a Low Carbon Energy Supply Feasibility Study
 has been submitted, feasible sustainable building
 features and technologies should be incorporated
 into development.
- 7. New development, renovation and retrofits are strongly encouraged to reduce GHG emissions by integrating on-site renewable energy generation and other alternative energy sources, including but not limited to solar PV, geothermal and district heating. Where solar PV is not provided, new development should be designed to facilitate its installation in the future, including but not limited to: maximizing south-facing exposure, having a slope equal to latitude (51 degrees), providing an unobstructed area (clear of chimneys, vents, skylights, gables and other protrusions), and including the necessary electrical equipment for the future installation of a solar PV system.

Zero Carbon Neighbourhoods

- Site and development designs that do not rely on fossil fuels and prioritize no-carbon modes of travel such as walking, wheeling and cycling, followed by methods that use them more effectively, such as transit, should be considered.
- 9. The City should prioritize transportation infrastructure investments that support:
 - a. improved air quality and reduced transportationrelated air pollution;
 - vibrant public space and street designs that encourage active, low-carbon travel options including walking, wheeling, transit and biking;

- c. deployment of car sharing programs, low-carbon and electric vehicles.
- 10. New development, major renovation and retrofit projects should include:
 - a. bicycle and end-of-trip facilities; and
 - b. solar collector canopies with new and existing at-grade parking areas.

4.1.4 Climate Adaptation

People

- Encourage the provision of shading and cooling amenities on public and private lands to reduce the urban heat island effect, especially at:
 - a. transit stops and stations;
 - heavily paved areas (e.g. surface parking lot, urban plaza) and contiguous paved spaces (e.g. major roadway);
 - high traffic pedestrian corridors, including 17
 Avenue S, 1 Street SW, 4 Street SW, 8 Street SW
 and 14 Street SW: and
 - d. areas with a lower tree canopy coverage.

Built Infrastructure

- 2. New development, major renovation and retrofit projects should:
 - a. include climate resilient features such as cooling systems (e.g. building canopies, air-source heat pumps, air conditioning), landscaped roofs and gardens, climate resilient building materials,

- high efficiency insulation and/or permeable native landscaping;
- include back-up power generation that can function during periods of power loss (where possible from renewable sources); and
- c. consider the use of semi-permeable paving materials where possible.

Natural Infrastructure

- New development, major renovation and retrofit projects should reduce the amount of impervious surfaces, retain and enhance greenspaces and exceed minimum landscaping requirements for trees and soft surfaced areas to limit impacts associated with extreme heat events and stormwater flooding.
- Protection and retention of healthy trees on public and private lands should be prioritized. Trees that cannot be retained during redevelopment should be replaced to avoid net loss in the tree canopy.
- 5. Vegetation and trees chosen for streetscapes, parks and private development should be diverse native species that are tolerant to periods of drought, suitable for extreme weather conditions, and appropriate for soil volume and composition". Besides drier, warmer temperatures, Calgary also has cold winters and Chinooks that are harsh on vegetation and trees.
- 6. Plants selected for landscaped areas are encouraged to provide food for people or wildlife where appropriately located and managed.

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Water

- 7. New development, major renovation and retrofit projects should:
 - a. seek to minimize water demand this may include methods such as low flow and high efficiency appliances and greywater collection and reuse; and
 - use sustainable water sources (e.g. recycled water or harvested rainwater) to supplement landscaping irrigation on public or private lands.
- Publicly accessible amenity spaces should be designed to include drinking fountains and washrooms.
- 9. The stormwater management system for any development should be designed to:
 - a. adequately and efficiently service the development while preserving riparian and wetland areas, where possible; and
 - b. anticipate climate change impacts to precipitation patterns, including the increased frequency of heavy rainfall events.

4.1.5 Centre City Guidebook Urban Design

 Unless specifically referenced in this section below, the policies of Chapter 4.0 Urban Design in the Centre City Guidebook shall apply.

4.1.6 Qualitative Design Guidance

- New development and renovation projects should consider more than just individual buildings. They need to fit into the Beltline-specific urban context.
- Project design should reflect the surrounding environment with good public realm, site, and architecture design that meets the design expectations set out in this chapter. The urban design elements framework as shown in Figure
 Urban Design Elements framework provides direction on high-level design, clarifies expectations for design, and sets the criteria to evaluate the quality of design for public and private spaces and buildings.

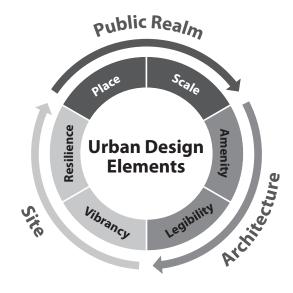
4.1.7 Private Outdoor Amenity Space

3. All new residential units shall be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade, within courtyards, behind facades, or on rooftops, terraces or ground-level patios that may be completely or partially visible from the street or other buildings.

4.1.8 Landscaped Roofs

A rooftop area developed with a garden setting for sitting, walking and viewing. Landscaped roofs and gardens reduce air temperatures in urban centres by mitigating the heat island effect caused by large areas with minimal vegetation. Landscaped roofs and gardens may also provide improved storm water

Figure 5: Urban Design Elements framework



management, smog reduction, energy efficiency, cost savings and an attractive amenity space.

- Any location being proposed for comprehensive mixed use, office, residential, civic development or re-development should be considered for such rooftop treatments.
- If developed as at-grade parks on top of private underground parking structures, the rooftop parks should be fully or partially publicly accessible.
- 3. Landscaped roof and garden areas:
 - a. should be connected to the +15 system along 10
 Avenue S, where feasible;
 - b. should include trees provided with sufficient soil depth and volume;

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- should consider amenities for passive and active recreation, water features and trellises as part of the design; and
- d. could be used as public or publicly accessible sport facilities (e.g. tennis or basketball courts), where feasible.

4.1.9 Developments Abutting a Public Lane

- Developments that abut a public lane should provide active uses along the lane elevation, where feasible and appropriate.
 - a. Where feasible, these activities could be coordinated on both sides of the lane (e.g. a mews).
 - Examples may include dwelling units, amenity spaces, porte-cochère or lobby entrances, vehicle drop-offs and, where appropriate, smallscale commercial uses.
 - c. Through further study, specific locations may be identified where more detailed requirements for lane-oriented uses and the detailed design and construction of the lane right-of-way will be developed.

4.1.10 Surface Parking and Lay-by Facilities

- Surface parking and lay-by facilities should be accessed from a rear lane or located between a building face and a property line abutting a rear lane.
- 2. Vehicular surface parking and lay-by facilities shall not have access directly from a public street

- frontage or be located between the building face and a property line that abuts a public street, except in the case of a hotel, health care facility or assembly use.
- Quality accessible entrances should be located at the rear of buildings or a quality accessible path of travel should be provided to the front entrance.

4.1.11 Creating Housing Options in Beltline

- All new residential and mixed-use developments are encouraged to provide a minimum of 10 per cent of the dwelling units as three or more bedrooms, in order to achieve a balanced mix of unit types and sizes, and support the creation of more housing options in Beltline. The intent of this three- or more bedroom incentive policy is to be used in conjunction with and not replace the established Density Bonusing framework in **Chapter 5** of this Plan.
 - a. The Development Authority shall exclude the gross floor area for three- or more bedroom units from the gross floor area ratio calculation at the time of Development Permit, up to a maximum of 15 per cent of the total units proposed.
 - Any three- or more bedroom units proposed above the 15 per cent shall be included in the FAR calculation as part of a bylaw check.
 - c. Three- or more bedroom units should be located within the lower half of the building or at grade.
- 2. All new residential and mixed-use developments are encouraged to provide a balanced mix of unit types

(one-, two-, three- or more bedrooms) and sizes to ensure a variety of housing options in Beltline.

4.1.12 Parking Structures

- 1. All parking structures shall be located below grade.
 - a. In certain exceptional cases, above-grade parking may be considered where it has been demonstrated to be impractical to locate all parking below grade, or where providing aabove-grade parking can be beneficial to meeting other objectives of this Plan.
- Where a parking structure is proposed to be located above grade, the following design guidelines shall be applied to determine the appropriateness of allowing for the above-grade parking:
 - a. the parking structure shall be limited to two levels in Primarily Residential areas;
 - at grade level, the parking structure shall be screened from public streets with residential or other active uses;
 - at grade level, the parking structure shall be screened from public streets with active uses with sufficient depth to function as leasable commercial floor area or as residential dwelling units;
 - d. portions of parking structures above grade level shall be screened from public streets with active uses and/or architectural treatments that make the parking levels indistinguishable from the rest of the building facade; and

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- e. the parking structure shall be adequately screened from adjacent developments to the satisfaction of the Development Authority.
- 3. Parking structures with non-residential uses should:
 - a. identify opportunities to incorporate nonparking uses on the ground floor;
 - b. be integrated into development to minimize their visual impacts on the street;
 - c. include at least 25 per cent short stay parking (4 hours or less);
 - d. use designs that support future adaptive reuse through strategies such as flat decks, appropriate garage layout and floor-to-ceiling heights that allow for a range of uses;
 - e. incorporate charging infrastructure for electric vehicles;
 - f. ensure stairs for parking access are highly visible at all levels from the street;
 - g. consider new parking technologies (e.g. robogarages); and
 - h. explore the use of rooftops for amenity opportunities.

4.1.13 Active Frontages

 The Active Frontages policies from Section 4.3.1 of the CCG shall apply, as per Map 3A: Building Frontages.

4.1.14 Open Spaces Frontages

The Open Space Frontages policies from Section
 4.3.2 of the CCG shall apply, as per Map 3A: Building Frontages.



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Map 3A: Building Frontages



This map is conceptual only. No measurements of distances or areas should be taken from the map.

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4.2 Primarily Residential

Policies

4.2.1 Grade-Level Uses

- Within the At-Grade Residential Policy Area shown on Map 3B: Policy Areas, new developments should provide residential units at grade level wherever possible. Any non-residential uses shall still be uses that create pedestrian activity and provide natural surveillance to the street.
- 2. Where residential units are provided at grade level, all residential units that front a public sidewalk or publicly accessible private sidewalk are required to have individual, primary entrances (e.g. front doors) with highly legible access points that provide seamless direct access to and from the public sidewalk or publicly accessible private sidewalk.
- 3. All at-grade residential units should, in most cases, have the main floor (entrance level) set slightly above grade in order to achieve visual privacy from any public or internal sidewalks without the need for high or nontransparent privacy fences or walls that detract from the active street edge, except where the development of barrier-free and adaptable units is being proposed.

4.2.2 Non-Residential Uses

- 1. Non-residential uses are appropriate provided they meet the following criteria:
 - a. the use is located within the first two storeys of a building; and

Objectives

- To create vibrant pedestrian streets that provide activity throughout the daytime and evening hours.
- To provide for uses that serve the local and broader population.
- To encourage and support innovation and experimentation in how different uses can be combined within new and existing buildings.
- To create streetscapes that respond to the context of the particular area, that have buildings that are built to and frame the sidewalk, and that have a high degree of permeability between interior and exterior space through the use of transparent windows and doors.
- To encourage and support the development of uses and built forms, other than just loading and vehicle access, that create activity and natural surveillance in rear lanes.

- To encourage residential uses above the street level, and, where appropriate to the local context, at street level.
- To promote live-work units in a variety of configurations including at street level.
- To ensure compatibility of adjacent uses, within and among buildings and properties, particularly with respect to residential uses.
- To promote building forms that respect the local context and interfaces with adjacent properties, including consideration of visible facades, decks, roofs, access points and balconies from various viewpoints.

- b. the use is situated along the street frontages as shown on as Non-Residential Uses Policy Areas on Map 3B: Policy Areas.
- The Development Authority may consider (through land use amendment) non-residential uses above the second storey, provided they are clearly minor, subordinate to, and do not create incompatible interfaces with adjacent residential uses. Examples of such uses may include penthouse offices, live-

work spaces or micro office units.

- In addition, the Development Authority may also consider non-residential uses in other locations provided they are situated at the corner of a block and would not detract from the essentially residential character of the immediate vicinity.
- 4. When considering a proposed Land Use Amendment or a Development Permit for a

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Map 3B: Policy Areas



This map is conceptual only. No measurements of distances or areas should be taken from the map.

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non-residential use, the following criteria shall be considered:

- a. allow for the adaptive re-use of a building on the Inventory of Evaluated Historic Resources; or
- b. promote varied building form and historic character by encouraging the retention and productive use of a structure built prior to 1950.
- 5. Individual commercial uses such as retail, service commercial, office and restaurant/food service uses should generally not exceed 300 square metres within Primarily Residential areas. In considering such uses, the Development Authority shall have regard to the character of the immediate area and the impacts that such uses may create, particularly with respect to noise, light and local traffic impacts.
- The design of new developments shall be guided by the intent and policies of Section 4.3.1 Urban Mixed-Use Areas.
- New development containing a stand-alone Place of Worship – Large use is discouraged within Primarily Residential areas.

4.2.3 Hotel Accommodations

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 Although hotel accommodations are most appropriate in the Urban Mixed-Use Area, hotel development may be considered within the Centre City Multi-Residential High Rise (CC-MH) and the Centre City Multi-Residential High Rise Support Commercial (CC-MHX) Land Use Districts in Primarily Residential areas, provided the development complies with the policies below.

CC-MH Land Use District

- Although a hotel is not a listed use within the CC-MH Land Use District, the Development Authority may consider, through land use amendment, hotel accommodations within this district. In so doing, the Development Authority should take the following guidelines into consideration:
 - a. the development should contain a significant residential component, and the hotel use should be limited to a maximum of approximately 50 per cent of the gross floor area of the building, including all ancillary uses;

- the development should respond contextually to the surrounding structures in both massing and scale;
- the ancillary uses associated with the hotel component should be accessed through the main hotel entrance, scaled appropriately to serve the primary use and intended to serve primarily the occupants of the building;
- all parking and loading should be contained within the development, and every attempt should be made to minimize the impact of loading and parking on adjacent residential uses.
 Lay-bys accessed directly from the adjacent roadway are discouraged;



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- e. any proposed signage should be appropriate in scale and complementary to the context of the surrounding residential neighbourhood; and
- f. landscaping should respect the adjoining residential uses, and all site areas not occupied by a building, parking and access should be landscaped.

CC-MHX Land Use District

3. Hotel use is a discretionary use within the CC-MHX Land Use District. The Development Authority may consider hotel accommodations within the CC-MHX Land Use District provided the development complies with the guidelines as identified above for the CC-MH Land Use District.

4.2.4 Residential Conversions

The intent of this policy is to promote varied building forms and historical character by encouraging the retention and productive use of residential structures by allowing conversion to non-residential uses.

- When considering a proposed conversion through Land Use Amendment or a Development Permit, the following criteria shall be considered:
 - a. residential structure is on the Heritage Inventory or is a single-detached, duplex or semi-detached dwelling built prior to 1950;
 - b. proposed use must not, in the opinion of the Development Authority, generate an excessive amount of localized traffic or detract from the residential character of the immediate area; and
 - c. any proposed signage has a total surface area of less than 1.0 square metre.

4.3 Urban Mixed-Use Areas

The intent of these policies is to create mixed-use areas and business streetscapes, as opposed to residential streetscapes, that are:

- accessible;
- active;
- pedestrian scaled;
- aesthetically appealing;
- visually interesting;

- permeable and transparent;
- safe
- sensitive to residential uses adjacent to, or in close proximity to, a commercial area; and
- able to meet the needs of the local residential population, local employees and other visitors to the area.

Objectives

- To increase the residential population throughout Beltline and within each neighbourhood.
- To support the local residential population by allowing for low-intensity nonresidential uses.
- To address the livability of residential areas by regulating the location and size of nonresidential uses.
- To allow for a variety of building forms including but not limited to:
 - towers with or without commercial or townhouse podiums;
 - low-and mid-rise buildings;
 - buildings or collections of buildings that create internal courtyards or mews; and

- townhouses including street-fronting units or courtyard-oriented units, or townhouse units above the first storey, that front onto a private amenity space.
- To provide for a range of housing types and unit sizes to meet the needs of a diverse urban population.
- To encourage live-work units.
- To allow for creative, adaptive re-use of existing buildings.
- To promote building forms that respect the local context and interfaces with adjacent properties, including consideration of visible facades, deck, roofs, access points and balconies from various viewpoints.
- To encourage and accommodate small site development that will sustain the diversity of building forms and scales within Beltline.

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Policies

- Street-level uses that front a business street edge shall consist primarily of retail, personal service, office and restaurant uses. A business street edge is where a building elevation faces a street whose primary street-level uses are commercial.
 - Live-work units may be located at street level provided the units are constructed in a manner that allows for conversion to a commercial occupancy according to the Alberta Building Code.
 - b. The width of individual entrance lobbies, whose only function is to provide access to upper or lower level uses, should be minimized along the commercial streetscape so as not to create major gaps in activity and should not exceed 7.5 metres in width. Where the lobby serves as the principal entrance lobby for a residential or hotel building, the width may be exceeded to the satisfaction of the Development Authority.
 - c. Where there is an established streetscape pattern with respect to building scale, spacing of entrances and store front width, new development shall maintain and reinforce the existing pattern. Existing streetscapes with strong, established patterns include portions of the 13 Avenue Greenway, 17 Avenue S and 1 Street SW.
 - d. Street front elevations shall be highly permeable and transparent by providing doorway entrances to the street and allowing for pedestrian views directly into the business along the majority of the facade.

- e. Facades shall be highly articulated and incorporate architectural elements that suggest a rhythm of narrower business frontages. As a guideline, a business frontage width of 7.5 metres is considered to be a useful benchmark based on the historic lot widths established in Beltline.
- f. Individual business fronts that are greater than 30 metres in width:
 - i. Should provide for multiple entrances at the street level, which may include incorporating separate, individual uses that have entrances oriented to the street; and
 - ii. may be located on floor levels above the street level floor.
- g. Other than fully enclosed retail and accessory service, no new automotive uses are allowed.
- h. No new Drive Through uses are permitted.
- i. Surface parking areas shall not be located between a building and a street.

4.3.1 Restaurants, Drinking Establishments and Entertainment Establishments

- Restaurants, drinking establishments and entertainment establishments are only allowed where:
 - a. the business can be fully enclosed within a building, except for outside patios; and
 - noise, odour, vibration, heat, high illumination levels or waste that are caused by the business is not disruptive to adjacent uses and are, to the extent possible, mitigated through development permit approval requirements.

- 2. In order to address potential impacts on Primarily Residential areas, the Development Authority may consider restricting the size of the business or the type of use proposed. A limited variety of compatible non-residential uses, including opportunities for home-based and small businesses, may be considered provided the impacts (e.g. noise, servicing and parking) from the proposed use can be mitigated to the satisfaction of the Development Authority.
- Design guidance on seasonal or temporary patio spaces is provided by the 2022 Guidelines for Seasonal Patios located on public property (roadways/rights-of-way).

Clustering of licensed restaurants and drinking establishments

Well-designed and well-managed licensed restaurants and drinking establishments can be valuable components of a balanced, active urban street, in particular bringing night-time activity and vitality. However, excessive clustering of such uses can negatively affect residential livability while upsetting the mix of a well-balanced commercial street. As both 17 Avenue SW and 1 Street SW are adjacent to residential districts and are intended to evolve toward well-balanced urban streets with many inter-mixed commercial uses, the intention of this Plan is to continue to allow consideration of such operations, but to limit excessive clustering.

- 4. New drinking establishment uses should not take up more than 50 per cent of the linear frontage of any one block at grade.
- New licensed restaurants and drinking establishments adjacent to (including separated

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by an intervening street or lane) lands designated Primarily Residential in this Plan should have a maximum public area of 75 square metres. Licensed restaurants and drinking establishments with a larger public area may be appropriate as an accessory use with a hotel.

6. Where new operations exceeding 75 square metres of public area are proposed adjacent to lands designated Primarily Residential in this Plan, additional requirements should be considered with the development permit application. Strategies should be implemented to address/mitigate noise and vibration, vehicular and parking access issues, exterior crowd control and distance to the next closest licensed restaurant or drinking establishment that exceeds 75 square metres in order to mitigate, as much as feasible, any negative effects on adjacent residential livability.

4.3.2 Large Scale Uses

- Businesses or uses that have floor areas in excess of 1,200 square metres may be accommodated in the following ways:
 - Street front elevations shall be highly transparent and allow for unobstructed pedestrian views directly into the business for a minimum of two-thirds of the facade length.
 - Facades shall be highly articulated and incorporate architectural elements that suggest a rhythm of narrower business frontages. As a guideline, a business frontage width of 7.5 metres is considered to be a useful benchmark

- based on the historic lot widths established in Beltline.
- c. Individual storefronts that are greater than 30 metres in width should provide for multiple entrances at the street level, which may include incorporating separate, individual retail units that have entrances oriented to the street.
- d. May be located on upper floor levels.
- e. May be multi-storey with one level being at street level.
- Because of the importance of food stores to the livability of a neighbourhood, the Development Authority may consider exceptions to Policy 4.3.2 1. in order to accommodate their unique needs and requirements. However, the development must still meet the intent of Section 4.3.1.

4.3.3 Light Industrial Uses

- Light industrial uses will include those that are small scale and can demonstrate that they have a low impact on adjacent uses. Examples include warehousing, distribution and small-scale assembly, fabrication and manufacturing.
- 2. Light industrial operations are allowed only under the following conditions:
 - a. the operation can be fully enclosed within a building with no outside storage of materials or products; and
 - b. noise, odour, vibration, heat, high illumination

levels or waste that are caused by the business is not disruptive to adjacent uses and is, to the extent possible, mitigated through development permit approval requirements.

4.3.4 Residential Uses

- Residential uses are encouraged and allowed above the first storeys of the street front elevations and at street level along a lane or mews frontage of any new development. Depending on the local context, residential uses may also be appropriate at the street level along street frontage elevations where the existing or proposed future context will be compatible with residential uses. One specific example would be the north side of 12 Avenue South.
- 2. The provision of live-work units is encouraged throughout Urban Mixed-Use areas.

4.4 Site Design, Building Design and Building Frontages

Beltline is developed with three generations of buildings. Dramatic change in the last 30 years has contributed to the eclectic character of building forms, scale and massing, and landscape treatments. This mix of lot sizes and building forms has both positive and negative influences on the urban environment. On the positive side, a variety of building forms supports the diversity and vitality of the neighbourhood. On the negative side, there are examples where developments can be detrimental to surrounding private lands and the public realm.

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Examples of detrimental developments are:

- the sometimes random and inappropriate use of taller buildings;
- the creation of poor relationships between buildings and the street, and between new buildings and existing buildings; and
- where the massing and orientation of buildings are out of context with the immediate area.

The intent of this Plan is to ensure that every future development site has reasonable development opportunities while respecting the community context and adjacent properties. Sound urban design principles will provide more certainty for property owners, developers and the community, as well as simplify the planning and development process. These urban design principles shall provide a basic framework for creative and innovative architectural solutions as well as for a more consistent and coherent urban environment.

4.4.1 Variety of Building Form

These policies are intended to provide for variety in the building form of new developments while recognizing that building form is a function of many variables including land use, lot patterns and sizes, location, character and access.

Policies

- New developments should continue to reflect the eclectic character within Beltline.
- 2. New developments may take many forms including but not limited to, the following types:
 - a. low-rise buildings (1-6 storeys);

- b. mid-rise buildings (7-12 storeys);
- c. high-rise towers (over 12 storeys);
- d. perimeter blocks (low-and mid-rise);
- e. low- and mid-rise perimeter blocks with a highrise component;
- f. street townhouses (on their own or in conjunction with other building forms);
- g. high-rises on low- or mid-rise podiums;
- h. mews development on rear lanes and other linkages; and
- i. appropriate combinations of the above or types that may be developed in the future.

4.4.2 Fit within the Community Context

The followings policies are intended to provide building forms that are an expression of their time and employ timeless architectural principles rather than the replication of historic styles. New building forms must contribute to the sense of pedestrian comfort and aesthetic interest and allow for the creation of healthy, livable and vibrant neighbourhoods.

Policies

- New building forms should be located and planned to fit with neighbouring buildings, surrounding urban blocks, the neighbourhood and community as well as frame and support special places and linkages.
- The base of a building shall be located generally parallel to the street or along the edge of a park or open space with a flexible building setback. This

- flexibility may include gradual changes of setbacks when deemed appropriate to ensure better overall streetscape design.
- Building edges that are oriented toward a public right-of-way or park should be lined with uses that create activity and provide natural surveillance.
- 4. On corner sites, the building form shall be oriented to both adjacent street frontages with both elevations given equal importance.
- The main building entrances shall be located so that they are clearly visible and identified and directly accessible from the public sidewalk.

4.4.3 Amenity Spaces

These policies are intended to provide amenity spaces in new developments that will enhance adjacent places and linkages and make these areas attractive, comfortable and safe for pedestrians.

Policies

- New developments shall provide landscaped open space or enclosed landscaped space (e.g. indoor gardens or atriums) that is available for the use of residents or tenants. Such spaces may be located at or above grade level. Where appropriate, these spaces could be made physically or visibly available to the public, in order to enhance the public realm.
- Art or water features should be considered as part of the amenity space to make the building and its open spaces more attractive and interesting.
- 3. Landscape improvements in setback areas should be coordinated and integrated with existing or

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planned streetscape improvements in the public right-of-way in order to create attractive interface/ transitions from private to public realms.

- Canopies or other architectural features that are integrated with the overall building design should be provided to protect pedestrians from inclement weather.
- Amenity spaces should be designed to provide relief
 to residents, tenants, and users from climate change
 hazards. Possible design options include but are
 not limited to, providing shaded areas, protection
 from precipitation, shelter from wind and access to
 drinking water.
- Where required, or proposed by a development, improvements to the adjacent right-of-way, should be consistent with or complementary to any approved streetscaping standards.

4.4.4 Service, Access and Parking Areas

These policies are intended to locate and organize vehicle parking, vehicular access, service areas and utilities in new developments to minimize their impact on the property and surrounding properties, and to improve safety and the attractiveness of adjacent streets/linkages and special places.

Policies

- New development and redevelopment should use existing rear lanes for service, access and parking areas and created shared service areas, where feasible.
- 2. New development and redevelopment should

minimize the impact of access points on the pedestrian streetscape by keeping access widths to a minimum (consolidating with adjacent access points where possible) and use architectural or landscape treatments to minimize the visual impact of building openings and ramps, especially when viewed from public spaces.

- 3. Loading and garbage pick-up functions are encouraged to be incorporated entirely within commercial and mixed-use buildings.
- 4. New development and redevelopment should integrate services and utilities entirely within the building.
- All parking areas shall be concealed from view from public spaces and ideally are located underground.
 Above-ground or at-grade parking may be considered as provided for elsewhere in this Plan.

4.4.5 Building Height, Shadow Protection and Wind Impact Studies

The following policies are intended to provide for flexibility in building height to achieve both public and private design objectives.

This Plan does not define any specific height limitations, however, the Plan recognizes that tall buildings do have environmental impacts on the public realm. Specifically, height impacts include:

- disruption or blocking of public views;
- shadowing of public spaces and linkages;
- effects on local micro-climate, particularly with respect to wind; and

 changes to the overall skyline as seen from different public views.

Policies

- To assess shadow impacts, all development applications will be required to submit a detailed shadow analysis. The analysis shall show shadow impacts between the hours of 10:00 AM and 4:00 PM as measured at various times of the year (specifically, between March 21 and September 21).
- The impact of shadows on historic landscapes or architecture that depend on sunlight for their significance, such as important natural features, vegetation or stained glass windows shall be considered and evaluated through the development application process.
- Pursuant to this Plan, shadow protection envelopes may be developed for specific public spaces and linkages. The following are identified as strategic locations that require shadow protection:
 - parks, pathways, open spaces and school sites;
 and
 - b. Sidewalk areas along the following corridors:
 - i. 11, 13 and 17 Avenue South and;
 - ii. Centre Street, 1, 4 and 8 Streets SW.
- 4. The following parks and public spaces (including but not limited to sensitive historic landscapes, architectural features or parks space that depend on sunlight for their significance or function) shall not be shadowed further by development than were already existing on the date the development permit was applied for:

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- Beaulieu Gardens/Lougheed House;
- Barb Scott Park;
- Central Memorial Park;
- Connaught Park;
- Connaught School;
- Haultain Park:
- Humpy Hollow Park;
- Lois Szabo Commons; and
- Thomson Family Park.

At a minimum, new buildings shall not cast shadows beyond a line measured 20 metres into the park, parallel to any exterior property line between the hours of 10:00 AM and 4:00 PM on September 21.

- 5. More detailed shadow protection guidelines may be developed for other specific park spaces.
- Applications for new development of buildings over 12 storeys should provide a Pedestrian Wind Comfort and Safety Study. The study should:
 - a. outline pedestrian level wind impact on the public realm including sidewalks and street frontages, building entrance areas, surrounding open spaces and rooftop amenity areas;
 - identify mitigation strategies to decrease the effects of the wind such as building massing, podium articulation, canopies and landscaping;
 and
 - anticipate future changes to wind intensity and severe wind event frequency due to climate change.

4.4.6 Building Massing

The following policies are intended to ensure new buildings contribute to the creation of a pedestrian-scaled street wall, are in context with the surrounding building forms, minimize their impact on sunlight penetration to nearby buildings and public spaces, and contribute to a visually interesting skyline. This can be achieved by the design of the three main building components: base, body and top.

Policies

Base

- 1. The base of a building should be designed to create a human scaled street wall and establish a strong visual rhythm.
- 2. Building bases should be designed to mitigate negative wind impacts associated with a tall tower.
- 3. In general, as the height of a building increases, the height or definition of the building base should also increase in height.
- 4. Buildings are encouraged to be built up to public sidewalks or any specific setback requirements to prevent the creation of landscaped areas that have no sense of ownership and no natural surveillance.
- 5. Where a new building is to be built adjacent to an existing building wall that is built to the common property line and has no openings, the new building may also consider building at or close to the common property line, avoiding the creation of "dead" spaces.
- 6. Internal courtyards or mews are strongly encouraged. Such spaces shall have good natural

- surveillance and, where possible, be visible from public streets or lanes.
- Building mass shall define the public and semiprivate realms.
- 8. New development shall avoid the creation of blank building facades.
- Facades shall be pedestrian scale, create visual interest and use fully transparent glass.
- 10. In the case of residential buildings, the character of street townhouses and lower storey units within apartment buildings should be reinforced by providing easily identifiable units with individual front doors and windows relating directly to, and providing an overview of streets and pedestrian pathways.
- 11. For privacy purposes, where the development of barrier-free and adaptable units is not proposed, townhouse and apartment units at grade should be located slightly above grade with appropriately scaled stair access and landscape layering consisting of vertical walls, low and visually permeable fences, and horizontal and vertical landscaping.
- 12. Unless otherwise impractical, no utility meters (such as gas and water) shall be located on the front elevation of a building facing a public street.

Body

13. The body of the building should be scaled to provide an appropriate transition between the new development and any existing adjacent buildings. Discretion should be used in determining the relative "permanence" of adjacent buildings. For example, if the adjacent building is a one-storey strip mall, this may not be the ultimate or "next generation" building on the site.

- 14. There should be a strongly defined transition between the base and the body of a building through the use of setbacks, materials or other applicable architectural treatments such as cornices, canopies or trellises.
- 15. The body of the building should be massed to provide adequate light penetration to existing buildings and allow for reasonable near and distant views for existing buildings. This may be achieved by stepping the building back away from the property line or orienting the building mass away from the property line (e.g. setting the new building walls at a 45° angle from an existing building wall). Where building stepping is used, **Table 4.1: Guidelines for Building Setbacks from a Common Property Line** may be used as a guideline.
- 16. In general, the body of the building should be massed to minimize shadow impacts on adjacent or nearby public sidewalks and public spaces. Specifically, buildings on the south side of an avenue should be massed to allow for reasonable sunlight penetration to the sidewalk on the north side of the avenue.
- 17. In order to reduce the massing impacts of highdensity buildings, the floor plate size restrictions, shown in **Table 4.2: Floor Plate Size Restrictions** shall apply unless otherwise indicated below. Notwithstanding the provisions contained in **Table 4.3: Tower Separation Regulations**, the Development Authority may consider increasing the floor plate size restriction of a residential building above 25 metres in a Primarily Residential Area and above 36 metres in an Urban Mixed-Use area from 650 square metres to a maximum of 750 square metres.

Table 4.1: Guidelines for Building Setbacks from a Common Property Line

	Minimum setback from Property Line shared with a lane or another parcel		
Portion of a building	Primarily Residential Area	Urban Mixed-Use Areas	
0 – 2 storeys	0 metres	0 – 3 metres*	
3 – 4 storeys	0 – 3 metres	0 – 3 metres*	
5 – 8 storeys	6 metres	0 – 6 metres*	
9 – 12 storeys	12 metres	0 – 9 metres*	
Above 12 storeys	12 metres	9 – 12 metres*	

^{*} Where a new building is proposed adjacent to an existing building that is built to the property line and has no openings, the setback may be reduced to 0 metres.

Table 4.2: Floor Plate Size Restrictions

Primarily Residential Area		Urban Mixed-Use Areas	
Below 25 metres	No restriction	Below 36 metres	No restriction
Above 25 metres	650 square metres	Above 36 metres for a commercial floor plate	No restriction
		Above 36 metres for a residential floor plate	650 square metres
		Above 36 metres for a residential floor plate within the area shown on Map 4 Large residential floor plate policy area	930 square metres

Note: The floor plate is measured from outside wall to outside wall, excluding any unenclosed balconies.

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Table 4.3: Tower Separation Regulations

Primarily Residential Area		Urban Mixed-Use Areas	
Below 25 metres	No restriction	Below 36 metres	No restriction
Above 25 metres	24 metres	Above 36 metres between two commercial or one commercial and one residential building	18 metres
		Above 36 metres between two residential buildings	24 metres

- 18. Notwithstanding the provisions contained in **Table 4.3**, the Approving Authority may consider modest relaxations of the floor plate restrictions based on contextual site conditions and overall consistency with the objectives of the ARP, where an approved Development Permit has commenced, but construction has been suspended past the maximum days allowed as per the approved Building Permit requirements, prior 2011 January 01. When evaluating such requests, the Development Authority shall comprehensively consider:
 - a. Shadow casting impacts on the public realm and the need to provide adequate light penetration to adjacent buildings.
 - The ability to achieve a 24-metre tower separation from existing or future development on adjacent sites.
 - c. The ability to use building orientation, shape and massing to mitigate any negative impacts.
 - d. The cumulative building mass impact given the potential "build-out" of the block.

- 19. The Development Authority shall not be bound by the floor plate restrictions in **Table 4.3** when evaluating a development proposal that is subject to compliance with a shadow protection guideline.
- 20. Tower floor plates are encouraged to reduce width in the east-west dimension and be longer in the north-south dimension. In the case of a residential floor plate, the maximum dimension should not exceed 30 metres.

Top

- 21. It is encouraged that tower tops contribute to the skyline profile by having an identifiable, iconic architectural design that skilfully incorporates within the tower top all elevator cores and mechanical rooms.
- 22. For buildings over 12 storeys in height, the top floors are encouraged to use techniques such as reductions in floor plate sizes, stepping of building mass, or creation of distinctive architectural or structural elements.

23. All rooftops, including podium and tower tops are encouraged to incorporate landscape amenities or gardens in order to achieve aesthetic and environmental benefits.

4.4.7 Building separation and view plane requirements

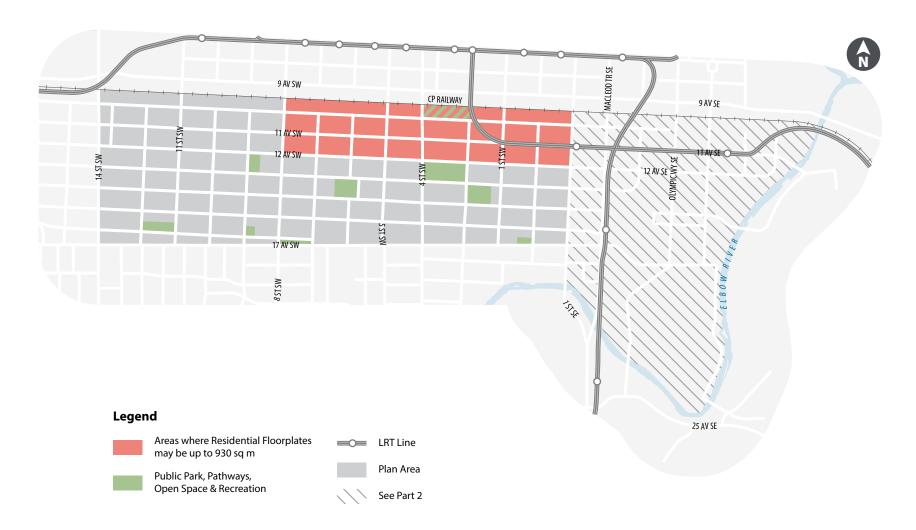
It is anticipated that to achieve the populations desired in Beltline, more large and taller buildings will be developed over time. The intent of this section is to ensure that the livability of residential units in these new and in existing buildings is maintained in terms of access to sunlight, privacy and near and distant views.

Policies

- The minimum horizontal separation between any two tall buildings shall be as outlined in **Table 4.3: Tower Separation Regulations.**
- 2. The design of new residential buildings should ensure that at least one window of any habitable room (excluding a kitchen or bathroom) provides a minimum unimpeded horizontal view plane with an angle of 50°, or two angles that sum to 70°, for a distance of 18 metres. The view plane shall be measured from the centre of the bottom of the subject window.
- 3. In the case of small infill sites, the separation distances in **Table 4.3** and the view plane requirements may be relaxed in order to allow for maximizing density possibilities. For the purpose of this section, a small infill site is one that has less than 22.5 metres of frontage on any one street or avenue.
- 4. Acknowledging the ability to exercise greater design control in the case of developments with

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Map 4: Large Residential Floor Plate Policy Area



This map is conceptual only. No measurements of distances or areas should be taken from the map.

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multiple towers as part of a comprehensive development, these separation and view plane requirements may be relaxed provided the intent of this section can be addressed to the satisfaction of the Development Authority.

4.4.8 Special Architectural Materials and Elements

The intent of the following policies is to provide guidance in the use of architectural materials and elements to encourage quality in buildings that make for durable, long-lasting structures that contribute to the long-term character of Beltline and that provide for pedestrian comfort and visual interest.

Policies

Materials and Colour

- 1. A consistent palette of materials should be used on each development.
- Building bases are encouraged to use masonry or other durable materials and other architectural details that establish a strong visual rhythm with human scaled elements.
- 3. Body materials may differ from base materials, but compatibility and transition between materials should be considered and the rhythm of the lower floors should be respected. Building elements in this zone may have a "lighter" appearance with more glazing than used at the base.
- Special consideration should be given to the excessive use of dark coloured reflective glass in order to prevent negative light reflection impacts on surrounding properties.

Balconies

- Balconies should be designed as integral parts of the buildings rather than being "attached" to the body of building.
- Fully or partially recessed balconies, regardless of size, are preferred over "tacked on" balconies, especially on higher floors.
- Balconies should be designed as integral parts of a building's massing to minimize shadow impacts and allow for privacy. In cases where tower separation is less than 24 metres, fully or partially recessed balconies are preferred and projecting wrap-around balconies are discouraged.
- Balconies should be designed to contribute to a building's overall sustainability performance and should consider the use of separated floor slabs to reduce heat loss and materials which reduce birdwindow collisions and passive heat gain.
- Balcony soffits, especially at prominent building corners, should be clad with light coloured materials to reflect light into living units and add to the building's visual interest. They should be easy to maintain and weather resistant.

Awnings, Canopies, Entries and Arcades

- 10. Weather protection features that are integral to the architectural design of the building are encouraged along streets with commercial or mixed land uses where retail and office spaces are located on lower portions of the building, or where the public might congregate, such as at transit stops.
- 11. Entries should be clearly identified by prominent structural canopies.

Lighting

- 12. Particular attention should be given to the lighting of public and private areas at-grade to provide effective and attractive at-grade light.
- 13. Special effects, including flood lighting of the tower portion and tower top portion may be included if it does not negatively impact surrounding properties.
- 14. To enhance neighbourhood character and identity, a comprehensive lighting plan, including experiential lighting, should be required as part of a development permit application.
- 15. A comprehensive lighting plan should highlight the site and/or building, animate the evening environment, ensure pedestrian safety, minimize glare and mitigate illumination of neighbouring properties.
- 16. A comprehensive lighting plan, including experiential lighting, should be provided for sites and buildings proposed in the following locations:
 - a. along Active Frontages as shown on Map
 3B: Building Frontages, at neighbourhood gateways and along landmark view corridors as shown on Map 2: Greater Downtown
 Gateways, Landmarks and View Corridors in The Greater Downtown Plan:
 - where there are architectural landmarks and at tall buildings that have an impact on the overall skyline, as identified in The Greater Downtown Plan Map 2; and

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c. within, on, or under the +15 bridges and atgrade entrances to the +15 network.

4.4.9 Sustainable Building Practices

Policies

- In addition to the policies contained in Section 4.1.1 Climate Change Mitigation and Adaptation, the following design concepts, development practices and technologies are strongly encouraged:
 - a. provision of building recycling facilities;
 - b. provision of high quality indoor air quality;
 - c. maximizing passive solar gain;
 - d. use of rapidly renewable building materials; and
 - e. innovation in the design of buildings, their systems and their site considerations.

4.5 Heritage Resources

The term heritage resources is used to describe a variety of natural and human-made features managed by both provincial and municipal authorities in Alberta. Beltline is rich in known historical resources and has potential for the discovery of buried archaeological resources. Civic Partner Heritage Calgary maintains the Inventory of Evaluated Historic Resources (Heritage Inventory), which identifies properties that have been evaluated and determined to have sufficient heritage value to merit eligibility for incentives to encourage their preservation. Some of the properties on the Heritage Inventory have been formally protected through designation bylaws or legal agreements. Designation prevents demolition

and requires that alterations be done in accordance with the Standards and Guidelines for the Conservation of Historic Sites in Canada.

4.5.1 Heritage Resources

Heritage resources are a defining characteristic of communities and should be retained or protected while balancing the ability to redevelop. Policies in the Plan encourage redevelopment in the community, while conserving, enhancing, and celebrating the community's heritage character and heritage resources. The City of Calgary recognizes that there are Heritage Resources other than buildings that include archaeological and culturally significant areas.

The Plan Area contains a large and varied group of heritage resources, including over 100 sites currently identified on the Heritage Inventory. Historic development in Beltline (detailed in **Appendix A: Beltline History**) featured a mixture of uses, forms, scales and architectural styles – which has been further diversified by extensive redevelopment in the modern and contemporary periods, including the emergence of mid-scale and high-rise residential buildings.

Although the current urban form of Beltline is not a contiguous or "intact" heritage area, the Plan Boundary contains a wealth of individual heritage sites, and localized areas with remaining concentrations of heritage resources. The policies in this section refer to both individual heritage resources, and to these concentrations, including the westerly portion of 11 Street SW between 14 and 15 Avenues, and portions of 10th Avenue SW and 1 Street SW. These two historic commercial areas have been specifically studied and determined to have significant value to Calgarians.

Conservation, enhancement and celebration of these unique blocks, and other remaining concentrations of heritage resources in Beltline, offers significant opportunities for placemaking and capitalizing on their identified value.

Several historic archaeological resources have been recorded within Beltline, and areas have high potential for undiscovered resources. Where feasible, further study of archeological sites could shed light on the day-to-day life in Calgary's early history, and that of pre-contact Indigenous populations. Such resources are managed by the Province of Alberta, which will review proposed development plans and determine if and when Historic Resource Impact Assessments (HRIAs) are required. Information from such studies or reports will help inform interpretation

Policies

In addition to the Heritage Resources policies contained in the **Centre City Guidebook, Section 4.6** the following apply to this Plan:

- Interpretation of the area's history and archaeology should be incorporated in new developments, where appropriate, to help the public understand, value and care for Beltline's ongoing heritage. Examples include but are not limited to:
 - a. Where sites on the Heritage Inventory are demolished as part of a development project, or where alterations as part of a development project result in a Heritage Resource being decommissioned from the Heritage Inventory by Heritage Calgary, a publicly-accessible commemorative/interpretive feature should be incorporated in the new development for the impacted Heritage Inventory site(s).

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- b. Where a development incorporates salvaged or reclaimed materials associated with the heritage of Beltline, applicants should take steps to avoid creating a "false" or inaccurate impression of historic events, places or peoples, such as including accompanying publicly-accessible information for any exterior reuse of historic materials.
- An applicant shall provide photo documentation of Heritage Inventory sites to The City prior to demolition or redevelopment, according to The City's documentation standards.
- Opportunities to support the historic character of Beltline and mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including but not limited to:
 - a. retention and incorporation of a heritage resource into the new development, including renovations or additions to the existing building; or
 - b. protection of another heritage resource within the surrounding area.
- New development should be compatible with the context of abutting sites on the Heritage Inventory using setbacks, massing, street wall height and landscaping.
- 5. Conservation of heritage resources is encouraged using bonus provisions, including:
 - a. Municipal Historic Resource designation; and
 - b. Heritage Density Transfer.

4.5.2 Identified Commercial Heritage Concentrations

The following policies apply to areas of heritage resources and heritage assets identified in Heritage Value Analysis & Conservation Tool Development Focused on Commercial Streets. Currently, this includes the 10 Avenue & 1 Street SW and 11 Street SW commercial concentrations (as shown on Map 3: Land Use Concept). Through future updates, The City may introduce city-wide tools and incentives for the conservation and adaptive re-use of commercial heritage assets, which may result in amendments to this section.

- New development should draw design reference from adjacent and nearby heritage assets, and should not overwhelm the form and massing of those assets.
- Design solutions, such as setback, building articulation, and material variation are encouraged to provide a sensitive interface between new development and heritage assets.

4.6 Warehouse District

This area consists of a rectangle of blocks between the CPR tracks and 12 Avenue SW in a north-south direction and the blocks between 1 Street SE and 4 Street SW in the east-west direction. The area is currently known as the Warehouse District (as shown on **Map 3: Land Use Concept**) and specific contextual elements include:

 A significant number of historic brick and sandstone industrial buildings (some of Calgary's earliest architecture – early 20th century) such as the Hudson's Bay Company Warehouse. Many of these

- buildings have been adapted to provide a mix of both commercial and residential uses in the area;
- Landmark Heritage resources such as the Customs Building (Examining Warehouse), G.F. & J. Galt & Co. Wholesale Grocers Warehouse, J.H. Ashdown Warehouse, and Louise Block; and
- a built form where buildings are located up to the property line and/or close to the sidewalk.

While the largest portion of the Warehouse District (and the greatest number of remaining historic warehouse buildings) are located in **Part 2 of the Beltline ARP**, the portion of the Warehouse District in Part 1 (referred to as the Secondary Warehouse District in the Plan) also served the historic warehouse district activities. While there are still many original warehouse buildings, others have been lost and replaced with surface parking lots or commercial buildings without reference or contextual design regarding the historic forms. As a result, the urban form related to the historic Warehouse District area has less continuity and consistency east of 1 Street SE.

The intent of policy for this area is to allow for design flexibility but ensure that new development does not disregard the historic Warehouse District building form and character. These heritage resources offer a unique opportunity within the Plan Area to preserve the historic qualities that the Warehouse District exemplifies and contribute to the unique urban character of the Beltline community.

4.6.1 Secondary Warehouse District

This area is located between 4 Street SW and 1 Street SE (as shown on **Map 3: Land Use Concept**). The view looking east along 11 Avenue from 4 Street SW provides an excellent representation of how the area would have

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looked and felt when the area was being actively used as a warehouse and wholesale district. The intent of policy for this area is to allow for greater design freedom but ensure that new development does not disregard the warehouse building form and character.

Policies

- New developments shall be compatible with and complement the existing historic warehouse building forms of the area in conjunction with the policies in **Sections 4.2-4.5** of this Plan.
- Applications should demonstrate how the new development integrates into the streetscape, using perspective drawings or photographs based on the view from 1 and/or 4 Street SW.
- New development should respect the existing street wall heights and cornice lines through building massing, setbacks or other architectural detailing, in conjunction with the policies in **Sections 4.2-4.5** of this Plan.
- 4. The use of brick and masonry, in a colour palette that is representative of the warehouse era, is strongly encouraged to be used on the building base with the addition and integration of appropriate contemporary building materials. The use of veneer or artificial masonry products is discouraged.
- Opportunities for residential lofts in both existing buildings and new contextually designed buildings is strongly encouraged.
- New development should be sensitive to the interface of residential lofts within historic warehouse buildings in the area, particularly with respect to addressing sunlight access and penetration, and both near and distant views for the

- warehouse loft units. This is particularly important for converted lofts because the residential windows are often located on the property line.
- Streetscape enhancements and protection of vistas along all three avenues (e.g. looking east along 10, 11 and 12 Avenues towards the Ramsay community) is strongly encouraged.
- 8. The review of applications within this character area would benefit from the input of an architect specializing in historic buildings. The Development Authority may request a building conditions report or materials testing and salvage study (prepared by a consultant with demonstrated heritage experience) during the application review process.

4.7 Special Policy Areas

Special policy areas accommodate special cases of unique developments as outlined on **Map 3: Land Use Concept.** This section may be further amended to support unique developments or special cases in the future by adding additional numbered Special Policy Areas.

4.7.1 Special Policy Area 1

 Not withstanding Section 5, subsection 5.2 of this Plan, applications for increased density for sites within Density Area D may be considered within Special Policy Area 1 provided that they contribute to the animation of a pedestrian connector linking 17 Avenue and 4 Street SW, support a pedestrianoriented experience along 17 Avenue SW, and demonstrate a transition in massing and height from high density development in Beltline to lowerdensity development south of 17 Avenue SW.

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5.1 Density Areas

Beltline has been categorized into areas of different density depending on the purpose and character of the area and its ability to accommodate higher densities. The different areas are shown on **Map 5: Density Areas** and are described below. **Table 5: Density Areas** provides a summary of the density area policies.

Density shall be measured by floor area ratio (FAR). FAR means the quotient of the gross floor area of a building divided by the gross site area.

Area A:

Applies to areas that are Primarily Residential or are expected to be developed as predominantly residential areas. The base density is considered to be the minimum density required to create an adequate supply of redevelopment sites.

A density of 7 FAR is considered the maximum that can be comfortably accommodated with the provision of some offsetting public amenities or benefits.

Area B:

Applies to areas along major roads and adjacent to Primarily Residential areas. These areas are appropriate for higher density because of their proximity to transit and being located on the major north-south pedestrian and cycle routes into downtown. The additional density also helps support the commercial uses along the major streets. The base densities represent existing land use designations plus additional density to allow for more residential development. The maximum density of 9 FAR is desirable along these corridors provided new development is in the form of mixed-use buildings

and some offsetting public benefits and amenities are provided.

Area C:

This is the highest density area of Beltline. Its proximity to the downtown and major transportation corridors makes this area appropriate for high density levels. The base density has been established to allow for significant development intensity to encourage the redevelopment of under-utilized sites. The maximum densities have been set at 8 FAR for commercial and 12 FAR for residential/mixed use. These levels indicate that this area is to become a mixed-use area and not a primarily office area to compete with the downtown office core. Although the density is significant, it can be accommodated as long as higher-density developments provide some offsetting public benefits and amenities.

Area D:

Applies to the 17 Avenue South corridor. The density for the corridor recognizes its role as one of Calgary's main pedestrian-oriented retail streets and its ability to provide a transition from the high-density development in Beltline to the lower-density development to the south. Higher density is possible with bonusing (see **Section 5.2: Density Bonusing**) east of Centre Street near the Victoria Park-Stampede LRT station where the role of the street is less defined.

Objectives

- To ensure densities are set at a level that delivers an adequate supply of redevelopment sites to meet expected demand for residential units and employment space.
- To ensure densities are appropriate for the area to create livable neighbourhoods and vibrant mixed-use areas.
- To balance higher-density development with public benefits and amenities.
- To facilitate the conservation of heritage resources, affordable housing and the provision of public spaces.

Methods for Increasing Density

The base density shown in **Table 5: Density Areas** and **Map 5: Density Areas** may be exceeded up to the maximum allowable density by employing the density exclusion for provision of three- or more-bedroom units outlined in **Section 5.2** or utilizing the density bonus items outlined in **Sections 5.3** and **5.4** of this Plan.

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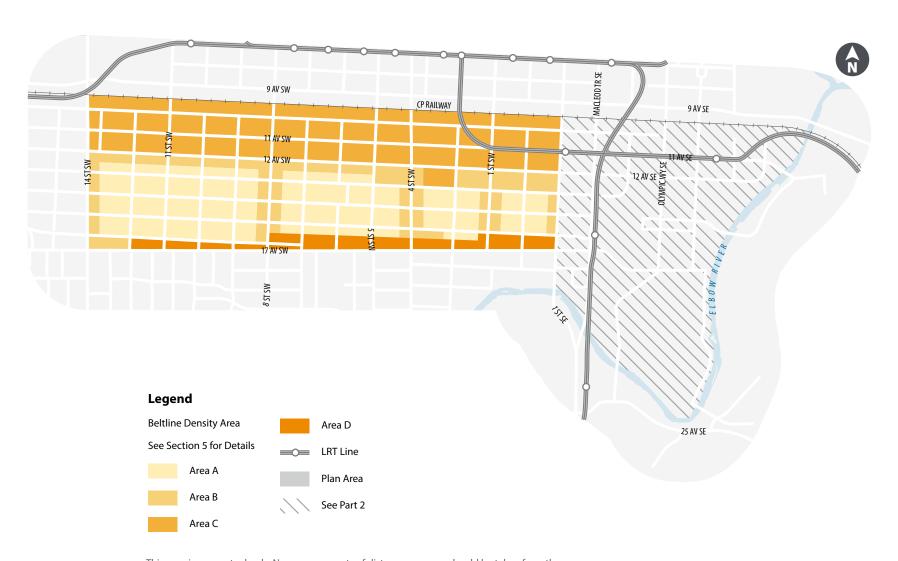
Table 5: Density Areas

Density area	Base density (in FAR)	Maximum density with bonuses and transfers of density (in FAR)	Additional FAR and exceptions
Α	5.0	7.0	The Maximum Density with bonuses and transfers of density may be exceeded in the areas indicated in this Table by up to: 1. 10% through the transfer of heritage density from a Municipal Historic Resource within the Plan Area; 2. an additional 1.0 FAR for sites that fall within the Commercial Concentrations Policy Areas on Map 3B: Policy Areas, where new development includes a designated Municipal Heritage Resource on-site and heritage conservation to the satisfaction of the Development Authority; and 3. an additional: • 2.0 FAR for sites located adjacent to a current or future LRT station and where a transit stop or LRT station entrance is included in an application for a development permit to the satisfaction of the Development Authority (refer to policies contained in Section 7.1.3 Transit); or • 1.0 FAR for sites located adjacent to a current or future BRT station and where a transit stop or BRT station entrance is included in an application for a development permit, to the satisfaction of the Development Authority (refer to policies contained in Section 7.1.3 Transit):
В	3.0 for Commercial West of Macleod Trail (Subject to a land use redesignation, the maximum allowable commercial floor area may be exceeded when commercial uses are combined with arts and culture uses.) 5.0 for Commercial East of Macleod Trail 5.0 for Residential/mixed-use	3.0 for Commercial West of Macleod Trail (Subject to a land use redesignation, the maximum allowable commercial floor area may be exceeded when commercial uses are combined with arts and culture uses.) 8.0 for Commercial East of Macleod Trail 9.0 for Residential/mixed-use (11.0 for the total area encompassing the parcels legally described as Plan A1, Block 106, Lots 24-30)	
С	5.0 for Commercial 8.0 for Residential/mixed-use	8.0 for Commercial 12.0 for Residential/mixed-use	
D	3.0 (7.9 for the southern portion of the parcel legally described as Plan 1910115, Block 120, Lot 51)	3.0 West of Centre Street (9.0 for the southern portion of the parcel legally described as Plan 1910115, Block 120, Lot 51) 4.0 East of Centre Street	

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Map 5: Density Areas



This map is conceptual only. No measurements of distances or areas should be taken from the map.

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5.2 Density Exclusion for Provision of Three- or More Bedroom Units

To encourage developers to incorporate a variety of housing options in Beltline without compromising existing development potential, the provision of three- or more bedroom units facilities are incentivized through density (FAR) exclusion.

As per the policies under **Section 4.1.11, Creating Housing Options in Beltline**, the Development
Authority shall exclude the gross floor area for three- or more bedroom units from the gross FAR calculation at the time of Development Permit, up to a maximum of 15 per cent of the total units proposed.

- Any three- or more bedroom units proposed above the 15 per cent shall be included in the gross floor area ratio calculation.
- Three- or more bedroom units should be located within the lower half of the building or at grade.

5.3 Density Bonusing

5.3.1 Principles

A development can use density bonusing to obtain additional FAR, in exchange for providing public amenities that support the increase of activity and larger population that higher density brings. Building density up instead of across an entire piece of land can create additional space at street level for amenities such as plazas, parks and other public spaces. Bonus density in Beltline will be implemented through land use and development permits for the applicable parcel. It is at the discretion of the Approving Authority to evaluate

the levels of benefit to the public and whether to allow the use of a density bonus provision in Beltline.

Bonus density should be evaluated according to the following principles:

- Density bonuses should be established only for items or features that provide a perpetual or enduring benefit to the neighbourhood in which the density will be accommodated.
- Unless otherwise specified through a development approval, a bonus-earning item as listed in the Bonus Schedule for which additional gross FAR has been achieved must be maintained on the parcel for so long as the development exists.
- 3. Density bonuses should not be granted for elements of building or site design that can be achieved through other means.
- 4. The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item.
- Contributions and amenities achieved through bonuses are only a portion of what will be required to meet the needs of the neighbourhood as it grows.
- The provision of affordable housing is encouraged prior to the use of any other bonus item. This Plan places a priority on the role and need for lowincome or below-market affordable housing in Beltline.

Where necessary, legal agreements may be required to secure the long-term maintenance and operation of the features used to acquire bonus density.

5.3.2 Bonus Schedule

Development sites can be developed up to the base density without providing any bonus items. To develop above the base density and up to the maximum density, developments may provide one or more bonus items in exchange for a defined amount of additional density. Any combination of items can be used to earn additional density, subject to the discretion of the Development Authority and the local context of the proposed development site. Details of each item are as follows:

Provision of Publicly Accessible Private Open Space

Description:

Publicly Accessible Private Open Space is defined as a portion of a private development site that is made available to the public through a legal agreement acceptable to The City, that is in a location, form and configuration and is constructed in a way that is acceptable to The City, based on the recommendations and design guidance in **Appendix B: Parks and Public Realm Strategy** and related **Parks and Public Realm Playbook** referred to in **Chapter 6** of this Plan or any other criteria that may be defined from time to time.

Rationale:

Actual acquisition of park and open space by The City should not be relied on to build the entire open space network over time. Opportunities often exist to utilize private lands for public purposes that can benefit both the private development and

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the public. Such arrangements can help mitigate density impacts on both an individual site or the cumulative impact of density in a broader area.

Eligibility:

Any development that can provide a publicly accessible private space that is in a location, form and configuration that is acceptable to The City is eligible for this bonus.

Bonus Rate:

The bonus is based on the cost of construction (excluding land costs) of the proposed space to be accessible by the public. Cost estimates shall be prepared by a Registered Landscape Architect or Professional Quantity Surveyor. For example, if the cost to the developer to construct the space is \$500,000 and the average land value per square metre of buildable floor area for the area is \$270, then the amount of the bonus floor area will be calculated as follows:

Total construction cost/(Average land value x 75%) = Allowable Bonus Floor Area \$500,000/(\$270 x 75%) = 2,469 square metres

Note: The average land value is discounted at a rate of 25 per cent to account for transactional costs associated with the provision and negotiation of the bonus.

2. Provision of Affordable Housing Units

Description:

Affordable housing units are defined as nonmarket housing units owned and operated by a housing provider approved by The City to provide nonmarket housing, provided within the proposed development.

Rationale:

As allowable densities increase, so does the likelihood that smaller, affordable rental apartment buildings will be redeveloped to higher-density uses. Providing for some affordable housing units within new developments will help offset the loss of existing affordable housing.

Eligibility:

Any new development that can provide housing units within a proposed development in a number, location and of a design acceptable to The City, or other genuine non-market housing provider recognized by The City, is eligible for this bonus.

Bonus Rate:

The allowable bonus floor area will be based on the total construction cost of the units to a standard acceptable to The City. Cost estimates shall be prepared by a Professional Quantity Surveyor.

For example, if the cost to the developer to provide 1,000 square metres of affordable housing units is \$500,000 and the average land value per square metre of buildable floor area for the area is

\$270, then the amount of the bonus floor will be calculated as follows:

Total construction cost/(Average land value x 75%) + gross floor area of affordable housing units = Allowable Bonus Floor Area \$500,000/(\$270 x 75%) + 1,000 square metres = 3,469 square metres

Note: The average land value is discounted at a rate of 25 per cent to account for transactional costs associated with the provision and negotiation of the bonus. Maximum densities still apply.

3. Contributions of Cash-in-Lieu for Affordable Housing Units

Description:

Density may be granted for cash-in-lieu contributions towards affordable housing units. The funds may be used for the purchase of land or construction of affordable units in Beltline.

Rationale:

As allowable densities increase, so does the likelihood that smaller, affordable rental apartment buildings will be redeveloped to higher-density uses. A fund that provides some affordable housing units elsewhere in the community helps offset the loss of existing affordable housing and promote housing equity.

Eligibility:

Upon creation of the Affordable Housing Fund, any development proposing to build above the

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base density allowed for the subject site is eligible to contribute to the Affordable Housing Fund. The contribution may be one component of a larger package of bonus items.

Bonus Rate:

The amount of the contribution will be calculated at the time of development permit approval based on the average land value per square metre of buildable floor area as established by The City. For example, if the average land value for the area is equal to \$270 per square metre of buildable floor area, and a developer is proposing to build 1,000 square metres of floor area above the base, then the amount of the contribution will be calculated as follows:

Average land value x Proposed amount of bonused floor area = Contribution \$270 x 1,000 square metres = \$270,000

This contribution amount represents what a developer would, on average, have to pay for the additional land within Beltline necessary to support the additional floor area.

4. Heritage Designation and Conservation

Description:

A building or portions of a building that is conserved via the practices of preservation, rehabilitation and/or restoration and is designated as a Municipal Historic Resource.

Rationale:

As allowable density increases, the pressure to redevelop heritage sites also increases. To counterbalance this situation, incentives are required to preserve and reuse heritage resources.

Eligibility:

A heritage resource on a proposed development site must be designated a Municipal Historic Resource. The upgrade to the structure shall be consistent with **The Standards and Guidelines for the Conservation of Historic Places in Canada** and to a degree that will allow for occupancy under the Alberta Building Code. Any cost estimates for the preservation, rehabilitation or restoration shall be submitted by the applicant and prepared by a consultant with demonstrated experience in heritage conservation. Agreement on the cost estimates shall be determined through negotiations with the applicant and Heritage Planning.

Bonus Rate:

The amount of additional floor area that may be earned through the preservation of heritage resources will be determined through negotiations between the owner/developer and The City, based on the overall cost of the preservation, rehabilitation or restoration and any other related costs, depending on the specific circumstances of each building. As with other bonus items, the floor area bonus will relate to the average land value per square metre of buildable floor area for the area. For example, if the total cost of retention is determined to be \$500,000 and the average land value per square metre of buildable floor area for the area is

\$270, then the amount of the bonus floor area will be calculated as follows:

Total cost/(Average land value x 75%) = Allowable Bonus Floor Area $500,000/($270 \times 75\%) = 2,469$ square metres

Any bonus floor area over and above the maximum allowable FAR for the subject property will reside with the property through an agreement acceptable to The City and may be transferred or sold to other sites within Beltline.

Designated Municipal Historic Resources that are not part of a development may also execute approved conservation work and generate transferable density using the calculation above. Unused density generated via this incentive shall be secured through an agreement acceptable to The City and, where possible, registered on title.

5. Contribution to the Beltline Community Investment Fund (BCIF)

Description:

The BCIF is a fund to be used for projects within Beltline related to public realm improvements, including but not limited to park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within City rights-of-way, implementation of urban design strategies and public art on public land. Projects to be funded in whole or in part with BCIF monies should, where possible, be included within the approved Capital Budget. Where possible, projects will be funded through multiple sources including mill rate support. It is an objective of the BCIF to implement projects throughout Beltline.

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Rationale:

As development intensity increases, there is increased demand placed on public parks and open spaces, sidewalks, lanes and roads. To provide both existing and future residents with a quality public environment, additional park and open space and enhanced existing spaces and facilities will need to be provided. Providing high-quality walking and wheeling facilities will also minimize the potential number of automobile trips and maximize transit, pedestrian and cycling trips. Upgrading the public environment will make Beltline a more attractive residential and business location and, as a result, will assist in allowing Beltline to reach its full potential.

Eligibility:

Any development proposing to build above the base density allowed for the subject site is eligible to make a contribution to the BCIF. The contribution may be one component of a larger package of bonus items.

Bonus Rate:

The amount of the contribution will be calculated at the time of development permit approval based on the average land value per square metre of buildable floor area as established by The City. For example, if the average land value for the area is equal to \$270 per square metre of buildable floor area, and a developer is proposing to build 1,000 square metres of floor area above the base, then the amount of the contribution will be calculated as follows:

Average land value x Proposed amount of bonused floor area = Contribution

\$270 x 1,000 square metres = \$270,000

This contribution amount represents what a developer would, on average, have to pay for the additional land within Beltline necessary to support the additional floor area.

5.3.3 Administration of the Beltline Community Investment Fund

The BCIF was established by Council and is administered by a Committee with a Terms of Reference and membership approved by Council.

5.3.4 Establishing the Average Land Value per Square Metre of Buildable Floor Area

The average land value per square metre of buildable floor area shall be adjusted annually based on the yearly Statistics Canada Consumer Price Index (CPI) for Alberta and with a base average land value of \$270 starting in the year 2023. For example, if the year is 2025 with a CPI change of 2.5 per cent for the year 2024 and 1.4 per cent for the year 2025, then the adjusted average land value will be calculated as follows:

Base average land value (or adjusted average land value from previous year) x Percentage change in CPI for all items = Adjusted average land value for current year $$270 \times 2.5\% = 276.75 for the year 2024 $$276.75 \times 1.4\% = 280.62 for the year 2025

5.4 Density Transfer

5.4.1 Density Transfer for Heritage Conservation

1. Source Sites:

Unused density rights on an individual site, created as a result of the formal designation of a building as a Municipal Historic Resource may be transferred to another development site or sites within Beltline.

No limit shall be placed on the amount of density rights that can be assigned to, or transferred from, a designated site. At a minimum, the unused density shall be determined by subtracting the existing floor area from the total maximum allowable floor area. For example, for a 1,500 square metre site in Density Area A that contains a 6,000 square metre building on the Heritage Inventory, the minimum unused density upon formal designation would be calculated as follows:

(Site Area x Maximum Density) – Existing Floor Area = Minimum Unused Density (1,500 square metres x 7.0 FAR) – 6,000 square metres = 4,500 square metres

2. Receiving Sites:

Sites receiving heritage density transfers may exceed their maximum allowable floor area by up to 10 per cent, provided the additional 10 per cent is entirely the result of a heritage density transfer and subject to a comprehensive evaluation through a Land Use Amendment. The additional density must be appropriate and supportable given the local site context. For example, if a site in Density Area A with a maximum allowable density

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of 7.0 FAR can achieve a floor area of 10,000 square metres, the development could achieve 11,000 square metres provided the additional 1,000 square metres is the result of a heritage density transfer. A Direct Control District shall be required for both Source and Receiving Sites to track the transfer of heritage density.

Designated Municipal Historic Resources that are not part of a development nor in the process of density transfer may also execute approved conservation work and generate transferable density using the calculation and procedures outlined in Section 5.3.2.4.

5.4.2 Density Transfer for Public Open Space

Where the Plan supports dedicating private land to The City as a public open space such that The City is the legal owner of the open space and that the site is in a location and of a size and configuration acceptable to The City, the unused density from the lands to be dedicated may be transferred to another site within Beltline at a rate of 2.5 times the allowable floor area as set out for the Base Density specified in **Table 5: Density Areas**. For example, if the lands to be dedicated were allowed a total floor area of 1,000 square metres, then 2,500 square metres of floor area can be transferred to another site.

Sites receiving density transferred from a dedicated public open space may exceed the maximum density as specified in the applicable Density Area found in **Table 5**, subject to a comprehensive evaluation through a Land Use Amendment. The additional density must be appropriate and supportable given the local site context.

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For background research, analysis and tools to support the policies in **6.2 Open Space Network**, refer to **Appendix B** and pages 11-23, 29-30 and 35-36 of **The Playbook**.

6.1 Introduction

The image of every city is heavily defined by the quality of its open space, especially in inner city and downtown communities. Beltline has seen significant intensification over the past two decades and no longer has appropriate open space. **The Beltline Parks and Public Realm Playbook** (The Playbook) is a separate document that provides recommendations to help address the area's open space needs. **The Playbook** provides quidance on:

- open space planning and design in Beltline;
- policy direction for Beltline's open space network;
- park and public realm investment opportunities; and
- implementation recommendations for processes, engagement, funding, monitoring and reporting.

In accordance with strategies outlined in **The Playbook**, this chapter provides design and implementation policies to allow this open space network to improve over time. These policies will protect and enhance this valuable component of the Beltline community, while aligning with the **Calgary Climate Strategy – Pathways to 2050.**

What is the Parks and Public Realm portion of this Plan?

The purpose of this chapter on parks and public realm is to guide toward a well-planned, designed and maintained open space network that attracts people, evokes a powerful sense of place and instils community

pride. It specifically guides public investment decisions and private development requirements. The open space network should serve as a powerful economic catalyst and help to sustain and enhance the economic and social heart of Beltline. This plan recognizes the importance and value of placemaking and creating a high-quality public realm. Beltline's identity, culture and spirit cannot readily be separated from the physical appearance of its public realm.

6.2 Open Space Network

The public components of the Plan are parks (interlude spaces, neighbourhood parks and regional parks) and public realm (linkages, streets, lanes and pedestrian connectors). The success of the public realm will depend on everyday users such as the residents and employees that support local businesses and activities. Vibrancy within the public realm created by local residents will then attract additional visitors and add to the success of the community.

Improved public linkages will provide space for different modes of movement, tie together complex activities in the community and create an environment where everybody feels comfortable and safe. By creating higher-quality linkages, a sense of place will be established while providing additional support for the economic and social activities of the street.

The planning, design, construction and maintenance of parks, public places and linkages, is complex, but if properly executed, a functional and visually attractive public realm is achievable.

Policies

- New open space redesigns should be climate resilient, apply timeless design principles, integrate storytelling, support multi-modal movement, improve public safety and be equitable.
- 2. The City should strategically distribute amenities based on the level of need and demand.
- Publicly accessible private open space should contribute to the open space network with clear signage, greenery and seating.
- 4. The City should:
 - a. Investigate opportunities for placemaking and names of existing features within the Plan Area, including, but not limited to streets, parks, open space, and public facilities, that recognizes and celebrates sustained Indigenous presences on these lands through engagement with appropriate Indigenous Elders and Traditional Knowledge Keepers from the Nations who made Treaty 7 and the Otipemisiwak Métis Government as part of future upgrades.
 - Explore opportunities for Indigenous
 placemaking, landscape designs, and cultural
 spaces in the Plan Area, that establishes places
 for cultural practice and learning on the
 land through engagement with appropriate
 Indigenous Elders and Traditional Knowledge
 Keepers from the Nations who made Treaty 7
 and the Otipemisiwak Métis Government.

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6.2.1 Parks

Beltline currently has many existing special park spaces, but the open space network can be enhanced with new types of parks to create a more cohesive and vibrant network. Comprehensive development of urban and green spaces and the public linkage system will create a vibrant and diverse public realm to meet the needs of the urban densities in the community.

The following types of existing and future types of "place" should be incorporated into Beltline, to enhance public experiences:

- Interlude spaces;
- Neighbourhood parks; and
- Regional parks.

Policies

- The City should ensure parks are resilient, integrate greenery, provide flexible spaces and avoid duplicating amenities provided in nearby spaces.
- The City should take advantage of land acquisition opportunities, particularly for new neighbourhood parks a half block in size or larger and use the park acquisition guidance in as shown on Map 8A: Interlude Focus Need, Map 8B: Neighbourhood Focus Need and Map 8C: Regional Focus Need.

6.2.1.1 Interlude Spaces

The intent of these policies is to enhance existing urban places and provide a significant number of new urban special places to develop a more cohesive, diverse and vibrant public realm.

Policies

- A variety of urban place types should be provided throughout Beltline. Examples include squares, plazas, courtyards, malls and sidewalks.
- Where the opportunity exists to provide pedestrian connections through a block or site, provide a plaza at a sunny location to allow for direct and comfortable public access and accommodate active uses at grade for natural surveillance.
- Southeast and southwest corners of blocks are preferred locations for corner plazas. Wherever possible, such plazas should be edged with retail, commercial or other uses at-grade that generate pedestrian activity and offer natural surveillance.
- 4. Large scale and comprehensive mixed-use development/redevelopment are encouraged to provide courtyard spaces as part of their overall site. These courtyards may be public space, publicly accessible private open space or entirely private space. These spaces should be visible from public streets and lanes.
- 5. Where opportunities exist to connect into the +15 system on the north side of 10 Avenue South, appropriately scaled squares or plazas should be provided at street level in order to increase the legibility of the +15 entrance connection. Additional design guidance can be found in Chapter 4 of the Centre City Urban Design Guidelines.
- New and improved public spaces should be provided in conjunction with existing or new LRT stations or other significant transit stops or terminals. Where possible, this could be in the form of transit malls.

 A wide range of strategies should be considered for the acquisition and provision of new places including, but not limited to land purchase by The City of Calgary, through redevelopment of public and private sites, or through the use of public access easements over private lands, as outlined in Map 8A: Interlude Focus Need.

6.2.1.2 Neighbourhood Parks and Regional Parks

The intent of these policies is to protect and enhance the quality of the significant historical and neighbourhood parks while providing additional urban park types to create a more diverse urban park system within the community.

Policies

- A wide variety of urban parks should be provided throughout Beltline: historic parks (cultural landscapes), neighbourhood parks, linear parks, urban parkettes/pocket parks, urban rock gardens, indoor winter gardens, landscaped roofs and gardens, and community vegetable/flower gardens. Actual locations and types of new places should be further analyzed in conjunction with Map 7: Key Moves and Map 8B: Neighbourhood Focus Need and Map 8C: Regional Focus Need.
- Identify a preferred location for a neighbourhood park in the western portion of the Victoria Park neighbourhood, within Part 1 of this Plan. Further guidance and analysis can be found on Map 8A: Interlude Focus Need, Map 8B: Neighbourhood Focus Need.

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For background research, analysis and tools to support the policies in **6.3 Public Realm**, refer to **Appendix B** and pages 37-44 and 57-58 of **The Playbook**.

- Preserve, redevelop and enhance all existing neighbourhood parks in the community and provide new locations in all neighbourhoods.
- 4. Consider landscaped roofs and gardens or other types of above-grade outdoor spaces as a creative way to create new park space, particularly in circumstances where some measure of public access can be provided.
- Community gardens should be considered and accommodated on pieces of undeveloped public or private land where they can provide good accessibility for residents. Locations near significant residential density are preferred.

6.3 Public Realm

6.3.1 General

Public realm defines the character of the street and support a network of street-based recreation, leisure and social experiences together with parks. To achieve this it is important to increase the space available for pedestrians.

Policies

- The City should increase pedestrian space, whenever possible and in consultation with adjacent businesses, residents and people impacted by City decisions through:
 - a. City streetscape redesign initiatives.

- b. Curbside management (parklettes, trees, patios, markets).
- Roadway redesigns (e.g. different traffic movement, road closures, shared spaces).
- d. Sidewalk and setback improvements.
- e. Increased trees and greenery, urban activations (seating, gathering areas, art).
- f. Partnerships with private development (e.g. outdoor display and dining space, publicly accessible private space greenery).
- The City should consider expanding pedestrian space in areas with lower on-street parking use and traffic volumes as well as high park need, residential density, pedestrian volumes and cyclist volumes.
- The City should work with business owners, residents and landowners to pilot laneway improvements that allow them to provide a greater public function beyond servicing and access including art, greenery, recreation and activity.

6.3.2 Linkages

Linkages are defined as the realm that includes the vehicle carriageway, public sidewalks and boulevards (from curb to property line), setbacks, rear laneways, private laneways with public access easements or elevated pedestrian or cycle pathways (such as the +15 system).

The following three types of linkages have been identified in Beltline:

- Streets are the east-west oriented avenues and north-south oriented streets that connect Beltline with other parts of the Greater Downtown and Calgary as a whole.
- Lanes are the east-west oriented rear laneways that vary in characteristics depending on whether they serve residential, commercial or mixed uses.
- Pedestrian connectors are at-grade or at the +15 level, open or covered pedestrian or cycle linkages through large public or private, residential, commercial, or mixed-use blocks.

It is important to note that the purpose of categorizing these linkages is for the purpose of determining overall streetscape character and design.

6.3.2.1 Streets

Streets, including underpasses, are to accommodate all movement modes - pedestrians, bicycles, scooters, cars, service and delivery vehicles, and public transit vehicles. Streets should provide a high standard of design for all elements including the carriageway, sidewalk, boulevard, setbacks, urban furniture, civic art and wayfinding treatments to enhance the mobility and social activities that take place along these linkages.

Policies

 A review of bylawed setbacks shall be considered in conjunction with the preparation of a Street Master Plan, and when and where it is determined that they are no longer needed they may be removed.

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For background research, analyshtanh med 2 o support the policies in **6.4 Publicly Accessible Private Open Space**, refer to **Appendix B** and pages 24 and 39-44 of **The Playbook**.

6.3.2.2 Lanes

Lanes are to provide an efficient integration of service facilities (such as loading, delivery and utility distribution), and car and pedestrian access into existing and new developments. In addition to their functional role, lanes should also be designed and upgraded for safety and aesthetics. For the purpose of this Plan, lanes refer to the area between buildings on either side of and including the public right-of-way.

Policies

- All lanes in Beltline shall be retained and improved.
 Principal improvements including paving and
 third party lighting. Such improvements should be
 addressed at the time of redevelopment of adjacent
 properties, through a City-initiated improvement
 program or combined with the upgrading or
 replacement of other utilities or services.
- All new development/redevelopment shall utilize rear laneways for vehicle access and other service functions.
- Lane enhancements or temporary lane closures should be considered where they can assist in the achievement of other urban design objectives of this Plan.
- 4. Any possible enhancement or temporary lane closure shall also consider impacts on circulation, access and service functions of properties in the immediate vicinity. Laneways are encouraged to provide the opportunity for alternative pedestrian

- entrances and additional landscaping. Examples include creating longer block faces along north-south streets to enhance the pedestrian and cycling streetscape or to assist in the creation or expansion of a park or plaza.
- Landscaping, pedestrian paths or sidewalks are encouraged to be provided on private lands where redevelopment occurs adjacent to narrow public rights-of-way in Beltline.

6.3.2.3 Pedestrian Connectors

Pedestrian connectors physically link buildings and places between and within the urban block. Connections may be perpendicular or at a diagonal from streets or lanes. On an opportunity basis, pedestrian connectors should provide links at-grade or via +15 and +30 bridges and should be well-landscaped, lined with commercial or other active uses or a combination of both.

Policies

 A variety of walkways/passages (at-grade/open),+15 and +30 linkages/bridges, arcades/colonnades, gallerias, and urban bike pathways should be provided, on an opportunity basis. Linkages to the downtown +15 system are encouraged from lands on the north side of 10 Avenue S; however, expansion of the +15 network into Beltline south of 10 Avenue S is strongly discouraged.

6.4 Publicly Accessible Private Open Space

The two components that make up the publicly accessible private open space are setback areas (between public and private land) and the publicly accessible private open spaces themselves. There is an understanding and desire to create balance between vehicular movement and pedestrian movement through a new integrated public-private treatment of the pedestrian realm. A seamless integration of the public and private components of the public realm will be achieved through new design standards for sidewalks, boulevards and the interface (private front yard setbacks and other private open spaces). The use of a variety of interface, sidewalk and boulevard treatments and the possibility to combine them in different configurations should ensure a variety of design solutions and pedestrian experiences.

Occasionally, private developments have publicly accessible private open spaces in the form of open spaces, linkages and buildings. These are primarily built to satisfy the needs of the tenants of the private development, but these spaces, uses and features should also be planned to be shared with the general population.

6.4.1 Setback Areas

The space or front setbacks between the building façade and the public sidewalk or boulevard are important parts of the image and character of the

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public street. In Beltline, front setbacks typically vary from 6 metres in residential areas to 0 metres along commercial streets. Because the buildings in many cases are not built to the property line, these interface spaces provide the opportunity for a variety of treatments that can be coordinated with the public components (places and linkages).

The intent of these policies is to provide a clearly programmed, legible and cohesive pedestrian environment between the sidewalk and the building to better clarify its role and ownership, resulting in a safer and more cohesive environment.

Policies

- All new and redeveloped properties shall design the front setback treatment to complement and integrate with the public realm treatment of sidewalks and boulevards.
- 2. Front setbacks located in the Primarily Residential Area (Map 3: Land Use Concept) or adjacent to Open Space Frontages (Map 3A: Building Frontages) and/or Green Corridors (Map 6: Mobility Network) should be maintained as landscaped gardens that provide proper spatial and visual integration with the public sidewalk. Design elements within these setbacks may take the form of raised terraces, fences and multi-layered landscaping. They must ensure sufficient privacy and safety for ground floor residential units.
- Front setbacks located in the Urban Mixed-Use Area (Map 3: Land Use Concept) or adjacent to Active Frontages (Map 3A: Building Frontages) should, where possible, incorporate trees or other "urban" planting treatments with hard-surface treatments

and may accommodate a variety of commercial activities, including restaurant patios, display areas and entrance plazas. These areas should not include extensive use of grass surfaces.

4. The required depth of a setback should provide flexibility in order to address the immediate local streetscape context and the proposed use and function of the street level building uses. For example, street level residential should have some setback from the sidewalk, whereas retail spaces may be built up to the sidewalk.

Figure 6 illustrates how different setbacks can be combined while still maintaining unity along the street. The diagram shows examples of various front setback design treatments based on surrounding uses and space availability. The key design elements that could be accommodated within the front setback areas of 0 to 6 metres include:

- continuous street walls;
- at-grade active uses;
- featured facade articulations:
- on-site pedestrian amenities (e.g. trees, planters, colonnades, patios, corner recesses, widened sidewalks.);
- urban plazas; and
- street furniture.

6.4.2 Streets and Public Realm Setbacks

Streets, including underpasses, are to accommodate all movement modes - pedestrians, bicycles, scooters, cars, service and delivery vehicles and public transit vehicles. Streets should provide a high standard of

design for all elements including the carriageway, sidewalk, boulevard, setbacks, urban furniture, civic art and wayfinding treatments to enhance the mobility and social activities that take place along these linkages.

Public Realm Setbacks exist on a number of streets within Beltline, such as, 10, 11 and 12 Avenues South and 1, 5, 8, 9, and 11 Streets SW. To maintain and improve the quality of the physical environment for the overall public interest, the public realm setbacks are intended to accommodate public realm improvements, pedestrian environment improvements, and context specific mobility improvements. Comprehensive future right-of-way designs have not been prepared for most of these streets and avenues. As a result, new development may be impacted because of the need to protect these setback areas.

Negative impacts of the setback include:

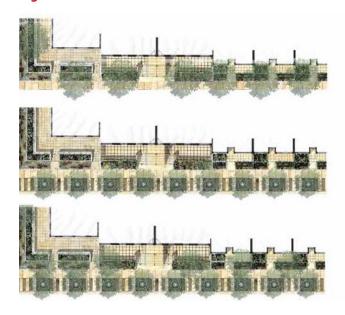
- setting buildings back from the sidewalk where the sidewalk may in fact never be widened;
- preventing arcades, cantilevers or other structures from using the setback area; and
- limiting or prohibiting the placement of street amenities such as trees, planters and lighting.

Policies

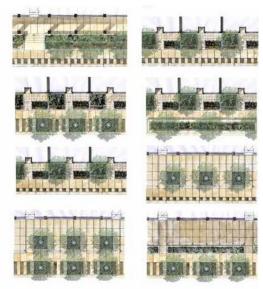
- The City should support privately funded improvements within bylawed Public Realm Setbacks and between the curb and building facade.
- The City should support below- and/or abovegrade building projections into bylaw Public Realm Setbacks that still consider utility impacts, enable public amenity provisions and support an enhanced public realm.

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Figure 6: Setbacks



- In the absence of an approved Streetscape
 Master Plan for the area adjacent to a proposed
 development, these privately funded improvements
 and/or projections shall be reviewed to the
 satisfaction of the Development Authority.
- 4. Development on streets with road rights-of-way setbacks should use the setback area to provide for an improved public realm and create safe, welcoming and universally accessible pedestrian environments. Design considerations are subject to technical feasibility and may include, but are not limited to:
 - improved sidewalks (width, surface treatment, accessibility);
 - b. enhanced landscaping;



- c. street trees, where feasible, using high-quality standards for tree planting including the use of high-quality soil material, sufficient soil volume and other best practices/techniques to promote long-term sustainability of newly planted trees;
- d. street furniture; and
- e. integration with transit stops.
- 5. Development on Main Streets should improve the public realm and create a safe, welcoming pedestrian environment. Design considerations should include, but are not limited to:

- a. sidewalk widths that accommodate safe and comfortable and universally accessible pedestrian movement for the volume of anticipated users, while considering elements such as adjacent outdoor patios or transit station infrastructure;
- increased landscaping including green stormwater infrastructure, where feasible;
- add street trees, where feasible, using standards for tree planting including the use of high-quality soil material, sufficient soil volume, and other best practices/ techniques to promote long-term sustainability of newly planted trees;
- d. publicly accessible amenity space, street furniture and/or street lighting, especially adjacent to transit station areas;
- e. closure or merging of existing driveways;
- f. curb extensions at intersections and pedestrian crossings;
- alignment with any City Streetscape Master
 Plans or other City-initiated public realm plans;
 and
- h. opportunities to provide for interim streetscape enhancements within road rights-of-way setbacks.

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For background research, analysis and tools to support the policies in **6.5 Parks and Public Realm Investment**, refer to **Appendix B** and pages 59-68 of **The Playbook**.

6.5 Parks and Public Realm Investment

This section directs investment opportunities that prioritize improvements in areas where there is a park gap, identifies public realm improvements that align with park redevelopments and highlights potential improvements to align with transportation or utility improvements, as shown on **Map 7: Key Moves** in **Appendix B**.

Policies

- Public realm investment types should be based on the level of confidence in the success of the investment.
- 2. The City should:
 - a. prototype new ideas through cost-effective and quickly implemented tests;
 - b. pilot ideas with demonstrated success outside the Beltline community through greater initial investment than a prototype to support the ability to make permanent if the idea is proven successful;
 - c. create interim, temporary parks and amenities in locations that will redevelop or change over time; and
 - d. undertake permanent investment park and public realm redesigns targeting areas with high need.

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Map 6: Mobility Network



This map is conceptual only. No measurements of distances or areas should be taken from the map.

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7.1 Mobility

Moving around the city should be safe and convenient for people of all ages, genders, incomes and abilities. Mobility refers to a well-connected network that includes options for walking, bicycling/wheeling, taking transit and using personal vehicles (see Map 6: Mobility Network). It also provides people with travel choices that meet a variety of needs and preferences year-round. Recognizing the business needs in Beltline, the mobility network needs to support localized deliveries and a high-level of curbside activity. Winter travel should account for a higher number of pedestrians and ensure a safe and accessible mobility network, critical to achieving healthy and resilient neighbourhoods.

The overall goal of the policies in this section is to provide direction for the development of mobility infrastructure that connects people to destinations, drawing on previously approved Council documents such as Calgary's **Greater Downtown Plan**, the **Calgary Transportation Plan** (CTP) and within it, the Always Available for All Ages & Abilities (5A) wheeling network and the Primary Transit Network (both as shown in Part 8 of the CTP). These policies guide the review of planning applications for development that contributes to publicly accessible amenities, infrastructure and facilities.

7.1.1 Pedestrian

Pedestrian routes are a critical element of a well-connected mobility network at street level. Part of Beltline's vibrancy can be attributed to the number of people walking in the area. Unlike most neighbourhoods in Calgary, walking and transit are the predominant modes of transportation to and from work in this area.

Policies in this section are intended to guide the development of pedestrian infrastructure in Beltline.

Policies

- Any temporary uses in the street should use on-street parking spaces, leaving any existing pedestrian spaces, sidewalks, wheeling spaces and bus zones unencumbered.
- Pedestrian comfort and connectivity should be improved through strategies such as advanced walk signals to increase walk time given at intersections and/or curb extensions to reduce crossing distances and improve pedestrian visibility.
- Explore the use of contrasting sidewalk colours or materials to separate walk zones from furniture or planting zones.
- 4. Pedestrian wayfinding signage should support the travel of pedestrians to and from Beltline.
- Pedestrian wayfinding signage should be placed near or at transit stops, pathway connections and intersections.

7.1.2 Biking and Wheeling

Facilities for biking and wheeling are critical to the mobility network. Biking and wheeling infrastructure should be convenient, safe, comfortable, accessible, reliable and provide connections within the area and to the city-wide network.

Biking and wheeling facilities come in many forms, both on-street and off-street. Pathways are typically off-street multi-use facilities that have a high degree of separation from the roadway and can accommodate those walking as well as those wheeling. Bikeways are typically onstreet and reserved for only those that wheel.

Beltline contains portions of the existing 5A (Always Available All Ages and Abilities) biking and wheeling network of separated on-street bikeways. Beltline is well positioned to further tie into these networks, providing a seamless user experience for those living, visiting or working in Beltline.

Policies in this section are intended to guide the development of biking and wheeling infrastructure in Beltline.

Policies

- Beltline should be connected to the citywide 5A biking and wheeling network, as shown in the CTP. This includes comprehensive, complete and permanent bikeway and pathway connections east-west and north-south. Improve connectivity and transitions between bikeways and pathways, particularly along (12 Avenue, 13 Avenue, 14 and 15 Avenue S, as well as 11 Street SW, 8 Street SW, and connections to existing routes along 2 Street and 5 Street SW.
- Public bicycle parking should be located near entrances of buildings in highly visible and well-lit areas.
- To encourage and support those biking or wheeling to the area, additional seasonal or temporary secure biking and wheeling parking may be provided onstreet through the conversion of on-street parking stalls at high demand locations.

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7.1.3 Transit

Transit service is another critical element of the mobility network, connecting people to destinations across the city. A fast, frequent and reliable transit system can improve access into and out of Beltline. Beltline is served by the Primary Transit Network, which includes transit service coverage that travels both east-west and north-south within Beltline. These transit routes provide connections in the downtown as well as most other city quadrants. East-west transit service is concentrated on 11, 12 and 17 Avenues. North-south service uses Macleod Trail, 1 Street SE, 1, 4, 5, 8 and 11 Streets SW. These north-south routes generally reflect roadways that connect to the downtown via the railway underpasses and should be considered as key streets for maintaining transit service effectiveness.

In June 2020, council approved the updated Stage 1 Green Line LRT alignment from Shepard in the southeast to 16 Avenue N. Within the broader Beltline community, the Green Line LRT will cross the Elbow River and run underground on 11 Avenue S from 6 Street SE to 2 Street SW and be served by two underground stations at Centre Street South and 4 Street SE. The stations and alignment of Green Line LRT have been strategically located to complement land use and density and provide improved transit service and connection to Beltline.

The Green Line will serve as a valuable mode of transportation for Calgarians as well as enable densification along the alignment. Recognizing that while the Green Line creates a demand for additional investment to realize development, the Green Line also creates enhanced access and development opportunities. Successful integration of station

entrances with developments ("Station Entrance Integration") will be directly related to the productive and collaborative working relationship between The City and those landowners located adjacent to the stations.

The transit policies in this section focus on supporting transit connectivity and the transit customer experience in Beltline.

Policies

- Plan for LRT along the route shown on Map 6: Mobility Network. This includes protecting for the necessary rights-of-way for future alignment and stations.
- Landowners and applicants should participate in a collaborative design and development process with The City regarding the integration of station entrance(s) and their location(s) by providing relevant and timely input and feedback as part of the Development Permit process.
- An integrated station should be made up of the station and connected to building(s) above and/or around the station that can deliver a range of uses such as community facilities, new homes, green spaces, shops, restaurants and commercial spaces.

Tier 1: Fully Integrated Station Connection: Building above the station entrance and/or adjacent to station entrance or building above the station platform. The station entrance and related infrastructure (e.g. platforms, mechanical) are fully integrated into adjacent private development.

Tier 2: Partially Integrated Station Connection: Building adjacent to station entrance – at-grade, +15 connectivity or below-grade connection(s) (tunnels, knock out panels) into adjacent private developments.

Tier 3: Complimentary Connection: Plaza / public realm connection(s) on or through adjacent private developments.

- 4. To ensure that Green Line infrastructure is not adversely impacted by adjacent development, developers/applicants may be required to provide additional information which may include but is not limited to geotechnical reports, construction methodology, depth of excavation, weight loading above and adjacent to the LRT infrastructure, etc. which will be considered in the decision making by the Development Authority.
- Density for a transit stop or station entrance integrated as part of a new development should be excluded from the FAR calculation by up to 2.0 FAR (FAR is calculated at a ratio of 2:1).
- New development located adjacent to Light Rail
 Transit and/or Bus Rapid Transit stations should seamlessly integrate with these facilities (e.g. orient entrances to the station, provide shelter and additional setbacks).
- 7. Transit stops should be safe, comfortable, accessible and convenient for all. They should be sized, both in length of curbside and amount of sidewalk/stop space, to accommodate the large number of users in the Beltline community.

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- 8. Transit stops or Bus Rapid Transit stations can be either as stand-alone structures or integrated with adjacent development. Where development opportunities arise, seamless integration with these stops/stations is encouraged by providing on-site transit shelters or amenities that promote unique placemaking for people waiting for transit service in a way that enhances community character.
- 9. 14 Street SW, 17 Avenue SW and 1 Street SE identified in Calgary's Greater Downtown Plan within the Primary Transit Network and is critical for transit operations and connectivity through Beltline and to the Greater Downtown area. Development and investments along these corridors should continue to accommodate efficient transit service through Beltline including: the use of various transit priority measures, including transit-only lanes/roads, traffic signal priority, queue jumpers, etc.

7.1.4 Parking

The following parking policies support flexibility in how and where parking is provided to incentivize development in locations that support a range of mobility, housing and commercial options. Managing parking at the area-wide scale, rather than site-by-site, may result in more efficient land use and parking. Parking policies and regulations need to be adaptive to current needs while enabling communities to be more responsive to future trends.

Beltline is served by a mix of private and City-owned parking lots and parkades. In addition, there are on-street parking spaces available throughout the community. The area has a high density of retail businesses, higher job density and also a higher population-base when compared to most other areas. This mix will tend to see more short-term vehicle trips and fewer all-day trips than neighbouring Greater Downtown areas have, requiring a different combination of parking choices.

In Beltline, there is a high concentration of historic commercial properties that have minimal or no on-site parking or loading facilities. This adds pressure to onstreet loading zones for commercial deliveries, which reduces the overall amount of curbside parking space available for visitors. Beltline is an ideal location to pilot innovative curbside management initiatives that aim to make more efficient use of constrained spaces.

Policies in this section are intended to guide the development of parking infrastructure in Beltline.

Policies

- 1. No new temporary or permanent at-grade surface parking lots shall be allowed as a stand-alone use.
- 2. The term of renewal for an existing temporary atgrade surface parking lot shall not extend beyond three years.
- Shared off-street parking solutions should be considered within comprehensive mixed-use development or nearby sites where the peak parking demands for such development are substantially different from each other (e.g. uses with evening and weekend peaks compared to uses with daytime peaks).
- 4. Explore opportunities to convert on-street parking stalls for shared micromobility parking as the demand for shared micromobility increases.

- Reductions or relaxations to parking requirements may be considered for any one of more of the following:
 - a. Where development use integrates transportation demand management measures.
 - b. For development of affordable housing as defined and accepted by The City.
 - c. For development of special care facilities.
 - d. Where development is designed to a net-zero or net-zero-ready standard.
- The Development Authority should consider significant parking reductions or relaxations where transit stop or station entrance integration are provided as part of a new development.
- 7. Where surface parking is renewed, it should:
 - a. Include at least 25 per cent short stay parking (four hours or less).
 - b. Include pedestrian routes and landscaped areas to minimize visual and environmental impacts.
 - c. Support adaptive reuse or temporary use of space, such as parking for food trucks in a way that provides artful experiences and a unique sense of place.
 - d. Incorporate edge treatments that improve the interface with the pedestrian realm through landscaping, public art or seating, and incorporate principles of crime prevention through environmental design, that shall be maintained by the landowner for the life of the development.

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Site access and loading

- 8. Where an on-street bicycle route with a protected cycle track is built or proposed, access to off-street parking and loading should be avoided.
- 9. Where a transit-only lane is built or proposed, access to off-street parking and loading should be avoided.

7.1.5 Street Network

The street network is an important part of the public realm and should provide functional, safe and efficient connections within Beltline and to other parts of Greater Downtown and the city as a whole. The network must support a range of mobility options with priority placed on providing the best experience for walking, bicycling/wheeling and transit, while carefully considering impacts to vehicles and goods movement. A street network is typically composed of any roads, alleyways (lanes), and other types of mid-block connections.

Policies in this section are intended to guide the development of infrastructure related to the street network in Beltline.

Policies

- New public or internal publicly accessible private streets are encouraged where connections are missing in longer blocks or where alleyways do not exist.
- Permanent roadway or alleyway closures may be explored where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing open space or publicly accessible private open space, while ensuring the continued function

of the overall network.

- The temporary closure of roadways should be supported to provide additional public space within Beltline for community events.
 - a. Mobility engineering and safety standards must be adhered to when considering closures.

14 and 15 Avenues

This Plan recognizes that 15 Avenue South will remain as a one-way road. 15 Avenue South on-street wheeling lane will be upgraded to a protected two-way wheeling facility to be constructed on the north side of the road and separated from traffic lanes by a concrete buffer. 14 Avenue South will revert back to a two-way road with wheeling infrastructure removed.

Additional pedestrian-focused improvements are proposed along both 14 Avenue South and 15 Avenue South, including curb extensions, signage improvements, intersection and pedestrian crossing upgrades, wheelchair ramp improvements, and potential concurrent lighting/utility infrastructure upgrades where feasible.

7.2 Utility

This section outlines various mechanisms for the provision of services for growth. The policies address different themes including protecting public health, safety, financing, environment and property.

The overall goal of these infrastructure policies is to provide efficient, safe, and socially and environmentally sound infrastructure that supports water distribution, wastewater collection, stormwater collection and flood protection.

These policies align with a number of City policy documents such as the MDP and the Centre City Levy (CCL) Bylaw strictly for utilities. The Plan also considers recent advancements in infrastructure planning and incorporates new policy guidance to reflect these advancements.

7.2.1 Utility Infrastructure Funding

Beltline will continue to be part of the Centre City levy by-law. Any key infrastructure investments triggered by this Plan will continue to be funded by this levy bylaw, pending any changes, and The City, through utility rates. The following policy is proposed to help direct utility infrastructure funding for Beltline in the future.

Policies

 The City shall continue to promote safe, efficient and affordable utility infrastructure solutions that reduce overall life cycle costs to support future growth in Beltline.

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7.2.2 Water, Sanitary and Shallow Utility Servicing

Utility infrastructure within Beltline was designed to meet the needs of the built form at the time of development. Any changes would be made as needed to retain level of service. Beltline is located within the Inner-City/Glenmore Sanitary District Study (SDS) area and the Glenmore water pressure zone. Servicing into the area for capital infrastructure is evaluated regularly through periodic updates to the Water Long Range Plan and Sanitary Long-Range Plan programs. At this time, there are no existing or future upgrades currently identified within the Plan Area in long-range plans. However, depending on future land use changes, there may be associated local upgrades required. Local servicing capacity would be evaluated through the established development application process. The following policies are proposed to help facilitate orderly and efficient water, sanitary and shallow utility servicing for Beltline in the future.

Policies

- Development shall be serviced with municipal water, sanitary sewer and stormwater infrastructure. Shallow utilities (e.g. gas, cable, electricity and telephone) shall be provided by utility providers, as determined through the approvals process.
- 2. Provision, alignment and capacity of water distribution mains, sanitary sewer mains and trunks, and stormwater mains and trunks within a development should be in accordance with City standards and confirmed through reviews of a development site servicing plan, a fire flow letter and a sanitary servicing letter as deemed required by The City.

- 3. The City should identify any capital-sized off-site water, sanitary or stormwater system improvements required to be up-sized prior to development.
- 4. Depending on the increase in intensity, development application requirements may require a detailed utility infrastructure study, which includes a water network plan and a sanitary servicing study, to demonstrate that the subject site can be serviced. Constraints that are determined with the intensification may require upgrades that would be at the cost of the developer.
- 5. The location of utility rights-of-way, easements and public utility lots should be addressed:
 - a. To the mutual satisfaction of The City and the utility companies.
 - To accommodate the extension of municipal utilities necessary for development and continued access for maintenance of municipal utilities.
- Explore opportunities to relocate any existing overhead utilities underground in conjunction with future public realm/public infrastructure opportunities in Beltline with a focus on enhancing the community character.
- Consider efficiency measures within new development to reduce potable water consumption.
- New development application proponents should collaborate with The City to explore and evaluate opportunities to potentially reduce fire flow demands.

7.2.3 Stormwater Management

The stormwater management system should be designed to adequately and efficiently service redevelopment and adopt Low-Impact Development (LID) strategies where appropriate. Stormwater management within established older neighbourhoods in Calgary, such as Beltline, poses a significant challenge. The loss of pervious surfaces expected due to increasing intensification/density in older neighbourhoods, combined with little to no opportunities for incorporating large storage ponds and the increasing impacts of climate change, means that older neighbourhoods need to consider multiple approaches to addressing stormwater management going forward. The following policies are proposed to capture a multi-layered approach to address stormwater in the Plan Area.

Policies

- Existing municipal stormwater infrastructure shall be extended to the site of any new development at the cost of the developer. Onsite stormwater detention may be required based on the land use to reduce impacts on pipe capacity.
- The provision, alignment and capacity of any new stormwater mains and trunks within the Plan Area shall be in accordance with City standards and confirmed through the Development Site Servicing Plan (DSSP).
- The stormwater management system for any development should be designed to adequately and efficiently service the development while preserving riparian and wetland areas, where possible.

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- Application information submitted should demonstrate how runoff from impervious surfaces will be treated.
- Any requirements for new stormwater outfall discharge locations, maximum allowable release rates, unit area release rates, runoff volume control targets and stormwater treatment should be consistent with the approved drainage plans for the Plan Area.
- Consider adding low-impact development strategies
 within new development to reduce stormwater
 runoff volume and peak flow and treat stormwater
 as a resource rather than a waste product. Such
 strategies may include but are not limited to:
 - a. Using source control practices such as absorbent landscaping, bioswales and rain gardens.
 - b. Harvesting or reusing rainwater for irrigation.
 - Redirecting surface runoff to landscaped areas, where appropriate.
- 7. Explore potential opportunities for alternative and innovative stormwater management practices integrated with projects such as upgraded transportation corridors and recreational facilities/parks within this Plan.

7.2.4 Flood Hazard Areas

Climate change models indicate flood events will likely occur more frequently and severely than in the past. Proactive approaches to increasing resiliency in design are required to mitigate risks of overland river flooding and associated hazards such as high groundwater, as

Beltline is located near to the Bow and Elbow Rivers and within the flood fringe hazard area.

Calgary has undertaken significant work to reduce the risks of river flooding. In the case of Beltline, the upgrades to the Glenmore Dam completed in 2020 mitigate the risk of overbank river flooding during small floods, and the Government of Alberta's Springbank Offstream Reservoir will provide additional protection up to a 2013-sized flood. Construction on the Springbank Reservoir began in 2022, with completion anticipated in 2025. Other structures that protect the surrounding area include the Ghost Reservoir on the Bow River, which can hold back water and reduce the impacts of small and moderate floods. It should be noted that even though these projects are expected to reduce the risk of overbank flooding, there will continue to remain a risk of high groundwater in Beltline during a flood event. In addition, building regulations such as the Land Use Bylaw include flood hazard area requirements that will designate the required elevation to protect buildings and their associated mechanical and electrical systems.

The following policies are proposed to help facilitate flood protection for Beltline in the future.

Policies

- The design of any utility infrastructure should address flood conditions, if applicable, to ensure long-term infrastructure resilience.
- 2. The design of any new buildings should incorporate higher standard groundwater considerations to ensure that they are designed to address the high groundwater levels associated with a river flood.

- 3. No new residential uses shall be allowed to be developed below the designated flood level.
- 4. Development located within the Flood Fringe, should be designed in accordance with Flood Fringe policies of the MDP and LUB.

7.3 Emergency Response

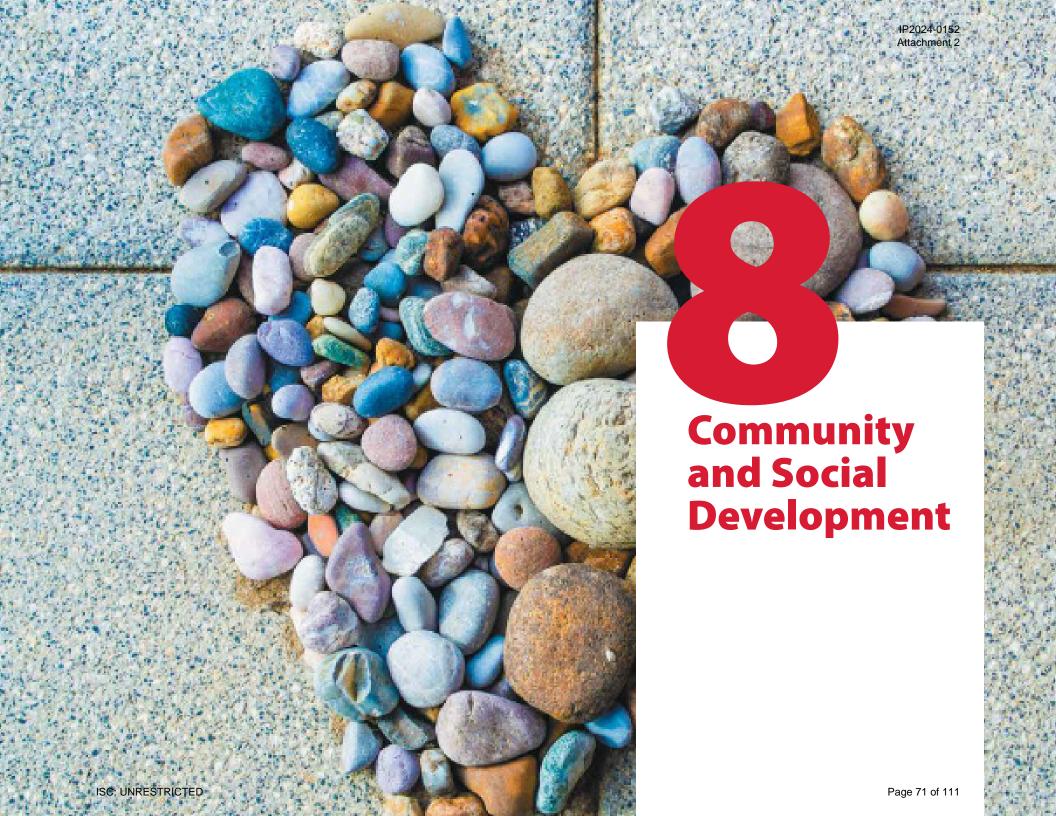
Emergency response route access for the Calgary Fire Department must be maintained at all times. Emergency response route access allows for fire crews and equipment to mobilize into the occupied areas to preform emergency service tasks efficiently and effectively.

Policies

 Route access on street networks must be in compliance with the Calgary Fire Department's emergency response standards and specifications.



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8.1 Introduction

To foster a socially sustainable community with a diverse socio-economic population, this Plan supports the development of a broad range of housing types, encourages mixed use development, supports local economic development opportunities and promotes enhanced public safety initiatives. Integration of social initiatives in Beltline with other inner city and City of Calgary initiatives will be more clearly defined and strengthened through the Calgary Centre City Social **Plan**. The ongoing success of this strategy will require an integrated approach to social issues in Beltline and inner city and strong working relationships with the federal and provincial governments, inner city communities, social agencies and the recipients of their services, the business community and other key members of the community.

Objectives

To support a socially sustainable community in Beltline, the following objectives should be achieved:

- Ensure that all public buildings and private buildings, facilities, services and amenities consider the comfort and accessibility of people with varied physical and cognitive abilities.
- Encourage the development of an appropriate range of public and private amenities and services that are available to a diverse population including persons of all ages, income levels, cultural backgrounds and abilities.
- Encourage diverse housing options to provide choices for different household sizes, age groups, income groups and lifestyles and to provide housing for people employed in the community and in Greater Downtown.
- Incorporate new development design that acknowledges and integrates existing affordable housing and social facilities within the community fabric. Housing developments which offer a variety of housing types including market and integrated nonmarket housing are encouraged.
- Encourage spaces for locating economic development initiatives including small business incubator programs, educational programs, artist live-work studios and community service agencies.

- Support the conservation and renovation of existing affordable housing through adaptive reuse of existing building stock for residential units to increase population, provide alternative housing options and enable optimization of senior government programs (e.g. Residential Rehabilitation and Assistance Program).
- Promote the inclusion of residents, users and other key community members who are representative of the diversity within Beltline community in decisions affecting the community to ensure the acceptability of such decisions.
- Ensure that the requirements of persons with special needs are attended to in the design of public and private spaces.
- Enhance the feeling of safety for residents, users and other key community members living, working and recreating in the community.
- Encourage the continued development of a socially cohesive population with a strong sense of community.
- Support social infrastructure through the inclusion of a strong network of community services and facilities designed to meet the evolving needs of the community.

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8.2 Accessibility

To promote universal accessibility for all citizens, The City should:

- Work independently or collaborate with other orders of government to examine policies and building practices in relation to the Duty to Accommodate legislation, and ensure accountability for meeting the requirements of human rights legislation by examining and evaluating risk management practices.
- Promote the use of the City of Calgary's Access
 Design Standards and the services of the Advisory
 Committee on Accessibility, Access Design Subcommittee in the evaluation and design of new buildings and public spaces.
- Strongly encourage all new projects funded partly or fully by The City to use The City of Calgary's Access Design Standards.
- Provide two curb cuts at all corners and corner cuts on lanes to ensure accessibility for persons with disabilities.
- 5. Ensure provision for adequate access to commercial and residential buildings for para-transit vehicles.
- Consider mobility requirements in the location decisions of housing for seniors or persons with disabilities.
- Increase the use of universally recognized symbols of access in City of Calgary signage and use accessible pedestrian signals as appropriate for the safety of the visually impaired.

8.3 Public Safety

To ensure that residents, users and other key community members feel safe living, working and recreating in the community, The City should:

- Continue the use of Crime Prevention Through Environmental Design (CPTED) assessments as part of the development permit application process.
- Use CPTED assessments in the design and development of all public spaces, lanes, mews and open space systems.
- 3. Investigate the establishment of a community safety committee comprising representatives from the Community Association, area Business Revitalization Zones, the Calgary Police Service, Animal and Bylaw Services, EMS, Community Services and social service agencies to monitor safety and develop strategies to address emerging public safety concerns.
- 4. Support the continuation of Animal & Bylaw Services' Community Support Officer (CSO) initiative which, in partnership with Calgary Police Service, provides an accessible street-level presence of enforcement officers in the community. The CSOs address problems and concerns in a proactive manner, and improve the community's perception of safety by addressing graffiti, unsightly properties, panhandling and other environmental concerns.
- 5. Evaluate the pilot CSO initiative of Bylaw Services.

8.4 Building a Strong Community

To ensure that Beltline fosters and maintains a strong and cohesive community, The City should:

- Support the development of social infrastructure through a strong network of community services and facilities designed to meet the evolving needs of the community.
- Inform the types and levels of community services and facilities through periodic reviews of existing and projected demographic profiles of area residents, inventories of area services and facilities and gaps in services and facilities.
- Develop strategies for providing new social infrastructure or improving existing community service facilities for areas that are inadequately serviced or experiencing major growth or change.
- 4. Prepare strategies to implement the timely and efficient development of community facilities to serve Beltline. Strategies will be informed by consultation with residents and service providers and the findings of investigations conducted to implement the policy above. Opportunities for co-location of services will be considered as part of any strategy. Updates of the strategies will consider the market response to new housing in and around Beltline and its effect on the emerging demographic composition; the status of funding, scheduling and delivery of planned facilities; and any implications for service planning and delivery.
- Provide high-quality parks, public spaces and recreation facilities throughout Beltline to meet the needs of a growing and diverse community.

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8.5 Affordable Housing

This Plan aims to ensure a wide variety and mix of housing types, building forms, and unit sizes to accommodate different household types and lifestyles that encourage social diversity (as outlined by Canada Mortgage and Housing Corporation's housing continuum). Having access to safe and stable housing in Beltline provides many benefits, such as:

- Helping to create an inclusive, healthy, prosperous and safe neighbourhood.
- Adding diversity by attracting people of all ages into the neighbourhood.
- Providing chances for residents to find and keep jobs, learn and build skills, and be active community participants.
- Keeping vulnerable residents off the streets and reducing demand and pressure on emergency services, hospitals and the justice system.
- Boosting the local economy through:
 - construction-related jobs;
 - increased purchasing power of residents; and
 - attracting employers with the promise of a more stable workforce.

The City of Calgary defines a household as in need of affordable housing if it spends 30 per cent or more of its income on shelter and earns less than 65 per cent of Calgary's median household income.

Policies

In addition to the policies included in Chapters 3 and 4 of this Plan and in Chapter 4: Urban Design in the CCG the following policies apply:

- 1. Explore opportunities to include affordable housing units in residential development.
- 2. New development should:
 - a. Contribute to age-friendly housing and support multigenerational living through innovative housing design such as units with lock-off suites, two primary bedrooms and accessible washrooms.
 - Support the diversification of the housing stock to suit the needs of larger households by encouraging multi-unit housing development to offer units with two-, three- or more bedrooms.
- Where municipal land is available, explore the coordination of non-profit land sales for affordable housing and dispose according to City policy.
- 4. Encourage the co-location of affordable housing units within civic projects.
- Support the intensification and retention of existing affordable housing development to ensure no net loss of units.
- 6. Explore opportunities for partnerships between

- public, private and non-profit organizations to facilitate the integration of affordable housing in locations supported by mobility choices, public amenities and access to services.
- Support deep energy retrofits within existing affordable housing development to reduce emissions and energy bills.
- 8. Explore opportunities for new affordable housing to be designed to net-zero energy standards.

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9.1 Future Projects and Studies

To realize the potential of Beltline as envisioned by the Plan, successful implementation is key. The approval of this Plan is only the first step.

Timing for projects in the Plan will depend on City work programs and priorities as well as on the priorities of other key community members in Beltline. Specific timing for projects will in some cases be set by Council either through reporting on specific projects or studies or through the approval of corporate work programs.

9.2 Community Involvement

The Beltline Neighbourhoods Association and Business Improvement Areas need to be included in ongoing implementation committees and projects related to the Beltline ARP, including review of the effectiveness of this Plan.

9.3 Authority of this Plan

The ARP is an ambitious long-term plan. Plans for new development in mixed-use areas can experience significant change due to shifting markets and circumstances, and there may be emerging development forms that were not anticipated by this Plan. As a result, the Development Authority may use discretion in approving developments that do not meet a specific policy, provided the new development can demonstrate it meets the objectives and intent of the Plan, is well aligned with the objectives identified in the Plan and is in accordance with Section 9.4 Interpretation and Section 9.5 Implementation. An ARP is a statutory document, adopted by bylaw by City Council in accordance with Section 634 of the MGA. The

ARP sets comprehensive long-term policies to guide local redevelopment within a defined area. The Plan may also identify implementation work that needs to be undertaken to realize the policies.

9.4 Interpretation

9.4.1 Policy Interpretation

- 1. In 2017, Council adopted the Centre City Guidebook (CCG), MDP Volume 2, Part 2, that only applies when a local area plan says it applies. The MDP says that the CCG framework, best practices and common policies should be used as a starting point to neighbourhood planning. However, as the second approved guidebook within the MDP, the CCG addresses only two land use categories: Mixed-Use High Density for the neighbourhoods surrounding the Downtown Core, and Employment - Intensive for the commercial and retail areas in the Downtown Core. Further, it recognizes that these categories may not fit every local context within Greater Downtown and proposes an area redevelopment plan approach would be better. With its diverse community, Beltline is a perfect example of when exceptions should supersede the CCG. Further, the significant updates to the MDP in 2021 make much of the CCG redundant. For all these reasons, the CCG policies in Chapter 4 are the only CCG content that applies to this Plan.
- The policies within Chapter 4 of the CCG will apply to Part 1 of this Plan and must be read in conjunction with the Beltline Area Redevelopment Plan: Part 1. Where the policies within Chapter 4 of the CCG and this policy plan are different, the

- difference is intentional and not an inconsistency, because policy has been tailored to the Beltline area. Where there is an absence of a specific policy within this policy plan, Chapter 4 of the CCG prevails.
- 3. The South Saskatchewan Regional Plan (SSRP), which refers to a large geographic area that includes Calgary, establishes a long-term vision for the region. It uses a cumulative effects management approach (ripple effect of development) to guide local decision-makers in land use and watershed management. The SSRP is designed to support Alberta's economic, environmental and social goals. However, this Plan allows The City to encourage more progressive policies for economic, environmental and social outcomes.
- 4. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.
- 5. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

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6. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

9.4.2 Map Interpretation

- 1. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.
- 2. No measurements of distances or areas should be taken from the maps in this Plan.
- All proposed land use classifications, additional policy guidance, road and utility alignments and classifications may be subject to further study and may be further delineated at the land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan that includes a Public Hearing of Council.
- 4. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

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

9.4.3 Figure Interpretation

- Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
- Unless otherwise specified within this Plan, where
 actual quantities or numerical standards are
 contained within the figure, these quantities or
 standards shall be interpreted as conceptual only
 and will be determined at the detailed design stage.

9.4.4 Appendix Interpretation

 The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

9.4.5 Plan Limitations

 Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site.
 No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision or development permit application.

9.4.6 Existing Caveats and Restrictive Covenants

Some parcels in the Plan Area may have caveats
registered against the certificate of title which may
restrict development. In some cases, the caveats
may not be in alignment with the goals and
objectives of this Plan, and where such conflicts
occur, The City of Calgary supports the direction
of this Plan. It is the responsibility of landowners
to have caveats discharged from their land title
certificate.

9.5 Implementation

9.5.1 Using the Plan

- The Plan is intended to be read in conjunction with the following plans, which provide city-wide policy direction as well as policy direction for Calgary's Greater Downtown:
 - a. Municipal Development Plan (MDP Volume 1, Part 1) and Calgary Transportation Plan (CTP);
 and
 - **b.** Centre City Guidebook (MDP, Volume 2, Part 2), Chapter 4: Urban Design.

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- Additional policy and guidance are provided for Greater Downtown through non-statutory plans such as Calgary's Greater Downtown Plan, Centre City Mobility Plan and the Centre City Urban Design Guidelines.
- 3. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where new concepts and ideas align with the intent of the vision in the Plan (in **Chapter 2**), or offer creative solutions to particular problems, amendments may be supported. To make any change to the text or maps within the Plan, an amendment must undergo a Public Hearing of Council.

9.5.2 Monitoring

- The policies within the Plan will be monitored to ensure developments in Beltline remain relevant to the intent of the Plan, and that the Plan remains current with Beltline's evolving interests. City Administration will follow the plan amendment process — in accordance with the Municipal Government Act — to update the Plan as required.
- To ensure this Plan remains current and relevant, it is proposed that Administration undertake a review and update every 10 years. Administration should monitor this Plan for issues, policy gaps, implementation processes and changes to corporate objectives.

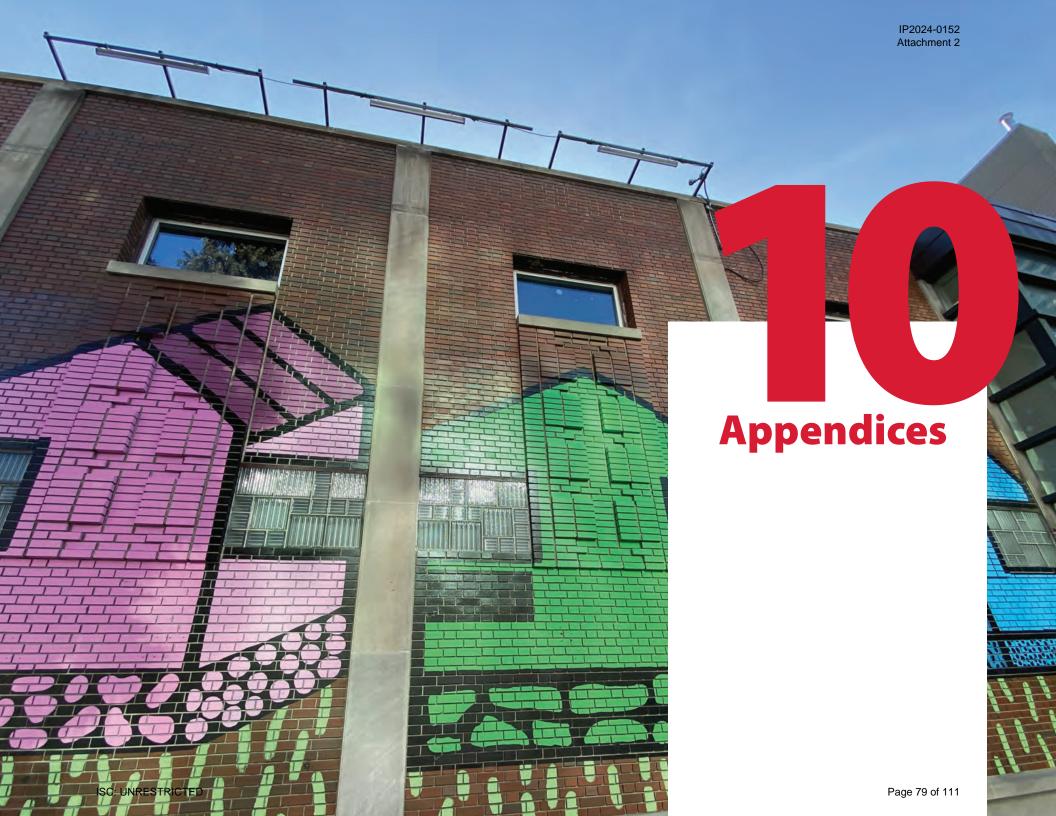
9.5.3 Review

- The Approving Authority may consider alternatives to support climate mitigation and adaptation innovation, including, but not limited to relaxations to the Land Use Bylaw; or, varying building design or development standards such as building setbacks, height, facade articulation or parking requirements.
- The Approving Authority may consider exemptions to the density and bonus provisions contained in Chapter 5 of this Plan in accordance with a Direct Control District approved prior to 2010 April 01.

9.5.4 Amendments

 Where an amendment to this Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

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This detail from the 1884 survey plan of Township 24, Range 1 west of the Fifth Meridian shows the future Beltline area and the Métis cart trail that crossed it. Historical Maps Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU14017082



Indigenous encampment on the Elbow River, circa 1886–88. Boorne and May, photographers. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU185314



Indigenous women at the Calgary Stampede, 1932. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1773226

Appendix A: Beltline History

It was here, according to traditional belief, that people were created and where Indigenous peoples had always lived. At least one traditional creation story involves the two rivers that converge in Calgary, the Bow and Elbow. The area at the confluence of these two rivers was an inseparable part of the land that Indigenous peoples knew intimately. It was important as a meeting place and as a place of seasonal inhabitation. It lay within the wintering range of migratory bison that were the staple food of the region. The confluence provided shelter for winter camps, breezes and sheltering hills that offered relief from summer heat and insects, plenty of wood and water and an excellent ford at the Bow River. The Blackfoot called this place Moh'kins'tsis, the Tsuut'ina, Gut'sis'tsi, and the Îethka Nakoda Wîcastabi, Wincheeshpah. The Nēhiyawēwin called it Otos'kwunee.

In 1883, the Dominion Land Survey divided this area, along with the broader region, into 640-acre sections, 36-section townships, and ranges made up of townships. The future Beltline was placed within sections 15 and 16, Township 24, Range 1 west of the Fifth Meridian. It was included within Calgary's municipal boundaries when the town was incorporated in 1884. The land was subdivided into blocks, and the blocks into individual lots, by means of Plan A in 1885 and plans A1 and C in 1888. These plans established the grid of north-south oriented streets and east-west oriented avenues that remain largely unchanged.

Beltline's name and distinctive identity derive from the establishment in 1909 of the Calgary Municipal Railway (the forerunner of Calgary Transit) and its belt line, a circle streetcar route around a portion of the neighbourhood, that year. All of this was a colonial superimposition on land that had been the traditional territories of the Blackfoot Confederacy (made up of the Siksika, Piikani, and Kainai First Nations), the Îethka Nakoda Wîcastabi First Nations (comprising the Chiniki, Bearspaw, and Wesley First Nations) and the Tsuut'ina First Nation.

Indigenous History

Agricultural use and urban development, which preceded the passage of the Alberta Historical Resource Act (originally known as the Alberta Heritage Act) in 1973, has widely disturbed physical evidence of Indigenous life in present-day Calgary. Nonetheless, archaeological work in the city has provided evidence of bison kill sites, adjacent bison processing sites and campsites. The earliest known evidence comes from within the study area. The site of Mona Lisa Artists' Materials (1518–7 Street SW) was excavated during the building's construction in 1968. The work revealed butchering tools and bison bones (from an extinct, giant variant of the species) that had been deposited 8000 years earlier when the site lay adjacent to the Bow River channel, which has moved northward in the intervening millennia.

The confluence and its surrounding area was part of broader patterns of seasonal inhabitation and trade routes. When non-Indigenous fur trade companies opened trading posts at Edmonton and Rocky Mountain House in the 1790s, those places became destinations for semi-annual trade expeditions and sources for tools, weapons and other necessities. Colonial trails, and some modern city roads and rural highways, derive from Indigenous trails. These include Macleod Trail (which

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began as part of the Old North Trail, an ancient north-south travel route) and Blackfoot Trail (which began as the route to the fur trade posts).

Two years after Confederation in 1867, Canada asserted its sovereignty over the prairies, and it dispatched the North-West Mounted Police (NWMP) west in 1874. The following year, the force's F Troop arrived at the confluence and established Fort Calgary. It was built on unceded land two years before Treaty 7 was signed at Blackfoot Crossing in 1877. Indigenous signatories regarded the treaty as a peace agreement, but the Canadian government considered it a land surrender that opened the territory to non-Indigenous settlement.

Indigenous peoples were important to Calgary's early economy. With disappearance of the bison by the early 1880s, they became impoverished and were forced to live on reserves. The nearest to Calgary, the Tsuut'ina reserve, was established in 1883. Still, Indigenous camps within Calgary's modern city limits continued through the 1880s and into the 1890s. However, from the mid-1880s to the 1930s, government authorities enforced a pass system that prevented people from leaving their reserves without permission, which was seldom given. By restricting movement, the government severely damaged economic, cultural, and religious life, separated families who lived on different reserves and isolated children at residential schools from their parents. (One such institution, the Anglican-run Calgary Industrial School, operated within present city limits from 1896 to 1907.) The pass system was unsupported by legislation, which made it legally unenforceable.

In Calgary, an exception was made for the annual exhibition or for other special occasions, when Indigenous people participated in parades, athletic events and cultural demonstrations. Authorities wanted

to end these practices, which they saw as interfering with the goal of eliminating Indigenous culture. When the Calgary Stampede was first held in 1912, influential Calgarians argued successfully to let Indigenous people take part. Throughout the Stampede's history, Indigenous peoples have attended and participated in the exhibition and rodeo, and some families inhabit a temporary village on the grounds that is part of the exhibition.

Once the pass system was gone, people began visiting Calgary from southern Alberta reserves for a day or more of downtown shopping or entertainment or to attend the Stampede or a hockey game. Some came in groups by chartered train. Anyone who appeared to be drunk was vulnerable to police harassment or arrest while in Calgary or by a waiting Mountie at the train station on their homeward journey.

In the early 1960s, people began moving from reserves to Calgary to seek educational or employment opportunities. This growing urban Indigenous community had many connections to Beltline. In 1962, the Young Women's Christian Association (YWCA, located at 223-12 Avenue SW) launched the Ni-Na-Ki Indian Girls' Club, a cultural group for Indigenous and non-Indigenous women. After the YWCA building was converted into a community hub in 1972, it housed the offices of many non-profit and charitable organizations, among them several Indigenous ones. They included the Calgary Urban Treaty Indian Alliance (CUTIA), a social service agency operated by Indigenous people. The Calgary Aboriginal Awareness Society, established in 1990 to coordinate Native Awareness Week, moved to a Beltline address by the mid-1990s.

In the 1970s, a family from the Siksika reserve — Wallace Bear Chief, his wife Teresa and their children — lived



First Nations on horseback in Stampede Parade, 1912. Looking northwest across 17 Avenue SE; Sherman's Rink is visible on the extreme left. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU141639



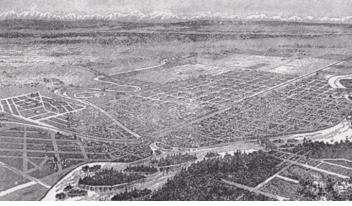
Indigenous encampment near the first Hudson's Bay Company store at Calgary, circa 1886. Alexander J. Ross, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1151627



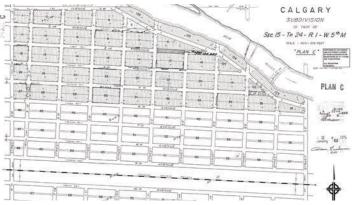
Members of the Tsuut'ina Nation in Calgary, 1889. They performed a dance at the celebration for the inauguration of electric street lights. Looking north along the east side of Centre Street from 9 Avenue to 8 Avenue SE. Boorne and May, photographers. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU174599

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Artist's view of Calgary, looking southwest toward Beltline, published in The New Highway to the Orient Across the Mountains, Prairie and Rivers of Canada, published by the Canadian Pacific Railway in 1901.



Subdivision Plan C, 1888, showing the eastern portion of downtown, the CPR right-of-way, and the northeast corner of Beltline. Courtesy of Service Alberta



Devenish Apartments, 1912. The building remains extant at 908–17 Avenue SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1122903

in Beltline above Charlie Sing's grocery store (112–14 Avenue SE). Wallace's cousin Annie Stab Last (née Little Chief) had earlier lived at the same address. Urban Calling Last, CUTIA's co-founder, also lived in Beltline. By 1973, some 40 to 80 Indigenous families (mostly Métis) lived in Beltline, but most of them likely lived in East Victoria Park, which lies outside of the study area. Further research has the potential to tell the story of Indigenous people who lived in Beltline since the 1960s.

On at least two occasions, events in Beltline made news about Indigenous people far beyond Calgary. In 1962, Dolores McLeod, a young Cree woman, was evicted from her Beltline apartment the day she moved in, as soon as her landlord realized she was Indigenous. Her case led to renewed call for a fair accommodation and employment practices act, and the matter reached the provincial legislature. Meanwhile, McLeod found another Beltline apartment a few blocks away. In 1974, CUTIA, supported by the American Indian Movement, occupied the Department of Indian Affairs office (125–12 Avenue SE) for 54 hours to protest lack of funding for off-reserve services as well as racist behaviour within the department's Calgary office. The protest made national headlines.

Métis History

This area was also part of the homeland of the historic Northwest Métis, a post-contact Indigenous people who emerged out of the interactions and intermarriages between fur traders and local First Nations in the northern plains and boreal forests of what is now western Canada. Throughout the 19th century, there existed a small but stable Métis community in the lands between the Red Deer and Bow Rivers. Along the Bow, much of that activity appears to have taken

place between its confluence with the Ghost and Highwood rivers, encompassing much of what is now Calgary, Tsuut'ina, Bragg Creek, Jumping Pound and Cochrane

The Métis developed and used long-established cart trails that formed a crossroads in the vicinity of present-day Calgary. Major trails skirted the present city to the north along the height of land that divides the Bow and Red Deer watersheds, to the south along Fish Creek, and just east of the Bow River along a course resembling today's Deerfoot Trail. In the late 1850s, Indigenous guides — mostly Métis — led the Palliser expedition in the Calgary area using these trails, and they were documented in maps that this scientific expedition produced. These trails led to or passed through several known camp or wintering sites in the Calgary vicinity.

The Métis population in the area increased notably in the early 1870s, with individuals and families residing at wintering sites located at Shaganappi Point, along the Elbow west of Redwood Meadows, and at the mouth of the Highwood River. There might have been a cemetery in the present Scarboro neighbourhood. A trail that crossed the Bow River at the confluence might have traversed the future Beltline area on its way to Shaganappi Point, although it was less-used than the trail through Morley before the arrival of the NWMP in 1875.

Following the NWMP's arrival, a number of Métis arrived from Edmonton with their Red River carts and built cabins in the Elbow Valley, mostly in the modern neighbourhoods of East Victoria Park, Erlton, Mission, Inglewood, and Ramsay. The Calgary settlement developed mainly adjacent to the fort in the future Inglewood district, and Métis evidently comprised a

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majority of the population until 1883. The Canadian Pacific Railway (CPR) arrived that year, and in 1884 it laid out a new townsite west of the Elbow in what is now downtown. Calgary was incorporated as a town later that year, and in 1894 it became a city.

The arrival of the Mounties led to increased activity around what is now Beltline. The development of a cart trail from Calgary to Morley via modern-day 12 Avenue SE/SW to Shaganappi Point, and via Bow Trail from there suggests that even if Métis were not settling in Beltline yet, they were definitely passing through.

The Métis were not party to Treaty 7. They were issued scrip, a document that could be exchanged for land or cash. Louis L'Hirondelle, whose family had begun ranching near the fort as early as 1876, made claims in Section 16 (which included much of Beltline), but they were unsuccessful because the section had been reserved for police and townsite purposes. L'Hirondelle was granted a number of lots in the future Beltline, including the southwest corner of Centre Street and 15 Avenue SW and the northwest corner of 15 Avenue and 1 Street SW.

Other Métis congregated around Beltline and Mission during the 1880s and 1890s. Most made their homes in Mission. There was also a camp of Métis that was likely situated at what is now the southwest corner of 17 Avenue and 4 Street SW.

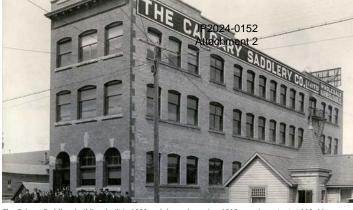
Neighbourhoods

As it developed, Beltline evolved into two distinct neighbourhoods: Victoria Park and Connaught. The first lay east of 4 Street SW, within Section 15, where the CPR subdivided the Townsite of Calgary in 1884 through its real estate subsidiary, the Canada North-West Land Company (CNWLC). Avenue names supplied by the CPR remained in use until 1904, including:

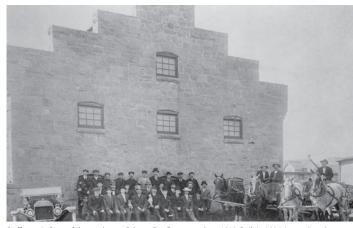
- Pacific Avenue (10 Avenue, a companion to Atlantic Avenue, now 9 Avenue)
- Smith Avenue (11 Avenue, named for CPR director Donald A. Smith, who drove the last spike in 1886 and later became Lord Strathcona)
- Van Horne Avenue (12 Avenue, for CPR vicepresident and future president Sir William Cornelius Van Horne)
- Kennedy Avenue (13 Avenue, for CPR director J.S. Kennedy)
- Grenfell Avenue (14 Avenue, for CPR director Pasco du Pré Grenfell)
- Rose Avenue (15 Avenue, evidently for CPR director Charles D. Rose)

This area was part of East Ward, an early designation that also included the future Inglewood neighbourhood where East Ward School (later renamed Alexandra School) was located. After Queen Victoria's death in 1901, the city's agricultural grounds were renamed Victoria Park. Within a few years, the adjacent residential area took on the same identity. (In 1975, the exhibition grounds were renamed Stampede Park.) Historically, the Victoria Park neighbourhood extended east from 4 Street SW to the Elbow River. East Victoria Park, located between 1 Street SE and the Elbow, lies outside of the planning area.

West of 4 Street SW, Beltline lies within Section 16 and became known as Connaught. The identity derives from Connaught School, which was built in 1911 and named for the governor general of the day — Prince Arthur,



The Calgary Saddlery building, built in 1909 and shown here circa 1915, remains extant at 110–11 Avenue SE. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1207368



Staff pose in front of the sandstone Calgary Gas Company plant, 1912. Built in 1904, it stood on the future site of Centre 110 (517–10 Avenue SW). Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU181996



John R. Costigan's house, later occupied by Col. Sam Steele, being moved across 17 Avenue SW from Beltline to its present site in Mission, 1928. W.J. Oliver, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calaray, CU193180

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Olga Danowich (née Oschipok) in sewing room off Hatchwear Uniforms factory, 1958. The building remains extant at 607–11 Avenue SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1135889



Walter J. Brigden and family outside of his store, circa 1908–10. The building remains extant at 1417–11 Street SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calqary, CU1103971



Pryce Jones Department Store, circa 1912. The building remains extant at 1117–1 Street SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1137352

the 1st Duke of Connaught and Strathearn and a son of Queen Victoria.

The Urban Landscape

Beltline developed more slowly than the neighbouring downtown did. CPR interests retained many undeveloped lots in Victoria Park, and other investors acquired lots in large numbers. Both neighbourhoods became mixed-use areas, mostly residential but with commercial, industrial, and institutional components. Speculators had a strong influence on development patterns, which resulted in a mixed urban landscape, where homes stood next to a bakery or a garage, and boarding houses or apartments were built throughout the neighbourhood. Some of this varied character persists.

10 Avenue acquired an early industrial quality. Land on the north side flanked the CPR tracks and remained railway company property until the 1970s. It was retained for railway and other industrial uses. One exception was the federal Immigration Building, where immigrant families could find temporary shelter from 1885 until it was demolished in 1913. The south side had mixed residential and industrial uses. Notable early industries in the area included W.H. Cushing's sash and door factory and Thomas Underwood's lumber yard. Both men went on to become mayors of Calgary. The Calgary Gas Company, an early utility, operated from a sandstone facility on the future site of the Centre 10 office building (517–10 Avenue SW).

Residential development began early, and it included modest and middle-class family homes. In 1891, three prosperous Calgarians — Major William Bacley Barwis (1862–1928), Senator James A. Lougheed (1854–1925),

and Lougheed's law partner, Peter McCarthy (1839–1901) — built fine sandstone homes in the future Connaught area. Others soon built their own upscale houses, including Crown Prosecutor John R. Costigan (1855–1902) in 1894, rancher/industrialist Pat Burns (1856–1937) in 1901, rancher William Roper Hull (1856–1925) in 1905, and businessman William H. Birkenshaw in 1908. Burns' sandstone mansion was the sole Calgary commission of famed architect Francis Mawson Rattenbury. Homeowners like the Lougheeds and the Birkenshaws developed gardens on their spacious lots.

Many prosperous residents named their houses. Example in Beltline include "Beaulieu" (Lougheed, 707–13 Avenue SW), "Bowview" (Calgary Herald founder Thomas B. Braden, 704–12 Avenue SW), "Collaton" (T.J.S. Skinner, 1119–1 Street SE), "Dirrington" (Costigan, possibly named by a subsequent owner, 1513–1 Street SW), "Ellesmere" (McCarthy, 710–13 Avenue SW) and "Langmore" (Hull, 1202–6 Street SW).

The Birkenshaw and Lougheed houses are the sole remaining examples of these fine homes within Beltline. In 1928, Dirrington was moved across the street where it remains extant at 202–17 Avenue SW in Mission. Conversely, "Glenwood"— the 1896 house built for rancher John Joseph McHugh (1852–1928) at 118–18 Avenue SW in Mission — was relocated in 2014 to 1515 Centre Street SW in Beltline's Humpy Hollow Park to spare it from demolition. It became the McHugh House Community Hub and the home of the Beltline Neighbourhoods Association.

Extensive construction of single-family homes, duplexes and small apartment buildings followed during the pre-First World War boom beginning around 1906, when Calgary grew massively in area and exponentially in

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population (from just over 4,000 people in 1901 to over 43,000 in 1911). As with the homes of the rich, apartment buildings and boarding houses were named. Among others, the Hester, Lorraine and Moxam apartment buildings remain extant and retain their original names, but none of Beltline's many named boarding houses, such as the Marathon, the La Verne and the Wigwam, have survived.

Mercantile expansion soon kept pace with residential development. As Calgary became a regional warehousing and commercial centre, its downtown warehouses proved inadequate, their lots too valuable for the purpose. In the space of a few years, a new warehouse district emerged along the northern edge of the eastern Beltline. Railway spurs and leads connected the CPR tracks to warehouse shipping and receiving platforms in the lane between 10 and 11 Avenues. Beltline's manufacturing industries included bakeries, at least one dairy, and factories that produced knitting, service-industry uniforms, and hats (including the Smithbilt Hat factory, which produced Calgary's signature symbol of hospitality, the white cowboy hat).

Area businesses have long offered a wide range of retail goods and services. Corner grocery stores were the most numerous, although Beltline also included one of the first two Safeway supermarkets in Calgary beginning in 1929 as well as an outlet of the locally owned Jenkins Groceteria chain. Kipling Square (601–10 Avenue SW), an extant retail complex in a converted 1914 warehouse, originally housed a wholesale grocery business. From the 1930s to the 1970s it housed Western Grocers Ltd., the wholesale supplier of the Red and White Stores that were once ubiquitous in small-town Alberta.

The intersection of 12 Avenue and 1 Street SW became a

prime commercial site, adorned in 1912 by a handsome new branch of the Canadian Bank of Commerce (extant at 1202–1 Street SW). On the opposite corner stood the year-old Pryce Jones Department Store (extant at 1117–1 Street SW), whose manager lived nearby in the upscale Sandringham Apartments (extant at 914–15 Avenue SW).

The Pryce Jones Store with its Royal Welsh Tea Room, like many such enterprises, fell victim to the bust that followed the boom. By 1916 it was closed, its manager gone to war. After the First World War, economic recovery in Calgary came slowly. Investment in Beltline was limited at first to newer kinds of business, such as auto parts warehouses and dealerships. By the late 1920s, conditions in Canada and locally had improved enough to stimulate another wave of new construction. Several of the smaller apartment blocks that survive in Beltline date from this time. During this brief flurry of activity, The City attempted to manage development through zoning bylaws. However, this opportunity soon faded in the face of economic depression in the 1930s and austerity during the Second World War.

Roads and Transportation

Early commercial development largely followed streetcar routes. Examples include the roads that lined the original Beltline route (12 Avenue SW, 17 Avenue SW, 1 Street SW and 14 Street SW) and those where streetcar lines were added later (4 Street SW and 8 Street SW). However, the same pattern developed along 1 Street SE and 11 Street SW, where there were no streetcar lines. Beginning in 1908, subways (e.g. underpasses) were built at select level railway crossings to relieve the traffic impediment that the CPR tracks placed between Beltline and downtown.



Lady Isabella Lougheed was a leader of Calgary society and a notable Métis resident of Beltline. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1123505



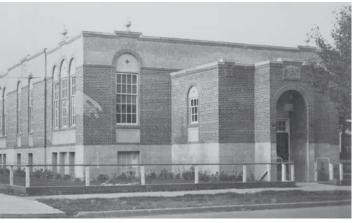
Subways like this one at 1 Street SW eased the traffic impediment between Beltline and downtown created by the CPR tracks. This image from a colour postcard was taken circa 1909–11. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1197127

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Looking north along 1 Street SW, 1911. Note the Jim Kee and Mo George laundries, both Chineseowned, centre right. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1106708



The LL. Peretz School (102–13 Avenue SE), a Yiddish-language school that doubled as a Jewish cultural centre, was built in 1929. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calqary, CU191813



Lois Szabo, one of the founders of Club Carousel, poses at the club, n.d. Courtesy of Lois Szabo

The district's boundary roads emerged as mixed-use commercial streets. To the west and south, Beltline is bounded by 14 Street and 17 Avenue SW, both of which doubled as section lines (the boundary lines between 640-acre sections in the Dominion Land Survey grid) as well as city limits until 1907, when Calgary expanded through annexation. Typically for a section road, 17 Avenue functioned as a highway entry point into the city and developed a significant commercial component. By contrast, 14 Street developed commercially, but its utility as a significant transportation corridor was limited before Mewata Bridge opened in 1954 and allowed for traffic across the Bow River.

To the east, 1 Street SE separates the planning area from East Victoria Park. With access to the bridge across the Elbow River to the south, it has long functioned as a southbound artery from the east end of downtown and as a commercial street. In recognition of the centennial of Confederation in 1967, 1 Street SE was renamed as southbound Macleod Trail, while 2 Street SE was renamed as its northbound counterpart. South of Cemetery Hill, Macleod Trail still follows its historic route. North of that point, the historic trail went through Ramsay and Inglewood along what is now Spiller Road SE and 8 Street SE and not through Beltline and city centre.

Diversity

By 1901, residents and business operators were overwhelmingly white, English-speaking and Christian (predominantly Protestants but with a significant Roman Catholic minority). There were early exceptions, including Métis, Chinese and Jews.

Early Métis residents included members of the L'Hirondelle family and Métis relatives of John Glenn (1833–1886) and Samuel H. Livingston (1831–1897), Calgary's first two non-Indigenous farmers, both of whom married Métis women. Margaret L'Hirondelle lived on 17 Avenue between 1 Street and 2 Street SW, and her in-law Sandy McDonald, who was either Métis or a Kildonan Scot, also lived in Beltline. Glenn's widow, the former Adélaïde Belcourt (ca. 1853–1941), evidently lived in Beltline after her second husband, Leo Slattery, died in the 1890s.

Rancher George Henry Livingston (1870–1927), a son of Samuel Livingston, lived on a half-block property (now Indigo Parking Lot 217, 1400–12 Avenue SW) for at least a dozen years until 1912. His sister Mary Ann Dowler (née Livingston, 1885–1970) lived in the neighbourhood in the 1920s along with at least one of her children. Their mother, Jane Livingston (née Howse, 1848–1919) was Métis; she raised her children in a house now preserved at Heritage Park Historical Village.

The most notable Métis resident was Lady Isabella Clarke Lougheed (née Hardisty, 1859–1936), the senator's wife. She lived in Beaulieu, the majestic Lougheed House, from its completion in 1891 until her death. Belle, as she was known, was a prominent social leader of her time, and Beaulieu and its gardens were the site of many social events as well as receptions for any out-of-town visitors of consequence, including royalty.

Lady Lougheed's community involvement, philanthropy and frequent hosting are consistent with a significant part of the Métis ethos. It was customary for those with plenty to share their wealth through food sharing and social functions. For Métis, the kind of wealth that she enjoyed during her husband's lifetime could be a means

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to becoming a person of consequence, but wealth was not an end in and of itself. Wealthy people who hoarded were looked down upon in the community. After her husband died in 1925, the family wealth was lost, and The City allowed Belle to live out her days in the mansion after its seizure for tax arrears.

Beltline was the location of Calgary's second Chinatown between 1901 and 1912. The original Chinatown had been situated in the Downtown Commercial Core, north along Centre Street from the CPR station (the future Calgary Tower site) and east along Stephen Avenue. In 1901, Rev. J.C. Herdman (1855–1910), Calgary's Methodist minister, established a Chinese mission at 215–10 Avenue SW in a Beltline building provided by building contractor and future mayor Thomas Underwood (1863–1948). The mission, along with nearby property rented from Underwood and others, contributed to the formation of a new Chinatown centred on 10 and 11 Avenues and 1 Street SW. Chinese laundries, restaurants, and other businesses were also established throughout the neighbourhood.

The Chinese community consisted almost exclusively of adult men. This was the result of a discriminatory head tax applied exclusively to ethnic Chinese to discourage their immigration. As tenants, Chinese residents and business operators were at the mercy of their landlords when the Canadian Northern Railway's right-of-way parallel to 1 Street SW, secured in 1910, impacted the local real estate market. That year, businessman Louis Kheong (ca. 1868–1939) and a group of partners bought property at Centre Street and 2 Avenue SE and built the Canton Block, which became the anchor of Calgary's third and present Chinatown. In the event, the railway did not act upon its right-of-way, and Beltline Chinatown remained extant at least to October 1912 when fire destroyed the complex at 221 through 229-10 Avenue SW. The extant building on its site (221–10 Avenue SW) was built in the 1920s as a showroom for the adjacent International Harvester warehouse.

The Jewish presence in Beltline began by 1908. Most of the city's Jews lived and worked outside of the neighbourhood, and they were only ever a small minority in Beltline. Nonetheless, they were an



Girls playing at Haultain School, circa 1940-41. The small sandstone building in the foreground remains extant at 225-13 Avenue SW, but fire destroyed the larger one in 1964. Courtesy of the late Miriam Sanders



Faculty and students of Calgary College on the steps of the Calgary Public Library, where classes were held from 1912 to 1915. The building remains extant in Memorial Park. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1154062



Looking east along 12 Avenue from 8 Street SW, circa 1909-20; St. Hilda's College, left. Ralph Dill, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU198011



Unveiling of South African War memorial, Central Park, 1914. William R. Reader, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU183746



Reference room, Calgary Public Library, circa 1920. W.J. Oliver, photographer. Calgary Public Library Archives



Glenbow Museum art gallery in Calgary Public Library, Memorial Park, 1963. Calgary Public Library Archives

exception to the Christian majority. Jewish families lived in Beltline, operated small businesses there, and maintained a combined school and cultural centre, and later a synagogue and a kosher food store, in the neighbourhood.

Like the rest of the city in its first century, Beltline society was overtly heteronormative. But the neighbourhood has been the informal centre of the gay community for most of Calgary's history. From the 1970s onward, the majority of the city's gay bars and other queer establishments were located here. However, even before it was safe for openly gay businesses to exist, the neighbourhood was the residential destination for many in the LGBTQ2IA+ community.

In the early 1980s, A Woman's Place Bookstore (1412 Centre Street SW) became an important centre and safe space for the community. It was founded by social worker Carolyn Anderson, who was inspired by a lesbian bookshop that she had visited in California. Anderson placed the lesbian section at the back of the store. Many customers who were too nervous about going to gay bars found a gentler entry point to the community by shopping for books and reading the community bulletin board. In those days, customs officials seized books with gay or lesbian content, but Anderson would have her shipments sent to friends in Montana and then drive down to get them, smuggling the books into Calgary. A Woman's Place became a feminist community hub in Calgary.

For many years, the Gay Prostitution Stroll (13 Avenue and 6 Street SW) — colloquially known as "the Fruit Loop" — was centred around the Lougheed House, opposite the Ranchmen's Club. In 1982, local residents

petitioned to have the stroll removed. The Calgary Herald reported on June 21, 1982, that police stepped up enforcement efforts. Inspector Frank Mitchell noted enforcement difficulties, saying "if there are five men walking down the street, two may be homosexual, one may be a homosexual prostitute and two may be going to the library. It's very difficult to assess."

Urban Life

Beltline has long included a wide range of mixeduse functions, including education, religion, cultural life, government services, health services, parks and monuments, recreation and hospitality, service clubs and community organizations, and social services.

Education

Calgary's second purpose-built public school opened in Beltline in 1894. South Ward School was the first of some 20 sandstone public school buildings constructed over a two-decade period, and it remains extant at 225–13 Avenue SW. The campus expanded in 1907 with an adjacent, much-larger sandstone building, and the institution was renamed Haultain School for Sir Frederick W.A.G. Haultain (1857–1942), who served as premier of the Northwest Territories before the province of Alberta was established.

The board added two more sandstone schools, Central High School (also known as Central Collegiate Institute, 930–13 Avenue SW) in 1908 and Connaught School (1121–12 Avenue SW) in 1911. Haultain closed in 1962 due to low enrollment, and its larger building burned in 1964. Central closed in 1965, and it became the board's Dr. Carl Safran Centre, an adult education facility. The sandstone building was later integrated into the new

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Calgary Board of Education headquarters that opened in 2011. Connaught School remains in operation.

There were other educational institutions in Beltline. St. Hilda's College (830–12 Avenue SW) opened in 1905 as an Anglican girls' boarding school. It became the non-denominational St. Hilda's School for Girls in 1924. and it closed in 1949. The I.L. Peretz School (102-13 Avenue SW), a private Yiddish-language Jewish school, held classes in a purpose-built structure from 1930 to 1958, when it moved to Altadore. The privately owned Coupland Business College (109–14 Avenue SW) operated in a converted dwelling as early as 1912 and as late as 1918, and Garbutt's Business College was later housed in the former Pryce Jones Building. Apart from the last, none of these buildings remain. But the extant Memorial Park Library was the venue of Calgary College, which aspired to become the University of Calgary and held classes in the library from 1912 until the college closed in 1915.

Religion

Some of Calgary's longest-established congregations and most beautiful churches have been located in Beltline.

The congregations that built five of the district's six extant historic churches initially established themselves in small wooden structures. Grace Presbyterian started in a small church (924–12 Avenue SW) in 1905 before moving to its extant sandstone building (1009–15 Avenue SW), one of the largest churches in western Canada at the time, in 1913. Wesley Methodist first worshipped in a small wooden church (819–13 Avenue SW) in 1906 before building the extant 1911 building (1315–7 Street SW). St. Stephen's Anglican started in

1906 in a small wooden edifice on its present site (1117– 14 Avenue SW) before completing its present structure in 1952. The Archbishop of Canterbury was present for its consecration two years later. First Baptist began in 1888 and worshipped in two successive smaller downtown buildings before moving to its present sanctuary (1311–4 Street SW) in 1911. The Christian and Missionary Alliance worshipped in the original Wesley Methodist building from 1938 until it completed the extant church at 1512–1 Street SW. By contrast, St. Paul's Presbyterian remained in its basement church (105–15 Avenue SE) for years until the congregation was finally able to afford a superstructure.

Two substantial historic churches were destroyed by fire, First Church of the Nazarene (126-14 Avenue SW) in 1998 and First Church of Christ, Scientist (626–14 Avenue SW) in 2002.

Many other Beltline congregations worshipped in smaller religious buildings or in rented quarters. One small church at 1212-12 Street SW (also addressed as 1240-13 Avenue SW) served three different congregations over time. Built in 1913 as the First Congregational Church, it later housed the Emmanuel Mission in the 1920s and 1930s, the Eagle Hall in 1957-67, and the House of Jacob synagogue in 1967–81 before it was eventually demolished in 1996.

Other notable congregations include the Calvin Hungarian Presbyterian Church (101–14 Avenue SW), built in 1950 and rebuilt after a 1955 fire, and the St. Elizabeth of Hungary Catholic Church (819–13 Avenue SW), which also dates from the 1950s.



The extant Lougheed House (707-13 Avenue SW, was the home of Senator James A. Lougheed and his wife, Belle Lougheed (née Hardisty). This colour postcard was published circa 1913. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1231714



Calgary Automobile Laundry (119–12 Avenue SW) on the future Hotel Arts site, 1929. The building was originally used as Fire Hall No. 2. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU166727



103rd Calgary Rifles and band parading on 12 Avenue and Centre Street, circa 1910-14. The drill hall, centre, stood on the future Kahanoff Centre site. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1109398

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Oblique aerial view looking southwest over 13 Avenue at 4 Street SW, late 1950s. Landmarks at this corner comprised: First Baptist Church (SW corner, centre); Colonel Belcher Hospital (NW corner, right); Memorial Park and cenotaph (NE corner, right foreground); former Crandell house/Western Hospital, the future Parkside Continental site (SE corner, centre foreground). Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calqary, CU1114601



Traffic on southbound 14 Street SW, 1966. Duffoto Process Company, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1124605

Cultural Life

Following the Calgary Women's Literary Society's successful petition for a grant from the Carnegie Foundation, the Calgary Public Library was built in Central Park and opened in 1912. In its early years, this cultural locus was the venue for the Calgary Natural History Society Museum, classes offered by Calgary College, and countless public lectures and meetings of various organizations. It remained the library system's central branch until 1963. In 1964–73, the building housed the Glenbow Library and Archives, while the public library maintained a branch in the basement. The full branch library re-opened in 1977. It was renamed Memorial Park Library that year.

Before the purpose-built Glenbow Museum opened downtown in 1975, its departments were scattered in rental buildings. While the museum was located in a former courthouse downtown, the institution kept its offices in the former Hull mansion and stored artifacts in the former Ford Motor Company and Alberta Government Telephones (AGT) warehouses on 11 Avenue SW.

Beltline has had many such cultural associations. In the 1960s, 17 Avenue and its environs developed as a hub for artists and artists' galleries. Cultural institutions linked to Beltline have included the McDonald Academy of Dancing (located in the original Grace Presbyterian Church, 914–12 Avenue SW, in 1912–39), the Alice Murdoch School of Stage and Ballroom Dancing (in a converted dwelling at 515–14 Avenue SW in 1929–45), and the Cantos Music Museum, later renamed the National Music Centre (which operated in the former Customs Examining Warehouse, 134–11 Avenue SE, in 1998–2016) until it moved to Studio Bell in the Downtown East Village.

In the 1990s, the Lougheed House Conservation Society transformed the Lougheed mansion into a museum, event centre, and restaurant. After Wesley United Church (originally Wesley Methodist Church) closed in 2004, its building became the Arrata Opera Centre, the administrative headquarters and auxiliary performance space of Calgary Opera. The Alberta Ballet School of Dance moved to what is now the EQ Bank Tower (906–12 Avenue SW) in 1994. In 2016, Decidedly Jazz Danceworks moved into a purpose-built studio and theatre in the Kahanoff Centre.

St. Stephen's Anglican Church has integrated performing arts into its purpose, and a 2013 sanctuary renovation included theatre lighting and removal of pews to facilitate performing arts. Around the same time, the church's Memorial Hall was adapted to accommodate affordable artists' studios.

Government Services

City services in Beltline have included both fire and police stations. The original Fire Hall No. 2 (119–12 Avenue SW), a wooden building located on the future Hotel Arts site, was designed for horse-drawn vehicles. It was in use from 1901 until 1913, and it became a temporary homeless shelter before being converted in 1929 into an automobile laundry, as car washes were then called. Ironically, the building was destroyed by fire. The present Fire Hall No. 2 (1010–10 Avenue SW) opened in 1976. The Calgary Police Service occupied the former Customs Examining Warehouse from 1982 to 1997.

Many provincial and federal government departments and agencies have operated in Beltline. The most visible federal government presence was the Customs Examining Warehouse, an imposing 1916 structure that

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was overbuilt to accommodate the weight of freight goods brought inside for inspection. The Calgary Public Building, a downtown structure later integrated into Arts Commons, functioned as Calgary's federal building from 1931 to 1980. But many federal government offices were located in Beltline before they were largely centralized in 1980 when the Harry Hays Building was completed in Chinatown. In 1942, Ottawa purchased the former Pryce Jones Building and the former Northern Electric Co. warehouse (the future Mustard Seed Street Ministry, 102–11 Avenue SE) for use as government offices, and it built the now-demolished Sam Livingston Building (510–12 Avenue SW) in 1966. Mary Dowler, the Métis woman who had lived in the district in the 1920s, jointly officiated at the opening of the federal building named for her father.

Military

Beltline has a strong military history. Major W.B. Barwis, who built his sandstone house in the district in 1891, organized and commanded the Canadian Mounted Rifles, a militia unit whose training hall was located on the future site of the Kahanoff Centre (105–12 Avenue SE). Colonel Sam Steele (1849–1919) lived in Beltline while he commanded Military District No. 13 in 1907–10. After the Pryce Jones department store closed in 1915, its building became a training centre and barracks for the 137th Battalion. During the Second World War, the Colonel Belcher veterans' hospital moved from its downtown facility to the former Burns mansion, and a new, purpose-built Belcher hospital (1213–4 Street SW) was constructed next to it. In the context of a wartime labour shortage, construction workers included women. At the same time, the Lougheed House became the Canadian Women's Auxiliary Army Camp. The Pryce Jones building served as Military District No. 13 headquarters;

after the conflict ended, the Department of Veterans' Affairs established its Calgary office in the building. The presence of the Belcher hospital and the Memorial Park cenotaph perpetuated the district's military associations, and the Calgary Highlanders' annual Church Parade to St. Stephen's Anglican Church contributed to this association. Many Beltline residents were war veterans, and many Beltline families lost loved ones in the two world wars.

Health

The Belcher was one of many health care associations in Beltline. Medical professional offices, health clinics and private nurses operated throughout the district.

The privately owned Western Hospital (351–13

Avenue SW) opened in 1912 in a converted house that originally belonged to Edward Henry Crandell, a brick manufacturer and future member of city council. In 1923, the hospital moved to the opposite corner of the block, where it operated in another converted house (extant at 302–14 Avenue SW) until the hospital closed in 1941.

After The City acquired the Lougheed House in the 1930s for tax arrears, it was considered as a development property for a new Calgary General Hospital. Instead, the former mansion functioned as Red Cross House from 1947 until 1978. After the Belcher was demolished around 2005, it was replaced by the Sheldon M. Chumir Health Centre in 2008.

Parks and Monuments

The first park developed in Calgary is located in Beltline. Central Park (1221–2 Street SW), as it was originally known, was set aside in 1889 and developed in the 1890s as a tree nursery. Parks Superintendent William R.



Looking east along Tomkins Gardens, circa 1925. The sandstone motor garage to the left (at 830–16 Avenue SW) was built in 1914 on the future Mount Royal Village site. W.J. Oliver, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU183739



Lois Szabo at the opening of Lois Szabo Commons, July 21, 2021. Marlene Hielema, photographer. Courtesy of Marlene Hielema



Lacross-hockey team poses inside Sherman's Rink, circa 1908–09. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU197484

Inside Sherman's Rink. L-R: Dan McLeod; Harry Flummerfelt; Eddie King; unknown; Mr. Small; Percy E. Powell; Ainsley Melrose; Charles Rouleau; Mr. Baker; Dave McDougall; Teddy Telfer; unknown; Jim Sewell; unknown; Barney Collison; Doctor Hicks. Located at 17th Avenue and Centre Street SW.

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Colour postcard view of the Young Women's Christian Association, circa 1913. It remains extant at 223–12 Avenue SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU12925985



Beer parlour in the Noble Hotel (1216–1 Street SW), circa 1940s. The New Noble Hotel, later renamed Hotel Arts, was built around the corner in the 1960s to replace the original hotel. E.W. Cadman, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1102031

This is the precursor to Hotel Arts. It was located on the corner where Starbucks (156 13 Avenue SW) is now.

Reader (1875–1943) refashioned it as an ornamental park following his appointment in 1913. Together with three public school reserves, the park contributed to open public space in a district that was developed intensively in the years leading up to the First World War. The Calgary Public Library was built at the east end of the park in 1911–12, and a bandstand was later constructed at the west end. In 1928, 10 years after the First World War ended, the cenotaph replaced the bandstand, and the park was renamed Memorial Park. It became the venue for Calgary's annual official Remembrance Day ceremony, an association that became even more meaningful after the Colonel Belcher veterans' hospital moved to a site directly across 4 Street SW from the cenotaph. The park has been renamed Central (Memorial) Park.

The park is the birthplace of public art in Beltline. Before it was replaced by a First World War monument in 1924, a statue of an Amazon women stood outside the library's main entrance. The "Horseman of the Plains," the city's South African War memorial, was unveiled in the park in 1914. In 1925, a cairn and plaque from the Historic Sites and Monuments Board of Canada was unveiled in the park to recognize the arrival of the NWMP in 1875 and the establishment of Fort Calgary. In 2018, the board recognized the park and the library building as a National Historic Site.

The park and the South African War memorial hold significance in Calgary's gay history. From the 1960s to the 1980s, the park was a gay male cruising area. It was also a site of police harassment of gay men, who could be incarcerated overnight with no provocation. Calgary's first Pride Rally took place at the South African War memorial in 1990, and the Calgary Pride organization considers the event to be its origin.

The next park to be developed, Tomkins Gardens (later Tomkins Park), is located on a three-sided lot (or "gore") on 17 Avenue between 7 and 8 Streets. The parcel was created as a result of the colliding of two different survey patterns, one aligned with the CPR tracks, and one aligned with 17 Avenue. Elinor Tomkins (1865–1934) gifted the land to The City in 1915 on behalf of her late husband, Henry William Tomkins (1858-1914). The agreement included several limitations, including a prohibition on any permanent structures. Nonetheless, a bandstand was built at the west end of the park, and a public washroom opened at the east end in 2008.

The City later added other parks, including Connaught Park (on the southeast corner of 11 Street and 14 Avenue SW) in 1935. In 1948, The City approved a playground for the northwest corner of Centre Street and 17 Avenue SW, and it was finally developed in 1975 as the creatively designed Humpy Hollow Park. The Calgary Activettes Club championed the project, which was named descriptively by a 10-year-old girl as part of a school-administered naming contest.

Barb Scott (1931–2014), who represented the area on city council for nearly a quarter of a century, co-officiated at Humpy Hollow's dedication. Scott advocated for further park development in the context of densification in Beltline. Early in her tenure, The City leased the old Haultain School site in 1972 and created Haultain Park. The City purchased the property in 1980. The Calgary Parks Foundation revitalized the site in 2009 and moved its office into the extant school building in the park, the former South Ward School.

In 2013, The City recognized Scott's life and work by naming a new park after her. Barb Scott Park (1211–9 Street SW) was created from the former Central High School grounds.

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Another new park, the Thomson Family Park (1236–16 Avenue SW) was established in 2016 on the former bowling green used by the Calgary Lawn Bowling Club beginning in 1929. The name recognizes a legacy donation from John and Joan (née McFarlane) Thomson. Joan grew up in Beltline and was motivated to provide a green space for families living in her old neighbourhood. The playground east of the park was developed as early as 1972.

High Park, a collaboration of the Calgary Parking Authority, the Beltline Neighbourhoods Association, and other community members, opened on the roof of the Centre City Parkade (340–10 Avenue SW) in 2020.

In 2021, The City created Lois Szabo Commons (936–16 Avenue SW) on what had once been the site of a commercial garage. The park honours Lois Szabo, the last living founder of Club Carousel, Calgary's first gayowned and operated club when it opened in 1970, and a tireless LGBTQ2IA+ community volunteer. The City explains: "Club Carousel became a community hub for social activities and political activism. It was a place for organized human rights efforts, but more than that, it was a safe space where people could participate in what was a radical act at the time: being themselves."

Recreation

Beltline has a strong tradition of recreation. Sherman's Rink, built in 1904 and later expanded, was a skating and roller rink, horse-show arena, and 5,000-seat concert and lecture venue. It burned in 1915, and its site later became Humpy Hollow Park. The Al Azhar Temple (508–17 Avenue SW), built by the Shriners in 1910, was a longtime venue for dances, lectures, and other social events for decades. The YWCA, which opened in 1912,

provided a gymnasium and swimming pool for women, and it built a new adjacent gym and pool (later renamed Beltline Fitness Centre) in 1954. The Isis Theatre (1106–1 Street SW), a cinema that also functioned as a dance hall and event venue, operated from 1913 until the 1950s. The extant Eagle Hall (1209–1 Street SW), built in 1905, had a second-floor dance hall, and the extant AGT warehouse (822–11 Avenue SW), built in 1921, had a dance hall and a bowling alley for use by the telephone utility's employees. Olympic Billiards (1312–17 Avenue SW) and the National on 10th bowling alley (341–10 Avenue SW) are just the most recent examples of such businesses in Beltline. In the 1990s, the Westward Inn (later renamed Hotel Arts, 119–12 Avenue SW) was a venue for live theatrical productions.

Hospitality

The hospitality industry in Beltline dates back to the early 20th century, beginning with restaurants and cafes. The Noble Hotel opened in the Bruner Block (1212–1 Street SW) in 1919, it was replaced around the corner in 1964 by the New Noble Hotel (119–12 Avenue SW), which was later renamed the Westward Inn and then the Hotel Arts. In 1974, the Refinery nightclub (named for the oil industry) opened in the former Pryce Jones building, and famed blues musician B.B. King once performed there. The Refinery contributed to the emergence of 1 Street SW as Calgary's popular nightclub strip from the late 1970s to the late 1990s, followed in the later 1980s by "Electric Avenue" (11 Avenue between 5 and 6 Streets SW). In 2004, 17 Avenue SW became known as the "Red Mile" where hockey fans celebrated on game nights when the Calgary Flames competed in the Stanley Cup playoffs for the first time in years. This tradition has continued whenever the Flames are in the playoffs.



Looking north along the west side of 1 Street SW, 1910. The Eagle Hall (1209–1 Street SW), left, and the Grain Exchange Building (815–1 Street SW, in the distance at the right) remain extant. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1155554



Leaping Lesbians at the Old Y, 1985. The women were volunteers with the Lesbian Mothers Defence Fund. Nancy Miller, photographer. Courtesy of Nancy Miller



Alberta Federation of Labor convention, 1948. The former Calgary Labor Temple in the background remains extant at 229–11 Avenue SE. E.W. Cadman, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1226576

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Nellie McClung, an author, social reformer, and provincial politician, lived in the extant house at 803–15 Avenue SW. McDermid Studio, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU183150



The Old Y (the former YWCA), 1989. City of Calgary Archives CR-92-029-464

Many of Calgary's gay establishments have been located in Beltline. Club Carousel (1207–1 Street SW), a basement club, was Calgary's first gay-owned and operated club when it opened in 1970. Calgary Police immediately charged the Club's founders for operating a cabaret without a license. A sympathetic lawyer, Harvey Ghitter, helped them become a private members' club and charity. The Club proved incredibly popular in the early 1970s and inspired similar clubs in other prairie cities. In the early 1990s, another gay bar, BBX (Bubblz Lounge, Balz Room and XTZ Dance Club), occupied all three levels of the same building. (The basement space had been a folk music club called The Depression when folk musician Joni Mitchell gave her first public performance there in 1963.)

The Parkside Continental (1302–4 Street SW), named after a famous gay tavern in Toronto, operated from 1973 to 1986 on the original site of the Western Hospital. Vance Campbell, a businessman and gay bar owner from Vancouver, started the Parkside with local partners. The Parkside expanded upstairs, creating a second bar called The Green Room. Calgary's storied drag organization, The Imperial Sovereign Court of the Chinook Arch, was founded there in 1976.

Victoria's (318–17 Avenue SW) is an address central to the gay community since the 1980s. The western side of the building hosted a popular nightclub/disco initially named Dick's, then 318, and, eventually, Detours. The eastern side contained Victoria's, the go-to gay restaurant in the 1980s and 1990s, which featured a sizeable portrait of its namesake queen. A second dance floor, the Empire Club, operated behind Victoria's for a brief period. Finally, the Texas Lounge and Goliath's Sauna — the site of a 2002 police raid — can be accessed from the building's rear parking lot. A gay bathhouse has been in

this location since the 1970s and is the only one currently remaining. Calgary had three in the early 1980s.

Off Centre/Boxx Café/Moneypennies (119–15 Avenue SW) was an eatery and bar managed predominantly by women, but it supported a mixed clientele through the late 1980s and 1990s. Although it changed its name and ownership several times, it was open seven days a week and was a favourite brunch location on weekends. Off Centre's slogans included "a place for everyone" and "a place to meet friends you haven't seen since last night." AIDS Calgary was also located on the second floor of this building for many years.

Other notable establishments have included Boystown between the 1990s and 2006, the Back Lot (209–10 Avenue SW) beginning in 1996, and Twisted Element (1006–11 Avenue SW) since the early 2000s.

Social Clubs and Service Organizations

Beltline has been home to fraternal and service clubs and other member-based organizations. The Fraternal Order of Eagles built the extant Eagle Hall (1209–1 Street SW) as its clubhouse in 1905 and remained active in the neighbourhood for many years. The Al Azhar Shriners, formed in 1907, kept its temple in Beltline from 1910 until 1978. In 1914, the Ranchmen's Club — Calgary's original exclusive men's club founded in 1892 — left its original downtown headquarters for its new, extant facility (1211–6 Street SW). Members of the Masonic Lodge built the Masonic Temple (extant at 330–12 Avenue SW) in 1928. In 1964, the Danish Canadian Club, formed in 1933, converted the former Lougheed and Webster Garage (727–11 Avenue SW) into its restaurant and club rooms. Norman Lougheed, the senator's son, built the structure in 1912 in partnership with A.R. Webster.

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The Calgary Trades and Labour Council, which at its peak represented 60 unions in the city, made its longtime home in the Calgary Labor Temple (229-11 Avenue SE), an extant building constructed as a union hall in 1912 and expanded in the 1950s. In 1932, the Co-Operative Commonwealth Federation, the forerunner of the New Democratic Party, developed its platform in this building. It was sold in the 1980s and converted to other uses.

Social Services

The YWCA is a notable example of the many social service agencies that have operated in Beltline. It began in a rented rooming house (222–15 Avenue SW) in 1907 before moving into its purpose-built facility (223-12 Avenue SW) in 1912. The YWCA provided accommodation, training, employment counselling, Bible study, and recreation for members and women in need, and it maintained a travellers' aid service at the railway stations.

After a new facility opened downtown in 1971, The City acquired this building and converted it into The Old Y, a low-cost office centre for community organizations and non-profit societies that perpetuate the spirit of the building's original purposes. It is the historic community hub for the gay community and home to many LGBTQ2IA+ organizations since the 1970s. The first community support organization was the shortlived People's Liberation Coalition in 1973 and then Gay Information and Resources Calgary (GIRC) in 1975, the predecessor of Calgary Outlink, which remains in operation. A partial list of other groups connected to the Old Y includes: Gaylines, Lesbian Information Lines, Lesbian and Gay Youth Calgary, Lesbian Mothers' Defense Fund, P-FLAG, Calgary Pride and Calgary Queer Arts Society.

The former YWCA, remains a vital community hub space for gueer and other organizations. Similarly, the Kahanoff Centre for Charitable Activities (105–12 Avenue SE) has provided affordable office space for non-profit organizations since the Kahanoff Foundation converted a commercial tower for the purpose in 2005. That year, the length of Centre Street through Beltline (from the Calgary Tower to 18 Avenue) received the dual name Volunteer Way. The new name marked the 50th anniversary of Volunteer Calgary, a Kahanoff Centre tenant that was established in 1955 as the Junior League of Calgary's Central Volunteer Bureau. In 2013, Volunteer Calgary was renamed Propellus.

Another early social service agency was the Salvation Army Children's Home (1109–4 Street SW, briefly in 1910–11). Between the 1970s and the 1990s, The City operated the Connaught Day Care Centre. The Mustard Seed Street Ministry has been located in Beltline since its 1973 origin in the First Baptist Church basement. It moved into a converted house (521–13 Avenue SW) in 1984, and in 1992 it moved again to the former Northern Electric warehouse. It has since expanded to a complex of buildings, including a purpose-built residential tower.

Personalities

Early in the 20th century, at a time when women in leadership positions were rare, Beltline was home to many such persons. Lady Lougheed, a Métis woman, was a leading society figure. Katherine Underwood (née Graves, 1866–1934) was a founding figure of the Calgary YWCA. Elizabeth Woodhall (née Maddock, ca. 1868– 1947) was president of several women's organizations in the city, including the Women's Christian Temperance Union which she helped to found. She advocated for women's suffrage and legal rights. Eva Reid (1907–89)



Shops built in front of older homes along 14 Street SW, looking southeast toward 17 Avenue, 1956. Jack De Lorme, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1140020



Homeless monument unveiled in 2021 in front of the former site of 107–13 Avenue SE, originally the home of William G. Raby, a temperance advocate, Harry Sanders, photographer

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Looking northeast along 14 Street SW from 17 Avenue, 1976. City of Calgary Archives, 950609002-02



Oblique aerial view of Beltline, looking northeast toward downtown, 1975. Provincial Archives of Alberta GR1989.0516/2648 #1 1975

was a longtime reporter, newspaper editor, and influential columnist.

Nellie McClung (née Mooney, 1873–1951), an author, social reformer, and provincial politician, is celebrated as one of Alberta's Famous Five women involved in the successful Persons Case of 1929. Her views on eugenics and race, however, are a problematic legacy. McClung lived at 803–15 Avenue SW, an extant house that served as the model for Heritage Park's Famous Five Centre built in 2014.

The neighbourhood also had many prominent male residents. Senator Lougheed was a powerful political figure who was once deputy prime minister and was involved in the effort to transfer control over natural resources from Ottawa to the province. T.B. Braden (ca. 1850–1904) founded two local newspapers, the Calgary Herald and the Calgary Tribune, a forerunner to the Calgary Sun. John Goodwin Watson (1858–1927), a sandstone contractor and alderman, championed the development of Calgary's pre-First World War gravity-fed waterworks system, which won him the nickname "Gravity" Watson. George F.G. Stanley (1907–2002), whose boyhood home remains extant at 1111–7 Street SW, designed the basis for the present Flag of Canada and served as Lieutenant-Governor of New Brunswick.

Transformation of Beltline

Beltline began to change after the Second World War. The eclipse of railway freight services by trucking made the warehouse district redundant. Many warehouses were converted to furniture stores or other uses, and some were ultimately demolished. The street railway that gave the neighbourhood its enduring identity was renamed the Calgary Transit System in 1946, and its fleet

was converted in 1946–50 to buses and to trackless, rubber-wheeled electric trolley coaches that spanned the neighbourhood until they too were withdrawn from service in 1974.

The neighbourhood's population began to decline in the decades following the war. Aging housing stock, the allure of new subdivisions away from the city centre, and, in Victoria Park, looming expansion of the Stampede, all contributed to depopulation. In Connaught, this trend reversed beginning in the 1960s when family homes were replaced on a wide scale by large apartment buildings. Condominium towers followed in the 1970s, and Connaught became Calgary's first highrise neighbourhood. This phenomenon increased the residential population, but it was not conducive to community-building. These residential towers lacked interactivity and vibrancy at grade level.

At the same time, new businesses colonized older commercial strips and attracting customers from the district's burgeoning population as well as Calgarians at large. As with residential redevelopment, much of this went ahead with little consideration for the historic, social or aesthetic values of what it replaced. Development came to a near-standstill in the economic downturn of the early 1980s, but this was only temporary. Among other developments, the late 1980s and early 1990s saw a rejuvenation of the warehouse district as old warehouse buildings were restored and adapted to new uses by private development interests.

New community member groups formed late in the 20th century and early in the 21st. Business Revitalization Zones, later renamed Business Improvement Areas (BIAs), were established by businesses on 17 Avenue in 1985, on 4 Street in 1990, and in Victoria Park in 1997. In 2004, the

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Victoria Park Community Association (formed in 1947) and the Connaught Beltline Association (established in 1972 as the Connaught Neighbourhood Association) amalgamated as Beltline Communities of Victoria and Connaught. Beltline Communities Association was formed in 2016.

These groups worked together to create Beltline Initiative: Rediscovery the Centre, a 2003 development plan with proposals for increased population, affordable housing and mixed-use development, among other recommendations. This was quickly followed by Blueprint for Beltline, a collaboration between the community and The City that resulted in the merger of Connaught and Victoria Park as a single community. The City followed these initiatives with the Beltline Area Redevelopment Plan and approved it in 2006.

Since that time, concerted effort by The City and community member organizations, and a series of major policies, have guided planning in Beltline and resulted in significant community-building outcomes. Civic improvements have included underpass enhancements to improve connectivity with downtown, the Greenway along 12 and 13 Avenues, new parks (such as Barb Scott Park and Thomson Family Park), and cycle tracks, which were introduced in Beltline in 2015 and have since been expanded. A massive utility, street and sidewalk upgrade project commenced on 17 Avenue in 2017. Urban design guidelines adopted in 2015 have resulted in high-rise developments set upon podiums with active uses at or near grade level, including commercial activity and livework units. Revised guidelines for development next to rail corridors have unblocked the development potential of lands along the CPR right-of-way and resulted in highrise construction on former longtime parking lots.

History demonstrates that, in Beltline, change is constant. The resulting physical changes — the loss of landmarks and creation of new ones, as well as preservation and adaptive reuse of old buildings — are also constant. The neighbourhood boasts dozens of buildings on The City's Heritage Inventory, including some that replaced earlier historic landmarks. For example, the historic Ranchmen's Club replaced the earlier McCarthy residence in 1914. The Barnhart Apartments (1121–6 Street SW) was built in place of T.B. Braden's home in 1929. Similarly, just as the many old warehouses were repurposed as residential lofts and high-tech offices in the 1990s and early in the 21st century, the same happened in 1980 when the aging, once-luxurious Devenish Apartments (911–17 Avenue SW) was converted to the Devenish Design Centre. It happened in 1964 when the Danish Canadian Club turned an old garage into its extant clubhouse, and in 1913 when Bert Hiscox turned the now-demolished First Congregational Church of Calgary (1208–5 Street SW) into a commercial garage.

In Beltline, as in life, some things stay the same. While the fabric of buildings, the modes of transportation, and the density of development have changed since the early 20th century, people's needs and expectations for domestic, commercial, and social life persist.

Newer buildings are markedly different in quality and appearance from those they replaced, but essential functions continue. Heritage buildings and features that survive remind us of Beltline's past. Historical interpretive plaques, like those on the former Burns Mansion/Colonel Belcher Hospital site, along the Heritage Greenway on 13 Avenue SE/SW, and on buildings and utility boxes throughout the neighbourhood, do likewise.

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Appendix B: Beltline Parks and Public Realm Strategy

Introduction

This non-statutory **Appendix B** is intended to be read in conjunction with the statutory policies contained within **Chapter 6** of this Plan and the non-statutory analysis and recommendations provided in **The Playbook.**



Beltline is a highly urban area that relies heavily on its open space networks to meet recreational, social and leisure functions due to its unique demographics of higher-than-average apartment dwellers, low-income residents and people who walk to work. Despite this, Beltline has less park space per person and does not meet tree canopy targets set by The City. In addition, the role and importance of open spaces in this already dense community will only continue to increase as Beltline's population grows and becomes increasingly diverse. This section aims to address the quantitative and qualitative shortfall of open space in the Plan Area.

Proposed actions in this section could also provide highlevel, strategic direction to inform investment decisions. Further detailed analysis and study for each option identified will be required and require engagement with area residents and community members as appropriate. This section is intended to be revised over time as local growth occurs, actions are evaluated or completed and/or new options are identified through subsequent community engagement and City departmental prioritization.

Strategic Direction

The strategic direction applies to both parks and the public realm (the open space network) as well as each individually, which may shift in response to future public engagement and design processes to inform investment. These are summarized at a high level on the next page:

Key Moves

The foundation of **The Playbook** and **Appendix B** is an analysis of need based on the accessibility of parks, their proximity to key populations (concentrations of children, seniors, people with low incomes and people without homes), gaps in greenery and vibrancy and areas with a high concentration of people using public space. To address this need, **The Playbook** identifies parks and public realm areas for potential permanent investment based on a detailed review of data driven analysis conducted in the parks and public realm analysis documents. These investments are organized into a sequence of three key moves based on the guiding philosophies of **The Playbook** (pages 66–68) and shown on **Map 7: Key Moves.**

The Playbook's analysis and research arrived at these moves that need to be confirmed through public engagement before investment. The design process and open space network evolution may result in changes.

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Open Space Network:

- Consider climate resiliency, timeless design, story telling, safety, mobility and equity in open space design
- Study washroom supply, curbside use, accessibility, mobility, wayfinding, and maintenance/operations efficiency
- Engage broadly and with historically underrepresented groups before implementing open space improvements
- Provide amenities at the appropriate scale:
 - urban life amenities at a high density to facilitate comfort and safety
 - key function amenities at a moderate density to support social connection and activity
 - attraction amenities sporadically to draw people city-wide

Parks:

- Provide a range of amenities and experiences throughout Beltline's parks while ensuring they remain flexible, resilient and use space efficiently
- Apply the following park focus areas:
 - Interlude: small, informal spaces for leisure and social functions in areas with high residential density or active street life
 - Neighbourhood: locally focused recreational uses located in or near areas of high residential density
 - Regional: city-wide destinations anchored around an attraction, unique context or design
- Focus future parks acquisition in north and central Beltline

Public Realm:

- Increase pedestrian space
- Define character through the following focus areas:
 - Green: extensive greenery that includes but isn't limited to trees
 - Corridor: safe, comfortable routes that primarily facilitate active mobility
 - Blended: areas for art, greenery and activation
 - Vision: an infusion of green and vibrant experiences in areas without a strong existing character
 - Park: extensions of existing parks in the public realm
 - Vibrant: support for Beltline's main streets
- Pilot lane improvements (art, green, recreation, activation)

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Move 1: Address Large Gap Areas

This move contains key investments that address the largest areas of need representing major gaps in the green and vibrant networks and areas where the public, and especially key populations, are the most underserved by park space. This move relies heavily on the "Park-like Public Realm" philosophy to relieve park pressure and bridge network gaps.

10 Avenue S/High Park/13 Street SW/11 Street SW Underpass

- High Park permanent investment and streetscape improvement
- 13 Street investigation (shared space or closure possibility)
- greenery investment
- expanded public realm
- temporary sports field or court in a parking lot (partnership possibility)
- connection with Main Street improvements along 10 Avenue in Sunalta
- 11 Street SW underpass and streetscape connection
- cycling infrastructure improvements to connect major destinations along the street

Humpy Hollow Park / Centre Street S

- humpy Hollow Park redevelopment
- centre Street connection to Humpy Hollow
- greenery investment
- connection to 13 Avenue Greenway
- green Line Station Integration

Move 2: Leverage Park and Public Realm Synergies

This move captures groups of key park and public realm investments that are connected, presenting opportunities to improve parks and public realm in tandem to increase impact.

This move is based on the importance of the relationship between parks and the public realm in building an open space network, and in creating successful parks with active edges.

Lougheed House/Beaulieu Gardens/6 Street SW

- potential shared space or street closure east of park
- partnership with Lougheed House and the Province
- 13 Avenue S Greenway improvements between 4 and 8 Streets SW

Connaught School/12 Avenue S (11 Street SW to 8 Street SW)/13 Avenue S (8 Street SW to 14 Street SW)

- partner with Calgary Board of Education
- learn from Sustainability Calgary pilot (10 Street SW)

Tomkins Park // 16 Avenue S // 8 Street SW // 7 Street SW

- shared space north of Tomkins Park
- 8 and 7 Streets SW design alignment
- 8 Street SW Streetscape Master Plan implementation
- improved connection from 17 Avenue and Tomkins Park to Stephen Avenue and the Bow River
- potential shared spaces or closures between
 17 and 16 Avenues S at 12, 10 or 9 Street SW
- need a detailed design exercise that looks at waste management, pedestrian, parking, and vehicle use
- park connection opportunity (Lois Szabo Commons, Thomson Family Park)

Connaught Park Redevelopment/tie into recent 11 Street Improvements

- 11 Street SW tie-in to recent mobility improvements
- opportunity to improve the highly used urban dog park

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Move 3: Complete the Network with Individual Improvements

This move captures other potential permanent investments, which emphasize improving the quality of individual parks and public realm spaces. These locations were identified through the analysis as missing attributes or holding opportunities to contribute to Beltline's open space network more cohesively.

15 Avenue S

- Centre Street connection
- active mobility connections

Haultain Park Redevelopment

- partnership possibility with the Parks
 Foundation on their front garden
- protect the open lawn

14 Street SW

- Main Street program alignment
- Pedestrian improvements required

12 Avenue S

8 Street SW to 2 Street SW

- Central Memorial Park connection to improve food truck parking and drop off space
- potential to create a consistent green experience

4 Street SW

 continuation with the 4 Street SW Main Street, south of 17 Avenue S

Macleod Trail /1 Street SE

 align with the realization of Rivers District streetscape design direction led by CMLC and the Calgary Stampede

Note: Key moves reflect a moment in time using the data and research available during **The Playbook**'s development in 2022. They may change in response to public engagement, network changes and future design processes.

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Map 7: Key Moves



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Acquisition Recommendations

Based on the current and growing shortage of parks in Beltline, acquisition of new park space is a key priority for strengthening the open space network. Based on the park focus areas outlined in the previous pages, **Maps 8A–8C** identify potential new locations for each area of focus.

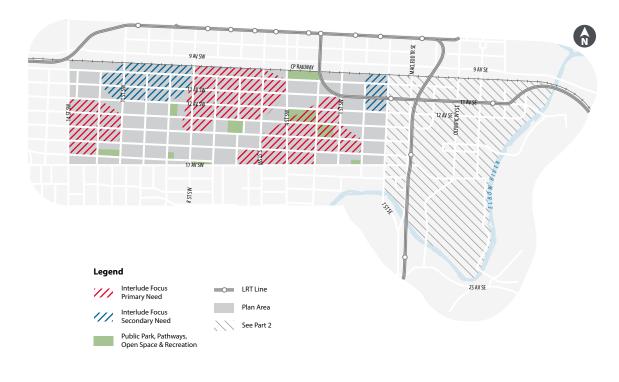
These areas were selected by cross referencing areas with park need, with areas that have appropriately sized parcels with acquisition potential for each focus area. It is important to note that opportunities may arise that do not align perfectly with these locations, and, in that instance, the criteria provided on the following page will help guide the decision-making process about whether to acquire a site or not. Refer to page 36 of **The Playbook** for land acquisition recommendations, tools to increase park space location criteria for new parks, along with the supporting research and analysis.

Additional acquisition consideration for each focus area includes:

- New interlude parks should be focused in areas with park capacity concerns to relieve the pressure on existing parks. Given their small size, they are less valuable in areas deficient in parks.
- New neighbourhood parks should be focused in the areas most deficient in parks to provide residents and workers with the opportunity to satisfy their daily recreational, social, and leisure needs.

 New regional parks should be focused on a unique urban condition (street closure, parking lot, roof, etc.), be adjacent to active uses, reflect tangible or intangible Beltline history (e.g. LGBTQ2IA+) and be designed to a high standard. This will allow the statement to be based on the context and design of the new park.

Map 8A: Interlude Focus Need



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Map 8B: Neighbourhood Focus Need



Map 8C: Regional Focus Need



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Investment and Implementation Recommendations

Open space investment can be thought of along a spectrum based on the level of confidence in the improvement's success with higher levels of confidence associated with higher cost and more permanent investment. The less demonstrated local success an idea has, the more testing is required. To support a range of improvements and open space ideas, the following investment types have been identified and expanded upon in the following pages:

- Prototype Investments
- Pilot Investments
- Interim Investments
- Permanent Investment

These different investment types will enable The City, community and other people impacted by City decisions the freedom to test new ideas in a lower risk format (prototyping and piloting) while investing in proven ideas and processes, when required (interim and permanent investments). To do this effectively, barriers need to be removed to prototyping and piloting processes. An ongoing monitoring program to understand what works and what does not in the community would also support confidence in investment decisions and continuous learning. It is important to note that investment does not have to go through prototyping, piloting or interim investment if there is confidence in the result from experience with similar projects.

This section concludes by outlining how the direction in **The Playbook** (pages 61–65) enhances the open space network by illustrating the contribution of park and public realm focus areas and key moves to interwoven green, hybrid and vibrant experience routes.

Prototype Investment Recommendations

Prototyping can provide the opportunity to quickly test new ideas without a precedent in Calgary. These ideas can be implemented quickly with temporary materials in temporary locations. Ideally, multiple iterations (layouts, designs, functions, etc.) will build an understanding of whether these prototypes add value to Beltline's open space network.

Refer to **The Playbook** page 62 for detailed analysis, examples and prototype investment recommendations.

Pilot Investment Recommendations

Pilots have longer testing timeframes and higher quality materials. This enables successful pilots to be made permanent with minimal extra investment. Pilots are best for ideas with demonstrated success in other areas in Calgary or extensive successful implementation in similar conditions as Beltline.

Refer to **The Playbook** page 63 for detailed analysis, examples and pilot investment recommendations.

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Interim Investment Recommendations

Beltline has several underused spaces that, despite anticipated future development, can contribute to the open space network on an interim basis. These include surface parking lots and vacant sites. The temporary introduction of greenery and amenities in these locations can help reduce the pressures on existing open spaces. Additionally, some sports and leisure pursuits may be trendy or have an unknown long-term demand. It may be worthwhile to locate these amenities in the public realm or in underused sites on an interim basis.

Refer to **The Playbook** page 64 for detailed analysis, examples and interim investment recommendations.

Permanent Investment Recommendations

Refer to **Key Moves** section above and **The Playbook** page 65 for detailed analysis, examples and permanent investment recommendations.

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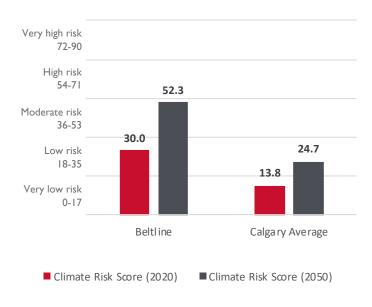
Appendix C: Beltline Climate Risk Profile

Beltline, like all communities in Calgary, has and will further experience significant impacts from climate change. The Community Climate Risk Profile details community-scale sources of climate change risk.

Climate risk is determined by three factors:

- Climate change hazards: Events made more intense and/or frequent by climate change that may cause loss of life, injury, health impacts, or damage to property, livelihoods, services and the environment.
- **Exposure:** The presence of something of human value in a place that could be impacted by a climate change hazard.
- Vulnerability: The characteristics of a place and people that make hazards more impactful.

A relative risk score is assigned to each community, which reflects the how much of a risk climate change is in each community compared to others in Calgary. Risk is assessed for both the present and for 2050.



Top Hazards:



Higher Average Temperatures

Climate change is already resulting in and will continue to result in warmer temperatures

Higher average temperatures are the highest risk climate hazard in the present time period



Heavy Rainfall

Climate change will cause more rain to fall over less time, increasing the risk of rainfall floods

The risk of heavy rainfall will more than double between now and 2050



Extreme Heat

Climate change will result in more very high temperature days and heatwaves

Extreme heat is projected to be the highest risk climate hazard in the 2050 time period

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Social Environment

With a relative high population, Beltline is very highly exposed to climate change risks. The community in Beltline is very highly vulnerable to climate change risks due to the high presence of populations who already experience vulnerability. Beltline has many community members who are elderly or very young, racialized populations, Indigenous or live alone. There are also many community members with less ability to respond to climate risks, including individuals who recently moved to Beltline, community members with language or education barriers to preparing for climate risks or accessing supports, and lower income levels. However, climate resilience is supported by high transit access.



Built Environment

With significant amounts of paved land and structures in Beltline, the built environment is very highly exposed to climate change risks. Beltline's built environment is highly vulnerable to climate change risks due to the number of older homes and homes in need of repair, and because of older stormwater infrastructure that is that is more likely to be damaged and to overflow in heavy rains.



Natural Environment

There are not many natural areas and assets in Beltline. The natural areas that are in Beltline are most vulnerable to drought due to high irrigation requirements. The disturbed riparian areas along the Elbow River reduce the ability of these natural areas to reduce the risk of river flooding to Beltline and to recover from floods. Increasing the amount of natural areas and protecting existing natural assets can reduce the risk of hazards like floods and extreme heat.

What are we doing about it?

Climate resilience direction and policies within this Plan encourage:

- Climate resilient features such as cooling systems (e.g. air conditioning), permeable native landscaping and resilient building materials.
- Reductions in the amount of impervious surfaces.
- Exceeding minimum landscaping requirements for trees and soft-surfaced areas to limit impacts associated with extreme heat events and stormwater flooding.



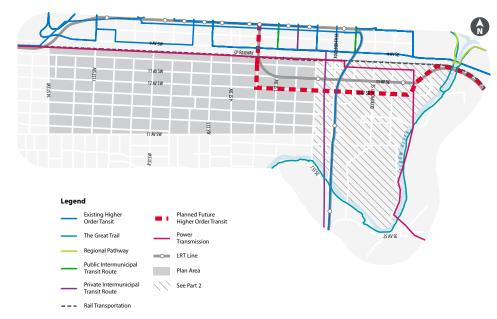
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Appendix D: Calgary Metropolitan Region Growth Plan Alignment

The Calgary Metropolitan Region Growth Plan (Growth Plan) identifies regionally significant corridors and placetypes. This Plan is aligned with the Growth Plan as shown on Map 9: Regional Corridors and Context and Map 10: Growth Plan Placetype Alignment. Map 9 identifies regionally significant corridors including mobility corridors and transmission corridors. Map 10 shows the Plan Area that is predominately categorized as the Infill and Redevelopment Placetype. Placetypes are elements of the Growth Plan that describe generalized land use categories at the regional level.

Map 9: Regional Corridors and Context



Map 10: Growth Plan Placetype Alignment



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Proposed Amendments to Part 2 of the Beltline Area Redevelopment Plan

The Beltline Area Redevelopment Plan (Parts 1 and 2), being Bylaw 2P2006, as amended, is hereby further amended as follows:

Delete Policy 1. in Section 3.5.3 Bonus Density "1. The bonusing provisions provided in the Beltline ARP: Part 1, Section 5.3 and 5.4 apply to the Plan Area in the Beltline ARP: Part 2." and replace with:

1. The bonusing provisions provided in the Beltline ARP: Part 1, Chapter 5, apply to the Plan Area in the Beltline ARP: Part 2.

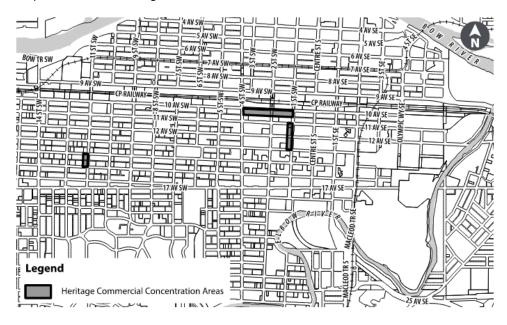
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Proposed Amendments to Land Use Bylaw 1P2007

- 1. The City of Calgary Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, as amended, is hereby further amended as follows:
 - (a) Add subsection 1126(3):
 - "(3) Unless otherwise referenced in subsections (1) to (2), where a development provides units with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi-Residential Development, the Development Authority may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the development."
 - (b) Add subsection 1136(3):
 - "(3) Unless otherwise referenced in subsections (1) to (2), where a development provides units with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi-Residential Development, the Development Authority may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the development."
 - (c) Add subsection 1166(4):
 - "(4) Unless otherwise referenced in subsections (1) to (2), where a development provides units with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi-Residential Development, the Development Authority may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the development."
 - (d) Add subsection 1183(4):
 - "(4) Unless otherwise referenced in subsections (1) to (2), where a development provides units with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi-Residential Development, the Development Authority may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the development."
 - (e) Add subsection 1202.1:

"Heritage Commercial Concentration Area Density Increase

- **1202.1** Notwithstanding sections 1197 to 1201.3, the maximum *floor area ratio* with bonuses for Bonus Area A through H may be increased by an additional 1.0 FAR where:
 - the site falls within the Heritage Commercial Concentrations on Map 10: Beltline Heritage Commercial Concentrations Areas; and
 - (b) the Municipal Heritage Resource is located on site and heritage conservation is completed to the satisfaction of the **Development Authority**.



Map 10: Beltline Heritage Commercial Concentration Areas

(f) Add subsection 1202.2:

"Transit Station Integration Density Increase

1202.2 Notwithstanding sections 1197 to 1201.3, the maximum *floor area ratio* with bonuses for Bonus Area A through H may be increased by an additional:

- (a) 2.0 FAR for sites where development includes a building that is fully integrated, either above an LRT station entrance and/or adjacent to the LRT station entrance, or above the LRT platform where the station entrance and related infrastructure (e.g. platforms and mechanical elements) are fully integrated into the adjacent development.
- (b) 1.0 for sites where development above a BRT station entrance and/or adjacent to the BRT station entrance or a building above the BRT Platform where the station entrance and related infrastructure (e.g. platforms and mechanical elements) are fully integrated into the adjacent development.
- (g) Delete subsection 1216.1(2) (a) and replace with:
 - "(a) Incentive Rate 1 for 2023 is \$270.00 per square metre. The Incentive Rate will be adjusted annually on January 1 by the **Development Authority**, based on the Statistics Canada Consumer Price Index for Alberta."
- (h) Delete subsection 1216.1(4) and replace with:
 - "(4) Bonus Areas A through D may use any of Public Amenity Items 1 through 7 and 14 in Table 6.1."
- (i) Delete subsection 1216.1(5) and replace with:

- "(5) Bonus Areas E through H may use any of Public Amenity Items 1 through 14 in Table 6.1."
- (j) Amend Table 6.1 Beltline Density Bonus Items to add a new Item No. 14 to the Overview and Item No. table rows as follows:

Overview	
14.0	Cash in Lieu Contribution of affordable housing units

Item No.	Public Amenity Items
14.0	Cash in Lieu Contribution of affordable housing units Density may be granted for cash in lieu contributions towards affordable housing units. The funds may be used for the purchase of land, construction of or rental of affordable units in Beltline.
14.1	Incentive Calculation: Where a <i>development</i> provides a cash in lieu contribution to the Affordable Housing Fund, the Incentive Rate is Incentive Rate 1. Method: Incentive <i>gross floor area</i> (square metres) = contribution (\$) divided by Incentive Rate 1 (\$).

2. This Bylaw comes into effect two weeks after approval.

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Executive Summary

The Issue

Beltline is a highly urban area that relies heavily on its open space networks to meet recreational, social and leisure functions due to its unique demographics of higher-than-average apartment dwellers, low-income residents and people who walk to work. Despite this, Beltline has less park space per person and does not meet tree canopy targets set by The City. In addition, the role and importance of open spaces in this already dense community will only continue to increase as Beltline's population grows and becomes increasingly diverse.

Note: This Playbook only applies to the geographical area addressed as Part 1 of Beltline Area Redevelopment Plan. The direction contained within does not apply to the Rivers District (east of 1 Street SE) which is subject to Part 2 of Beltline Area Redevelopment Plan.

The Approach

To address this deficit, the following philosophies have guided the development of The Playbook:

One Park:

Ensuring every park and public realm area is approached as components of a single, interconnected park experience



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The Playbook Origins

Beltline Neighbourhood Association (BNA) and The City identified the need for a technical analysis of Beltline parks and public realm to arrive at data and research-driven recommendations to increase, enhance and improve the open space network within Beltline. The BNA worked with their local Councilor and advocated for funds to pay for this research.

To support this work, a cross-departmental City of Calgary advisory group was created; this group included a Beltline Neighbourhood Association representative, given their role in launching this work with The City. This Advisory Group:

- Advised on alignment with City direction, practices and local context
- Provided data and research suggestions
- Reviewed the communication of the analysis results
- Critiqued the presentation of ideas and recommendations

The Playbook was then circulated to additional contributors to review the direction for clarity, relevance, and alignment. All the direction within the Playbook reflects the findings of the quantitative analysis, qualitative research and existing approved City direction.

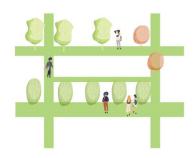
The Purpose and Intent

The Playbook is intended to identify park and public realm needs, using the latest data available. Best practice and other qualitative research then provides suggested direction for how to address those needs. Further public engagement is required before any improvements and investments are made.

Note: Playbook recommendations reflect the analysis and research conducted at the time of its writing (2022). Public engagement along with any subsequent studies, design processes and changes on the ground may result in a shift in direction or focus from the content contained here.

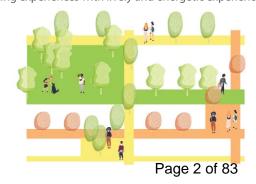
Park-like Public Realm:

Increasing the role streets play in providing recreational, social, and leisure functions to compensate for a lack of park space



Interwoven Green and Vibrant Networks:

Creating two types of experiences throughout Beltline, which sometimes overlap, thereby blending calming and relaxing experiences with lively and energetic experiences



The Background

The Playbook is rooted in qualitative research and quantitative analysis developed in the following background documents



V1. Desktop City Plan Analysis:

An inventory of the most relevant approved City of Calgary guidance.



V4. Parks Analysis:

An analysis of Beltline's parks with detailed profiles and a set of Beltlinewide analyses to identify park gaps where multiple needs overlap.



V2. Open Space Research Report:

An article review of the latest open space thinking from academia, professional publications, and popular media.



V5. Public Realm Analysis:

An analytical look at Beltline's public realm including key profiles and a set of maps locating pressures, quality improvements, and strategies.



V3. Best Practice Report:

Lessons learned from urban open spaces at different scales from across the world.



V6. Land Acquisition Strategy:

A report that identifies the tools and locations to prioritize land acquisition for future parks.

The Recommendations

Recommendations apply to both parks and the public realm (the open space network) as well as each individually. As noted earlier, these recommendations, specifically the park and public realm direction, may shift in response to future public engagement and design processes to inform investment. These are summarized at a high-level below:

Open Space Network:

- Consider climate resiliency, timeless design, story telling, safety, mobility and equity in open space design
- Study washroom supply, curbside use, accessibility, mobility, wayfinding, and maintenance/operations efficiency
- Engage broadly and with historically under-represented groups before implementing open space improvements
- Provide amenities at the appropriate scale:
 - Urban life amenities at a high density to facilitate comfort and safety
 - Key function amenities at a moderate density to support social connection and activity
 - Attraction amenities sporadically to draw people City-wide ISC:UNRESTRICTED

Parks:

- Provide a range of amenities and experiences throughout Beltline's parks while ensuring they remain flexible, resilient and use space efficiently
- Apply the following park focus areas:
 - Interlude: small, informal spaces for leisure and social functions in areas with high residential density or active street life
 - Neighbourhood: locally-focused recreational uses located in or near areas of high residential density
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- Focus future parks acquisition in north and central Beltline

Public Realm:

- Increase pedestrian space
- Define character through the following focus areas:
 - Green: extensive greenery that includes but isn't limited to trees
 - Corridor: safe, comfortable routes that primarily facilitate active mobility
 - Blended: areas for art, greenery and activation
 - Vision: an infusion of green and vibrant experiences in areas without a strong existing character
 - Park: extensions of existing parks in the public realm
 - · Vibrant: support for Beltline's main streets
- Pilot lane improvements (art, green, recreation, activation)

The Key Moves

The foundation of the Playbook is an analysis of need based on the accessibility of parks, their proximity to key populations (concentrations of children, seniors, people with low incomes and people without homes), gaps in greenery and vibrancy and areas with a high concentration of people using public space. To address this need, the Playbook identifies parks and public realm areas for potential permanent investment based on a detailed review of data-driven analysis conducted in the parks and public realm analysis documents. These investments are organized into a sequence of three key moves based on the guiding philosophies of the Playbook.

Note: Key moves reflect a moment in time using the data and research available during the Playbook's development in 2022. They may change in response to public engagement, network changes, and future design processes.

Note: The Rivers District is everything east of 1 Street SE. Since 1 Street SE is a border street between the Rivers District and the rest of Beltline and functions as a couplet with MacLeod Trail and an important link north to the Bow River, this is the only recommended move in the Playbook within the Rivers District. However, the Playbook does not provide recommendations for this public realm specifically, instead it defers to Calgary Municipal Land Corporation (CMLC) and the Calgary Stampede.



Move 1: Address Large Gap Areas

This move contains key investments that address the largest areas of need representing major gaps in the green and vibrant networks and areas where the public, and especially key populations, are the most underserved by park space. This move relies heavily on the "Park-like Public Realm" philosophy to relieve park pressure and bridge network gaps.

Move 2: Leverage Park and Public Realm Synergies

This move captures groups of key park and public realm investments that are connected, presenting opportunities to improve parks and public realm in tandem in order to increase impact. This move is based on the importance of the relationship between parks and the public realm in building an open space network, and in creating successful parks with active edges.

Move 3: Complete the Network with Individual Improvements

This move captures other potential permanent investments, which emphasize improving the quality of individual parks and public realm spaces. These locations were identified through the analysis as missing attributes or holding opportunities to more cohesively contribute to Beltline's open space network.

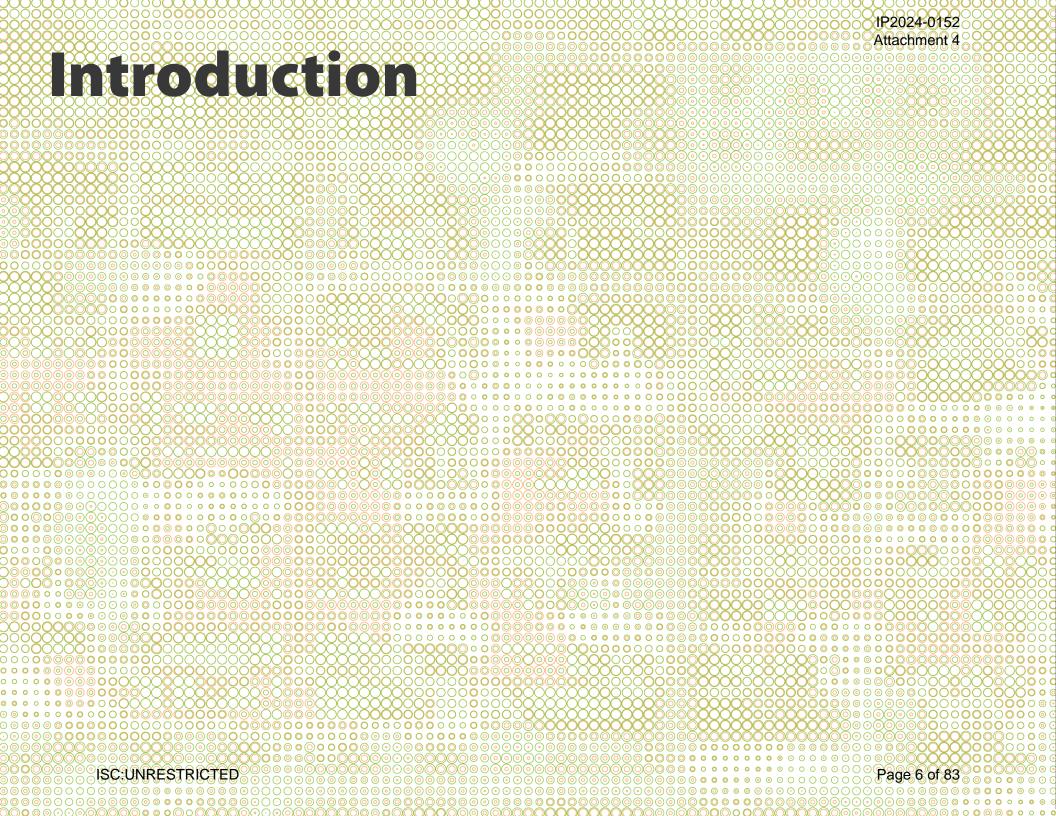
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Beltline's Open Spaces

Beltline is one of Calgary's densest communities and it is growing. This means that existing open space deficiencies will exacerbate over time. For this reason, action to improve and grow the open space network in the community is needed.

Publicly owned parks make up **3.7%** of Beltline's total area

Parks make up **5.2%** of the area west of 1 St SE

This is **8.2 hectares short** of matching the 10% citywide benchmark*

*See Open Space Plan. The 10% isn't required and some communities will not be able to achieve this provision, but it remains a useful benchmark. A lack of space can be offset by connections and amenities.

To hit this target, this area would need to add approximately **4 more Central Memorial Parks**.

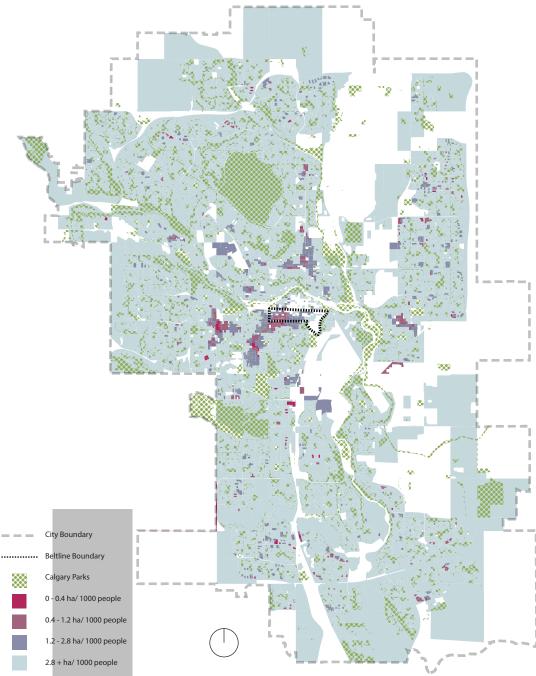








It is costly and difficult to meet this target in Beltline given the limited space available and land costs; however, new space needs to be acquired, where possible, and focused on the areas with the highest need. In the meantime, to offset a deficiency in space, the public realm needs to provide park functions, and both parks and the public realm need to be designed at a higher standard to compensate for less space.



Open Space Needs

Beltline's current provision of open space is deficient from several perspectives. Like many urban areas across the world, Beltline is facing a challenge of too little space, too little greenery, an urban population with unique needs, and anticipated ongoing growth. The following opportunities exist to address these unique needs:

Note

Beltline-wide Statistics

These statistics draw from the entire area defined as Beltline. Though the Playbook direction only applies to the areas west of 1 Street SE, it is useful to understand, at a high level, the performance of the open space network overall.

Overcome the growing open space deficit

Beltline has the lowest proportion of parks by population city-wide. Given the growth anticipated, this deficit will exacerbate over time.



0.588 hectares of open space/1,000 residents

Municipal Development Plan Target: 2.0 hectares/1,000 residents

Greater Downtown Plan Target 1.0 hectares/1,000 residents

Attend to the unique demands of a high density community

The housing options and population characteristics of Beltline emphasize the greater social, recreational, and leisure importance open spaces provide.



98% live in apartments 15% of residents are low income



56% of residents live in a 1 person household

Fill in the greenery and tree canopy gaps

Beltline's tree canopy does not meet citywide targets and it is inconsistent across the community.



7.84% tree canopy

10% target for the Greater Downtown by 2031

16% target for the city by 2058

Accommodate the high volumes of pedestrians

Walking is the most popular commuting mode in Beltline and given the walkability of the neighbourhood, it can be assumed that walking is the primary mode of travel for errands and leisure, as well.



40% of Beltliners walk to work but only 30% of street space in the public realm is devoted to walking

Beltline's Open Space Network

In 2022, Beltline has 12 publicly-owned parks and park-like spaces including the Calgary Board of Education Connaught School and the provincially-owned Lougheed House (but not including the Stampede-owned Rundle Ruins/Stampede Youth Campus) within a gridded street network. Most of these parks are concentrated in the southern and western parts of the community. Residential density has historically concentrated in these same areas but Beltline's population growth is increasing in the northern and eastern parts of the community.

Beltline is part of the larger Greater Downtown open space network with several important links north through the downtown to the Bow River and south and east to the Elbow River. Though the walking distance to the rivers varies throughout the community, these are important routes connecting Beltline residents, workers, and visitors to Calgary's river pathway system.

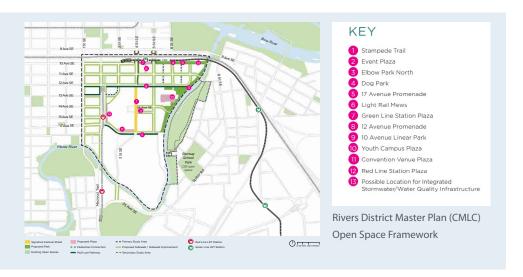


Beltline parks and key connections

Note

Out of Scope: The Rivers District

The area east of 1 Street SE is part of the Rivers District Master Plan and overseen by Calgary Municipal Land Corporation (CMLC). Part 2 of Beltline ARP follows this master plan direction. Given the extensive work conducted to create this master plan, the community revitalization levy to fund improvements, the partnership with the Calgary Stampede, and the ongoing implementation work by CMLC, this Playbook does not apply to the Rivers District.



Open Space, Parks and the **Public Realm Definitions**

Beltline's parks and public realm areas, together, create the community's open space network. Within this Playbook there are recommendations that apply to the entire open space network as well as to parks or the public realm, specifically. These two levels of recommendations will help ensure specific parks and public realm areas are considered as part of a comprehensive network.



Park and Public Realm Focus Areas

The City of Calgary has previously-approved park and street classifications and this Playbook is not intended to replace or override these. Instead the park and public realm 'focus areas' identified here will complement and supplement other classifications.

These 'focus areas' define the character of a space and its role within Beltline's open space network rather than its destination, dimensions, or roles city-wide. These focus areas reflect the results of the analysis and research conducted as part of this Playbook. Later public engagement, studies and design processes conducted before investment may result in shifts to these focus areas and how they are defined.

Open Spaces:

Publicly accessible outdoor spaces, both publicly or privately owned. This includes parks, publicly accessible private open spaces, parking lots, streets, and lanes.

Parks: City-owned parks

Public Realm:

Non-park publicly accessible outdoor spaces, including streets, squares, special places, linkages, interfaces, and pedestrian zones.



Research and Analysis

The Playbook's recommendations are premised on a robust technical and research understanding, assembled through six background documents:

- Desktop City Plan Analysis
- · Open Space Research Report
- Best Practice Report
- · Parks Analysis
- · Public Realm Analysis
- · Land Acquisition Strategy

Though the results of these analyses are not summarized in detail within this Playbook, specific references to background documents are included, where relevant.

Qualitative Background Research

Desktop City Plan Analysis:

An inventory of the most relevant approved City of Calgary guidance. Overall, there was agreement on the need for more park spaces and advocacy for high quality design, and thinking broadly about the potential of the public realm for park functions.

Open Space Research Report:

An article review of the latest open space thinking from academia, professional publications, and popular media. The document is organized around six themes: multi-functionality, inclusivity, parks functions in non-park spaces, timeless design, health & wellbeing, and processes.

Best Practice Report:

Lessons learned from urban open spaces at different scales from across the world. Overall, insight included unifying parks within one network, partnering with communities, integrating natural systems, expanding parks beyond their boundaries, viewing streets as potential parks, and fostering creativity.

Quantitative Background Analysis

Parks Analysis:

An analysis of Beltline's parks and how they serve Beltline as a whole, including:

- Detailed profiles of each park with visitation levels and peak hours, most used amenities, social media presence, qualitative factors, and multiple contextual factors
- An examination of how Beltline's park space stacks up to the rest of Calgary, as well as comparable neighbourhoods in other cities
- A set of Beltline-wide analyses to identify park gaps where multiple needs overlap
- Areas where ideal conditions for new parks exist

Public Realm Analysis:

An analytical look at the roles and experiences of Beltline's public realm as defined by:

- A set of analyses locating public realm character, pressures, quality improvements, and strategic approaches
- Key street profiles with trends, existing strategic direction, pressures, multi-modal usage, and relevant improvements and strategies

Land Acquisition Strategy:

A report that identifies the tools and locations to prioritize land acquisition for future parks

Beltline Parks and Public Realm Playbook

Open Space Approach

The Playbook's Role

The Playbook provides recommendations to expand and improve Beltline's open spaces. These recommendations are grounded in analysis and research to support consistent, efficient, and informed decision-making. Overtime, these recommendations may change as a result of further studies, public engagement and design processes since they reflect the data and research available at the time of writing (2022). Specifically, this Playbook recommends:

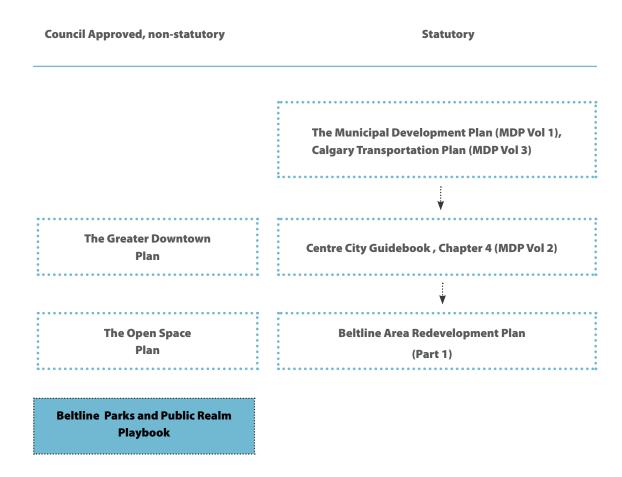
- An approach to guide future open space planning
- **Direction** for a resilient, equitable, functional, and adaptable open space network
- Focus areas to ensure each park and public realm area has a defined role within Beltline's open space network. These may shift and evolve overtime as a result of public engagement and network changes
- Identification of areas in need of investment

Audiences and Users

- **Administration**: to provide a starting point for public engagement, coordinate projects - their design, investment, and programming - and support administrative reviews of development applications
- **Developers**: to support the integration of development with the open space network, and to inform improvements to open spaces and publicly accessible privately owned spaces
- Community members and people impacted by City decisions: to support their advocacy and work to expand, program, and activate Beltline's parks and public realm

Place in Planning

The Playbook is a non-statutory document. It complements the policy direction within the ARP and aligns with the strategic direction of higher order plans and strategies as well as standards and guidelines (particularly the Greater Downtown Plan, the Municipal Development Plan, and the Open Space Plan, etc.)



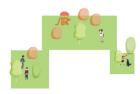
Philosophy

The Playbook's open space philosophy has three components that support a complete open space network: viewing all of Beltline's open spaces as components of one park, having a park-like public realm, and creating an interwoven vibrant and green network.

This philosophy arose out of the open space research which examined the latest thinking about open spaces in dense urban areas within academic, professional and popular media articles. Specifically, they are anchored in the need to make efficient use of existing parks space, maximize other public land to contribute park functions and offer a range of experiences to meet the community's daily needs. With these three components defined, the analysis followed the structure set by this philosophical grounding.



One Park



The One Park concept views every park and public realm area as components of a single park space. Each area can focus on how to best fulfill a specific need or role within the larger network rather than trying to do everything for everyone in every space. A One Park concept requires:

- Consistent design elements to tie spaces together with opportunities for unique expression in specific areas
- Prioritization of accessibility, comfort, and safety
- Focus areas for each park and public realm component that defines their role within the open space network, though these may shift overtime as the network evolves

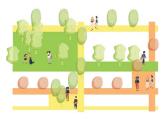
Park-like Public Realm



With a deficit of parks in Beltline, the public realm has to do more to provide recreational, leisure, and social functions outside of parks, by:

- Reconciling the different mobility, servicing, communication, comfort, and gathering functions of the public realm
- Strategically reducing the space allocated to vehicles to support an increased variety of uses
- Testing and monitoring expanding space for people into carriageways to refine designs over time

Interwoven Vibrant and Green Network



The open space network in Beltline has an existing and emergent interplay of different green and vibrant characteristics, which should be strengthened. The interwoven network will be comprised of:

- Green spaces: quieter, greener, and calmer spaces for relaxation, connection, and contemplation
- Vibrant spaces: exciting, dynamic and active spaces for socialization and stimulation
- Hybrid spaces: locations with both green and vibrant elements that support a range of leisure and recreational experiences

Values

Beltline must meet the needs of a dense, diverse, and growing community by expanding and improving the open space network. To do this, Beltline's open spaces must strive to be:

- **Equitable:** meet the diverse needs of residents, visitors and workers and create welcoming and comfortable spaces for all
- Balanced: create an open space network that provides access to a variety of experiences equivalent to, but not necessarily the same as other Calgary neighbourhoods
- **Resilient:** future proof the open space network from environmental, social, and economic shocks
- Healthy and Green: support mental, physical, and environmental well-being

- Accessible: accommodate people with different cognitive and physical abilities
- Efficient: ensure a sustainable use of space, time, and funding
- Creative: create an environment that supports and tests new ideas and approaches to open space design, provision, and programming
- Flexible: create multi-purpose, inclusive, and adaptable spaces
- Safe: create an environment that supports comfort and safety



Core Principles

These core principles form an approach to open space planning and design by setting expectations about what is needed to implement the recommendations in this Playbook.

Quality



What: Increasing the quality of open spaces beyond City-wide standards.

Why: It is unlikely Beltline can achieve the same amount of open space per person as other communities in Calgary, especially as it grows. This requires an enhanced level of quality to help offset a lack of quantity.

How:

- Materials: using robust materials that can withstand greater wear and tear
- Greenery: expanding drought resilient greenery with sufficient soil volumes
- Design: implementing creative and unique showcase designs for infrastructure, facilities, art, and other amenities
- Function: looking for multi-functional opportunities through overlapping uses, seasonal shifts in use, and different experiences

Coordination



What: Considering different transportation modes, users, services, and functions.

Why: Beltline's open spaces have more demands than other areas given the density of needs within a limited amount of space.

How: Considering and accommodating:

- Mobility (walking, cycling, driving, taking transit, micro-mobility, universal accessibility, drop offs and deliveries)
- Servicing (water, stormwater, wastewater, electricity, gas, waste removal, and telecommunications)
- Communication (amenities that raise awareness, provide direction, facilitate outreach, or enable connections)
- Gathering (places to socialize)
- Comfort (amenities that allow people to stay and enjoy a space safely)
- Flexibility (spaces that serve more than one purpose)
- Recreation (formal and informal as well as passive and active experiences)

Collaboration



What: Working with people and organizations that represent a range of experiences, perspectives, and expertise.

Why: Beltline is diverse and dynamic and the open space network needs to satisfy several needs and ambitions.

How: Communication, partnerships and engagement across:

- City Departments: planning, design and maintenance experts knowledgeable in transportation, parks, planning, community safety, culture, heritage, utilities, the environment, social planning and more
- Community Members: residents (housed and unhoused), business owners, workers, landowners, and visitors
- Beltline Contributors: Beltline
 Neighbourhood Association, institutions,
 Business Improvement Areas, Calgary
 Municipal Land Corporation, developers,
 and more

Investment



What: Applying different investment approaches allows The City to act quickly, progress, respond, and innovate.

Why: Some ideas are untested in Calgary with unknown success, where as others are well-established. Different investment approaches allows different levels of commitment based on the level of confidence in the results.

How:

- Prototyping: quick tests with low initial investment to evaluate new ideas
- Piloting: longer term tests with higher quality design and materials to apply ideas with demonstrated success in other locations
- Interim Investment: improvements and amenities implemented for a finite period of time
- Permanent Investment: Public realm redesigns, park redevelopments, and land acquisition

Playbook Structure

The rest of the Playbook will provide specific recommendations to realize an engaging, functional and adaptive open space network.

Chapter 2: Open Space Network

- Open space policy recommendations focused on ways to address climate resiliency, timeless design, mobility, storytelling, safety, and equity
- Amenity distribution recommendations to enhance and expand recreational, social, and leisure experiences
- Recommendations to help leverage publicly accessible private open space to better contribute to the open space network

Chapter 3: Beltline Parks

- Park policy recommendations to approach each park space consistently
- Park focus areas with specific park recommendations to identify ways that each park can contribute to the network as a whole. These need to be confirmed through public engagement before further investment and may shift overtime as the network evolves
- Land acquisition recommendations to identify locations to prioritize new park space

Chapter 4: Beltline Public Realm

- Public realm policy recommendations to guide future planning, design, and programming
- Public realm focus areas to define the character of different streets and how they can provide increased park functionality through the application of a consistent set of tools. These need to be confirmed through public engagement before further investment and may shift overtime as the network evolves
- Lane recommendations to help increase the role they can play in the open space network

Chapter 5: One Park Investment and Experiences

- An overview of investment types to guide future prototypes, pilots, interim investments, and permanent investments
- Experience loops that illustrate how amenity, park, public realm, and investment direction can work together to address Beltline's open space needs



Note

Implementation

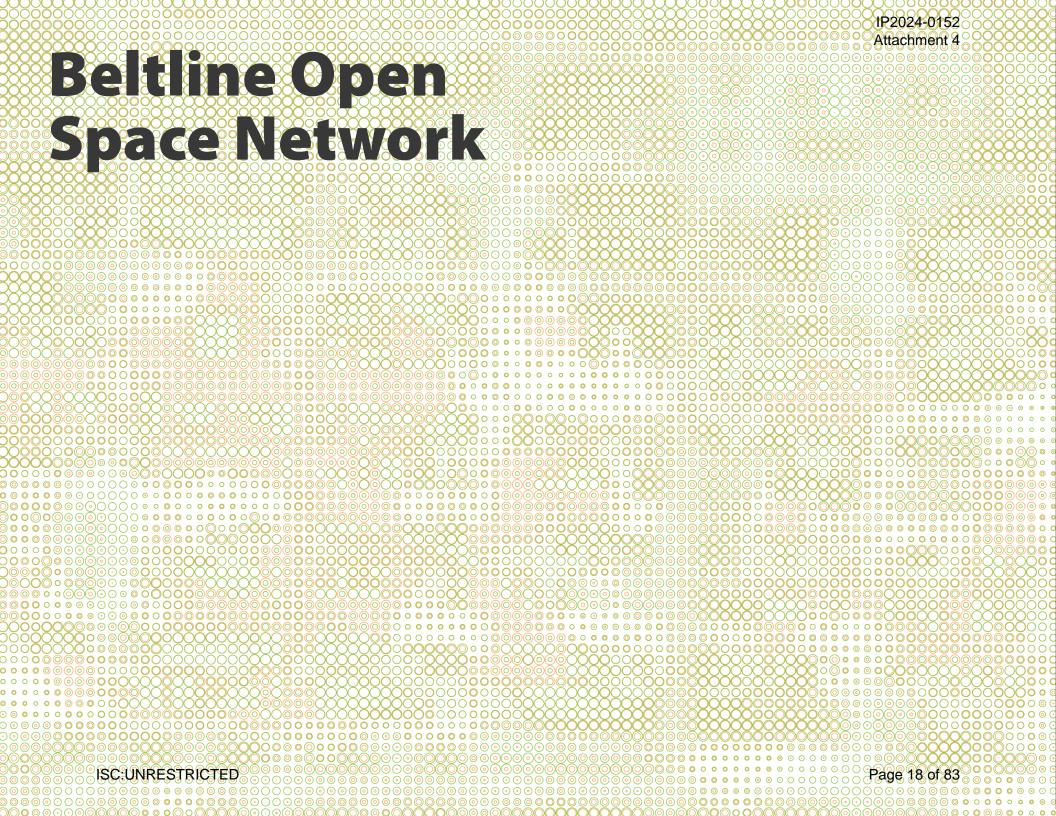
The success of the Playbook's implementation depends on two key factors: (1) bold and purposeful implementation of its strategies, and (2) ongoing engagement. In this way, the Playbook can unite innovative investments with the community's ongoing vision and needs.



Note

Walkshed

Throughout the Playbook, you will notice references to walking distances or a 'walkshed'. Across Canada, cities use different measures for a 5-minute walk, with most falling between 400 metres and 500 metres. The Beltline Playbook uses 450 metres within its analysis. It is important to know that this isn't a precise measure since a 5-minute walk depends on an individual's mobility, the urban conditions and culture but, regardless, it is a good indicator to track park accessibility.





Open Space Network

To ensure that parks and the public realm in Beltline complement each other, it is worthwhile to provide direction that applies to both since, together, they form the open space network. Cross-cutting direction will ensure consistency throughout Beltline to support the One Park philosophy.

To direct the open space network as a whole, this chapter includes:

- Policy recommendations that apply to both parks and the public realm
- Recommendations to guide the distribution and densities of different categories of amenities
- Policy recommendations that apply to publicly-accessible private open spaces

The policy recommendations in this section are intended to provide guidance for the development of statutory policies within Part 1 of the Beltline ARP.

Interwoven Vibrant and Green Network: Amenities

Amenities can contribute to green or vibrant experiences and realizing an interwoven green and vibrant open space network will require prioritizing different amenities in different locations based on what type of character they facilitate. Though most spaces will have a combination of both green and vibrant amenities, they likely tilt towards more of one kind versus another.

In this Playbook, amenities are defined broadly. They are any physical element that improves the comfort, ambiance, and function of the park or public realm. In addition to amenities that help reinforce and expand the green and vibrant networks, there are also supportive amenities that facilitate an inclusive and comfortable space for everyone.

Analysis



Importance of Greenery

People seek out open spaces and nature in stressful times. Greenery supports investment, property values, worker/resident/visitor attraction, biodiversity, physical activity, social cohesion, mental health, air quality, and water quality while providing a more comfortable environment (see Park Analysis, pages 86 to 87).

Open Space Network Policy Recommendations

The policy recommendations in this section are intended to provide guidance for the development of statutory policies within Part 1 of the Beltline ARP. It focuses on major topics to improve the adaptability, inclusivity, and sustainability of the open space network.

Climate Resilience

- Implement natural infrastructure and Low Impact Development (LID) strategies, where possible
- Use long-lasting materials that can withstand extreme weather fluctuations
- Increase the tree canopy, greenery, and permeability of the landscape
- Plant trees in trenches, gardens, and soil cells to ensure their health and increase their chances of success
- Focus on water efficient landscaping
- Integrate on-site renewable electricity generation for parks, whenever possible
- Provide comfortable micro-climates, including shelter and wind breaks for extreme weather events; and shade and water access for extreme heat events
- Include spaces for local food production in the public realm, where possible
- When trees are not possible, add other forms of planting to increase greenery, like ground cover, shrubs, planters, gardens, edible landscaping, etc.

Timeless Design

- Keep the designs simple and focused
- Exceed design standards for amenities in terms of material longevity and aesthetics
- Embrace temporary amenities to prototype, pilot or implement on an interim basis to test concepts ahead of permanent installations
- Overlap uses, when possible
- Offer a range of experiences quiet and contemplative (green), playful and active (hybrid), and lively and social (vibrant)
- Screen urban noise with natural noise, whenever possible
- Design spaces that consider year-round use and support activities for all seasons
- Include a variety of plant species that are multi-season and tolerant of hot and cold temperatures
- Consider water and power servicing provision to enable flexible uses and programing (events, stalls, and food trucks) that can adapt over time





GUE basketball court, Alessandria, Italy

Photo source: Architectural Record

Stand-Out Design

Italian artist, GUE, creates unique recreational spaces like this basketball court in Alessandria, Italy. This bright space creates destinations out of common place recreational infrastructure (see Open Space Research, pages 4 to 5).



Landscape Permeability

Increasing the amount of permeable surfaces throughout Beltline provides stormwater management and can contribute to the overall climate resiliency of the area. Beltline, as a whole, is 27% permeable. Recommendations to add additional permeable surfaces such as permeable paving, vegetated swales, rain gardens, and urban wetlands can help raise Beltline's permeability and increase the neighborhood's resiliency.

Storytelling

- Integrate temporary and permanent interpretive elements throughout the community (exhibits, signs, plaques, art, etc.)
- Tell lesser-known stories about Beltline (e.g. Indigenous history, LGBTQ2IA+ history, immigrant history, etc.)
- Support public art (ephemeral, temporary, permanent) in various forms (sculpture, murals, performance, digital, etc.)
- Integrate storytelling functionality within place-based and digital wayfinding strategies
- Support a curator to coordinate art and storytelling integration
- Partner with local institutions to help integrate entertainment, educational, and supportive programming throughout Beltline

Safety

- Implement Crime Prevention Through Environmental Design (CPTED) principles
- Partner with local service agencies to develop relationships and trust amongst community members
- Consider an ambassador program to connect community members with local programs and services
- Design spaces to support feelings of safety through placemaking, lighting, active frontages, and programming

Mobility

- Integrate transit corridors, bus stops, and LRT stations with parks and the public realm
- Extend curbs at intersections, where possible
- Expand travel paths and parking for bicycles and micromobility
- Create and expand buffer space for pedestrian comfort (on-street parking, boulevards, furniture zones, etc.)
- Enhance pedestrian and cycling connections to neighbouring areas and the rivers
- Align with The City's 5A (Always Available for All Ages and Abilities) principles
- Consider loading, delivery, and servicing needs in all road designs
- Ensure safe and convenient access for people with different abilities is provided
- Explore opportunities for further traffic calming and public realm expansion to increase pedestrian safety and space
- Support electric vehicles
- Ensure continuous, accessible clearway on all sidewalks
- · Explore alternative 'last-mile', non-motorized delivery





Photo source: Halifax Public Libraries

Story-Telling

The Walking Gottingen project is an immersive storytelling experience. Participants are guided to specific landmarks and institutions as they walk along the street. It uses storytelling, natural sound, and diverse voices to provide listeners with a first-hand account of the changes happening along this street, an area that has been home to African Nova Scotians, members of the LGBTQ2IA+ community, and Mi'kmaq First Nations for many years (see Open Space Report, pages 8 to 9).

<**₡** Analysis

Perceived Safety Analysis

Perceived safety focuses on the conditions that make people feel more comfortable, including a sense of enclosure, high use, lighting, and clear sight lines.

Aggregating these datasets can initially help identify locations to focus interventions to improve pedestrian comfort. However, further public engagement is required to confirm how safe these locations feel for different people rather than assuming everyone feels safe or unsafe under the same conditions (see Public Realm Analysis, pages 80 to 85).



Equity

- Design streets to safely support events and gatherings, formal and informal
- Provide refuge areas near busy, loud, and/or hardscaped areas that are green, quiet, and comfortable
- Integrate drinking water and edible landscaping
- Provide emergency services in parks and the public realm, including charging stations, water wagon space, etc.
- Promote community expression through advocacy, engagement, arts and culture
- Create flexible spaces that can adapt and shift to different needs
- Support the coexistence of housed and unhoused park users through education, engagement, and programming partnerships
- Build relationships with Indigenous communities, incorporating Indigenous placemaking practices, and acknowledging Indigenous culture and history under the direction of these communities
- Implement universal accessibility throughout the open space network
- Incorporate accessible design and inclusive language in a Wayfinding Strategy
- Consider integrating a service kiosk in a park to both act as a resource and support for those who need assistance and as an information booth for visitors
- Avoid hostile design measures that discourage sitting and lingering
- Use wayfinding to direct people to unique facilities and amenities and facilitate community exploration
- Support families by integrating play amenities within a three minute walk of all residents



Supporting People in Open Spaces

"Designing for dignity is a recognition that people experiencing homelessness and housing insecurity will always inhabit parks and public spaces and that hostile design will never resolve the root causes of homelessness (880 Cities and AARP, 2021)"



Photo source: Next City

Atlanta's Woodruff Park has a dedicated case manager stationed within the park who provides a human first approach to those requiring more assistance such as seniors, low income people, and people without homes, including connecting them with the services they need. Additionally, the cart provides tourist information and free programming and games for other park users (see Open Space Research, page 17).



Significance of Key Populations

There are segments of the population that depend more heavily on the open space network than others, either because they do not have access to private spaces (people without homes), they have limited means to pay for recreational activities and relaxation space (people with low incomes), or they are more likely to have mobility and social isolation concerns (seniors, children, and newcomers). Determining the areas that have a higher concentration of these populations can help prioritize improvements to the public realm where they can serve the most need (see Public Realm Analysis, pages 72 to 78).



Process Guidance

- Take advantage of life-cycle improvements or upgrades to transportation and/or utility infrastructure to improve the public realm and neighbouring parks
- Couple public investment with private investment, when opportunities arise
- Undertake a Curbside Study to optimize the use of a street's furniture zone for pedestrian comfort, accessibility, wayfinding, bicycle/micro mobility parking, deliveries, parklettes, patios, and more
- Create a Beltline Public Washroom Strategy with design, location, operations and maintenance recommendations
- Prioritize an Accessibility Study and Implementation Plan
- Update Beltline's wayfinding strategy to consider accessibility more fulsomely and integrate it with digital strategies
- Undertake a Beltline-wide (neighbourhood/district level)
 Mobility Study that looks at mobility needs holistically,
 including micro-mobility. This study should focus on how
 mobility is evolving and quantify health impacts rather
 than prioritizing traffic impacts
- Undertake a Beltline-wide Maintenance and Operational Stewardship Study to inform future improvements and enhancements

- Explore developing Greater Downtown Area-specific design standards for lighting, furniture, signs and other amenities that are higher than city-wide standards to withstand greater use
- Prototype, pilot, monitor and record lessons learned to advance untested ideas
- Explore maintenance partnerships with residents, condo boards, the community association, business improvement areas, and management companies, among others
- Consider maintenance costs during the design process
- Promote water efficiency approaches in the future design of parks and the public realm
- Conduct Health Impact Assessments for new projects
- Consider monitoring implementation and coordinate with other corporate monitoring programs (e.g. Main Streets, etc.)
- Update analysis for Beltline Playbook when Beltline ARP is updated





Patio Program Success

Photo Credit: CTV News

Kick-started by the impacts of COVID-19, Calgary's temporary patio initiative allowed business to easily apply to use sidewalks, parking areas and roadways for additional seating. Removing the red tape (development permit, license of occupation and temporary permission fees) ensured that this program could be implemented quickly and to great success - with 219 temporary patios in 2021.

Engagement Guidance

- Create a Governance/Partnership Strategy for the open space network (include institutions, business improvement areas, Beltline Neighbourhood Association, The City of Calgary and development community representatives)
- Engage with nearby residents (housed and unhoused), Beltline Neighbourhood Association, Business Improvement Areas, institutions and other people impacted by City decisions to define the character, functions and amenities of parks and the public realm before investment to confirm the direction provided within this Playbook with community needs.
- Partner with institutions, Beltline Neighbourhood Association and business improvement areas on the design, programming and maintenance of open spaces
- For every engagement, note who is not represented in the feedback, consider how to address barriers, and focus outreach on historically under-represented groups





International Children's Park collaborative redesign, Seattle, Washington

Photo source: <u>seattle.gov</u>

Participatory design

This project is a partnership between the Department of Landscape Architecture at the University of Washington, the Friends of International Children's Park, elders from the Chinatown-International District and thirteen students from the Wilderness Inner-city Leadership Development. The goal was to improve intergenerational use of the space. The participation involved site visits and visual surveys with youth and elders. Then bilingual design activities were followed up with a social hour with the elders and children to review the concepts.





Spirit Garden, Thunder Bay, Canada

Photo source: Brook McIlroy Inc on Twitter

Relationship Building Example

This waterfront park was designed in collaboration with the Indigenous communities of Thunder Bay. The space incorporates gathering spaces where both traditional Indigenous ceremonies and non-indigenous events take place. (see Open Space Research, pages 15 to 26).

Amenity Distribution

When considering where to locate amenities, it is important to define different densities of distribution based on need:

- Amenities that contribute to user comfort and safety benefit from a greater density distribution
- Amenities that facilitate social connections and activity benefit from a moderate density distribution
- Amenities that support special events or attractions can be more sporadic

The diagram to the right outlines the parameters to identify amenity distribution aligned with different types of green, vibrant, and support amenities.

- Green: amenities that increase greenery, bring nature and natural experiences into the city and support natural processes
- Vibrant: amenities that showcase culture and community expression, bring people together and support activities
- Support: amenities that improve the comfort of spaces, increase accessibility and support mobility

Public engagement is needed to confirm what amenities are needed in specific parks and public realm locations.

Analysis

Amenities and Park Popularity

Amenity density correlates with park popularity. Central Memorial Park, Tomkins Park, and Connaught School have some of the highest amounts of amenities as well as some of the highest shares of park visitors. Central Memorial Park has extensive seating, trees, planting beds, water features, a library, a restaurant and a public washroom. Tomkins Park also has several seats, planting beds, picnic tables and a public washroom. Connaught School has a playground, field, community garden, seating and several trees (see Park Analysis, page 66).

Urban Life Amenities

Scale: small size

Draw: local, immediate vicinity

Green examples: trees, planters, rain gardens, shrubs, etc.

Vibrant examples: art, cafe seating, etc.

Support examples: seating, shade structures, wayfinding, water fountains, etc.

+

Key Function Amenities

Scale: space allocated based on the need

Draw: community

Green examples: water features, edible landscapes, lawns, etc.

Vibrant examples: sports courts, games, picnic spaces, playgrounds, etc.

Support examples: washrooms, dog infrastructure, etc.



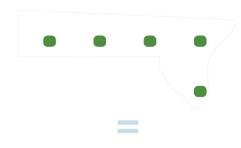
Attraction Amenities

Scale: space allocated based on opportunity

Draw: city and beyond

Green examples: formal gardens, urban marsh, public orchard, etc.

Vibrant examples: event/performance space, amphitheater, heritage buildings, ruins, market stalls. etc.



Complete Amenity

Distribution





Urban Life Amenity Recommendations

Since there is often a relatively small amount of private outdoor space for residents in Beltline, parks and the public realm have an important role in their day-to-day lives. Beltline also has high concentrations of people without a home and people with limited means to fund private recreational and social experiences. A high distribution of smaller scale green, vibrant, and support amenities can help ensure everyone feels comfortable and welcome in the open space network.



Drinking Water

· Place water fountains/water bottle filling stations at each park, prioritizing spaces with longer anticipated use. Consider public realm locations in areas lacking park space

Comfort

- Provide climate adaptive infrastructure for comfort (e.g. shade devices, shelters, wind screens, etc.)
- Integrate lighting to provide security, beauty, and the opportunity to enjoy parks and public realm areas longer into the evening
- Prioritize pedestrian lighting over traffic lighting

Seating

- Provide movable seating in parks to allow users to customize their experience
- Provide a diversity of seating forms and styles for different needs including accessibility
- Integrate seating throughout the public realm
- Integrate multi-functional amenities that can also work as seating

Trees and Greenery

(see direction under Open Space Policy Recommendations: Climate Resilience)

Emergency Functions

(see direction under Open Space Policy Recommendations: Equity)

Dog Infrastructure

• Provide dog waste bags and waste bins throughout the public realm

IP2024-0152 Attachment 4

- At water fountains/water bottle filling stations, provide water stations for dogs where possible
- Explore integrating dog waste areas along boulevards
- Avoid the use of grates that are hard on

Art

- Explore different timescales for art installations - ephemeral to permanent
- Support community artistic expression as well as commissions for professional artists who are local, national, and international
- Look for opportunities to create landmark, interactive, and playful art to anchor a park or the public realm
- Explore a variety of mediums including, digital, lighting, painting, sculpture, performance, and more

Waste

Integrate recycling, garbage, and composting facilities in each park and at busy locations within the public realm

Analysis

A Growing Population of Dogs

Dogs have daily needs for exercise and bathroom breaks, for which the public realm serves an important role. Dog ownership within Calgary is increasing and, as of September 2019, there were 2,674 licensed dogs in the Greater Downtown Area with Beltline having 900 licenses, this results in 2 to 4 dogs per hectare. Given this trend, as the community grows so will the dog population.



Key Function Amenity Recommendations

In most Calgary communities, sports fields, courts and facilities are often provided by schools or tied to recreational centres. Though Beltline is near indoor facilities (like Lindsay Park), formalized outdoor opportunities for sport and recreation are limited. The role specific sports and recreational facilities play in peoples' lives varies and, as a result, they do not need to be provided at a similar density as amenities that support comfort.

Opportunities to gather and connect in public space provide an important local service to Beltliners because, given the apartment-style living, people likely do not have significant space to entertain. Private social spaces, like restaurants, bars, and cafes, though an important community asset, are unaffordable to many on a regular basis. More opportunities to gather with friends and family or connect with other members of the community spontaneously and without cost are vital to social cohesion and inclusion.

Lastly, greenery at larger scales can help increase nature within the community, support climate change adaptation, increase shade and comfort and support mental health.



General

 Avoid single-purpose amenities within parks to ensure they can be used for different purposes across the day, week, and year.

Public Washrooms

- Prioritize public washrooms in areas where people are likely to spend significant time socializing and recreating, as well as in visible locations
- Ensure public washrooms meet a variety of needs, including parents with small children, the elderly, people with different abilities, etc.
- Partner with private businesses or institutions on the maintenance and oversight of washrooms. Consider appropriate agreements to ensure level of service is maintained over time

Sports, Games and Play Features

- Prototype different games, monitor their use and design them for hardiness and easy removal
- Test different forms of urban sports fields and courts (such as basketball)
- Design sport and play facilities as unique destinations
- Prototype overlapping sports fields
- Integrate informal play features and adult exercise in the public realm
- Add simple, easy-to-maintain water features, particularly in south west Beltline

IP2024-0152 Attachment 4

Social Spaces

- Vary the form and size of tables
- Prototype social space configurations to support talks, lessons, meetings and other types of gatherings
- Integrate food spaces (e.g. barbecues, outdoor ovens, etc.)
- Look for opportunities for additional off-leash dog areas and dog runs in accordance with the Downtown Off-leash Area Study

Greenery

- Consider community gardens in the public realm rather than in parks. Instead provide edible landscaping in parks.
- Protect existing flexible lawn spaces



The Importance of Washrooms

In order for parks and the public realm to become destinations where people want to spend time, they need public washrooms. Washrooms are critical to parents with small children, the elderly, people without homes, people with different health needs and everyone else. Washrooms require oversight, frequent cleaning and ongoing maintenance to feel safe and comfortable, which is why it is important to consider their location, design and number carefully. However, they are vital in supporting the dignity of all park users (see Open Space Research, page 17).



Limited Recreational Facilities

Beltline has three skating rinks, four lawns, two interactive water features, three tennis courts, three playgrounds and several game stations (e.g. ping pong, tether-ball, etc.). Compared to similar neighbourhoods in Toronto, Vancouver, Edmonton and Portland, Beltline is missing basketball courts, sports fields, and wading pools (see Parks Analysis, pages 10 to 64, Best Practice Report, pages 40 to 44).





Parks in Beltline with the biggest draw

The parks in Beltline with the largest city-wide draw are Central Memorial Park, Tomkins Park and High Park. Central Memorial Park's attraction is the historic garden, commemorations, and historic library. High Park benefits from its unique location at the top of a parkade and the cohesive and photogenic designs of the games and features. Tomkins Park is located along one of Calgary's busiest main streets and provides a green reprieve from the liveliness of the cafes, bars, and restaurants. The common amenities across these spaces is performance areas, plentiful seating and the ability to offer a variety of experiences and activities (see Parks Analysis, page 66).



Attraction Amenity Recommendations

Attractions contribute to the identity of Beltline by drawing people from the rest of Calgary and beyond. These amenities are more external facing and might include cultural features, and event spaces. Though visitors to the community seek these amenities out, they also benefit Beltline residents and workers by adding local character, experiences, and beauty to the community not often experienced in other neighbourhoods. It is important to note that attractions are opportunity-based, therefore their distribution is sporadic. They may be anchored in an existing local landmark or institution or they may emerge out of a unique design or context.



Vibrant elements

- · Define meeting and gathering points along main streets with artistic or other forms of installations
- Support outdoor concerts, performance spaces, events, and festivals of a range of sizes throughout Beltline
- · Look for opportunities like road closures, parking lots, roofs, and other spaces to host events
- Integrate commemorative and interpretive opportunities throughout Beltline, particularly for underrepresented groups and lesser known histories
- Look for opportunities to integrate market stalls within Beltline

Greenery

- Explore an urban wetland or marsh or the integration of stormwater storage under a park for water reuse and stormwater management
- Protect Beltline's formal gardens and consider other forms of garden and plant attractions within Beltline

Recommendations for Evaluating New Amenities

Needs change and recreational and leisure interests are subject to trends, cultural shifts, and evolving preferences. Before adding, or removing an amenity to Beltline, public research (understanding met and unmet needs) and public engagement (collecting public opinions) are required.

Triggers for (re)assessing amenities:

- New suggestions arising out of public engagement or research
- Emergence of a new activity (identified through best practices, city-wide demand patterns, requests)
- · Shifts in popularity of a certain activity
- Demographic shift (density, users, etc.)

Recommendations to Monitor Amenity Need

For amenities, monitoring is required to identify shifting needs. The following can help pinpoint these shifts:

- Level of maintenance required (311 complaints, operations spending, resource tracking)
- Use (based on opt-in, anonymous cellular data and/or sensors to track interest and use)
- Public surveys (at regular intervals what is missing, what they use, what they want)

Through this regular monitoring, some existing amenities may need to be increased where as others may need to be scaled back to meet the needs of a growing community.

Not

Movable Seating: A Success Story

A hallmark of the Lois Szabo Common's design is the seating choice, particularly the large amount of movable seating. This seating allows visitors to customize their environment to what makes them most comfortable. In the year after its opening, all of these movable seats remain; none have been taken. This demonstrates the success of this infrastructure by both improving user experience and maintaining the level of service.

Evaluating new urban life amenities

Goal

Support universal accessibility, human dignity, comfort, and the perception of safety

Trigger

Public Driven: Equity and comfort improvement City Driven: Demographic shift, outcome of research

- **1.** Identify amenities (through research, consultation, etc.) that can support a more inclusive open space network
- **2.** Prototype different solutions and monitor their impact and use (including public opinion)
- **3.** Evaluate the success of prototype(s) and provide provision and design recommendations
- **4.** Implement the amenity throughout the network, as opportunities arise

Evaluating new key function amenities

Goal

Provide a range of recreational and social experiences for residents

Trigger

Public Driven: Suggestion from public engagement, emergence of a new activity

City Driven: Wear on an existing amenity

- Does the amenity fulfill a need within Beltline and is not provided within a 5-minute walk (450 m) of Beltline? If not, further research and engagement is required to determine the local demand
- **2.** Can the amenity be prototyped to test its function and interest first before more permanent investment?
- **3.** Can other activities overlap with the space taken by the proposed amenity? *If not, further research and engagement is required to confirm local demand*
- **4.** Does the activity take away from flexible lawn space? *If so, then the amenity is not appropriate*

Evaluating new attractor_amenities

Goal

Create new and creative attractions for the residents, workers, and visitors

Trigger

Public Driven: Suggestion

City Driven: Land acquisition opportunity

- 1. Study the spatial needs, off-site impacts, potential draw and risks of the proposed amenity
- **2.** Prototype the amenity in the public realm or a park that suits its needs and monitor for key success factors
- 3. If successful, confirm a long term location for the amenity
- **4.** Promote the amenity and develop partners for its ongoing programming and maintenance

Publicly Accessible Private Open Space

Recommendations

All space accessible to the broader public contributes to Beltline's open space network though private space cannot replace public space. For this reason, it is important to work with the development community, businesses, and landowners to ensure their publicly accessible spaces support the goals of this Playbook.

Publicly accessible private open space can support the Playbook's philosophy by contributing to the "One Park" approach, creating a "Park-like Public Realm", and extending "Green and Vibrant Networks". To effectively contribute to the open space network, publicly accessible private open spaces need to read as public and provide amenities that support public use and lingering.

Design:

- Prioritize public space bonus density provision in areas of need
- Consider the design guidance specific to the development location's public realm focus area in the absence of a streetscape plan (see Chapter 4: Public Realm). This should include connecting the space with the adjacent parks and/or public realm by continuing paving design, lighting standards, etc.
- Increase greenery through trees, planters, gardens or other forms of soft landscaping for mixed-use and residential projects
- Integrate seating
- Adds signs to identify any space provided as bonusable public space as 'public' (see Open Space Research, pg 33)
- Ensure publicly accessible private open space (including bonusable spaces) are a minimum of 5 metres wide in order to accommodate seating and healthy tree growth
- Prevent publicly accessible private open space (including bonusable spaces) from being used as car parking

- Implement public easements on sites, when required
- Design spaces that are welcoming to the public and contribute attractive and comfortable amenities. This should include elements such as weather protection and lighting and discourage barriers to access

Development Process:

- Explore incentives like grants or cost sharing between The City and developers to enhance the public realm following any approved streetscape design plans (if prepared) or the high-level guidance for the relevant public realm focus area provided in Chapter 4: Public Realm
- Support Publicly Accessible Private Open Space above private underground parking

Setbacks:

- Encourage setbacks in areas where there is limited pedestrian space in the adjacent public realm
- Partner between landowners and The City during a streetscape redesign process to improve setback areas concurrent with development applications
- Investigate setback improvement grants to incentivize seating, planting, and other amenities
- Support developer-provided improvements in setback areas in the absence of approved streetscape or infrastructure plans following the high-level guidance for the relevant public realm focus area provided in Chapter 4: Public Realm





Photo source: Forest and Field Landscape Architecture Inc.

The Potential of Setbacks

A collaboration between The City and landowners to review setback areas and improve their contribution to the open space network can maximize the limited space available for public use and enjoyment benefiting residents, visitors, and businesses. Even if setback regulations are revisited and later removed, historic setback spaces remain to integrate into the open space fabric (see Best Practice Report, pages 15 to 16).



Best Practice



Photo source: The Cultural Landscape Foundation

Privately-Owned Public Space

New York pioneered Privately Owned Public Spaces (POPS) with varying degrees of success over the past six decades. One of the most successful POPS is Paley Park (1967). Its success is attributed to its visibility from the street, movable seats, extensive greenery, water features, concession stand, and heat lamps. It offers a nook of respite along a busy street, attracting professionals, tourists, and shoppers. Because it is small, the space is not multi-functional. Instead it focuses on seating and a calm atmosphere (see Open Space Report, pages 33 to 34).





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Park Focus Areas

This chapter identifies different focus areas for parks based on their size and role within the open space network - Interlude, Neighbourhood and Regional. These focus areas may shift or change overtime based on public engagement and future study. To support direction in this chapter, the analysis of need and provision also considered parks beyond the boundaries of Beltline, such as Shaw Millennium Park, when assessing the provision of Regional parks.

Park Focus Areas are intended to function as an overlay to existing Beltline parks and guide the acquisition of new parks. These Focus Areas complement City of Calgary parks classifications.

To guide the future of Beltline parks, this chapter includes:

- · Policy recommendations that apply to parks overall
- Recommendations for each Focus Area, including parkspecific direction. Amenity direction is based on best practice research and analysis. This direction is a starting point for consideration but should be refined through future engagement
- Land acquisition guidance to direct the location of new parks

Interlude Focus Areas



Definition: Small, informal spaces for leisure and social gathering

Interwoven Vibrant and Green Network: Parks

Each park's Focus Area can contribute towards a green, hybrid, or vibrant experience depending on the needs and character of the area. The map below shows the Focus Areas of existing Beltline parks and how they currently offer these experiences throughout the community.



Neighbourhood Focus Areas



Definition: Half block to full block, locallyfocused social and recreational use

Regional Focus Areas



Definition: City-wide destinations anchored around an attraction, unique context, or design.

Park Policy Recommendations

The One Park philosophy relies on the individual contribution each park plays towards a complete recreational, social, and leisure experience within Beltline's open space network. Too many experiences and functions within a single park will result in clutter, reduced flexibility, and may limit the appeal of the park. Instead, each park should focus on a subset of experiences and functions that complement different experiences and functions offered by nearby parks and the public realm. This prevents individual spaces from trying to do too much.

Flexible open spaces are more inclusive because they allow people to adapt a space to their needs instead of a park's design directing a specific use. Since needs can shift over time, designing for flexibility, rather than prescription, is also more future proof.

Multi-functionality can also include different experiences quiet and contemplative spaces, playful and active spaces, and lively and social spaces. Focusing individual parks towards a specific experience that differs from nearby spaces will provide options for the people of Beltline based on their needs and preferences.

Recommendations

- Confirm the design and programming guidance of the parks outlined in this chapter through a public engagement process before implementation
- Focus on efficient and resilient infrastructure and planting (e.g. stormwater management, drought resistant plants, shade structures, electricity generation, etc.)
- Provide flexible spaces, blending softscapes (i.e. lawns) and hardscapes (i.e. plazas), in each park
- Avoid duplicating **Key Function Amenities** present within a nearby park (15 minute walk or 1,350 m) unless those amenities are proven very popular as determined by increased maintenance needs, use, and local demand

- Allocate park experiences throughout Beltline based on the following priorities:
 - Direct hybrid spaces (blended green and vibrant experiences) to areas with the highest residential concentrations
 - Focus vibrant spaces near main streets with existing
 - Integrate green spaces within vibrant areas to act as a refuge
- Add more trees, plants, shrubs, and ground cover in areas lacking in greenery
- Explore public and private partnership models to deliver maintenance and operations as an option where enhanced levels of service are desired

Best Practice Example

Parks without Borders

New York City has a program to improve the openness of parks by making entrances easier to find, ensuring the edges are greener, adding more furnishing, programming and amenities, and improving sight lines. Eight parks were selected based on community feedback for the first round of capital improvements, totaling \$40 million. Defining clear design parameters with the goal of creating more welcoming spaces provides a unifying philosophy for this program (see nycgovparks.org).

Public & private partnerships in park maintenance

The Bryant Park Corporation is a not-for-profit, private management company that oversees maintenance and operations of Bryant Park, since its refurbishment in 1992. Their responsibilities include garbage pickups, security, cleaning washrooms, landscaping upkeep, and programming stewardship (see bryantpark.org).

< ✓ Analysis

Defining Experiences

The elements that contribute to a green or vibrant character were mapped. Green character is an aggregation of tree canopy, gardens, permeable land cover and planting. Vibrant character is an aggregation of ground floor businesses, art, transit, and historic sites. When acquiring a new park or revisiting the design of an existing park, the trending characteristics will help guide the design focus expanding greenery, enhancing vibrancy, or balancing the two. In this map you can see the areas without a dominant green or vibrant character as well as areas with traits of both.





Photo source: City of Calgary

Typical Regional Park Functions

Regional parks (like Bowness, Prairie Winds, Carburn, and Edworthy Parks) typically offer the following range of amenities that can be considered within Beltline to implement the One Park philosophy:

- Play features (playgrounds, playscapes)
- Pathways, trails, and tracks
- Winter activities (skating, crokicurl, curling, tobogganing)
- Washrooms, drinking fountains
- Water features (wading pools, spray parks, fountains)
- Food and gathering spaces (picnic facilities, gazebos, fire pits, barbecue pits)
- Fields and courts (tennis, soccer, basketball, etc.)
- Off-leash areas

Interlude Focus Areas



Interlude focus illustrative vignette



Definition

Small, informal spaces for leisure and social gathering

Priority when conflicts occur:

- Greenery
- Seating and gathering areas

Keys to Success

- Urban Life Amenities
- Flexible seating
- Residential density and/or street life
- Clear placemaking
- A flexible, multipurpose space
- Integration with the public realm

Best Practice



Photo source: Alex Wilson Community Garden Facebook

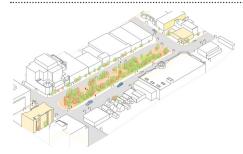
Increasing the use of small spaces

Good condition, maintenance and management of litter and vandalism increase use. "Thermal comfort" (warmth, shelter, and a lack of wind) and "sky-view factor" (sun access, views and openness) are also associated with increased use. Additionally, water features, trees, play areas, seating and gathering areas help draw people to small spaces (Best Practice Research, pages 12 to 14).

Interlude Focus Areas Recommendations

- Extend the design of these spaces along adjacent streets and intersections through materials and amenities
- Protect a portion of flexible, unprogrammed space for customization by users, either soft or hardscaped
- In busy and active locations, limit amenities to specific immediate recreational, social, or other needs to avoid too many specific programming elements
- In guieter locations, consider expanding the amenity provision to create a draw
- Locate in areas with higher pedestrian use

- Consider micro-climate in the design of these spaces
- Maximize trees, greenery, seating and gathering spaces with an openness to the street
- Integrate flexible and movable seating formalize as a pilot for each case first, and if proven successful, make an ongoing practice. Consider learnings from Lois Szabo Commons
- Consider rooftop, indoor and other unique locations for potential future interlude focus areas



Tomkins Park | Vibrant

Redesign Required? Yes (Move 2), balancing greenery and vibrancy within a simple design. Extensive multi-functionality is not required given the street life

Alignment with Key Public Realm Focus Areas: Yes, design alongside 16 Avenue SW (closure potential and patio use), 8 Street SW and 7 Street SW

Amenity Direction *to be confirmed through* public engagement:

- Consider dog amenities (e.g. dog waste bags, drinking fountain). Not off-leash
- Protect mature trees and greenery
- Mitigate noise ISC:UNRESTRICTED



Connaught Park | Hybrid

Redesign Required? Yes (Move 2), with a focus on expanding the dog park and improving the plaza's and surrounding green space's function

Alignment with Key Public Realm Focus **Areas:** Yes, recent 11 Street improvements **Amenity Direction** to be confirmed through public engagement:

- Expand seating options, particularly movable seating
- Explore unmet recreational needs with the community
- Integrate fire pits
- Improve dog park



Lois Szabo Commons | Hybrid

Redesign Required? No, redesign complete in 2021

Alignment with Key Public Realm Focus Areas: Yes, connect any 16 Avenue SW improvements with this park space

Amenity Direction to be confirmed through *public engagement:*

Explore ways to provide paddles and ping pong balls



Humpy Hollow Park | Hybrid

Redesign Required? Improvements are in progress (2022/2023)

Alignment with Key Public Realm Focus Areas: Yes, connect any Centre Street S improvements with this park space

Amenity Direction *to be confirmed through* public engagement:

Support Beltline Neighbourhood Association programming from McHugh house into the park, including an outdoor stage and seating

Neighbourhood Focus Areas

Lively and playful places for residents and workers to participate in recreational activities and the community's social life.



Neighbourhood focus illustrative vignette



Definition

Half block to full block, locally-focused social and recreational use

Priority when conflicts occur:

- Resident recreation need based on future research and engagement
- Flexible lawn space

Keys to Success

- Key Function Amenities
- Urban Life Amenities
- Residential density
- Flexible lawn space
- Winter programming

Best Practice



Photo source: Claude Cormier and Associates

Berczy Park, Toronto, Canada

Berczy Park is an example of a creative urban park that includes a wide central plaza, wide sidewalks, grassy berms, a dog park and garden beds. The centrepiece of the park is a large two-tiered fountain with whimsical dog and cat sculptures. This park also features a public art piece and integration with adjacent streets through curbless borders.

Neighbourhood Focus Areas Recommendations

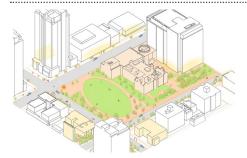
- Limit new **Key Function Amenities** to where they meet an unmet need within a 15 minute walk (1,350 m), or to relieve pressure on a popular existing amenity
- Maximize lawn space and avoid fragmenting existing lawns
- Provide multi-functional amenities (e.g. informal play features and artworks as seating, etc.)
- Incorporate multi-functional amenities, greenery, and programming within parks to encourage diverse patrons and use all vear round
- Integrate food growing, preparation and eating spaces and pilot different crops and partnerships

- Add water features designed for easy maintenance (e.g. pop-up spray parks, wading pools, crying walls, and features that can convert into rinks)
- Encourage a variety of informal and formal activities through the addition of trails, gathering spaces, and quiet areas of respite
- Expand the use of fireplaces and pits in the winter
- Direct single purpose facilities to the public realm, unused public space, and publicly accessible private open spaces instead of parks
- Design all parks as multi-seasonal spaces from the beginning, even if they are interim



Seasonal Park Use

All the existing parks within Beltline are more popular outside of the summer months. This is likely due to Beltline residents and workers traveling further for summer recreation within and beyond the city limits. With this in mind, it is important to both expand summer recreational possibilities close to home and to focus on fall, winter, and spring programming in park redevelopment (see Park Analysis, pages 10 to



Barb Scott Park | Green

Redesign Required? No, the park was built in 2014

Alignment with Key Public Realm Focus Areas: Yes, the streetscape redesign processes for 8 Street SW, 12 Avenue S and 13 Avenue S needs to integrate with Barb Scott Park

Amenity Direction to be confirmed through public engagement:

- Consider formalizing public washroom access to encourage longer stays
- Monitor use patterns and wear and tear to inform a future refresh



Haultain Park | Hybrid

Redesign Required? Partial (Move 3)

Alignment with Key Public Realm Focus Areas: No

Amenity Direction to be confirmed through public engagement:

- Explore multi-season use of tennis courts
- Protect most of the area dedicated to the flexible lawn space
- Consider dog infrastructure
- Collaborate with the Park's Foundation to revisit their entrance garden with the potential of public edible landscaping
- Expand upon First Street Market interface



Connaught School | Hybrid

Redesign Required? In partnership with the school and Calgary Board of Education (Move 2)

Alignment with Key Public Realm Focus Areas: Yes, any 13 Avenue S or 12 Avenue S streetscape redesign process needs to be integrated. Evaluate the success of the 10 Street S temporary closure

Amenity Direction to be confirmed through *public engagement:*

- Consider formalizing a sport field or court
- Improve the edges



Thomson Family Park | Hybrid

Redesign Required? No, upgraded in 2016 Alignment with Key Public Realm Focus **Areas:** Yes, the streetscape redesign process for 16 Avenue S needs to integrate with the park.

Amenity Direction *to be confirmed through* public engagement:

- Consider formalizing public washroom access to encourage longer stays
- Monitor use patterns and wear and tear to inform a later refresh

Regional Focus Areas



Regional focus illustrative vignette



Definition

City-wide destinations anchored around an attraction, unique context, or design.

Priority when conflicts occur:

- Unique experiences, drawing residents city-wide and beyond (e.g. the gardens/ fountain at Central Memorial Park)
- A special design anchored in an historic site or stand-out design language (e.g. Copenhagen's Superkilen Park's coloured rubber surface and art)

Keys to Success

- Strong historic, cultural or design character
- Public art
- · Event space
- Urban Life Amenities
- Attractor Amenities
- Wayfinding and interpretive elements
- Different micro-climates

Regional Focus Areas Recommendations

- Ensure additional amenities respect existing historic, architectural or artistic character, where it exists
- Create an identity for these statement spaces based on history, design, or context
- Provide opportunities and infrastructure to support festivals, performances, and other gatherings
- Integrate art, aesthetic lighting, and a clear visual language
- Create new regional parks in unique locations, such as closed streets, interior spaces, parking lots, roofs, or mid-block parcels
- Consider the transportation network when reviewing locations of regional parks to ensure it is accessible to a range modes
- Ensure adjacent development activates the park edge (i.e. retail, commercial, dining uses) and helps steward the space

- Provide designated space for food trucks
- Encourage active uses (e.g. restaurants, cafes, etc.) within these parks
- Ensure safe and convenient access for people with different abilities is provided
- Consider micro-climate and provide different conditions for different preferences - shade, sun, quiet, vibrant, etc.
- Integrate public washrooms, drinking water, lighting, and other support services
- Explore statement green spaces like urban marshes, public orchards, and more



Best Practice



The High Park Success Story

High Park is the result of a unique vision, a clear identity, and careful prototyping. Originally built in 2021, improvements have been phased and expanded overtime. Within Beltline, High Park has the fourth highest proportion of use, the third largest catchment and the second highest presence on Instagram (see Park Analysis, pages 42 to 44).



Best Practice



Photo source: Future Landscapes

Tanner Springs Park, Portland, USA

Tanner Springs is a neighborhood park that incorporates the natural landscape found beneath its urban surface. Stormwater runoff from the park feeds into a natural water feature, art performances take place on the floating deck, and visitors explore the natural refuge.



Central Memorial Park | Hybrid

Redesign Required? No, the park was upgraded in 2010

Alignment with Key Public Realm Focus Areas: Yes, the streetscape redesign process for 12 Avenue S needs to integrate with Central Memorial Park

Amenity Direction to be confirmed through public engagement:

- Add tables and bistro chairs to support the lunch crowd
- Work with the Library and other groups to increase programming



Lougheed House/Beaulieu Gardens

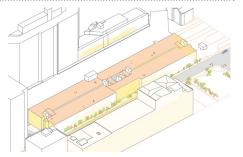
Green

Redesign Required? Yes (Move 2), to partner with Lougheed House and Province

Alignment with Key Public Realm Focus Areas: Yes, integrate with 6 Street SW and 13 Avenue S

Amenity Direction to be confirmed through public engagement:

- Protect as much lawn space as possible
- Consider expanding edible landscaping
- Explore dog infrastructure
- Add seating and lighting



High Park | Vibrant

Redesign Required? Yes (Move 1), to formalize its successful elements, improve access, and create a street level presence

Alignment with Key Public Realm Focus Areas: Yes, integrate street level improvements with 10 Avenue S and the Green Line

Amenity Direction to be confirmed through public engagement:

- Explore greenery opportunities
- Assess current level of accessibility

Park Acquisition

Based on the current and growing shortage of parks in Beltline, acquisition of new park space is a key priority for strengthening the open space network. Based on the park focus areas outlined in the previous pages, the maps to the right identify potential new locations for each area of focus.

These areas were selected by cross referencing areas with park need (see Park Analysis, pages 90 to 91), with areas that have appropriately sized parcels with acquisition potential for each focus area (see Land Acquisition Strategy, pages 12 to 21). It is important to note that opportunities may arise that do not align perfectly with these locations and, in that instance, the criteria provided on the following page will help guide the decision-making process about whether to acquire a site or not.

Additional acquisition consideration for each focus area includes:

- New Interlude Parks should be focused in areas with park capacity concerns to relieve
 the pressure on existing parks. Given their small size, they are less valuable in areas
 deficient in parks.
- New Neighbourhood Parks should be focused in the areas most deficient in parks to
 provide residents and workers with the opportunity to satisfy their daily recreational,
 social, and leisure needs.
- New Regional Parks should be focused around a unique urban condition (e.g. street closure, parking lot, roof, etc.), adjacent to active uses, reflect tangible or intangible Beltline history (e.g. LGBTQ2IA+) and designed to a high standard. This will allow the statement to be based on the context and design of the new park.

Analysis



Identifying Park Space Need

Park need is based on: population density, park access, opportunities to expand greenery and vibrancy, use hot spots, and locations of concentrated seniors, low income households and people without housing. This analysis has informed acquisition recommendations and other priorities throughout the Playbook (see Park Analysis, pages 90 to 91).



Land Acquisition Recommendations

- Prioritize interlude focus areas in the locations identified on the previous page
- Prioritize neighbourhood focus areas as follows:
 - The neighbourhood focus area locations identified on the previous page
 - Any need area identified on maps on previous page (see also Park Analysis, pg 90-91)
 - Anywhere in Beltline where a half block to a full block of space is available
- Prioritize regional focus areas in the locations identified on the previous page or any opportunity to enhance a local institution, landmark, or unique space

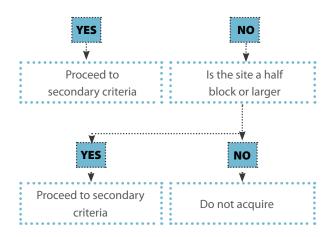
Different tools can help increase park space, like:

- Using municipal reserve land dedication, where applicable
- Partnering with private landholders to temporarily use a vacant site or parking lot as a park
- Leveraging small spaces to create high functioning interlude parks and parklettes
- Acting quickly to acquire any larger size lot (a half block to a full block in size), as they become available
- Explore feasibility of a Beltline land acquisition fund to purchase new park space

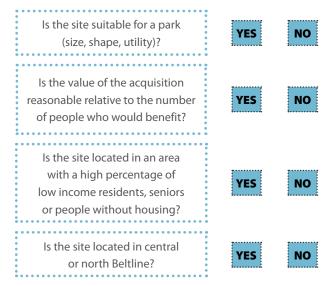
New parks should be located:

- Near land uses that offer activation such as active commercial edges, ground floor residential units, apartment lobbies, and transit nodes
- To be visible from a public street or pathway
- Close to places that benefit from parks, including affordable housing developments, seniors facilities, and recreational/community/cultural facilities
- To expand spaces in high need areas, even if the space is located mid-block or small in size ISC:UNRESTRICTED

Is the site in a need area?



Secondary criteria



If three out of the four criteria are yes, consider acquiring when possible

Analysis

Two Types of Park Need

Park need within Beltline falls into two categories (see Park Analysis, page 90):

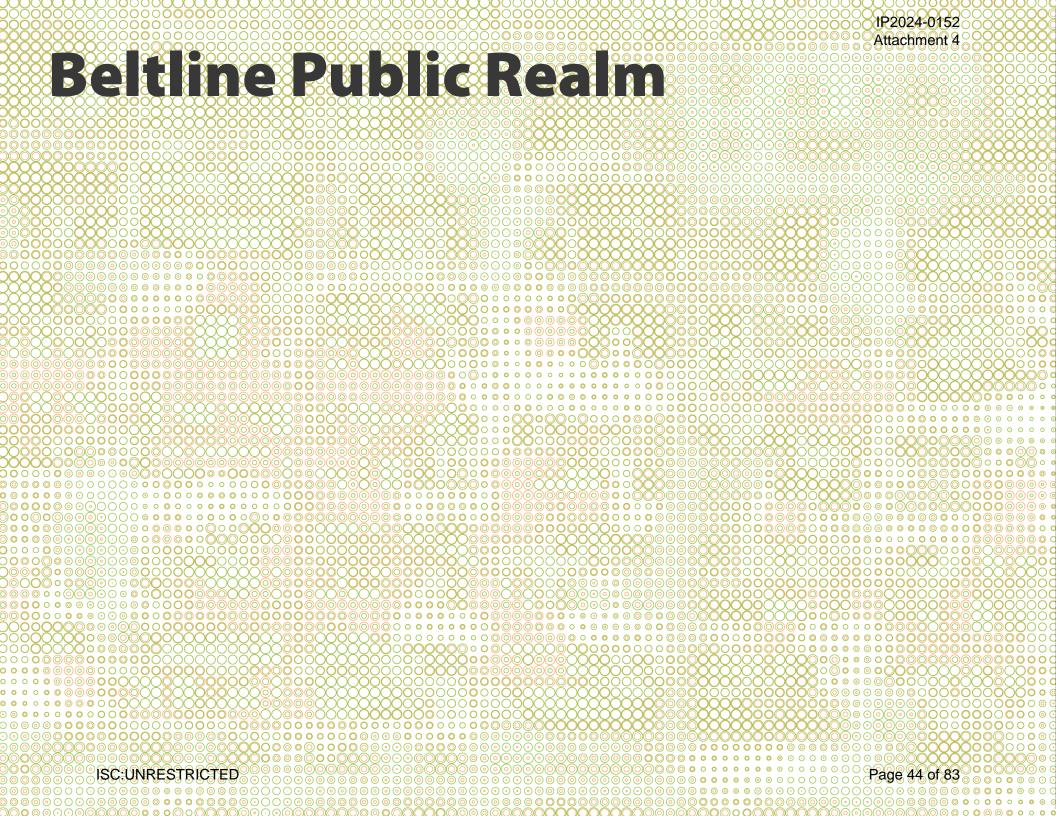
- + Park Gaps (north and central Beltline): these are areas with less parks, amenities, greenery, and vibrancy. They are also areas with concentrations of populations that would benefit more from the services parks provide such as free recreation, stress relief, and health benefits
- Park Pressure Areas (west and south Beltline): these are areas with a higher density of users (both residential density and street life) placing increased pressure on existing parks

Best Practice

Open Space Acquisition Fund

San Francisco established an Open Space Fund that is used to finance acquisitions and capital improvements for its Recreation and Park Department. The money is tax funded, and between 2007-2017, the fund was used to add 16 acres of new park land for an estimated \$15.2 million.

Sites can be identified by staff or the public by submitting a "Suggested Site Acquisition Form", which is then evaluated by municipal staff and presented to a committee that sits every six months or as needed.





Public Realm Focus Areas

Implementing the Park-like Public Realm philosophy requires increased multi-functionality and space along Beltline's streets as well as a stronger connection with Beltline's parks. The public realm makes up the largest portion of Beltline's open space network and can be re-imagined to facilitate more park functions.

The analysis and research conducted as part of the Playbook has enabled the identification of focus areas for different components of the public realm. These focus areas are intended to complement existing classifications to ensure a diversity of experiences and functions throughout the community to support a high quality of life. These focus areas may shift or change overtime based on public engagement and future study.

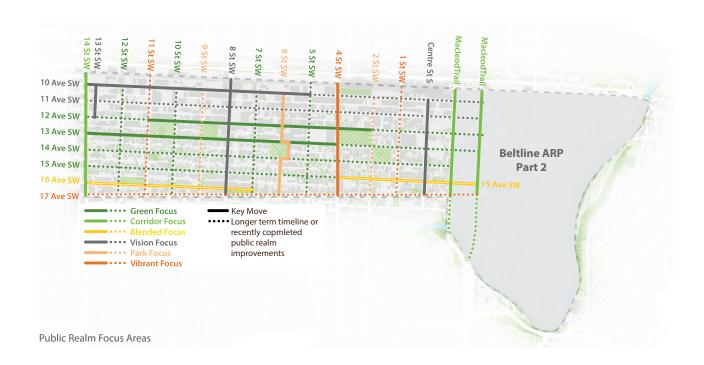
To direct the future of the public realm, this chapter includes:

- Recommendations that apply to Beltline public realm, as a whole
- An overview of different tools to support increased green and vibrant experiences
- Recommendations for six focus areas applying public realm tools that, as noted, may change overtime as needs evolve and based on public engagement
- Recommendations for how lanes can contribute to the open space network

Interwoven Vibrant and Green Network: Public Realm

A legible, connected, green, and vibrant public realm is attractive and entices people to enjoy and explore. The public realm focus areas have been organized along a spectrum based on their potential to contribute to green, vibrant, and hybrid experiences. Public engagement, design processes and the evolution of the network may refine these definitions over time.

- Green Focus Areas: components of the public realm that link several Beltline parks together through a green character, which is either existing or emergent. It is important to note that the Greater Downtown Plan refers to 'Green Streets' which are streets that connect to the Bow and Elbow Rivers. These overlap with the Playbook's "Green Focus Areas' but are not exactly the same since green focus areas also must have the space to expand greenery within the public realm itself
- Corridor Focus Areas: the major transportation corridors on either side of Beltline can help facilitate safe, accessible, and comfortable multi-modal movement north and south, particularly north to the Downtown and Bow River
- Blended Focus Areas: quieter streets, one block north of 17 Avenue, provide opportunities to connect parks and create shared spaces due to less vehicle demands
- Vision Focus Areas: areas with little greenery, limited vibrancy, few parks, and some space to acquire future parks
 or link with major public destinations, like the Bow River, that provide an opportunity to cultivate a hybrid green
 and vibrant identity
- Park Focus Areas: streets with lower traffic density and significant park spaces where the public realm can perform greater recreational, leisure, and social functions
- Vibrant Focus Areas: over the years, several plans have defined the major "high" or "main" streets of Beltline that provide important north-south and east-west connections and are the busiest, most vibrant streets in the community



Public Realm Policy Recommendations

To realize a "Park-like Public Realm", Beltline's streets need to maximize their functionality outside of mobility. To achieve this it is important to increase the space available for pedestrians.

- Include on-street parking, boulevards, furniture zones or parklettes to create a buffer for pedestrians
- Design park-adjacent streets to extend and connect green spaces
- Prioritize safety, accessibility, and maintenance along multi-modal routes
- Consider the applicability of alternative and innovative standards for utilities where needed to achieve prioritized streetscape outcomes
- Activate streets through pop-ups, art and culture initiatives, and year round outdoor programming
- Confirm the design and programming guidance of the public realm outlined in this chapter through a public engagement process before implementation
- Provide adequate soil volumes for street trees and use salt tolerant species of trees & other forms of planting to ensure survivability
- Explore increasing pedestrian space through:
 - Curb extensions & traffic calming
 - Seasonal on-street parking spot occupation (parklettes or patios)
 - Temporary (day, week, year or event) or permanent road closures and restrictions on vehicular use
 - · Sidewalk widening, shrinking the road carriage-way
 - Permanent parklettes and boulevards in former onstreet parking spots
 - Shared spaces to mix pedestrians, cyclists and cars

- · When increasing pedestrian space:
 - Engage and collaborate with adjacent residents, businesses, landowners and people impacted by City decisions
 - Partner with Beltline Neighbourhood Association and, if relevant, Business Improvement Area
 - Conduct an impact study
 - Pilot different configurations, engage on making successful solutions permanent
 - Monitor performance
 - Consider year round implications (e.g. snow storage)
- The potential triggers for pedestrianizing a space (from expanding the pedestrian area to closing the street) are (must meet four or more):
 - Comparatively low on-street parking use compared to Beltline-wide
 - Comparatively low traffic volumes compared to Beltline-wide & no transit movement
 - High park need
 - High residential density
 - High pedestrian and/or high cycling volumes



One-way vs two-way traffic

Several cities have converted multi-lane one-way traffic streets to two-way, including Atlanta and Chicago. To assist decision making, cities should consider the overall priority against what has been observed through these conversions:

Multi-lane one-way streets tend to be efficient in shuttling volumes of traffic and, often, have opportunities to expand the public realm.

Two-way conversions tend to lead to increases in safety, pedestrian use, vitality of local businesses, and shorter travel distances for drivers. But, in certain cases, they may present challenges in competing with other uses such as parking, bike lanes, or boulevards.

See Jeff Speck's Walkable City Rules, 2018

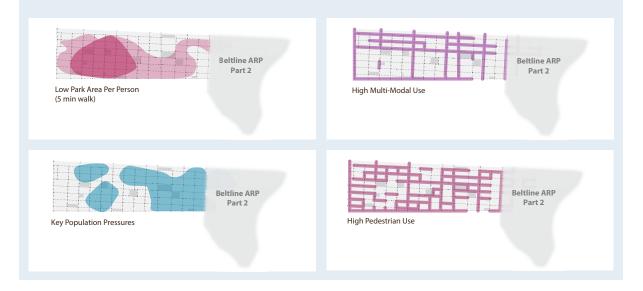
Analysis

Pressures on the Open Space Network

Beltline's open space network faces several pressures:

- Not enough park space and/or existing parks facing capacity concerns due to high residential density
- High concentrations of key populations, which are people who rely more heavily on open space (children, seniors, newcomers, people with lower incomes, and people without homes)
- High pedestrian use
- High multi-modal use

These pressures emphasize the value of expanding the public realm spatially and functionally (see Public Realm Analysis, pages 72 to 78).



Public Realm Tools

IP2024-0152 Attachment 4

Public realm recommendations are categorized into tools that can be applied across different focus areas in different concentrations and combinations. These tools also support a vibrant or green network depending on their application. These two pages provide an overview of the tools applied to the relevant focus areas on the subsequent pages.

City Initiative

Undertake a streetscape planning process to provide public realm design guidance.

Street Anatomy: Entire streetscape

Curbside Management

Balance competing demands along the curb Street Anatomy: Curbside zone (includes on-street parking zone and sidewalk edge)

Roadway

Adjust road designs as required to support pedestrian and cyclist comfort and space

Street Anatomy: Carriageway (the area devoted to cars)

Sidewalk & Setback

Increase pedestrian space and improve the pedestrian experience

Street Anatomy: Sidewalk, Setback area/
building frontage zone





Define street character, functions, and amenities that improve active, shared, and micro mobility



Define street character, functions, and amenities. Focus on amenities that add nature, comfort, activation, and feelings of safety



Support curbside use for patios, markets, and other urban activations (temporary or permanent)



Support curbside buffer seating, art, programming and parklettes (temporary or permanent)



Explore **one-way traffic** options (to convert extra space for public realm use)



Explore two-way traffic options



Widen sidewalks, whenever possible



Support safe and comfortable **cycling infrastructure**, where appropriate



Extend curbs into intersections, where possible, and include seating and greenery (planters. gardens, etc.)



Maintain a **curbside buffer** and explore **conversion to parklettes** (temporary or permanent)



Explore **road closures** (temporary/permanent, partial/full) after transportation study and public engagement



Use **setbacks** (existing and new) to add **seating** and **greenery**



Look for opportunities to extend the curbside zone to increase **tree** planting space

Test **shared spaces** to expand park functionality without inhibiting access and servicing

Green Focus

Trees

Plant and maintain a healthy tree canopy

Street Anatomy: Furniture zone, setback area/
building frontage zone

Greenery

Expand greenery and green connections

Street Anatomy: Furniture zone, setback area/
building frontage zone

Urban Activation

Activate through creative installations, gathering areas, and shelter.

Street Anatomy: Furniture zone, setback area/ building frontage zone

Development

Improve the integration and contribution of private spaces in the open space network

Street Anatomy: Setback area/frontage zone



Add **greenery that supports activity** like gardening, play, exercise, dog walking, etc.

Prioritize **activations** (e.g. seating, gathering spaces, amenities like poster boards/community pantries/little libraries, sidewalk shopping, etc.)

Encourage outdoor display and dining space



Where trees are not possible due to soil volume and setback constraints, investigate **other forms of planting** (e.g. shrubs, planters, grass, etc.)



Create different green/recreational loop options



Prioritize **public art investment** (e.g. murals, installations, performance spaces, etc.)



Consolidate access points and/or integrate a wider furniture zone to improve accessibility



Prioritize sheltered seating and places to pause



Encourage privately-owned public spaces along quieter streets



Plant as many **trees** as possible and support their health through green infrastructure and sufficient soil volumes



Create and connect **green refuges and breaks** (trees, planters, ground cover and/or gardens)



Maintain or reintroduce boulevards



Direct privately-owned public spaces to blend soft and hard landscaping, clear sightlines, seating and greenery



Protect mature trees and add additional trees

Protect mature trees and, when possible, add double rows of trees

ISC:UNRESTRICTED



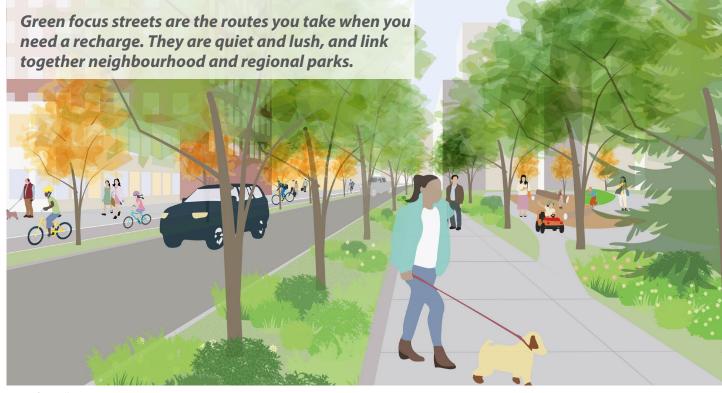
Add greenery, low impact development, xeriscaping/drought tolerant species to sustainably increase greenery [Public Realm Analysis, p 86-87]



Direct privately-owned public spaces to maximize greenery

[Public Reage a5/1is of 9833]

Green Focus Areas



Green focus illustrative vignette & isometric



Priority when conflicts occur:

- Greenery
- · Active mobility

Keys to Success

- · Continuous, diverse greenery
- Boulevards
- Cycling Infrastructure
- Residential density
- · Parks to connect





Photo source: San Francisco Better Streets

San Francisco street/pocket parks

To address park deficiencies, San Francisco allows community members to propose parklettes in road right-of-ways. The use of these spaces are unique. They can provide gardens, fitness equipment, ecological improvement or habitat, lawns, and community hubs, among others. They can span an entire block, intersection or a small corner. The only requirements are a landscaping or paving material to differentiate the space, an edge to create a buffer with traffic, stormwater retention and infiltration, accessible access, and seating. The maintenance of these sites are up to the neighbouring property owners and The City is involved in ensuring the design is appropriate and safe (see Open Space Research, page 32).

Green Focus Areas Recommendations

Quick Wins (Prototypes and Pilots)



Explore road closures (temporary/permanent, partial/ full) after transportation study and public engagement



Prioritize sheltered seating and places to pause



Use setbacks (existing and new) to add seating and greenery. Align with streetscape plan, if one exists, and the guidance provided in Chapter 2: Open Space Network



Add greenery, silva cells, low impact development, xeriscaping/drought tolerant species to sustainably increase greenery



Where trees are not possible, investigate other forms of planting (e.g. shrubs, planters, grass, etc.)



Maintain curbside buffer and explore conversion to parklettes (temporary or permanent)



Look for opportunities to extend the curbside zone to increase **tree** planting space

Longer Term Investments (Interim and Permanent)



Maintain or reintroduce boulevards



Create different green/recreational loops options (see the Experiences section of Chapter 5)



Widen sidewalks



Direct publicly accessible private open spaces to maximize greenery (trees, planters, ground cover). Align with streetscape plan, if one exists, and the guidance provided in Chapter 2: Open Space Network



Explore two-way traffic options on 12 Avenue S



Support safe and comfortable cycling infrastructure where appropriate



Protect mature trees and, when possible, add double rows



Extend curbs into intersections, where possible, and include seating and greenery (planters, gardens, etc.)

Analysis

Green Focus Areas

Major 12 Avenue S characteristics (Public Realm Analysis, pages 48 to 52):

- High park pressure
- High pedestrian pressure
- Concentration of key populations
- High sidewalk width
- High street wall consistency
- High cycling density and bicycle parking
- High auto density

Major 13 Avenue S characteristics (Public Realm Analysis, pages 52 to 56):

- High park pressure
- Stormwater challenges
- Ability to expand and complete Greenway

Key Green Focus Areas (based on analysis and research)

13 Avenue S

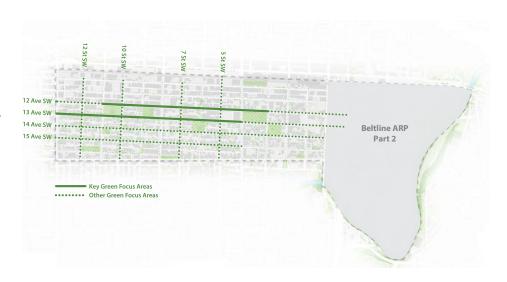
(to confirm through public engagement)

- Extend the greenway atmosphere from 4 Street SW to 14 Street SW
- Prototype boulevard greening approaches (gardens, planters, edible landscaping, etc.)
- Add seating and bicycle parking along boulevards
- Examine opportunities to create shared spaces and closed streets along park boundaries during any park redevelopment process

12 Avenue S

(to confirm through public engagement)

- Formalize food truck, event parking, and other types of activations alongside parks
- Review the mobility needs of 12 Avenue S to explore the following:
 - Converting 12 Avenue S into two way traffic
 - Expanding the public realm for greening and wider sidewalks
 - Formalizing the bike lane into a multi-use pathway to the river
 - Creating an uninterrupted green atmosphere from the Elbow River to 14 Street S



Corridor Focus Areas



Movement focus illustrative vignette & isometric



Priority when conflicts occur:

- · Active mobility
- Safety

Keys to Success

- Cycling Infrastructure
- Wide sidewalks
- Benches
- Street trees
- Wide furniture zones
- · Micro mobility and bicycle parking



Best Practice



Photo source: trulyhandpicked.com

Pearl District, Portland

Streets throughout the Pearl District extend and connect green spaces. Landscaping, a variety of seating options, and tree lined streets all help to blend the boundaries between streets and parks. There is ample pedestrian infrastructure including garbage bins, bike racks, wayfinding tools, and wide sidewalks (see Best Practice Research, page 43).

Corridor Focus Areas Recommendations

Quick Wins (Prototypes and Pilots)



Prioritize sheltered seating and places to pause



Use setbacks (existing and new) to add seating and greenery (aligned with streetscape plan or guidance provided in Chapter 2: Open Space Network)



Where trees are not possible, investigate other forms of planting (e.g. shrubs, planters, grass, etc.)



Add greenery, silva cells, low impact development, xeriscaping/drought tolerant species to sustainably increase greenery

Longer Term Investments (Interim and Permanent)



Extend curbs into intersections, where possible, and include seating and greenery (planters, gardens, etc.)



Direct publicly accessible private open spaces to blend soft and hard landscaping, clear sight lines, seating and greenery. Align with streetscape plan, if one exists, and the guidance provided in Chapter 2: Open Space Network



Plant as many trees as possible and support through green infrastructure and sufficient soil volumes



Protect mature trees and add additional trees



Maintain or reintroduce boulevards



Widen sidewalks, whenever possible



Encourage publicly accessible private open spaces along quieter streets



Define street character, functions, and amenities to improve active, shared, and micro mobility

Analysis

Mobility Focus Areas

Major 14 Street S characteristics (Public Realm Analysis, pages 20 to 24):

- High park pressure
- High pedestrian pressure
- **Designated Main Street**
- Low development activity
- Inconsistent street wall
- Mix of frontage quality
- No on-street parking
- Narrow sidewalks

Major Macleod Trail Couplet characteristics (Public Realm Analysis, pages 40 to 44):

- Near park pressure area
- Near concentration of key populations
- Wide road
- Mix of active and inactive frontages

Key Corridor Focus Areas (based on analysis and research)

14 Street SW

(to confirm through public engagement)

- Undertake a Main Street Streetscape Plan
- Partner with adjacent landowners to improve their setback spaces alongside any Main Street improvements during the development application process
- Consider grants to support Main Street setback improvements

Macleod Trail S/1 Street SE Couplet

(to confirm through public engagement) The Rivers District is everything east of 1 Street SE. Since 1 Street SE is a border street between the Rivers District and the rest of Beltline and it functions as a couplet with MacLeod Trail and an important link north to the Bow River, this is the only recommended move in the Playbook within the Rivers District.

· CMLC in partnership with the Calgary Stampede will lead and implement the design guidance for this couplet in alignment with the Rivers District Master Plan



Blended Focus Areas



Blended focus illustrative vignette & isometric



Priority when conflicts occur:

- · Community expression
- Experimentation

Keys to Success

- Public art
- Wide sidewalks
- Greenery
- Shared spaces
- Low traffic volumes
- Mixed uses
- Servicing



Best Practice



Photo source: <u>Halifax City News, Meghan Groff</u>

Argyle Street, Halifax

Over ten years, Argyle Street went through a series of pop-up patios and other activations during the summer months. Given the success of this initiative, the Halifax Regional Municipality decided to transform the street into a shared space to allow for year-round outdoor dining and flexible programming (see Best Practice Report, page 30).

Blended Focus Areas Recommendations

Quick Wins (Prototypes and Pilots)

Both Sides of the Street



Prioritize sheltered seating and places to pause



Explore road closures (temporary/permanent, partial/ full) after transportation study and public engagement

North Side of the Street



← Use **setbacks** (existing and new) to add **seating** and greenery (aligned with streetscape plan or guidance provided in Chapter 2: Open Space Network)



Add greenery, silva cells, low impact development, xeriscaping/drought tolerant species to sustainably increase greenery



Where trees are not possible, increase greenery and low impact development

South Side of the Street



Prioritize public art investment (e.g. murals, installations, performance spaces, etc.)



Encourage outdoor display and dining space alongside access and servicing

Longer Term Investments (Interim and Permanent)



Extend curbs into intersections, where possible, and include seating and greenery (planters, gardens, etc.)



Widen sidewalks, whenever possible



Explore one-way traffic options on 16 Avenue S



Direct publicly accessible private open spaces to maximize greenery (trees, planters, ground cover). Align with streetscape plan, if one exists, and the guidance provided in Chapter 2: Open Space Network



Maintain or reintroduce boulevards



Protect mature trees and add additional trees



Consolidate access points and/or integrate a wider furniture zone to improve accessibility

Analysis

Blended Focus Areas

Major 16 Avenue SW characteristics (Public Realm Analysis, pages 56 to 60):

- Park pressure
- Low on-street parking availability
- Low vehicle density
- Low cycling density
- High amount of benches
- Good tree quality
- Consistent street wall
- Mix of frontages

Major 15 Avenue S characteristics (Public Realm Analysis, pages 60 to 64):

- Park pressure
- High pedestrian use
- Concentrations of key populations
- High sidewalk width
- High amount of trees of a high quality
- Consistent street wall
- Low vehicle density

Key Blended Focus Areas (based on analysis and research)

16 Avenue S

(to confirm through public engagement)

- Explore shared spaces adjacent to parks
- Explore shared spaces or closed streets (temporary or permanent) on 12 Street SW, 10 Street SW and 9 Street SW between 17 Avenue S and 16 Avenue SW
- Improve active transportation and micromobility
- Widen sidewalks to facilitate running. strollers, and accessibility
- Pilot stormwater management and low impact development improvements

15 Avenue S

(to confirm through public engagement)

- Study traffic movement and explore ways to reintroduce a boulevard along the north side of the street and a wider furniture space along the south side
- Work to reduce driveways and, on the north side, to focus access off the alley
- Integrate a protected cycle track and coordinate with the mobility project underway (temporary improvements as part of 17 Ave construction; preferred concepts developed)



Vision Focus Areas



Vision focus illustrative vignette & isometric



Priority when conflicts occur:

- Greenery
- · Improved park functionality

Keys to Success

- Greenery
- Recreational and social amenities
- Buffers from traffic (boulevards, on-street parking, wide furniture zones)
- Wide sidewalks
- New park spaces
- Partnerships with nearby institutions, landowners, and businesses



Best Practice



Photo source: PMA Landscape Architects

Dundas West Streetscape, Toronto

The Dundas West Business Improvement Area undertook a comprehensive plan to improve their streetscape and add trees, gardens, vegetation, seating, and bike parking, wherever possible, along the 1.5 km street. Creating parklettes and streetscapes as one project allows the street to be considered and designed comprehensively. Greenery and amenities are distributed strategically creating a cohesive look, function, and experience (Best Practice Report, pages 15 to 16).

Vision Focus Areas Recommendations

Quick Wins (Prototypes and Pilots)



Prioritize sheltered seating and places to pause



Use **setbacks** (existing and new) to add **seating** and greenery (aligned with streetscape plan or guidance provided in Chapter 2: Open Space Network)



Prioritize activations (e.g. seating, gathering spaces, exercise amenities like poster boards/community pantries/little libraries, sidewalk shopping, etc.)



Plant as many trees as possible and support their health through green infrastructure and sufficient soil volumes (e.g. soil cells)



Where trees are not possible, investigate other forms of planting (e.g. shrubs, planters, grass, etc.)

Longer Term Investments (Interim and Permanent)



Direct publicly accessible private open spaces to blend soft and hard landscaping, clear sight lines, seating and trees. Align with streetscape plan, if one exists, and the guidance provided in Chapter 2: Open Space Network



Maintain curbside buffer and explore conversion to parklettes (temporary or permanent)



Widen sidewalks, wherever possible



Define street character, functions, and amenities. Focus on amenities that add nature, comfort, activation, and feelings of safety



Explore two-way traffic options on 11 Avenue S or oneway couplet with 10 Avenue S instead of 12 Avenue S

Key Vision Focus Areas (based on analysis and research)

10 Avenue S & 13th Street SW

(to confirm through public engagement)

- Acquire park space and connect them to the public realm
- Explore the closure or shared space conversion of 13 Street SW
- Create a street level presence for High Park
- Prototype parklettes aligned with nightlife uses
- Add flexible seating to facilitate lunch and socializing
- Explore opportunities and amenities to support dog walking
- Align design and reinforce connections to the Sunalta Main Street across 14 Street SW
- Connect with 11 Street SW underpass

Centre Street S

(to confirm through public engagement)

- · Connect the public realm improvements to Humpy Hollow Park and any new park space
- Explore partnerships with nearby institutions for programming and operations
- Consider this street as a green refuge between 1 Street SW and 1 Street SE

8 Street SW

(to confirm through public engagement)

- Implement the streetscape master plan
- · Connect public realm improvements to Tomkins Park and Barb Scott Park
- Connect with Stephen Avenue, Century Gardens, and Bow River
- Improve active transportation and increase bike racks

Analysis

Vision Focus Areas

Major 10 Avenue S characteristics (Public Realm Analysis, pages 44 to 48):

- Park pressure
- High pedestrian pressure
- Low transit counts
- Moderate vehicle density
- Moderate on-street parking availability

Major Centre Street S characteristics (Public Realm Analysis, pages 36 to 40):

- Park pressure
- Concentrations of key populations
- Inconsistent street wall
- Few vibrant or active frontages
- Low pedestrian and cyclist density

Major 8 Street SW characteristics (Public Realm Analysis, pages 32 to 34):

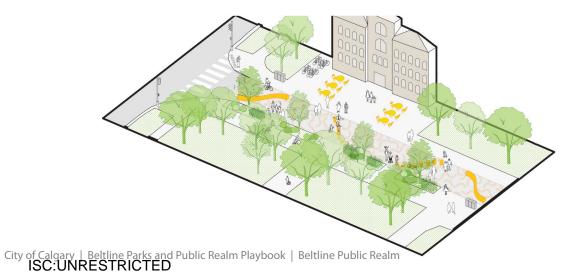
- Multi-modal pressure
- Pedestrian pressure
- High residential density
- Consistent street wall
- Active and vibrant frontages



Park Focus Areas



Park focus illustrative vignette & isometric



Priority when conflicts occur:

- Greenery
- Amenities

Keys to Success

- Recreational and social amenities integrated into boulevard and furniture zones
- Shared spaces and road closures
- Greenery
- Lower traffic volumes
- Cycling Infrastructure





Photo source: Landzine

Circling the Avenue Hadera

Incorporating play within city streets can be seen on Amir Avenue in Hadera, Israel. The street's wide median was re-imagined into a dynamic space for adults and children to use. Play elements include wooden logs, informal sculptures, creative seating options, and seesaws. Lighting was built into the design to provide illumination and increased safety while additional crosswalks ensure safe connectivity with the adjacent streets (see Open Space Research, page 13).

Park Focus Area Recommendations

Quick Wins (Prototypes and Pilots)



Prioritize sheltered seating and places to pause



Add greenery that supports activity like gardening, play, exercise, dog walking, etc.



Where trees are not possible, investigate other forms of planting (e.g. shrubs, planters, grass, etc.)



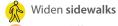
Support curbside buffer seating, art, and programming (temporary or permanent)



Test shared spaces to expand park functionality without inhibiting access and servicing



Maintain or reintroduce boulevards





Extend curbs into intersections, where possible, include seating and greenery (planters, gardens, etc.)



Protect mature trees and add additional trees with sufficient soil volumes (e.g. soil cells)



Support safe and comfortable cycling infrastructure, where appropriate

Key Park Focus Areas (based on analysis and research)

6 Street SW

(to confirm through public engagement)

- Explore a shared space or road closure along Lougheed House/Beaulieu Gardens
- Consider different times for the street closure - times of day, week, or year
- Prototype recreational and social amenities in the furniture zone along this street
- Focus greenery expansion north of 12 Avenue
- Increase trees

Longer Term Investments (Interim and Permanent)





Create different green/recreational loop options (see the Experiences section of Chapter 5)





Analysis

Park Focus Areas

Major 6 Street SW characteristics (Public Realm Analysis, pages 24 to 28):

- Park pressure
- High residential density
- Narrow street
- High solar exposure
- Low pedestrian and cycling density

<**∅** Analysis

Potential Park Extensions

Park extension opportunities into the road right-of-way were identified by selecting park edges that have low roadway usage, and thus may be quieter and more hospitable for a park extension (see Public Realm Analysis, page 91).





Vibrant Focus Areas



Vibrant focus illustrative vignette & isometric



Priority when conflicts occur:

- Daily vibrancy
- Special events

Keys to Success

- Wide sidewalks
- Expansions into on-street parking (patios, parklettes, market stalls)
- Cycling Infrastructure
- Street trees and planters
- Curb extensions and pedestrian/cyclist safety measures



Best Practice



Photo source: <u>Safe Spaces</u>, <u>Active Spaces</u>, <u>NYC Criminal</u> lustice

Be on Belmont

The Be on Belmont Weekend Walk is coordinated by community-based organizations and local businesses to activate Belmont Avenue and looks to bring together engagement and community service (see Open Space Research, page 9).

Vibrant Focus Area Recommendations

Quick Wins (Prototypes and Pilots)



Prioritize sheltered seating and places to pause



Prioritize public art investment (e.g. murals, installations, performance spaces, etc.)



Prioritize activations (e.g. seating, gathering spaces, amenities like poster boards/community pantries/little libraries, sidewalk shopping, etc.)



Support curbside use for patios, markets, and other urban activations (temporary or permanent)



Use setbacks (existing and new) to add seating and greenery (aligned with streetscape plan, if one exists, and publicly accessible private open space direction)



Create and connect green refuges and breaks (trees with silva cells, planters, ground cover and/or gardens)

Longer Term Investments (Interim and Permanent)



Direct publicly accessible private open spaces to blend soft and hard landscaping, clear sight lines, seating and greenery. Align with streetscape plan, if one exists, and the guidance provided in Chapter 2: Open Space Network



Widen sidewalks, whenever possible



Define street character, functions, and amenities. Focus on amenities that add nature, comfort, activation, and feelings of safety



Extend curbs into intersections, include seating and greenery (planters, gardens, etc.)



Support safe and comfortable cycling infrastructure where appropriate

Analysis

Vibrant Focus Area

Major 4 Street SW characteristics (Public Realm Analysis, pages 28 to 32):

- Multi-modal pressure
- High pedestrian pressure
- High residential density
- Concentrations of key populations
- High development activity
- Consistent street wall

Key Vibrant Focus Area (based on analysis and research)

4 Street SW

(to confirm through public engagement)

- Promote accessibility and healthy city design principles around the Sheldon Chumir Health Centre
- Connect to potential future lane improvements
- Improve wayfinding to High Park
- Partner with developers to enhance the public realm during the development process through incentives, like costsharing



Lanes

Beltline is fortunate that most of the community's lanes remain intact. They provide a large amount of space to test different approaches to activation. Lane improvements are largely untested in Calgary, so a methodical prototyping approach with robust public engagement is required to create a process, design, and programming structure for lane improvements that works in Calgary.

Through the open space research and best practice background work, character typologies were identified that were contextually appropriate to Beltline: (1) art-ways, (2) green-ways (3) recreation pop-ups (4) and urban activations. The analysis phase selected twelve lane segments based on locations with the highest conditions of success for each of the four typologies. These candidates are intended to enable testing, refinement, and monitoring at a manageable scale, while not precluding replication and expansion to occur in the future.

Lane Recommendations

- Engage with adjacent landowners, residents, businesses, and people impacted by City decisions about the improvement of the lane and it's long term stewardship, maintenance, and operations
- Study impacts to access, servicing, and utilities
- Develop a prototype design and monitoring program in collaboration with the adjacent landowners alongside Beltline Neighbourhood Association and, if relevant, Business Improvement Area
- Monitor the success of the prototype and use the findings to develop a longer pilot and eventually a permanent installation, if the lane improvement is successful



Lane Typologies

Art-Ways



Lanes with an existing artistic character and the potential to house additional pieces, performances, programming, or events

Criteria:

- **Existing BUMP Murals**
- Large blank walls
- Nearby vibrant character areas and commercial areas
- Nearby high pedestrian use

Recommendations:

- Work with existing arts programs, initiatives and organizations (e.g. Beltline Urban Murals Project, etc.)
- Test a range of artistic approaches (e.g. graffiti, light, film, digital, performance, etc.)
- Consider temporary and permanent displays (e.g. treating the lane as an outdoor gallery space)

Green Lanes



Lanes with the potential to benefit from enhanced greenery and improved stormwater management

Criteria:

- Stormwater improvement area identified
- Residential concentration
- Connections between parks

Recommendations:

- Focus green lanes in locations with existing stormwater challenges
- Test permeable paving, stormwater tanks, rain gardens, bioswales, trees and other low impact development techniques
- Identify appropriate stewards to maintain green facilities and establish agreed-upon maintenance practices
- Monitor maintenance requirements, water quality improvement and storage capacity

Recreation Pop-ups



Lanes with the potential to accommodate recreational activities (like pop-up sport courts)

Criteria:

- Nearby streets with high pedestrian and traffic use
- Nearby park connections
- Sight lines through existing parking lots
- High employment use

Recommendations:

- Focus on areas with high employment concentrations and existing night-time
- Begin with an active use, like basketball, to test the concept
- Consider lighting, bright colours and programming
- Monitor cost, noise, use, maintenance and feedback from adjacent users

Urban Activations



Lanes with the potential to include rear activations for existing businesses to support patio and street culture.

Criteria:

- Nearby high pedestrian use
- Sight lines from the street
- Adjacent vibrant character and commercial areas
- Low-scale buildings and sun access
- Heritage character and/or murals

Recommendations:

- Partner with a business to test a back lane patio and monitor for success
- Explore alternative servicing schedules with delivery providers and monitor any cost or efficiency implications
- Expand successful tests, focusing on one lane at a time
- Integrate signage to direct people to the activated lane
- Identify a steward for maintenance and operations





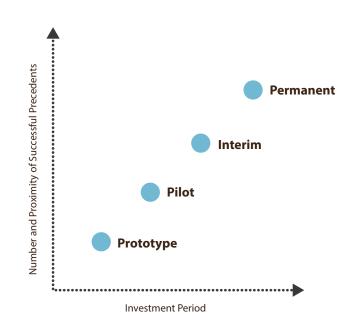
Investment and Implementation Recommendations

Open space investment can be thought of along a spectrum based on the level of confidence in the improvement's success with higher levels of confidence associated with higher cost and more permanent investment. The less demonstrated local success an idea has, the more testing is required. To support a range of improvements and open space ideas, the following investment types have been identified and expanded upon in the following pages:

- Prototype Investments
- Pilot Investments
- Interim Investments
- · Permanent Investment

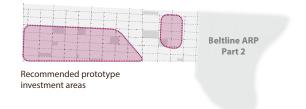
These different investment types will enable The City, community and other people impacted by City decisions the freedom to test new ideas in a lower risk format (prototyping and piloting) while investing in proven ideas and processes, when required (interim and permanent investments). To do this effectively, barriers need to be removed to prototyping and piloting processes. An ongoing monitoring program to understand what works and what does not in the community would also support confidence in investment decisions and continuous learning. It is important to note that investment does not have to go though prototyping, piloting, or interim investment if there is confidence in the result from experience with similar projects.

This section concludes by outlining how the direction in the Playbook enhances the open space network by illustrating the contribution of park and public realm focus areas and key moves to interwoven green, hybrid, and vibrant experience routes.



Prototype Investment Recommendations

Prototyping can provide the opportunity to quickly test new ideas without a precedent in Calgary. These ideas can be implemented quickly with temporary materials in temporary locations. Ideally, multiple iterations (layouts, designs, functions, etc.) will build an understanding of whether these prototypes add value to Beltline's open space network.



Location: Areas with a concentration of users to test effectiveness (main streets with an active street life and areas with residential density)

Identified ideas to prototype based on research (requires public engagement):

- Lane improvements in partnership with adjacent landowners, businesses and residents
- Temporary road closures

Other ideas to consider prototyping

- Pop-up parklettes (small scale public spaces, typically one or two on-street parking spaces in size)
- Uncommon surfacing materials
- New amenities, not present in Calgary
- Different wayfinding approaches

Implementation

- City or community-initiated
- Partnerships with adjacent Business Improvement Areas, landowners, businesses, residents, and Beltline Neighbourhood Association are beneficial
- Engagement with adjacent residents, businesses, and landowners required
- Education required to communicate what success looks like and that if a prototype is not successful, it may be tested again in another location, with another design and/ or a refined function. If the results are definitive, it may not develop further into a pilot
- Monitoring success is required

Sequencing

- Benefits from several iterations and tests
- Successful prototypes should become pilots





Market & Octavia, San Francisco, USA

Photo source: SmartCitiesDive

Prototype Investment Example

The Market and Octavia area in San Francisco has successfully tested lane activations through added greenery and other amenities. This has led to longer term investments altering the lane's function to connect between and extend existing parks allowing them to contribute to the open space network and overall connectivity (see Open Space Research, pages 26 to 29).



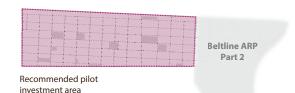
Note

Integrating Prototype, Pilots and Interim investment types within a Permanent investment project

It is possible that a single project may integrate several different investment types. The structure of the improvement may be permanent but the programming of the space may require different levels of testing and investment.

Pilot Investment Recommendations

Pilots have longer testing time frames and higher quality materials. This enables successful pilots to be made permanent with minimal extra investment. Pilots are best for ideas with demonstrated success in other areas in Calgary or extensive successful implementation in similar conditions as Beltline.



Location: Beltline-wide

Identified ideas to pilot based on research (requires public engagement):

- Food amenities (e.g. ovens, barbecues, fire pits, edible landscaping, etc.)
- Green or programmed curb extensions
- · Setback improvement grants
- Low impact development and green infrastructure improvements in a dense urban area
- Naturalization techniques in urban areas (vegetation and tree planting may require longer pilot time frames to allow time for plants to establish themselves)

Other ideas to consider piloting:

- Water reuse systems
- Temporary plazas

Implementation:

- City or community-initiated
- Targeted engagement at implementation
- User feedback is needed to gauge success
- Partnerships with adjacent Business Improvement Areas, landowners, businesses, residents and Beltline Neighbourhood Association are beneficial
- Education is required to clarify what success looks like
- Must be monitored for success
- · Maintenance and oversight partnerships
- Must be in place for at least two years
- Downtown Strategy Revitalization Program coordination required
- If a pilot is not successful, it should not be made permanent
- If successful, may require additional investment to make permanent

Sequencing:

- Does not always grow from a prototype, an idea with success in Calgary or a similar city can proceed directly to a pilot
- · If successful, make permanent





Bloorcourt Parklettes, Toronto, Canada

Photo source: Forest and Field Landscape Architecture Inc.

Pilot Investment Example

Toronto's Bloorcourt parklettes include setback improvements with fresh paving, greenery, seating, and art. These amenities are enhanced by a local design inspiration - a nearby fruit market, and provide a bright, functional, and interesting element to the streetscape. This program resulted in three revamped parklettes along the street (Best Practice Report, pages 15 to 16).

Interim Investment Recommendations

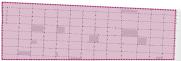
Beltline has several underused spaces that, despite anticipated future development, can contribute to the open space network on an interim basis. This includes surface parking lots and vacant sites. The temporary introduction of greenery and amenities in these locations can help reduce the pressures on existing open spaces. Additionally, some sports and leisure pursuits may be trendy or have an unknown longterm demand. It may be worthwhile to locate these amenities in the public realm or underused sites on an interim basis.

Identified ideas for interim use based on research (requires public engagement):

- Temporary sports fields or courts in a surface parking lot
- Boulevard and furniture zone programming gardens, play structures, social spaces, etc.
- Shared spaces

Other ideas to consider for interim investment:

Emerging sports and recreational amenities within the public realm or underused site



Recommended interim

Location: Beltline-wide but not in parks to protect the limited available flexible park space.

Beltline ARP

Part 2

Implementation:

investment area

- · City or community-initiated
- Public engagement required
- Education required to clarify that these improvements are not permanent
- Partnerships with landowners required
- The site must be clearly signed explaining its temporary nature
- Must be monitored for success
- Must be able to be removed easily
- Must be in place for at least five years

Sequencing:

- Does not require prototyping or piloting first
- Does not need to become permanent, this investment category is for uses known from the beginning to be temporary





A'Beckett Urban Square, Melbourne, Australia

Photo source: Landzine

Interim Investment Example

A'Beckett Urban Square is a temporary sports field in inner city Melbourne, Australia. This sports field is located on an underused surface parking lot and will remain there until the site is redeveloped. Though temporary, the space has become a well-used destination that contributes colour and energy to the area (see Open Space Research, pages 4 to 5).

Permanent Investment Recommendations

The following process was used to identify streets and public realm areas for permanent investment and to sort them into a sequence of key moves:

Note: Key moves reflect a moment in time using the data and research available during the Playbook's development in 2022. They may change in response to public engagement, network changes, and future design processes.

Identifying Parks for Permanent Investment:

Each data-driven park profile (see Park Analysis, pages 11-68) was reviewed to determine whether the park requires permanent investment to meet its potential. Factors included:

- Use levels, temporal patterns, popular amenities, social media trends, and catchment area
- + Park permeability, tree canopy coverage, and sunlight
- + Relationship to context including noise, traffic, active frontages, and character elements
- Lack of recent updates
- + Adjacency to recent or proposed public realm upgrades

Identifying Public Realm Areas for Permanent Investment:

Factors used to identify public realm areas included:

- Proximity to park need areas (see Park Analysis, pages 90-91)
- Pressure from high multi-modal and pedestrian use (see Public Realm Analysis, page 74-77)
- Lack of recent updates
- Connections between parks and the river
- Gaps in priority qualities including accessibility, tree presence and health, perceived safety, and pavement condition (see Public Realm Analysis, pages 80-87)
- + Even geographic distribution

Sorting into Key moves:

All park and public realm areas selected for permanent investment were organized into thematic "Key Moves" based on the values and philosophies of the Playbook. These "Key Moves" act as a roadmap to guide future investment and are sequenced to address the most pressing needs and gaps identified in the analysis and maximize return on investment.

Move 1:Addresses large gap areas with high need

Move 2:

Leverages park and public realm synergies

Move 3:

Completes the network with individual improvements

Consultation:

The recommendations within the "Key Moves" were reviewed by an internal advisory group for The City of Calgary as well as Beltline Neighbourhood Association for clarity.

Implementation:

- City-initiated
- Participatory planning with Business Improvement Areas, residents, businesses, Beltline Neighbourhood Association and other people impacted by City decisions
- Targeted outreach to historically underrepresented groups
- Formalized programming and/or maintenance and operations partnerships, if appropriate
- Concurrent utility, transportation and private improvements, if possible

Sequencing:

 Does not require prototyping or piloting before permanent investment if the idea is a result of a robust planning, design, and engagement process applying best practices and lessons learned from previous park redevelopments and public realm redesigns.

Q

Note

Deviating from the Move Sequence: Responsive Investment

The following opportunities may arise that justify expediting a Move 2 or 3 improvement in the near term:

- 1. Development of adjacent sites
- 2. Utility upgrades or infrastructure life-cycling
- 3. Transportation improvements
- 4. Existing approved streetscape or park plan

To be ready to take advantage of these opportunities, close collaboration with other City departments and the development community is required to ensure there is time to design, engage with the public and tender any improvements concurrently, if possible.





Move 1: Address Large Gap Areas

This move contains potential investments that address the largest areas of need representing major gaps in the green and vibrant networks and areas where the public, especially key populations, are the most underserved by park space. This move relies heavily on the "Park-like Public Realm" philosophy to relieve park pressure and bridge network gaps. Parks and public realm focus areas are aggregated together in the moves identified.

The Playbook's analysis and research arrived at these moves that need to be confirmed through public engagement before investment. The design process and open space network evolution may result in changes.

- 10 Avenue S // High Park // 13 Street SW // 11 Street SW Underpass
 - High Park permanent investment and streetscape improvement
 - 13 Street investigation (shared space or closure possibility)
 - Greenery investment
 - Expanded public realm
 - Temporary sports field or court in a parking lot (partnership possibility)

- Connection with Main Street improvements along 10 Avenue in Sunalta
- 11 Street SW underpass and streetscape connection
- Cycling infrastructure improvements to connect major destinations along the street
- Humpy Hollow Park // Centre Street S
 - · Humpy Hollow Park redevelopment
 - Centre Street connection to Humpy Hollow
 - · Greenery investment
 - Connection to 13 Avenue Greenway



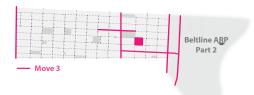
Move 2: Leverage Park and Public Realm Synergies

This move captures groups of potentially connected park and public realm investments, presenting opportunities to improve both in tandem to amplify impact. This move is based on the important relationship between parks and the public realm in building an open space network, and in creating successful parks with active edges.

The Playbook's analysis and research arrived at these moves that need to be confirmed through public engagement before investment. The design process and open space network evolution may result in changes.

- Lougheed House // Beaulieu Gardens // 6 Street SW
 - Potential shared space or street closure east of park
 - Partnership with Lougheed House and the Province
 - 13 Avenue S Greenway improvements between 4 and 8 Street SW
- Connaught School // 12 Avenue S (11 Street SW to 8 Street SW) // 13 Avenue S (8 Street SW to 14 Street SW
 - Partner with Calgary Board of Education
 - Learn from Sustainability Calgary pilot (10 Street SW)
- Tomkins Park // 16 Avenue S // 8 Street SW // 7 Street SW
 - Shared space north of Tomkins Park
 - 8 and 7 Street SW design alignment

- 8 Street SW Streetscape Master Plan implementation
- Improved connection from 17 Avenue and Tomkins
 Park to Stephen Avenue and the Bow River
- Potential shared spaces or closures between 17 and 16 Avenue S at 12, 10 or 9 Street SW
- Need a detailed design exercise that looks at waste management, pedestrian, parking, and vehicle use
- Park connection opportunity (Lois Szabo Commons, Thomson Family Park)
- Connaught Park Redevelopment // tie into recent 11 Street Improvements
 - 11 Street SW tie-in to recent mobility improvements
 - Opportunity to improve the highly used urban dog park



Move 3: Complete the Network with Individual Improvements

This move captures the remaining key permanent investments, which emphasize improving the quality of individual parks and public realm spaces. These locations were identified through the analysis as missing attributes or holding opportunities to more cohesively contribute to Beltline open space network.

The Playbook's analysis and research arrived at these moves that need to be confirmed through public engagement before investment. The design process and open space network evolution may result in changes.

- 15 Avenue S
 - Centre Street connection
 - Active mobility connections
- Haultain Park Redevelopment
 - Partnership possibility with the Parks Foundation on their front garden
 - Protect the open lawn
- 14 Street SW
 - · Main Street program alignment
 - · Pedestrian improvements required

- 12 Avenue S
 - 8 Street SW to 2 Street SW
 - Central Memorial Park connection to improve food truck parking and drop off space
 - Potential to create a consistent green experience
- 4 Street SW
 - Continuation with the 4 Street SW Main Street, south of 17 Avenue S
- Macleod Trail // 1 Street SE
 - Align with the realization of Rivers District streetscape design direction led by CMLC and the Calgary Stampede

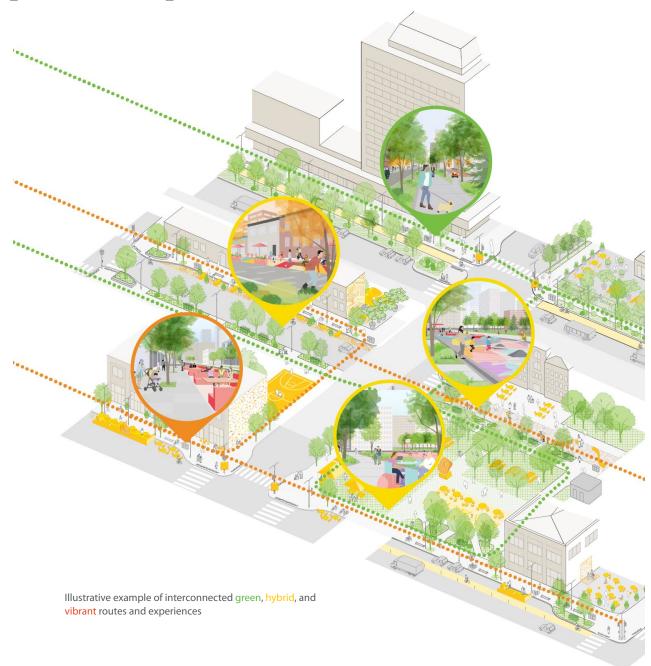
Conclusion: Complete Experiences

To see how the open space network, park and public realm improvements come together as One Park, it is helpful to consolidate improvements under experiences. These three categories of experiences help further define the contribution that each park and public realm focus area can offer.

- Green experiences: activities that depend on quiet and green routes
- Hybrid experiences: socially-focused experiences that blend active and natural spaces with more formalized facilities
- Vibrant experiences: main street and cultural experiences with an active street life

Given the bustle and energy of the community, the vibrant street experiences offered by several streets within Beltline can dominate the overall neighbourhood character, and it is for this reason, as well as the under supply of greenery, that quiet and relaxing environments are prioritized alongside investment in the community's main streets.

In addition to easy access to restorative natural elements, residents and workers also require the opportunity to participate in recreational, leisure, and social experiences, emphasizing the role of hybrid spaces that exist between green and vibrant.



Defining Experience Routes

Identifying experiences requires an understanding about typical open space use to pinpoint needs and the conditions required to meet those needs. Though there are many evolving activities within open spaces, from mainstream to niche, specific "indicator" activities can help identify needs that are likely shared across a range of activities.

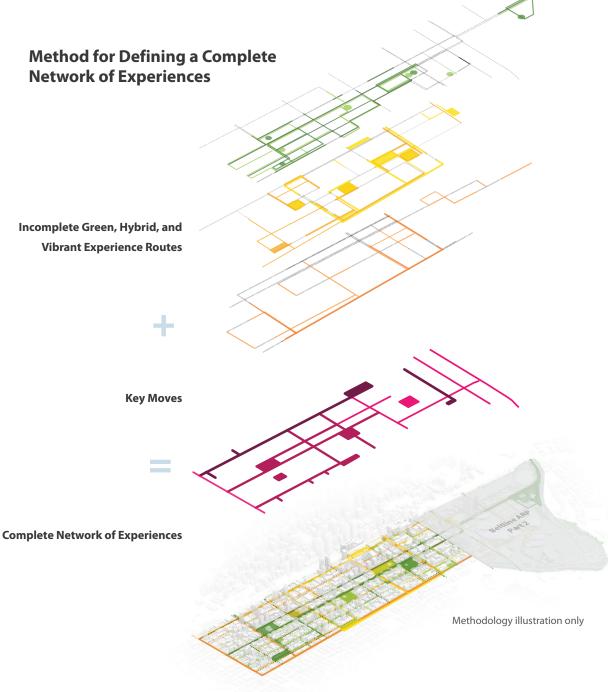
The Open Space Research identified seven "indicator" activities: exercising (running and leisure walking), dog walking, family outings, socializing, lunching, site-seeing and perusing (activities like window shopping, people-watching, etc.). The qualities that support those experiences were then cross referenced with the parks and public realm analysis results to identify routes, specifically:

- Anchors: amenities tailored to a specific use (e.g. playgrounds for family outings) were a starting point
- Route conditions: green and vibrancy scores, as well as pedestrian, cycling, and auto activity data from multiple sources were used to inform key networks
- **Special attractions**: other features that round out the experience were also integrated (e.g. historic walking tours for site-seeing, libraries for family friendly, etc.)

Primary routes are focused on the public realm focus areas, existing features, and emerging characteristics that best support the experiences profiled. The primary routes also align with the "Key Moves", recently completed public realm improvement areas, and areas with a strong existing green or vibrant character.

Secondary routes highlight connections to these primary routes. These secondary routes also need to integrate features to support the experiences highlighted but can accommodate them to a lesser degree.

Note: Each park and public realm component may support several experiences. In addition, experiences may shift and evolve as the open space network develops.



Green Experiences

Access to quiet and lush green infrastructure is important to human health and well-being, and in dense urban communities like Beltline, the tree canopy and softscapes are less present in daily life. For this reason, it is important to define and extend greenery throughout parks and the public realm by highlighting the following indicator activities:

- from the crowds will support a healthy community. These exercise routes also provide the most logical and direct connections to the rivers and, as a result, the nearest natural experience for people in Beltline.
- Family outing: Though there are proportionally fewer kids in Beltline than other communities, playgrounds are popular and considering family needs will create a more inclusive community.



Key Green Experience Components

(note that focus areas may evolve and change overtime based on public engagement and design processes)

Amenity Focus Areas:

- **Urban Life:** drinking water, trees and greenery, emergency measures, seating and tables, dog infrastructure, art
- **Key Functions:** playgrounds, play features, exercise equipment, paths, sports courts and fields, washrooms, water features
- Attractions: historic sites, interpretive signs and materials, wayfinding experiences, green attractions

Park Focus Areas:

Interlude, Neighbourhood and Regional focus areas, particularly green and hybrid spaces, all play a role in green experiences. Specific parks components to support green experiences include:

- Off-leash areas
- Open lawns
- River parks
- All season spaces
- Water features

Public Realm Focus Areas:

Largely green, park and blended focus areas with opportunities to connect to vibrant focus areas to grab drinks, snacks and enjoy dog-friendly patios

Key public realm features that support green experiences include:

- Treed boulevards and other buffers from traffic
- Play and recreational amenities in the public realm
- Bioswales, native grasses and shrubs

Alignment with Key Moves

(to be confirmed through public engagement)

Move 1 Areas:

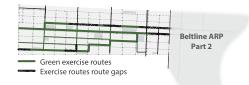
- 10 Avenue S // High Park // 13 Street SW // 11 Street SW **Underpass:** exercise and dog
- Humpy Hollow Park // Centre Street S: exercise, family, and dog

Move 2 Areas:

- Connaught School // 12 Avenue S // 13 Avenue S: exercise, family, and dog
- Tomkins Park // 16 Avenue S // 8 Street SW // 7 Street SW: exercise, family, and dog
- Lougheed House // Beaulieu Gardens // 6 Street SW: family and dog
- Connaught Park Redevelopment // tie into recent 11 Street Improvements: exercise, family, and dog

Move 3 Areas:

- Haultain Park Redevelopment: exercise, family, and dog
- 12 Avenue S: exercise
- 4 Street SW: exercise, family, and dog
- Macleod Trail/1 Street SE: exercise
- 15 Avenue S: dog



Analysis

Guiding Features

The following qualities, identified in the Parks Analysis and Public Realm Analysis, were used to map each Green **Experience Route:**

All Green Experiences:

- + High green scores incorporating presence of tree canopy, planting beds, lawns, and other softscapes (see Public Realm Analysis, page 9)
- Low auto and pedestrian use from opt-in anonymized cell phone data (see Public Realm Analysis, page 74-77)
- River connections and connections to streets with high vibrancy scores (see Public Realm Analysis, page 9)

Exercise:

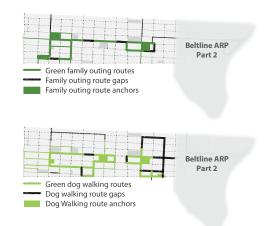
+ Popular run, walk and hike street segments from Strava

Family outing:

- + Playgrounds
- High sidewalk width (see Public Realm Analysis, page 82)
- Parks with water features and open fields
- Parks with libraries and historic features

Dog walking:

+ Official and unofficial dog parks



Hybrid Experiences

Hybrid experiences blend together components of vibrant and green experiences. They are also opportunities to increase the recreation facilities and amenities in Beltline. These hybrid spaces provide opportunities to relax with friends and family or participate in a sport or activity that brings people together.

- Socializing: These experiences are anchored in parks that have a lawn or recreational facility to accommodate group activities. They link up with the main streets to connect to private gathering spaces.
- Lunch break: These areas are similar to social routes in that they connect to parks where people have a variety of options to eat, alone or as part of a group. Connections to main streets facilitate take-out or coffee stops on the way to and from work. The main difference is that the lunch routes are anchored in the areas with the largest concentration of jobs.

In the future there is an opportunity to view Beltline through other vibrancy lenses, like:

Winter routes: Connecting people with local outdoor winter activities and experiences with public and private places to warm up can help the designers, community members, and planners facilitate all-season use.



Key Hybrid Experience Components

(note that focus areas may evolve and change overtime based on public engagement and design processes)

Amenity Focus Areas:

- **Urban Life:** drinking water, trees and greenery, variety of seating and tables, waste bins
- Key Functions: gathering spaces (to facilitate talks, meetings, outdoor classrooms, social gatherings like craft circles, etc.), sports courts and games, water features, washrooms
- Attractions: larger event and gathering spaces

Park Focus Areas:

Interlude, Neighbourhood and Regional focus areas can all play a role in these experiences. Specific park components to support hybrid experiences include:

- Lawns
- Plazas
- Variety of seating and table options
- Range of environments (busy/quiet, sunny/shady, etc.)

Public Realm Focus Areas:

All focus areas (green, corridor, blended, vision, park, and vibrant)

Key route features that support hybrid activities include:

- Seating
- **Patios**
- Curb extensions
- Parklettes
- Wayfinding

Alignment with Key Move

(to be confirmed through public engagement)

Move 1 Areas:

10 Avenue S // High Park // 13 Street SW // 11 Street SW **Underpass:** socializing and lunching

Move 2 Areas:

- Connaught School // 12 Avenue S // 13 Avenue S: socializing and lunching
- Tomkins Park // 16 Avenue S // 8 Street SW // 7 Street SW: socializing and lunching
- Lougheed House // Beaulieu Gardens // 6 Street SW: lunching

Move 3 Areas:

- Haultain Park Redevelopment: socializing and lunching
- 12 Avenue S: socializing
- 4 Street SW: socializing and lunching
- Macleod Trail/1 Street SE: socializing

∢Ø Analysis

Guiding Features

The following qualities identified in the Parks Analysis and Public Realm Analysis were used to map each Hybrid **Experience Route:**

All Hybrid Experiences:

+ Streets with both moderate to high green scores (tree canopy, planting beds, lawns, and other softscapes) as well as vibrancy scores (commercial activity, heritage assets, public art, and wayfinding) (see Public Realm Analysis, page 9)

Socializing:

Parks with open fields and picnic infrastructure

Lunch breaks:

- Areas with high employment density
- Parks with seating, open fields and picnic infrastructure





Vibrant Experiences

Beltline is known for its vibrant street life and it is important to enhance and build upon this community strength. Vibrant experiences revolve around main streets and concentrations of art, culture, and history. Parks in Beltline often connect to local history (like Central Memorial Park or Lougheed House/Beaulieu Gardens) or to art (like the Chinook Arch in Barb Scott Park and the murals in High Park). Parks also provide spaces to come together, celebrate, and enjoy performances. Main Streets complement these experiences by offering street life and energy. The indicator routes used to define the vibrant experiences are framed around these roles. Specifically:

Move 1

Move 2

Move 2 Connaught Park

Move 2 16th Ave

13th Ave

- **Perusing:** These routes are anchored along the main streets and routed through areas with higher vibrant characteristics. In the future, 10 Avenue S can embrace the vibrancy emerging through nightlife uses and new development.
- Site-seeing: A lot of work has been completed by Calgary Historian Harry Saunders and, more recently, The Calgary Atlas Project, to identify and celebrate historic sites, cultural landscapes and stories throughout Beltline. Intersecting site-seeing routes are emerging through the pairing of public art assets and Beltline Urban Mural Project.

Move 3 14th St In the future there is an opportunity to view Beltline through other vibrancy lenses, like:



Key Vibrant Experience Components

(note that focus areas may evolve and change overtime based on public engagement and design processes)

Amenity Focus Areas:

- Urban Life: drinking water, trees and greenery, variety of seating and tables, waste bins, art
- **Key Functions:** gathering spaces, plazas, washrooms
- Attractors: performance spaces (gazebos, stages, etc.), interpretation panels

Park Focus Areas:

Interlude, Neighbourhood and Regional focus areas all play a role in vibrant experiences. Specific parks components to support these experiences include:

- Gathering opportunities and plazas
- Festival and event opportunities
- Art and heritage sites (particularly lesser known stories of historically under-represented groups)
- Gardens and unique design and amenity elements

Public Realm Focus Areas:

Vision and vibrant focus areas with connections to historic sites and art along the green, corridor, blended, and park focus areas

Key route features that support vibrant activities:

- Interpretive elements (temporary and permanent)
- Public art
- Wayfinding
- **Parklettes**
- Display space and patios

Alignment with Key Moves

(to be confirmed through public engagement)

Move 1 Areas:

- 10 Avenue S // High Park // 13 Street SW // 11 Street SW **Underpass:** perusing and site-seeing
- Humpy Hollow Park // Centre Street S: site-seeing

Move 2 Areas:

- Connaught School // 12 Avenue S // 13 Avenue S: site-seeing
- Tomkins Park // 16 Avenue S // 8 Street SW // 7 Street SW: perusing and site-seeing
- Lougheed House // Beaulieu Gardens // 6 Street SW: site-seeing
- Connaught Park Redevelopment // tie into recent 11 Street Improvements: perusing and site-seeing

Move 3 Areas:

- Haultain Park Redevelopment: site-seeing
- 12 Avenue S: perusing
- 4 Street SW: perusing and site-seeing
- 14 Street SW: perusing and site-seeing

Analysis

Guiding Features

The following qualities identified in the Parks Analysis and Public Realm Analysis were used to map each Vibrant **Experience Route:**

All Vibrant Experiences:

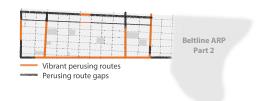
+ Streets with high vibrancy scores (commercial activity, heritage assets, public art, and wayfinding) (see Public Realm Analysis, page 9)

Perusing:

- Commercially dense areas
- High density of pedestrians on sidewalks

Site-seeing:

- Presence of public art and BUMP murals
- Historic resources
- Historic walking tour routes (Harry Saunders and Calgary Atlas Project)





Summary of Proposed Amendments to the Beltline Area Redevelopment Plan

Section	Deleted	Inserted	Rationale		
Part 1					
Land Acknowledgement		Land Acknowledgement added	Alignment with new Local Area Plans draft language. Existing Part 1 from 2006-2015 did not have this.		
Structure of the Beltline Area Redevelopment Plan		Moved into "Introduction" and edited	New Introduction chapter incorporates introductory content about Beltline and The Plan; this is more consistent with recently approved ARPs (i.e. Chinatown)		
Structure of the Beltline Area Redevelopment Plan	"East Beltline" "refer to Map 2: Location of East Beltline"	"Eastern portion of Beltline" "Map 1: Beltline Area Redevelopment Plan Boundary"	Reference to "East Beltline" removed to ensure consistent references to the Part 2 area		
Structure of the Beltline Area Redevelopment Plan	"The policies in the Centre City Guidebook apply only to part 2 of this document"	"The policies in Chapter 4.0 Urban Design of the Centre City Guidebook (CCG) apply to Part 1 of this Plan while the policies in the entire CCG apply to Part 2 of this Plan."	CCG did not previously apply to Part 1.		
Preface		Now incorporated into "Introduction" and other sections	Information in "Preface" was better suited for various other sections in the amended plan (greater detail in rows below)		
Preface	"Background" section	First paragraph edited and added to 1.2 Plan Attributes Third paragraph edited and added to 9.3	Restructured sections fit more appropriately for this information		
Preface	"Interpretation of policy area boundaries" section	Edited and inserted into 9.4.2	Implementation section is more appropriate for this and this is consistent with		

Section	Deleted	Inserted	Rationale
			structure of Chinatown ARP.
Preface	"Interpretation of specific versus general language" section	Edited and inserted into 9.4	New "Policy Interpretation" (9.4) section is intended to house this type of information.
Preface	"The Centre City family of plans" section	Replaced with 1.1 Policy Framework	Revised for updated policy documents, clarity and consistency
Preface	"Non-statutory components of the Plan" section	Edited and moved to 9.4.4 Appendix Interpretation	"Implementation" section (9.0) is intended to house this information
Preface	"Environmental constraints" section		Replaced in part by 9.1
Introduction		Updated Legislative Framework (1.1)	Revised for clarity and consistency
Policy Framework		Relationship to other plans added with diagram	
Introduction	"The Centre City Plan"	Replaced with "The Greater Downtown Plan"	Consistency
Introduction		"1.3 Calgary Climate Strategy – Pathways to 2050" section	Section added to describe alignment with climate strategy
Introduction		Only the policies in Chapter 4 of the Centre City Guidebook (CCG) apply to Part 1 of this document while the entire CCG applies to Part 2 of this document.	CCG previously did not apply to Part 1 of the Beltline ARP
Map 1 Area Redevelopment Plan Boundary		Renamed to Map 1: Area Redevelopment Plan Boundary and revised to include Part 1 and Part 2 boundaries along with updated Green Line alignment.	Greater readability and clarity
History of the Beltline	Moved to Appendix A	Re-write	Re-write to include indigenous pre-colonial and shared history,

Section	Deleted	Inserted	Rationale
			LGBTQ2S+, women, Chinatown #2
2.1 Vision		Beltline will transition to net-zero emissions by 2050 and make proactive investments and strategic decisions to reduce the risks associated with a changing climate.	Include Climate Action
2.2.1 Foster and Support Neighbourhoods		Attracts and creates a diverse community for all Calgarians.	New principle supported by the new history chapter, Indigenous placemaking policies and a refreshed Chapter 8 affordable housing/Chapter 5/affordable housing bonusing fund.
		Include built, natural and social environments that are resilient and generate low emissions	Align with climate policy
2.2.2 Take an Artful approach to everything built in Beltline		Principle added on taking an artful approach to everything built in the Beltline	New principle of taking an artful approach came directly from engagement with the Beltline Neighbourhoods Association
2.2.5 Improve walking and wheeling environment and	"pedestrian and cycling"	"walking and wheeling"	Updating language to be inclusive of active mobility modes
manage transportation demand	Give greater priority to walking and wheeling	Give greater priority to walking and wheeling modes in the design and operation of intersections, traffic signals, crosswalks and	Lists desired priority of transportation modes now including transit and goods movement

Section	Deleted	Inserted	Rationale
	modes in the design and operation of intersections, traffic signals, crosswalks and transit stops,	transit stops, without negative impacts to transit operations and minimal impacts to goods movements. Recognize that there will be no major increases in road capacity.	Remove the exception that enabled new links that have since been built.
	Recognize that there will be no major increases in road capacity, except through the provision of new links such as a new intersection at 10 Avenue South and 14 Street S.W. Recognize that improvements to mobility will largely be achieved through the management of transportation demand including: accommodating and promoting alternative transportation modes such as convenient transit, bicycling, walking, carpooling and car sharing options; increasing the frequency of transit service as demand increases; improving the quality of infrastructure for all transportation modes; and employing new technologies such as Intelligent Transportation Systems.	Recognize that improvements to mobility will largely be achieved through the management of transportation demand including: accommodating and promoting alternative transportation modes such as convenient transit, bicycling, walking, carpooling and car sharing options; improving the quality of infrastructure for all transportation modes.	More concise principle that aligns with transportation policies

Section	Deleted	Inserted	Rationale
2.2.7 Provide for a variety of physical and social environments and housing types	Support and enhance existing residential qualities in the neighborhoods by applying appropriate land use regulations to mitigate any negative impacts of non-residential uses. Recognize the needs and requirements of non-market housing and social facilities both when considering new development in the vicinity of existing locations and when considering the appropriateness of expansions or new locations.		Principle removed
2.2.8 Improve the public realm			Delete and replace to align with the new chapter 6 and Playbook
2.2.9 Promote development that will foster a low-carbon and climate resilient neighbourhood			Full delete and replace of original 2.2.8 Green Infrastructure Principle. The New Principle removes the connection to LEED certification, and instead reference the goal of zero emissions by 2050 and aligns with Climate Policy.
3.1 Planning for Neighbourhoods Introduction	Para 2.	2.	Rewording for clarity and alignment with new Policy
3.2 Recognizing Neighbourhoods	1. "East Victoria Park"	1. "Victoria Park"	Combined the areas previously described as Victoria Park and

Section	Deleted	Inserted	Rationale
			East Victoria Park. Requested through community engagement
Map 2		Renamed to Map 2:	Reduced from four
		Neighbourhood	neighbourhoods to two
		Boundaries	to match text above.
3.3 Population	Re-write		Remove population
Growth			forecast numbers to
			focus on providing
			amenities for the
			growth that has
			happened and is expected to continue
			happening.
			mappormig.
			Adjusted to have a
			more positive narrative
3.4 Community		Add the population	Align with how
Context		change table, age group	information is displayed
		of population tables	in Part 2
	" "		
3.5 Employment	"the plan supports the use and accommodation		The plan does not provide specific
	of local economic		direction on economic
	initiatives to assist in		initiatives
	achieving this aim"		initiativoo
	J	"support people who live	Added new objective to
		in Beltline and may also	highlight the
		work in Beltline by	commuting population
		promoting safety,	within the plan area.
		vibrancy and mobility to	
		help people get to and	
		from work comfortably and easily. "	
		and casily.	
3.6 Amenities and	Deleted list of amenities		This ARP was
Services	and services		originally approved
			before the current
			bylaw and these lists of
			uses and services
			helped to place the

Section	Deleted	Inserted	Rationale
			new land uses. They are no longer needed.
Physical Infrastructure	Whole section moved to Chapter 7: Mobility and Utility Infrastructure		
4.1.1-4.1.4 Climate Change Mitigation and Adaptation		Added section on Climate Resilience	Aligns with climate policy and Chinatown ARP.
4.1.5 Centre City Guidebook Urban Design		Unless specifically referenced in the section below, the policies of Chapter 4.0 Urban Design in the Centre City Guidebook shall apply.	Added as to not duplicate policy.
4.1.8 Landscaped/green roofs		A rooftop area developed with a garden setting for sitting, walking and viewing. Green roofs reduce air temperatures in urban centres by mitigating the "heat island effect" caused by large areas with minimal vegetation. Green roofs and gardens may also provide improved storm water management, smog reduction, energy efficiency, cost savings and an attractive amenity space. Any location being proposed for comprehensive mixed use, office, residential, civic development or redevelopment should consider landscaped/green roof	Section added from the old Appendix B: Design Guidelines that has been removed.

Section	Deleted	Inserted	Rationale
		for such roof top treatments.	
		 If used for top treatment of publicly or privately owned underground garages, the roof should be fully or partially publicly accessible. Should be connected to the +15 system, where feasible. Should be used as public sport facilities (e.g., tennis courts, basketball courts), where feasible. Should include trees provided with sufficient soil volume. Amenities for passive and active recreation, water features and trellises should be considered as a part of the design. Could be used as public sport facilities (e.g., tennis courts, basketball courts), where feasible. 	
4.1.11 Creating Housing Options in Beltline		All new residential and mixed-use developments should provide a minimum of 10% of the dwelling units to contain three- or more bedrooms. Developments that provide for fewer than 10% of such units can be constructed as long as the units can be easily modified to contain three or more bedrooms to accommodate the	Policy added to diversify the housing options to match the investment in public realm/parks in Beltline.

Section	Deleted	Inserted	Rationale
		changing needs and preferences of the occupants. To achieve a balanced mix of unit types and sizes, and support the creation of housing suitable for families, development containing more than 80 new residential units should include: a minimum of 15% of the total number of units as two-bedroom units; a minimum of 10% of the total number of units as three-bedroom units; and an additional 15% of the total number of units will be a combination of two-bedroom and three-bedroom units, or units that can be converted to two-and three-bedroom units through the use of accessible or adaptable design measures.	
Map 3 Land Use Concept		Renamed to Map 3: Land Use Concept and revised to include Warehouse District layer, updated Green Line alignment, new Lois Szabo Commons, new High Park and other small mapping corrections.	
Map 3A At Grade Residential Use Policy Area	Removed	Combined with old Map 3B and renamed.	

Section	Deleted	Inserted	Rationale
Map 3B Non- Residential Use Policy Area	Removed	Combined with old Map 3A and renamed.	
Map 3C Light Industrial Policy Area	Removed		Policies updated and now refer to Map 3: Land Use Concept
Map 3A: Building Frontages		New map added.	Alignment with Centre City Guidebook, Chapter 4.
Map 3B: Policy Areas		New map added, with combined layers from old Maps 3A and 3B above.	
Bicycle parking and storage facilities	Remove section		Bike policies now in LUB
Recyclable materials	Remove section		Recycling policy in LUB
4.1.8 Parking Structures		■ Parking structures with non-residential uses should: i. identify opportunities to incorporate non-parking uses on the ground floor; ii. be integrated into development to minimize their visual impacts on the street; iii. include at least 25% short stay parking (4 hours or less); iv. use designs that support future adaptive reuse through strategies such as flat decks, appropriate garage layout	Moved from Primary Residential to apply more broadly

Section	Deleted	Inserted	Rationale
		and floor-to- ceiling heights that allow for a range of uses; v. incorporate charging infrastructure for electric vehicles; vi. ensure stairs for parking access are highly visible at all levels from the street; vii. consider new parking technologies (i.e. robo- garages); and viii. explore the use of rooftops for amenity opportunities.	
Primarily Residential Uses	Remove list of uses and intent statement	орронались.	Intent is covered in the objectives and uses are removed as the LUB is adequate in listing appropriate uses.
4.2.1 Grade Level Uses	"separate, below grade residential units are generally discouraged"		Policy removed. Below grade units contribute to a wider range of housing options.
Residential Conversions	"the structure is within a Character Area as defined in Section 8 of this Plan"		Character areas chapter removed. This policy is removed for document consistency.
Urban Mixed-Use Areas Uses	Remove list of uses		
4.3.1 General Urban Mixed-Use Area Policies	Street level uses that front a business street edge shall consist primarily of retail, personal service, office and restaurant uses. A business street edge is where a building		No longer applicable, remove reference to specific uses

Section	Deleted	Inserted	Rationale
	elevation faces a street whose primary street level uses are commercial.		
4.3.2 Restaurants, Drinking Establishments and Entertainment Establishments	b. policy restricting the clustering of restaurants	New drinking establishment uses should not take up more than 50% of the linear frontage of any one block at grade.	The Centre City Enterprise District allows change of use and makes this policy on clustering obsolete. New policy only restricts the individual new restaurant's frontage.
4.3.4 Light Industrial Uses	Restriction to only areas highlighted on map has been removed		Light industrial uses can be considered in enclosed buildings with no impact on neighbouring properties.
School and Public Parks, Pathways, Open Space, and Recreation	Remove whole section		The Parks, Open Space and Public Realm Playbook helped form a new Chapter 6: Parks and Public Realm Plan. Relevant policies from 4.4 have been carried over to Chapter 6.
4.4 Site Design, Building Design and Building Frontages		Entire section moved from the old chapter 6	Building design policies belong with land use and not the Parks and Public Realm chapter.
Map 4: Large Residential Floor Plate Policy Area		Moved from old Chapter 6 and renumbered to match text above.	Alignment with text in 4.4 above.
4.5 Heritage Resources	Section rewritten		Updated for clarity and policy alignment.
4.5.1.5 and 6	New commercial concentration policies added		

Section	Deleted	Inserted	Rationale
4.5.1 Special Policy Area 1	Remove whole section		City has already acquired Barb Scott Park and CBE has built the new building. This SPA is no longer needed. Previous SPA 2 is now SPA1.
Table 5: Density Areas Table		*,**,*** Notes that were formerly below the table have been moved into the table to their correct locations.	Clarity
Table 5: Density Areas Table Notes		1. The maximum densities listed in Table 5.1 may be exceeded by up to 10% through a transfer of heritage density from a Municipal Historic Resource within the plan area 2. an additional 1.0 FAR for sites that fall within the Commercial Concentrations Policy Areas on Map 3A Policy Areas, where new development includes of incorporates Municipal Heritage Resource designation(s) onsite and heritage conservation to the satisfaction of the Development Authority; and 3. an additional 1.0 FAR for sites where a current of future BRT or LRT station is located through the provision of	Incentive to encourage heritage density transfer clarified that its only for Municipal Historic Resources and within the plan area. Additional FAR for developments that incorporate Municipal Heritage Resource Designation within the Commercial Concentration areas. This is an incentive to encourage the preservation of Heritage resources FAR incentive for developments that incorporate LRT or BRT stations.

Section	Deleted	Inserted	Rationale
		transit stop or station entrance integration as part of a new development.	
Map 4 Density Areas		Renamed to Map 5: Density Areas	
5.3.1 Density Bonus Principles		A development can use density bonusing to obtain additional FAR, in exchange for providing public amenities, which support the increase of activity and larger population that higher density brings. Building density up instead of across an entire piece of land can create additional space at street level for amenities such as plazas, parks and other public spaces. Bonus density in Beltline will be implemented through land use and development permits for the applicable parcel. It is at the discretion of the approving authority to evaluate the levels of benefit to the public and whether to allow the use of a density bonus provision in Beltline.	Explanation of bonus density added.
5.3.1, Policy 2.		Unless otherwise specified through a development approval, a bonus earning item as listed in the Bonus Schedule for which additional gross floor area ratio has been	Principle added to ensure perpetual maintenance

Section	Deleted	Inserted	Rationale
		achieved must be maintained on the parcel for so long as the development exists;	
5.3.1, Policy 6.		The provision of affordable housing is encouraged prior to the use of any other bonus item. This Plan places a priority on the role and need for low-income or below-market affordable housing in Beltline.	Principle added to encourage affordable housing
5.3.2 1. Bonus Schedule	provision of community amenity space		Remove this bonus option that has been unused since 2006 and intensify focus on the other bonus items.
5.3.2 3. Bonus Schedule	Contributions of Cash- in-Lieu for Affordable Housing Units		New Bonus provision for cash in lieu of affordable housing.
5.3.2 4. Bonus Schedule Heritage Designation		Designated Municipal Historic Resources that are not part of development may also execute approved conservation work and generate transferable density using the calculation above. Unused density generated via this incentive shall be secured through an agreement acceptable to The City and, where possible, registered on title.	Clarification of the use of this bonus provision.
5.4.1 Density Transfer for Heritage Preservation	Residual density on an individual lot created as a result of the formal designation of a building	Designated Municipal Historic Resources that are not part of development may also	Clarity on residual density.

Section	Deleted	Inserted	Rationale
1.	as a Municipal Historic Resource may be transferred or sold to another development site or sites within the Beltline. No limit shall be placed on the amount of density rights that can be assigned to, or transferred from, a site. At a minimum, the unused density shall be determined by subtracting the existing floor area from the total maximum allowable floor area.	execute approved conservation work and generate transferable density using the calculation above. Unused density generated via this incentive shall be secured through an agreement acceptable to The City and, where possible, registered on title.	
2. Receiving sites	Until the ARP is implemented through City-initiated land use redesignations, receiving sites must obtain a site-specific land use redesignation, implementing the overall ARP density provisions, in order to implement this provision.	A Direct Control District shall be required for both Source and Receiving Sites to track the transfer of heritage density. Receiving sites may exceed their maximum allowable floor area by more than 10% with a heritage density transfer subject to a comprehensive evaluation through a Land Use Amendment. The additional density must be appropriate and supportable given the local site context.	Updated to align with current LUB.
6.0 Beltline Public Realm Plan	Entire chapter deleted	Entire new chapter	reworked with the Parks + Opens Spaces and Public Realm Playbook.
Map 5 Street Types	Map deleted		No longer applicable. Contained in higher order plans.

Section	Deleted	Inserted	Rationale
7.0 Mobility and Utility Infrastructure	Entire Transportation chapter deleted	New mobility and utility infrastructure chapter added	New chapter mirrors Chinatown ARP.
Map 6 Transportation Concept	Map revised.	Renamed to Map 6: Mobility Network with updated walking, wheeling, green corridor, regional pathway and Green Line layers.	
8.0 Character Areas	Whole chapter deleted		Warehouse district policy moved to chapter 4. The rest of the chapter is removed because it no longer resonates with the community and general design guidelines are referenced in the Centre City Guidebook.
Map 7 Character Areas	Map deleted	Warehouse District layer added to Map 3: Land Use Concept	,
9.0 Historic Resources	Whole chapter deleted		Relevant policy moved into Chapter 4.
10.0 Community and Social Development		Now Chapter 8	
8.2 Objectives	Ensure the public and private buildings, facilities, services, and amenities are accessible to all citizens.	Ensure that all public buildings and private buildings, facilities, services and amenities consider the comfort and accessibility of people with different physical and cognitive disabilities	Specific language added.
8.3.4 Affordable Housing	Section deleted	Replaced with new section on affordable housing	New Section and policies developed in collaboration with the Affordable Housing policy team.

Section	Deleted	Inserted	Rationale
11.0 Implementation		Now Chapter 9: Implementation	
11.2 Beltline ARP and the Centre City Plan	Delete section		Hierarchy of plans now outlined at the beginning of The Plan.
9.3 Authority of this Plan		Section added	Consistency with Chinatown ARP and new LAPs.
9.4 Interpretation		Section added	Consistency with Chinatown ARP and new LAPs.
9.5 Implementation		Section added	Consistency with Chinatown ARP and new LAPs.
11.3 Review of Development Permits	Deleted	Added to 9.5 Implementation	Consistency with Chinatown ARP and new LAPs.
11.4 Monitoring	Deleted	Added to 9.5 Implementation	Consistency with Chinatown ARP and new LAPs.
10.0 Appendices		New Chapter added	
A. Possible Redevelopment Scenario	Deleted	Replaced with Appendix A: Beltline History	
B. Beltline Public Realm Plan Definitions and Design Guidelines	Deleted	Replaced with Appendix B: Beltline Parks and Public Realm Playbook	
C. Supporting Maps	Deleted	Replaced with Appendix C: Beltline Climate Risk Profile	
D. Building Form Principles	Deleted	Replaced with Appendix D: Calgary Metropolitan Growth Plan Alignment	CMRB Growth Plan alignment

Section	Deleted	Inserted	Rationale
Map 7: Regional Corridors and Context		New map	CMRB Growth Plan alignment
Map 8: Growth Plan Placetype Alignment		New map	CMRB Growth Plan alignment
E. Proposed Implementation Projects and Studies	Deleted		No longer applicable.
	Pa	rt 2	
Chapter 3 Land Use, Section 3.5 Methods for Increasing Density, 3.5.3 Bonus Density, Policy 1.	1. The bonusing provisions provided in the Beltline ARP: Part 1, Section 5.3 and 5.4 apply to the Plan Area in the Beltline ARP: Part 2.	1. The bonusing provisions provided in the Beltline ARP: Part 1, Chapter 5, apply to the Plan Area in the Beltline ARP: Part 2.	This allows for the implementation of the following provisions to be applied across the entire Beltline community: Heritage Commercial Concentration Areas incentive Transit Station Integration incentive Three- or more- bedroom unit incentive through FAR exclusion Contributions of Cash-in-Lieu for Affordable Housing Units Previous Section References are no longer valid as Part 1
			Chapter 5 structure has changed as noted above.

Section	Deleted	Inserted	Rationale

Summary of Proposed Amendments to Land Use Bylaw 1P2007

Section	Deleted	Inserted	Rationale
Part 11: Centre City Districts, Division 2: Centre City Multi- Residential High Rise District (CC- MH), Section 1126		(a) Add subsection 1126(3): "(3) Unless otherwise referenced in subsections (1) to (2), where a development provides units with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi-Residential Development, the Development Authority may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the development."	To facilitate the three- or more bedroom unit incentive policy from the Beltline Area Redevelopment Plan in the Centre City Multi-Residential High Rise (CC-MH) District.
Part 11: Centre City Districts, Division 3: Centre City Multi- Residential High Rise Support Commercial District (CC-MHX), Section 1136		Add subsection 1136(3): "Unless otherwise referenced in subsections (1) to (2), where a development provides units with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi- Residential Development, the Development Authority may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the development."	To facilitate the three- or more bedroom unit incentive policy from the Beltline Area Redevelopment Plan in the Centre City Multi-Residential High Rise Support Commercial (CC-MHX) District.
Part 11: Centre City Districts, Division 5:		Add subsection 1166(4):	To facilitate the three- or more

Section	Deleted	Inserted	Rationale
Centre City Mixed Use District (CC-X), Section 1166		"(4) Unless otherwise referenced in subsections (1) to (2), where a development provides units with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi-Residential Development, the Development Authority may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the development."	bedroom unit incentive policy from the Beltline Area Redevelopment Plan in the Centre City Mixed Use (CC-X) District.
Part 11: Centre City Districts, Division 6: Centre City Commercial Corridor District (CC-COR), Section 1183		Add subsection 1183(4): "(4) Unless otherwise referenced in subsections (1) to (2), where a development provides units with three or more bedrooms in the form of Assisted Living, Dwelling Units, Live Work Units or Multi-Residential Development, the Development Authority may exclude the three or more bedroom units from the gross floor area ratio calculation, up to a maximum of 15 per cent of the total units in the development."	To facilitate the three- or more bedroom unit incentive policy from the Beltline Area Redevelopment Plan in the Centre City Commercial Corridor (CC-COR) District.
Part 11: Centre City Districts, Division 7: Rules Governing Centre City Bonus		(e) Add subsection 1202.1:	To implement the Heritage Commercial Concentration Areas incentive policies

Section	Deleted	Inserted	Rationale
Overlays, Section		"Heritage Commercial	found in Chapter 5 of
1202.1		Concentration Area Density Increase 1202.1 Notwithstanding	the Beltline ARP.
		sections 1197 to 1201.3, the maximum <i>floor area ratio</i> with bonuses for Bonus Area A through H may be increased by an additional 1.0 FAR where:	
		(a) the site falls within the Heritage Commercial Concentrations on Map 10: Beltline Heritage Commercial Concentrations Areas; and (b) the Municipal Heritage Resource is located on site and heritage conservation is completed to the satisfaction of the Development Authority. Map 10: Beltline Heritage Commercial	
		Concentration Areas	
1202.2		Add subsection 1202.2: "Transit Station Integration Density Increase	To implement the Transit Station Integration incentive policies found in Chapters 5 and 7 of the Beltline ARP.
		1202.2 Notwithstanding sections 1197 to 1201.3, the maximum <i>floor area ratio</i> with bonuses for Bonus Area A through H may be increased by an additional:	

Section	Deleted	Inserted	Rationale
		(a) 2.0 FAR for sites where <i>development</i> includes a <i>building</i> that is fully integrated, either above an <i>LRT station</i> entrance and/or adjacent to the <i>LRT station</i> entrance, or above the <i>LRT platform</i> where the station entrance and related infrastructure (e.g. platforms and mechanical elements) are fully integrated into the adjacent <i>development</i> . (b) 1.0 for sites where <i>development</i> above a BRT station entrance and/or adjacent to the BRT station entrance or a <i>building</i> above the BRT Platform\ where the station entrance and related infrastructure (e.g. platforms and mechanical elements) are fully integrated into the adjacent <i>development</i> .	
1216.1(2)	Delete subsection 1216.1(2)(a).	Replace with: "(a) Incentive Rate 1 for 2023 is \$270.00 per square metre. The Incentive Rate will be adjusted annually on January 1 by the Development Authority , based on the Statistics Canada Consumer Price Index for Alberta."	New annual adjustment clause added in Alignment with proposed policy amendments to Part 1 of the Beltline Area Redevelopment, Chapter 5 as well as Chinatown Area Redevelopment Plan and Hillhurst/Sunnyside Area Redevelopment Plan.

Section	Deleted	Inserted	Rationale
1216.1(4)	Delete subsection 1216.1(4).	Replace with: "(4) Bonus Areas A through D may use any of Public Amenity Items 1 through 7 and 14 in Table 6.1."	New Cash in Lieu Contribution of affordable housing units density bonusing option added in alignment with proposed policy amendments to Part 1 of the Beltline Area Redevelopment, Chapter 5 and Chinatown Area Redevelopment Plan.
1216.1(5)	Delete subsection 1216.1(5).	Replace with: "(5) Bonus Areas E through H may use any of Public Amenity Items 1 through 14 in Table 6.1."	New Cash in Lieu Contribution of affordable housing units density bonusing option added in alignment with proposed policy amendments to Part 1 of the Beltline Area Redevelopment, Chapter 5 and Chinatown Area Redevelopment Plan.
Table 6.1 Beltline Density Bonus Items		Table amended to add a new Item No. 14 to the Overview and Item No. table rows as follows: Overview 14.0 Cash in Lieu Contribution of affordable housing units Item No./Public Amenity Items 14.0 Cash in Lieu Contribution of affordable housing units	Alignment with proposed policy amendments to Part 1 of the Beltline Area Redevelopment, Chapter 5.

Section	Deleted	Inserted	Rationale
		Density may be granted	
		for cash in lieu	
		contributions towards	
		affordable housing units.	
		The funds may be used	
		for the purchase of land	
		or construction of	
		affordable units in	
		Beltline.	
		14.1 Incentive	
		Calculation	
		Where a development	
		provides a cash in lieu	
		contribution to the	
		Affordable Housing Fund,	
		the Incentive Rate is Incentive Rate 1.	
		Method:	
		Incentive <i>gross floor</i> area (square metres) =	
		contribution (\$) divided by	
		Incentive Rate 1 (\$).	
		incentive rate $\Gamma(\phi)$.	

Summary of Engagement

Amendments to the Beltline Area Redevelopment Plan

From 2021 November to 2022 May, a Technical Advisory Committee (TAC) including multiple business units and departments from Administration began background research, policy formation and identified public, community and industry groups who would be impacted by City decisions. A project website was set up to communicate the timelines, share drafts of the plan and direct members of the public to stay connected and share feedback with the project team.

In 2022 May, the first draft of the proposed amendments was shared with these groups, including the Beltline Neighbourhoods Association (BNA), Beltline Business Improvement Area (BIA), Victoria Park BIA, 17 Avenue BIA, Federation of Calgary Communities, Calgary Municipal Land Corporation, Calgary Stampede, BILD Calgary Region, Calgary Inner City Builders Association, NAIOP and Calgary Board of Education. On 2022 July 7, this same draft was presented to Calgary Planning Commission (CPC) in Closed Session (CPC2022-0455). The cover report and first draft of the Beltline Area Redevelopment Plan (ARP) (including Chapters 1 to 5 and 9, with guiding questions for the revised Chapters 6 to 8 and the Beltline Parks and Public Realm Playbook) were accepted for information and additional feedback was provided by CPC members.

The TAC team took the feedback from the public, community/industry members and CPC and incorporated changes to the plan. The second draft of the ARP (including all chapters and appendices) was shared with the same people and groups through 2022 August and September and the changes made were communicated back to the impacted parties.

Based on feedback from the TAC team and other members of Administration in November 2022, the Playbook was removed as an Appendix to the ARP and turned into a standalone non-statutory document. This new format did not change the spirit or intent of the ARP amendments or Playbook but provided enhanced usability and clarity on both documents. This required further internal and external engagement and a complete re-write of Chapter 6 and Appendix B, which were shared through a third and fourth round of drafts in 2023 June and 2023 December. During this time, the three-or-more bedroom unit incentive policy was further refined and new language added relating to Indigenous placemaking, naming, landscaping design and cultural spaces in the ARP area which responded to the feedback received by Administration from the industry and community groups.

Beltline Parks and Public Realm Playbook

In 2020, the BNA and Administration identified the need for a technical analysis of Beltline parks and public realm to arrive at data and research-driven recommendations to increase, enhance and improve the open space network within Beltline. The BNA worked with their local Councillor and advocated for funds to pay for this research. To support this work, a cross-departmental City of Calgary advisory group was created; this group included a BNA representative, given their role in launching this work with Administration.

This advisory group:

- advised on alignment with City direction, practices and local context;
- provided data and research suggestions;
- reviewed the communication of the analysis results; and
- critiqued the presentation of ideas and recommendations.

The Playbook was then circulated internally to various departments within Administration to review the direction for clarity, relevance and alignment. This opportunity was also provided to the BNA Planning Committee. All direction within the Playbook reflects the findings in the quantitative analysis and qualitative research that was performed and follows existing approved City direction.

The Playbook is intended to identify park and public realm needs using the latest data available. Best practice and other qualitative research then provide direction for how to address those needs. Further public engagement is required before any improvements and investments are made.

Letters from Engaged Parties



January 19, 2024 January 19, 2024

Dear Mr. Morgan Huber,

Re: Beltline Area Redevelopment Plan: Part 1 Amendments

On behalf of Calgary Municipal Land Corporation (CMLC), I'd like to take the opportunity to thank-you for the opportunity to review and provide comments on the Beltline Area Redevelopment Plan: Part 1 Amendments. Created in 2007 by The City of Calgary, CMLC exists to achieve the City's objectives for urban densification and community renewal, infrastructure investment and placemaking. Led by CMLC and approved by Calgary City Council in 2018, the Rivers District Master Plan is a 20-year vision for the redevelopment of Stampede Park and east Victoria Park as Calgary's Culture + Entertainment District. The vision of the master plan includes 4M sq. ft. of mixed-use development and over 8,000 new residents living in a vibrant, walkable and active community. The District is anchored by the major city-building projects including the BML Centre Expansion and critical connectors including the redevelopment of Stampede Trail, and the 17 Ave S.E. Extension and Victoria Park/Stampede LRT Station Rebuild.

I am pleased to inform you that CMLC is supportive of the proposed amendments to Part 1 of the Beltline Area Redevelopment Plan. CMLC is invested in ensuring that the Beltline Area Redevelopment Plan: Part 1 aligns with Beltline Area Redevelopment Plan: Part 2, as it is essential to bolstering the vision of the Rivers District Master Plan and the success of the Culture + Entertainment District.

We look forward to the proposed amendments in Part 1 stewarding the successful development of Calgary's Beltline area.

Sincerely,

Clare LePan

Vice President, Communication & Strategic Partnership, Calgary Municipal Land Corporation

Calgary Municipal Land Corporation 430 - 8 Avenue SE Calgary, Alberta T2G 0L7

O: 403.718.0300 F: 403.718.0500

info@calgarymlc.ca calgarymlc.ca



January 31, 2024

Morgan Huber, RPP, MCIP Senior Planner, Greater Downtown Team Community Planning | Planning & Development Services The City of Calgary | Mail code: #8075

Beltline ARP review.

The Victoria Park BIA would like to extend its deepest gratitude to the entire team that has been involved in the Beltline ARP review process. The care and attention to detail has been exceptional along with a genuine interest in hearing from stakeholders.

We are obviously most pleased with the changes to the neighbourhood names and feel that this more accurately respects the social geography of the area.

This has been a very long process with multiple revisions getting us to where we are today. We are pleased to report that nearly all our comments and concerns have been addressed or integrated into the current draft to the point where what remains can be addressed by other mechanisms.

Having participated in ever major planning and policy document review for the Greater Downtown/Beltline in the last 17 years we can wholeheartedly say that this has been one of the best experiences we have had.

We look forward to the updated ARP enabling more and better-quality development in the years to come.

Sincerely,

David Low Executive Director



January 31, 2024

Morgan Huber Senior Planner, Greater Downtown Team Community Planning City of Calgary

Dear Morgan,

Re: The Beltline ARP

I am writing to indicate support for the Beltline Area Redevelopment Plan (ARP), which is to be presented to the Infrastructure and Planning Committee on February 21 in anticipation of Council approval on April 9.

Heritage Calgary is a charitable Civic Partner of The City of Calgary focused on the research, education, and preservation of our shared heritage in Calgary. We believe heritage is a dynamic process by which identity is experienced, interpreted, and represented, and take pride in working with Calgarians to honour the fabric that we are all a part of.

The proposed ARP outlines ways in which to protect and enhance the Beltline's unique character and heritage through a number of policies and incentives. These policy tools assist in the conservation of heritage resources, character buildings, and public spaces, encouraging their rehabilitation and adaptive reuse (section 2.2.4).

This document also acknowledged two historic commercial areas; on 11 ST SW and portions of 10 AV and 1 ST SW (section 4.5), and the specific historic nature of the Warehouse district (section 4.6), and includes supporting policies, incentives, and guidelines regarding future development of these areas.

Heritage Calgary supports the proposed Beltline ARP and the policies outlined therein that ensure Calgary's history and heritage continues to contribute to the development of this inner-city neighbourhood. If you have any questions, please do not hesitate to contact me at 587 316 9870 or at itraptow@heritagecalgary.ca.

Sincerely,

Josh Traptow, **Chief Executive Officer**

Heritage Calgary

#304, 319 10 AVE SW CALGARY, AB T2R 0A5 | 403 805 7084 | HERITAGECALGARY.CA





February 9, 2024

Delivered by Email

The City of Calgary P.O. Box 2100, Station "M" Calgary, Alberta T2P 2M5

Attention: Members of Infrastructure and Planning Committee

Dear Committee Members:

Re: Proposed Beltline Area Redevelopment Plan, Part 1

Building Industry and Land Development Calgary Region (BILD) is a non-profit organization that has a membership base that includes all facets of residential home and commercial construction, including builders, renovators, developers, trades, suppliers, and professional companies involved in the building industry. We advocate for affordability, quality, choice, and innovation. The residential construction industry in Calgary employs nearly 58,000 people and pays approximately \$4.4 billion in wages annually for on and offsite jobs, resulting in nearly \$9.6 billion in annual built investment value.

On behalf of BILD, we would like to express our appreciation for the work done by Administration in bringing the Beltline Area Redevelopment Plan, Part 1 (ARP) to fruition. We value the working relationship and transparency fostered by Morgan Huber, Project Lead, throughout the process. Thank you for coordinating with other policy initiatives and incentivizing the development of 3 or more bedroom units. As we work towards achieving housing affordability, statutory policy documents like the Beltline ARP play a crucial role in supporting housing affordability and mitigating rising housing costs.

Once again, thank you to Administration for their diligent work. We look forward to ongoing and future collaboration with the City.

If you have any questions or comments, please do not hesitate to contact me.

Yours truly, BILD Calgary Region

Brian Hahn, CEO BILD CR

212 Meridian Road NE • Calgary, AB • T2A 2N6 p: 403.235.1911 • e: info@bildcr.com • w: bildcr.com



February 12, 2024

The City of Calgary
Community Planning, Planning and Development Services
800 Macleod Tr. SE
Calgary, Alberta T2P 2M5

ATTN: Morgan Huber, Senior Planner, Greater Downtown Team

RE: Letter of Support for the Proposed Revisions to the Beltline ARP (Part 1)

Dear Morgan,

On behalf of the Beltline Neighbourhoods Association (BNA), I am writing to express our support for the proposed amendments to the Beltline Area Redevelopment Plan (ARP), Part 1. With the commencement of the Part 1 amendment process in early 2020, the BNA has worked closely and continuously with the City through our Beltline Urban Development Committee. We sincerely appreciate the level of engagement we received from the Community Planning team and are grateful for the City's committed partnership throughout the process. Over the course of nearly four years, we met with the planning team on several occasions and were provided with numerous opportunities to provide feedback and commentary.

The draft ARP is a reflection of a shared vision for the future of the Beltline. Many of the issues and considerations that we brought to the attention of the planners have been thoughtfully integrated into the amended ARP. This collaborative process has helped ensure that the voices of Beltline residents and stakeholders are reflected in the document. We recognize that the current version of the ARP has been highly successful and has laid a strong foundation for urban development in our area. The amendments to the ARP represent an important evolution of this document and help align it with the City's current policy objectives and the modern realities of the Beltline's demographic landscape. This update represents a positive step towards a more inclusive, sustainable, and vibrant community and we are confident that the new ARP will support the continued growth and success of our community. We extend our thanks to the City's team for their dedication, openness, and hard work in bringing the updated ARP (Part 1) to fruition.

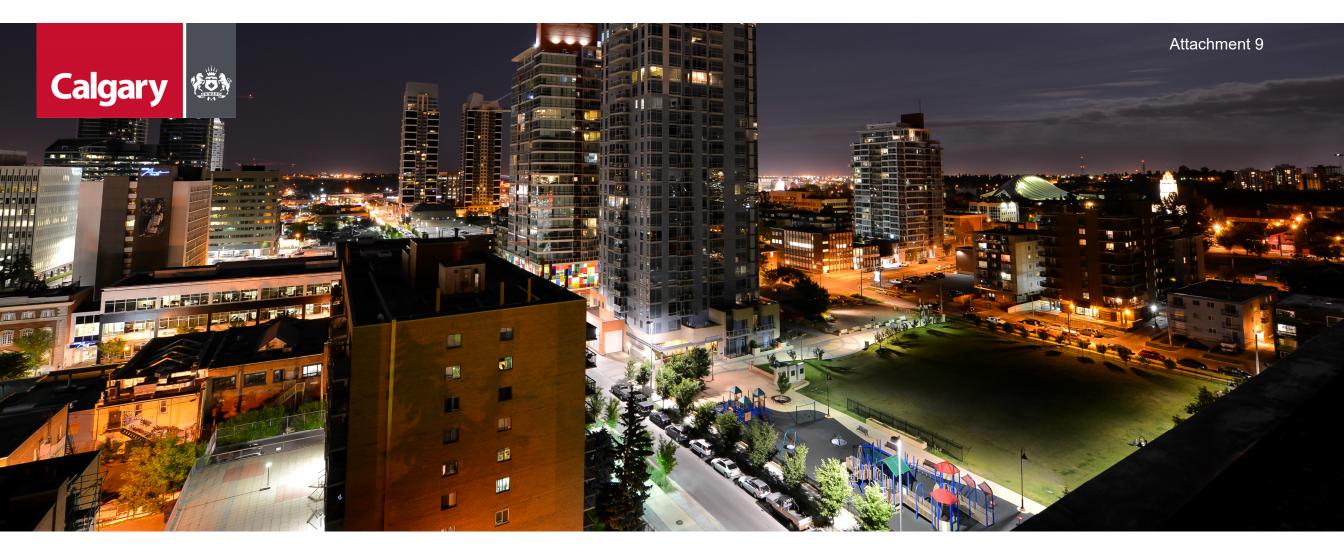
As an aside, we continue to urge the City to make similar amendments to Part 2 of the ARP (representing the portions of the Beltline to east of 1 Street SE). This policy continues to contain language that contradicts our shared vision for the community, such as a lack of clear policy direction on the creation of standalone surface parking. As an example, this omission facilitated the development of what is now the Greater Downtown's largest contiguous and underutilized surface parking facility (along 11 Avenue SE between 4 Street SE and the Victoria Park Garage). Such spaces not only detract from the public realm but continue to reflect negatively on the City's commitment to building a sustainable and vibrant Culture and Entertainment District. To avoid such negative outcomes in the future, we believe it would be of value to align the language in Part 2 with the Part 1 amendments and for the two documents to be re-amalgamated.

Thank you again for considering our feedback as we collectively move towards a brighter future for the Beltline community.

Sincerely.

Tyson Bolduc Director of Planning and Urban Development Beltline Neighbourhood Association





Amendments to the Beltline Area Redevelopment Plan and Land Use Bylaw 1P2007 + Beltline Parks and Public Realm Playbook

2024 February 21



Recommendations

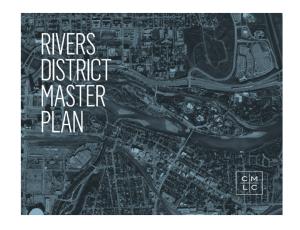
That the Infrastructure and Planning Committee recommend that Council hold a Public Hearing; and

- 1. ADOPT, by bylaw, the proposed amendments to the Beltline Area Redevelopment Plan (ARP) (Attachment 2); and
- 2. Give three readings to the proposed bylaw.
- 3. ADOPT, by bylaw, the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 3); and
- 4. Give three readings to the proposed bylaw.
- 5. APPROVE the non-statutory Beltline Parks and Public Realm Playbook (Attachment 4).



Part 1 of the Beltline ARP covers the area west of 1 Street SE only.



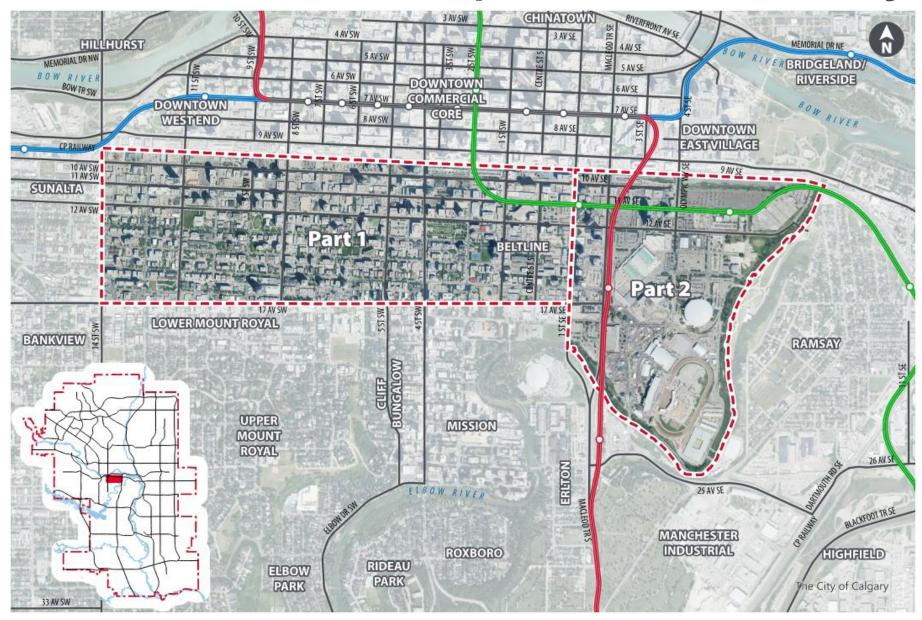


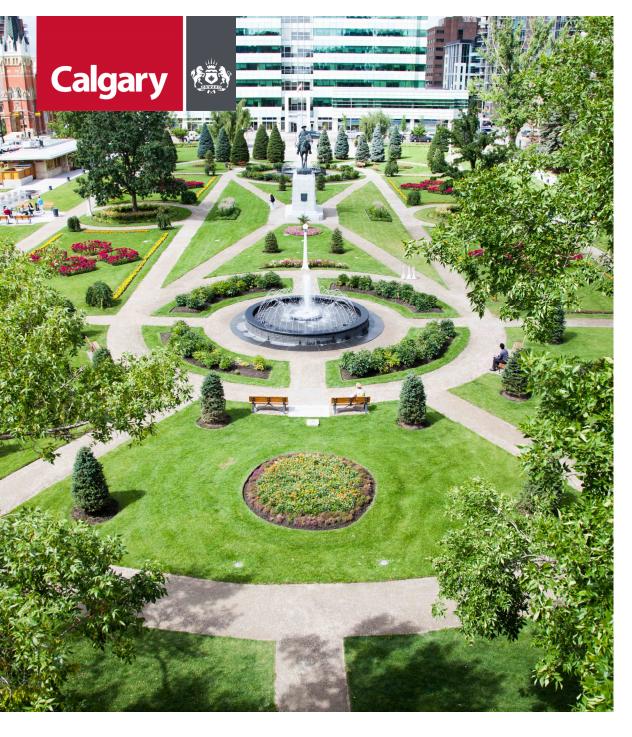
Previous Council Direction

- Council adopted the original Beltline ARP on 2006 May 15
- The ARP was amended on 2019 April 29 to include a new Part 2 to facilitate development of a Culture and Entertainment District along with the Rivers District Master Plan (RDMP)
- Council directed Administration to proceed with amendments to Part 1 of the Beltline ARP at that time



Beltline Area Redevelopment Plan Boundary





Core Ideas of the ARP:

- 1. Foster and support neighbourhoods
- 2. Take an artful approach to everything Beltline
- 3. Provide for high-density and mixed-use development while ensuring neighbourhood livability
- 4. Protect and enhance unique character and heritage
- 5. Improve walking and wheeling environment and manage transportation demand
- 6. Encourage diversity in building types and styles
- 7. Provide for a variety of physical and social environments and housing types
- Improve the public realm
- Promote development that will foster a low-carbon and climate resilient neighbhourhood
- Promote processes that are open to creativity and innovation and reward achievement of the vision and principles



ARP Amendment Highlights

Policy Alignment



- ARP: Part 2
- Greater Downtown Plan
- Centre City
 Urban Design
 Guidelines

Parks and Public Realm



 Where guidance from the Playbook is implemented through policy **Climate Change**



 Mitigation and Adaptation policies in alignment with other LAPs Housing Choice



 Incentive policy to provide housing choice and encourage a variety of housing types in Beltline Beltline History



 Revised to include stories from Indigenous, Chinese and LGBTQ2+ communities



Land Use Bylaw Amendment Highlights

Three- or morebedroom unit incentive to provide housing choice for Calgarians

Heritage Commercial Concentration Areas incentive policies



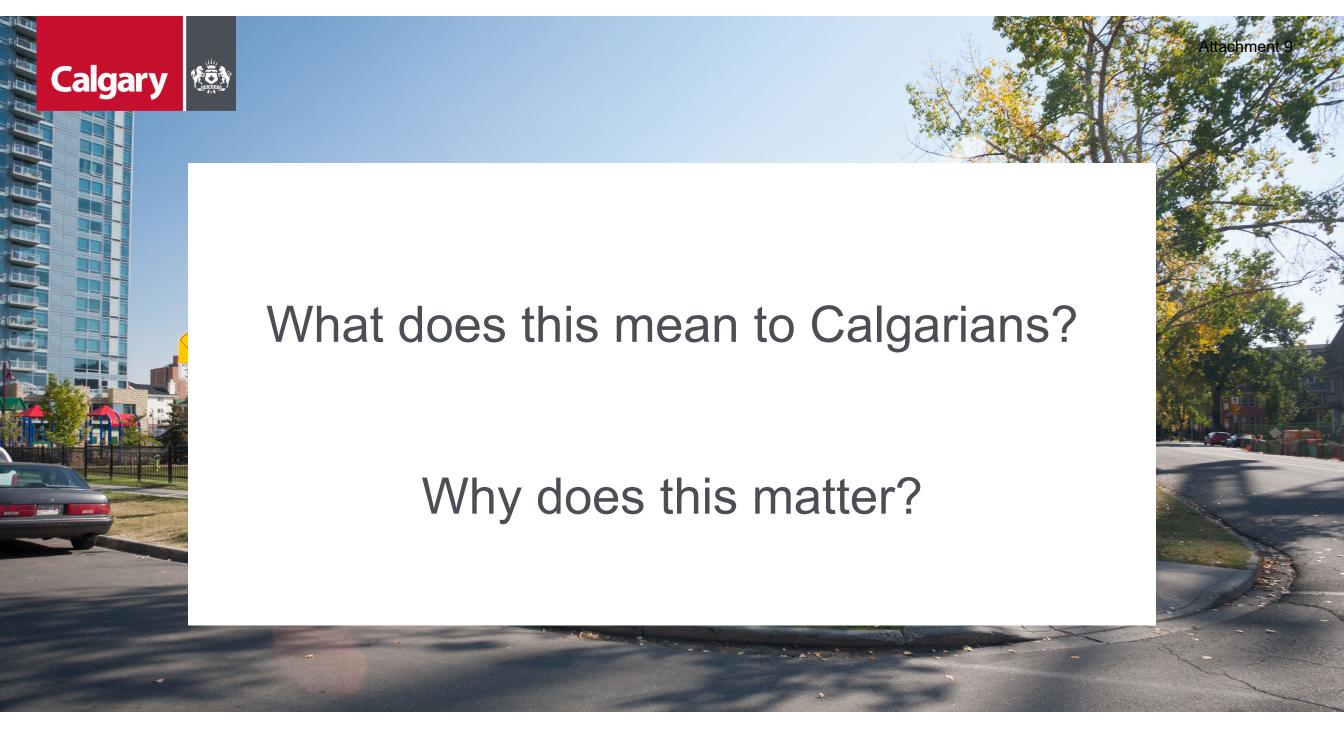






Transit Station
Integration
incentive policies
for LRT and BRT

Refinements to the density bonusing provisions and calculation methodology





Beltline Parks and Public Realm Playbook



Origins

Beltline Neighbourhood Association (BNA) and The City identified the need for a technical analysis of Beltline parks and public realm.

The BNA worked with their local Councilor for funds for this research.

Purpose

The Playbook is intended to identify park and public realm needs, using the latest data available.

Best practice and other qualitative and quantitative research then provides suggested direction for how to address those needs. Further public engagement is required before any improvements and investments are made.













Six volume background report set showcasing both qualitative and quantitative research

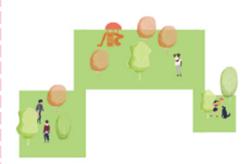


Advisory Group

Cross-departmental City of Calgary team with a BNA representative:

- Advised on alignment with City direction, practices and local context
- Provided data and research suggestions
- Reviewed the communication of the analysis results
- Critiqued the presentation of ideas and recommendations

Philosophy



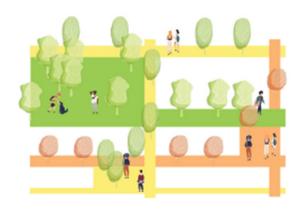
One Park

Every park and public realm area are components of a single park space.



Park-like Public Realm

With a deficit of parks, the public realm has to do more for recreation, leisure and social functions.



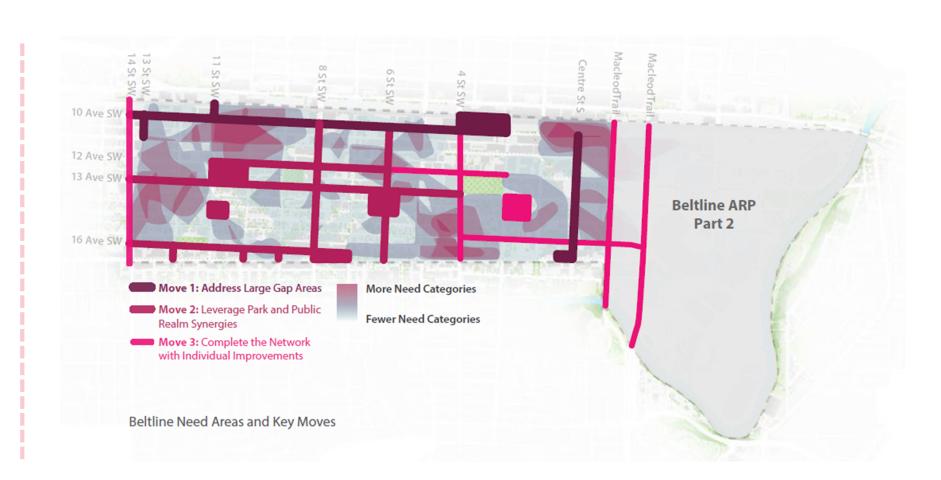
Vibrant and Green Network

Integrate green and vibrant spaces throughout to provide a range of experiences.



Playbook Recommendations

- 1. Address large gap areas through a park-like public realm to relieve park pressure and bridge network gaps
- 2. Leverage park and public realm synergies by improving both types of spaces in tandem to increase impact
- 3. Complete the network with individual improvements





Recommendations

That the Infrastructure and Planning Committee recommend that Council hold a Public Hearing; and

- 1. ADOPT, by bylaw, the proposed amendments to the Beltline Area Redevelopment Plan (Attachment 2); and
- 2. Give three readings to the proposed bylaw.
- 3. ADOPT, by bylaw, the proposed amendments to the Land Use Bylaw 1P2007 (Attachment 3); and
- 4. Give three readings to the proposed bylaw.
- 5. APPROVE the non-statutory Beltline Parks and Public Realm Playbook (Attachment 4).

IP2024-0229

ISC: UNRESTRICTED

Infrastructure Services Report to Infrastructure and Planning Committee 2024 February 21

Reserve Bids for Properties in the 2024 Real Estate Public Auction

PURPOSE

This report requests approval to authorize the recommendations set forth in the Attachments including the approval of the Reserve Bids for properties in the 2024 Real Estate Public Auction.

PREVIOUS COUNCIL DIRECTION

Not Applicable

RECOMMENDATIONS:

That the Infrastructure and Planning Committee recommends that Council:

- 1. Authorize the Recommendations as outlined in Attachment 1; and
- 2. Approve the Reserve Bids for Properties in the 2024 Real Estate Public Auction as outlined in Attachment 3.

CHIEF ADMINISTRATIVE OFFICER/GENERAL MANAGER COMMENTS

The General Manager, Infrastructure Services concurs with this report.

HIGHLIGHTS

- In accordance with the *Municipal Government Act* Chapter M-26 RSA 2000, Part 10, Division 8, Administration holds a public auction of properties that have a Tax Notification registered on the Certificate of Tile for the property as a result of outstanding property tax.
- This year the public auction is scheduled for 2024 April 24 in the Municipal Building at 8:30 a.m.
- The public auction matters as it is a method for The City of Calgary ("The City") to recover outstanding property taxes.
- Prior to the public auction date, The City follows an extensive notification process with the property owners to have the outstanding property taxes paid.
- Through a creative, compassionate, and collaborative approach, Credit & Collections explores potential payment options to collect outstanding taxes.
- The Real Estate Public Auction is used as the last resort to recover tax debts. Property
 owners have right up to the start of the auction to pay the outstanding taxes owed and have
 the property removed from the auction.

DISCUSSION

The City relies on the collection of property taxes to provide services, maintain and build infrastructure and make Calgary a great place to live. Each year, The City holds a public auction of properties that have a tax notification registered on the certificate of title for outstanding property taxes. This public auction is known as the Real Estate Public Auction. For a property to be placed in the Real Estate Public Auction, a tax notification is registered on the title of a property that has tax arrears of more than one year. If the tax arrears are not paid within one year from the date the tax notification is registered, the property must be offered for sale at a public auction in accordance with the *Municipal Government Act*.

Before the Real Estate Public Auction, Credit & Collections within the Finance Operations department, works with property owners to facilitate the payment of outstanding taxes. Property

IP2024-0229

ISC: UNRESTRICTED

Infrastructure Services Report to Infrastructure and Planning Committee 2024 February 21

Reserve Bids for Properties in the 2024 Real Estate Public Auction

tax debt can be very stressful for individuals, families, and businesses, and Credit & Collections actively works with property owners who have outstanding property taxes of more than one year and are at risk of tax recovery action.

Through a creative, compassionate, and collaborative approach, Credit & Collections explores potential payment options to assist homeowners. These options are customized to each owner's situation, and often, Credit & Collections creates and designs a payment plan with the owner for the successful recovery of the outstanding property taxes. In certain situations where there is no mortgage holder, the owner has the option of entering into a memorandum agreement with The City on a possible payment plan. Credit & Collections can also refer owners to social aid agencies where warranted. The Real Estate Public Auction is used as the last resort to recover tax debts and property owners have right up to the start of the auction to pay the outstanding taxes owed and have the property removed from the auction. It should be noted that historically very few properties remain at risk of going to the public auction after the extensive work undertaken by Credit & Collections.

Under the terms and conditions of the *Municipal Government Act*, a municipality must by resolution, fix a minimum sale price for each parcel, which shall be the Reserve Bid and any conditions that apply to the sale. The Sales & Acquisitions Section of Real Estate & Development Services has reviewed the properties in the 2024 Real Estate Public Auction prior to the determination of the reserve bids and has compiled a schedule of Reserve Bids representing the minimum sale price at the auction, as shown in Attachment 3.

For the properties that are not sold at the public auction, these properties can still be made available for sale to the public through The City's standard sales process through Real Estate & Development Services.

Overall, The City strives to work with property owners to resolve outstanding tax debts in a fair and compassionate manner while also ensuring that it can continue to provide essential services to the community.

Valuation

The City has viewed all properties included in the Reserve Bid Listing (Attachment 3) and determined an estimate of market value to be used as the Reserve Bid for each parcel. The Reserve Bid represents the minimum bid that will be accepted for each parcel during the Real Estate Public Auction.

EXTERNAL ENGAGEMENT AND COMMUNICATION

	Public engagement was undertaken	\boxtimes	Dialogue with interested parties was
\boxtimes	Public/interested parties were		undertaken
	informed		Public communication or
			engagement was not required

As per the *Municipal Government Act*, tax recovery notifications are registered on title and owner(s) are also notified directly that their property is on the tax arrears list.

The public auction will be advertised prior to the auction. This advertising is consistent with previous years and is a requirement pursuant to the *Municipal Government Act*.

IP2024-0229

ISC: UNRESTRICTED

Infrastructure Services Report to Infrastructure and Planning Committee 2024 February 21

Reserve Bids for Properties in the 2024 Real Estate Public Auction

IMPLICATIONS

Social

The Real Estate Public Auction is a required part of the tax collection process to ensure the payment of property taxes. Property taxes fund many municipal services to Calgarians and support Council priorities and policies.

Environmental

The properties will not be reviewed in accordance with The City's Sales, Acquisitions and Leases Environmental (S.A.L.E.) Policy as they will be sold "as is, where is".

Economic

Not Applicable

Service and Financial Implications

Other:

The net proceeds from any sale will be transferred to the Tax Forfeiture account. The previous owner(s) may then make an application to the court to obtain those proceeds. If proceeds from a sale are not claimed within 10 years from the date of the tax sale or the date of a sale, The City may, for any purpose, use those proceeds.

RISK

If the recommendations are not approved, The City will not be in compliance with the requirements set forth in the *Municipal Government Act* regarding its obligations to set the Reserve Bids for the 2024 Real Estate Public Auction. The 2024 February 21 meeting of Infrastructure and Planning Committee is the last available opportunity to bring this report forward for Council approval prior to the 2024 April 24 date scheduled for the Real Estate Public Auction. The impact of all risks is considered medium while the likelihood of all risks is considered low.

ATTACHMENTS

- 1. Recommendations
- 2. 2024 Real Estate Public Auction Advertisement
- 3. Reserve Bid Listing
- 4. Presentation

Department Circulation

General Manager/Director	Department	Approve/Consult/Inform
Michael Thompson, General Manager	Infrastructure Services	Approve
Campbell Berry, Director	Real Estate & Development Services	Approve
Edwin Lee, Director	Assessment and Tax	Inform

Author: Gusa, Chris

Recommendations

The Infrastructure and Planning Committee recommends that Council:

- (1) Approve the following process:
 - (a) That the properties listed in Attachment 3 be considered for inclusion in the 2024 Real Estate Public Auction, to be held 2024 April 24.
 - (b) That all properties be sold "as is, where is".
 - (c) That the purchase price, plus any applicable GST, be paid as follows:
 - (i) 1/3 of the purchase price by way of cash or cheque at the date of public auction, or a minimum payment of \$500.00, whichever is greater; and
 - (ii) the balance of the purchase price, plus any applicable GST, no later than 60 days after the date of the public auction.
 - (d) That interest on any overdue payments be charged at the Royal Bank of Canada's prime rate plus 3 percent per annum from the date the payment is due until the full purchase price, plus applicable interest, is received by and unconditionally releasable to The City of Calgary.
- (2) Authorize that the minimum sale price for improved and unimproved parcels be the reserve bid as shown in Attachment 3.
- (3) Authorize Real Estate & Development Services to publicly market and negotiate the sale of those properties not sold at the tax sale.
- (4) Authorize the Manager, Sales & Acquisitions to be the designated officer for the purpose of carrying out Sections 420(2) and 436.11(2) of the Municipal Government Act allowing a designated officer to enter a parcel of land or manufactured home that was offered for sale at the Public Auction for the purposes of taking possession of it for and in the name of The City.

2024 REAL ESTATE PUBLIC AUCTION CITY OF CALGARY

When a property has tax arrears for more than one year, a tax recovery notification or lien is registered on the property. If the tax arrears are not paid in full, a public auction will be held to recovery uncollected property taxes. Upon payment of the full tax arrears, The City will discharge a tax recovery notification or lien, and the property will not be auctioned.

What is the Real Estate Public Auction?

As directed by the province and in accordance with the *Municipal Government Act*, The City of Calgary holds a real estate public auction once per year to recover unpaid property tax.

This year's public auction will be held on 2024 April 24 at 8:30 a.m. at the Municipal Building, 800 Macleod Trail S.E., Calgary, Alberta. Any updates to the date, time or location of the 2024 public auction will be made available at www.calgary.ca/publicauction.

The list of the properties being offered at this year's public auction will be updated daily by 10:00 a.m. at www.calgary.ca/publicauction. Properties will be deleted from this list as the tax arrears are paid.

You cannot legally enter onto a property that is advertised for public auction. This is not a typical property sale. The City of Calgary does not "own" the properties being offered for sale at the public auction and the current registered owner on title or a tenant may still be occupying the property. **Entering onto a property advertised for public auction is considered to be trespassing.**

All properties have been viewed externally and an estimate of the fair market value of each property has been made. This estimate of market value is the reserve bid, which is the minimum price at which The City of Calgary will be willing to sell the property at the public auction.

All sales at the public auction are subject to the terms of the *Municipal Government Act*, R.S.A. 2000, c. M-26 and the terms and conditions set by The City of Calgary.

How to Purchase a Property at the Real Estate Public Auction.

If you are interested in purchasing a property at the public auction, review the properties being offered for sale on the morning of the auction. If the property you are intending to purchase is still available, attend the auction to bid on the property.

At the public auction, the auctioneer will explain the bidding process and the terms and conditions. A brief description of each property will be read out, with bids being accepted immediately thereafter. A property is considered sold when the auctioneer declares the property to be sold. If no bids on a property are received, the auctioneer will declare bids to be closed for that property. Once bids have been declared closed on a property, no further bidding will be accepted in relation to that property.

No terms and conditions of sale will be considered other than those specified by The City of Calgary, therefore, no bid will be accepted where the bidder attempts to attach conditions to the sale.

The successful bidder will be required to sign The City of Calgary's form of Agreement of Purchase and Sale.

The auctioneer, the municipal councillors, the City Manager and officers and employees of The City of Calgary are prohibited from bidding for or buying any parcel of land at the public auction unless section 429(2) of the *Municipal Government Act* applies.

How to Remove Your Property from the Real Estate Public Auction.

Prior to the public auction, The City of Calgary follows an extensive notification process as set out in the *Municipal Government Act*. Notices are advertised in The Alberta Gazette, and online at www.calgary.ca/publicauction and are sent to the registered owner of each property as well as to all parties with a registered interest in the property.

In order to remove a property from the public auction, all of the outstanding property tax arrears must be paid to The City of Calgary **in guaranteed funds BEFORE March 28, 2024**. Tax notifications and or liens will only be discharged once the tax arrears have been paid in full. No party will have any right to pay the tax arrears in respect of a property after it is declared sold at the public auction.

Terms and Conditions of Sale

Every property listed on <u>www.calgary.ca/publicauction</u> with property tax arrears remaining unpaid as of the date of the auction will be offered for sale at the public auction. The full terms and conditions of sale are available online at www.calgary.ca/publicauction.

(i) Purchase Price, Interest and GST

The purchase price, plus any applicable GST, must be paid as follows:

- (a) 1/3 of the purchase price by way of cash or cheque at the date of public auction, or a minimum payment of \$500.00, whichever is greater; and
- (b) the balance of the purchase price, plus any applicable GST, on the Closing Date (no later than 60 days after the date of the public auction).

Interest on any overdue payments will be charged at the Royal Bank of Canada's prime rate plus 3% per annum from the date the payment is due until the full purchase price, plus applicable interest, is received by and unconditionally releasable to The City of Calgary.

GST is payable on all applicable properties sold at the public auction.

(ii) Closing

The Closing Date will be 60 days after the date of the public auction or such earlier date that is mutually agreed to in writing by both parties.

All adjustments for rent or other items commonly adjusted on a sale of real property will be made as of the Closing Date. From and after the Closing Date, the successful bidder will be responsible for the payment of all taxes, rates, levies, charges, assessments, utilities, utility hook-up fees, insurance and other expenses with respect to the property.

The successful bidder will take title to the property subject to those encumbrances listed in section 423(1) and 436.14 of the *Municipal Government Act*, as applicable, and all

implied conditions listed in section 61 of the Land Titles Act, R.S.A. 2000, c. L-4.

(iii) As Is, Where Is

All properties offered for sale at the public auction are being offered on an "as is, where is" basis and The City of Calgary makes no representations and gives no warranty whatsoever with respect to any property being offered for sale at the public auction.

If the relevant property is occupied by a tenant, the successful bidder will be responsible for the obligation and expense of obtaining vacant possession.

Notice is hereby given that, under the provisions of the *Municipal Government Act*, The City of Calgary will offer for sale by public auction the following listed lands. This year's public auction will be held on 2024 April 24 at 8:30 a.m. at the Municipal Building, 800 Macleod Trail S.E., Calgary, Alberta. Any updates to the date, time or location of the 2024 public auction will be made available at www.calgary.ca/publicauction.

The City of Calgary may, after the public auction, become the owner of any property that is not sold at the public auction.

2024 REAL ESTATE PUBLIC AUCTION

Notice is hereby given that, under the provisions of the Municipal Government Act, The City of Calgary will offer for sale by Public Auction the following listed lands. This year's public auction will be held on 2024 April 24 at 10 a.m. at the Municipal Building, 800 Macleod Trail S.E., Calgary, Alberta. Any updates to the date, time or location of the 2024 public auction will be made available at www.calgary.ca/publicauction

Item	Roll #	Location Address	Legal Description	Outstanding Tax	Proposed Bid Amount
1	004037404	6263 SADDLEHORN DR NE	0012136;12;16	\$7,915.48	\$567,500.00
2	005116306	142 MARTINBROOK RD NE	8911853;9;73	\$5,105.10	\$463,500.00
3	005169909	86 MARTIN CROSSING WY NE	9811382;26;5	\$10,831.45	\$554,500.00
4	006070205	157 MARTINRIDGE CR NE	9211841;6;98	\$6,918.57	\$531,000.00
5	006114102	49 MARTIN CROSSING GR NE	9612353;20;5	\$6,912.33	\$604,500.00
8	019043207	5836 DALTON DR NW	5222JK;4;8	\$10,477.57	\$501,500.00
10	023064900	6312 TRAVOIS CR NW	925JK;3;49	\$10,424.87	\$470,500.00
11	023514003	#2 6412 4 ST NE	7611132;2	\$3,898.15	\$256,000.00
12	027500503	#101 4656 WESTWINDS DR NE	0110542;1	\$19,402.63	\$404,500.00
13	027500529	#103 4656 WESTWINDS DR NE	0110542;2	\$18,727.58	\$339,000.00
14	027500545	#104 4656 WESTWINDS DR NE	0110542;3	\$20,943.15	\$391,500.00
15	028190809	133 FALTON DR NE	8011556;4;26	\$5,077.08	\$342,000.00
16	028270908	192 FALMERE WY NE	8310081;10;44	\$5,139.99	\$437,500.00
19	029066008	3320 60 ST NE	7711020;11;18	\$6,403.68	\$482,500.00
20	029136108	4236 58 ST NE	7810494;33;4	\$7,988.95	\$347,500.00
21	030051007	128 WHITESIDE CR NE	7410438;13;16	\$10,515.75	\$584,000.00
22	030067904	115 WHITEHORN RD NE	7410438;16;30	\$10,213.48	\$519,000.00
24	033036104	4216 12 ST NE	1159LK;3;5	\$233,480.66	\$6,945,000.00
26	034199703	511 34 AV NE	9812462;7;22	\$5,856.01	\$378,000.00
27	038141602	5212 32 AV NW	5895JK;44;10	\$20,907.06	\$1,007,500.00
28	040040107	7744 46 AV NW	2660AP;6;19	\$6,948.22	\$400,500.00
31	050080001	336 RUNDLERIDGE DR NE	7510277;4;5	\$10,257.58	\$489,500.00
33	051172005	119 PINECLIFF WY NE	7710896;53;22	\$9,461.65	\$441,500.00
34	051548204	#2102 2600 66 ST NE	0111484;16	\$3,803.75	\$217,000.00

35	052113305	232 MANORA CR NE	7410024;12;24	\$8,789.71	\$433,000.00
36	052222502	5505 MADDOCK DR NE	0113126;1;57	\$5,886.82	\$292,500.00
37	053013405	4740 MEMORIAL DR NE	5074JK;4;7	\$9,526.83	\$473,000.00
38	053089306	4415 MARLBOROUGH DR NE	7620JK;1;30	\$9,260.74	\$463,000.00
40	056154008	818 7 AV NE	8150AN;149;8,9	\$18,603.01	\$790,500.00
42	059171009	727 15 ST NW	6219L;6;14	\$9,642.77	\$466,000.00
43	060500006	#201 2512 1 AV NW	7710865;1	\$6,168.98	\$268,500.00
44	062040506	6723 COACH RIDGE RD SW	7711037;10;44	\$14,972.41	\$699,500.00
45	064014202	4723 5 AV SW	1164HJ;2;25	\$9,623.69	\$582,000.00
49	068518505	#47V 215 14 AV SW	8110899;47	\$807.65	\$25,000.00
51	068545268	#1108 221 6 AV SE	9312374;92	\$3,274.92	\$115,500.00
52	071094205	727 RAYNARD CR SE	3689JK;8;30	\$6,763.81	\$449,500.00
53	071134605	2732 11 AV SE	9912814;8;41	\$7,738.16	\$419,000.00
54	072038110	4106 10 AV SE	3750AM;36;1,2	\$5,770.16	\$400,000.00
55	073101107	1284 PENEDO CR SE	470LK;20;31	\$9,053.33	\$460,500.00
57	073144800	19 PENWORTH PL SE	1279LK;42;16	\$3,488.52	\$451,000.00
58	073190902	40 PENSVILLE RD SE	1599LK;40;16	\$5,973.79	\$425,000.00
60	075012500	2603 37 ST SE	1231JK;4;8	\$9,721.14	\$487,500.00
61	075029504	2028 38 ST SE	2376HM;15;13	\$8,454.67	\$423,000.00
62	075231001	21 ERIN GROVE CO SE	8310925;16;170	\$8,272.24	\$420,500.00
63	076080910	3048 31A ST SE	6716JK;1;4	\$224.11	\$500.00
64	076086206	3032 29A ST SE	6716JK;3;8	\$7,463.57	\$376,500.00
65	078021508	1024 20 AV SE	4040N;5;37	\$9,441.76	\$510,500.00
68	088118104	4001 17 ST SW	4690N;A;1,2	\$19,655.55	\$830,000.00
71	092018894	4064 OGDEN RD SE	2167n;3;10	\$130,771.38	\$727,500.00
72	094114303	960 ERIN WOODS DR SE	8911583;27;109	\$9,773.13	\$496,500.00
73	094157708	27 ERIN RD SE	9111953;1;4	\$8,443.03	\$432,000.00
75	102005808	56 MALIBOU RD SW	756HA;2;28	\$26,122.97	\$538,000.00
76	102049400	619 61 AV SW	4409GW;10;1	\$10,972.55	\$608,000.00
77	102049509	59 MALIBOU RD SW	4409GW;10;2	\$22,227.86	\$608,000.00
78	102050408	50 MAYFAIR RD SW	4409GW;10;11	\$30,403.24	\$651,000.00
79	102555703	#204 735 56 AV SW	0012941;9	\$6,084.12	\$276,000.00
80	111077400	7216 ELBOW DR SW	3215HG;6;49	\$18,301.90	\$572,000.00

81	111528428	#221 8235 ELBOW DR SW	9511565;20	\$3,793.49	\$149,500.00
84	122022106	9548 ACADEMY DR SE	1326JK;47;54	\$5,594.90	\$633,500.00
85	122069305	22 RIVERSIDE CL SE	8911331;7;36	\$12,083.69	\$559,000.00
86	123160657	420 ACADIA DR SE	5100JK;16;8	\$12,668.24	\$577,000.00
89	128022001	72 BRALORNE CR SW	4211JK;12;11	\$5,593.39	\$499,000.00
91	128125606	560 BROOKPARK DR SW	7610644;8;65	\$5,815.25	\$574,000.00
92	130034804	244 WASCANA CR SE	2679JK;13;33	\$12,917.70	\$576,000.00
93	140127705	131 LAKE SYLVAN CL SE	642LK;10;78	\$9,303.42	\$541,500.00
94	141055707	12355 LAKE MORAINE RI SE	720LK;36;43	\$12,918.47	\$892,000.00
95	142144807	440 CANTRELL DR SW	731344;3;61	\$9,898.57	\$549,000.00
97	151501285	149 MT DOUGLAS MR SE	9710495;65	\$7,148.61	\$335,000.00
100	155074503	236 MIDVALLEY PL SE	7810798;23;51	\$8,798.54	\$634,500.00
102	158019703	113 MILLVIEW MR SW	9813572;3;17	\$8,913.91	\$558,000.00
104	165045303	32 STRATHLEA PL SW	0011113;6;86	\$19,794.21	\$1,026,000.00
105	166020008	15 ELMONT DR SW	0112975;4;23	\$22,220.12	\$941,000.00
107	176250900	107 CITADEL HILLS PL NW	9210292;5;64	\$5,004.39	\$573,000.00
109	178500583	1321 EDENWOLD HT NW	9311016;29	\$4,681.63	\$215,000.00
110	179099908	16 MACEWAN PARK LI NW	8111720;10;37	\$8,246.23	\$442,000.00
111	200063188	#301 1143 37 ST SW	0210035;12	\$1,636.07	\$161,000.00
112	200072593	26 ELGIN PARK RD SE	0210388;20;38	\$18,608.21	\$905,500.00
113	200100584	58 WEST SPRINGS CO SW	0210788;1;28	\$8,157.14	\$557,500.00
114	200110666	29 NEW BRIGHTON CI SE	0210993;2;2	\$5,267.72	\$580,000.00
115	200127710	88 SIENNA PARK DR SW	0211297;11;30	\$10,900.73	\$884,500.00
117	200159127	#311 1000 CITADEL MEADOW PT NW	0212359;50	\$5,033.18	\$230,500.00
118	200191047	254 ROYAL BIRCH ME NW	0213482;2;14	\$13,926.13	\$732,000.00
120	200290047	50 COUGARSTONE CR SW	0311042;19;18	\$21,169.03	\$920,500.00
122	200342582	#269V 2280 68 ST NE	0311962;269	\$434.73	\$10,000.00
123	200446391	#301 1717 60 ST SE	0313599;93	\$1,750.66	\$184,500.00
125	200578128	150 COUGARSTONE CL SW	0413633;31;13	\$11,929.75	\$631,500.00
126	200663987	56V ERIN WOODS CO SE	0510533;56	\$436.78	\$10,000.00
127	200675551	20 SADDLECREST GR NE	0510199;9;5	\$4,957.78	\$624,500.00
128	200687770	284 EVANSBROOKE WY NW	0510936;5;53	\$12,916.44	\$662,000.00
130	200809739	#223 3111 34 AV NW	0513297;53	\$5,030.85	\$238,000.00

131	200812360	#315V 3111 34 AV NW	0513297;315	\$434.73	\$10,000.00
132	200826451	74 EVERHOLLOW RI SW	0513738;1;64	\$14,946.81	\$704,500.00
133	200869220	#2312 5605 HENWOOD ST SW	0610287;177	\$2,185.65	\$162,000.00
135	200967651	156 SILVERADO RANGE CL SW	0613430;12;52	\$4,944.67	\$601,500.00
136	201016573	#102 3770 WESTWINDS DR NE	0614459;1	\$16,493.06	\$375,500.00
137	201064029	7107 26 AV SW	0210427;2;20	\$32,830.06	\$1,865,000.00
139	201109287	211 SILVERADO PLAINS CL SW	0713071;24;24	\$7,401.27	\$529,000.00
140	201123130	#829S 10 PRESTWICK BA SE	0713442;829	\$231.96	\$2,500.00
141	201123148	#830S 10 PRESTWICK BA SE	0713442;830	\$231.96	\$2,500.00
143	201209111	#27 300 EVANSCREEK CO NW	0810328;17	\$7,390.41	\$401,500.00
145	201302437	#505 530 12 AV SW	0812418;23	\$11,747.10	\$497,000.00
148	201348596	550 30 AV NW	3955R;18;1	\$17,891.87	\$744,500.00
150	201439031	39 SAGE HILL MR NW	0910523;15;22	\$10,509.23	\$596,000.00
152	201472925	#147 300 EVANSCREEK CO NW	0912417;111	\$4,758.49	\$339,500.00
156	201550183	#123V 1727 54 ST SE	1010721;123	\$434.73	\$10,000.00
157	201550191	#124V 1727 54 ST SE	1010721;124	\$434.73	\$10,000.00
158	201550209	#125V 1727 54 ST SE	1010721;125	\$434.73	\$10,000.00
160	201618360	56 SAGE BANK CR NW	1014321;12;32	\$6,756.17	\$815,000.00
164	201757416	3610 85 ST SW	1210725;1	\$18,916.65	\$819,000.00
172	202006664	#156V 755 COPPERPOND BV SE	1410967;156	\$434.73	\$10,000.00
174	202049599	#12 6420 79 AV SE	1412265;6	\$73,641.27	\$1,162,500.00
175	202069118	86 SAGE BLUFF VW NW	1412936;12;36	\$5,708.15	\$732,000.00
176	202087540	540 EVANSTON LI NW	1413364;78;10	\$8,517.20	\$499,000.00
177	202119004	#6404 755 COPPERPOND BV SE	1510532;625	\$3,678.71	\$187,000.00
178	202152872	#404 1029 15 AV SW	1511509;17	\$12,992.43	\$628,000.00
179	202152914	#21V 1029 15 AV SW	1511509;21	\$748.42	\$25,000.00
182	202325163	#509 510 6 AV SE	1512254;279	\$11,038.99	\$462,000.00
183	202365896	6405 COACH HILL RD SW	7711037;10;2	\$368.43	\$500.00
184	202441044	81 CRANBROOK RI SE	1711113;2;12	\$24,343.06	\$1,170,500.00
185	202456034	43 ELVEDEN PA SW	1711455;10;9	\$5,447.59	\$418,000.00
186	202456133	48 ELVEDEN PA SW	1711455;10;15	\$4,983.08	\$391,500.00
188	202466629	112 SAVANNA LN NE	1711802;12;43	\$7,736.90	\$800,000.00
189	202476594	1932 26A ST SW	1711920;1	\$6,894.09	\$533,500.00

190	202507869	99 RED EMBERS TC NE	1712555;54;24	\$14,702.13	\$758,000.00
191	202542395	20 CARRINGTON RI NW	1810797;7;3	\$13,060.79	\$657,500.00
192	202569653	#103 10985 38 ST NE	1811540;10	\$85,338.04	\$1,230,000.00
193	202596466	132 RED SKY GD NE	1811849;44;12	\$16,750.72	\$912,000.00
194	202627352	123 RED SKY CR NE	1910079;30;43	\$10,759.75	\$766,500.00
195	202650685	9052 46 ST NE	1910330;28	\$57,735.67	\$665,500.00
196	202672788	5651 NOSE HILL DR NW	1910638;6;3	\$46,278.09	\$1,885,000.00
197	202715512	#5103 100 WALGROVE CO SE	1911597;203	\$4,697.62	\$317,000.00
200	202788113	#120 10990 42 ST NE	2010598;4	\$42,020.64	\$721,500.00
201	202791372	138 HOUNSLOW DR NW	2010662;21;31	\$9,436.27	\$811,000.00
203	202810263	#1175 6520 36 ST NE	2011294;32	\$12,885.64	\$391,000.00
204	202810271	#1180 6520 36 ST NE	2011294;33	\$37,253.15	\$391,000.00
205	202810305	#1235 6520 36 ST NE	2011295;36	\$20,153.34	\$820,000.00
206	202810354	#2130 6520 36 ST NE	2011294;41	\$13,123.47	\$420,000.00
207	202810362	#2135 6520 36 ST NE	2011294;42	\$13,123.47	\$420,000.00
208	202810396	#2150 6520 36 ST NE	2011294;45	\$13,164.17	\$420,000.00
209	202810404	#2155 6520 36 ST NE	2011294;46	\$26,645.80	\$420,000.00
211	202810420	#2165 6520 36 ST NE	2011294;48	\$26,381.13	\$400,000.00
212	202838413	1426 23 AV NW	1811614;36;42	\$257,443.48	\$12,250,000.00
213	202838447	30 COPPERPOND PS SE	2011698;1	\$105,594.68	\$1,218,500.00
215	202846523	#1110 4250 109 AV NE	2011970;10	\$63,960.24	\$1,091,500.00
216	202846531	#1115 4250 109 AV NE	2011970;11	\$37,398.99	\$630,500.00
217	202846549	#1125 4250 109 AV NE	2011970;12	\$43,690.03	\$735,000.00
218	202846556	#1130 4250 109 AV NE	2011970;13	\$39,571.96	\$667,000.00
220	202883005	3127 33 ST SW	2110742;1;57	\$11,913.28	\$896,500.00
221	202903076	261 BELMONT ST SW	2111207;17;33	\$7,897.15	\$500,500.00
222	440021004	4 ARBOUR RIDGE GR NW	9312521;14;30	\$7,437.54	\$649,500.00
224	443107701	103 HIDDEN HILLS WY NW	9711858;24;13	\$8,322.68	\$410,500.00
225	446187106	7 COUNTRY HILLS LI NW	9712120;17;12	\$9,805.44	\$466,500.00
226	487014508	109 TUSCANY WY NW	9511077;5;3	\$12,383.26	\$576,500.00
227	488025503	63 TARINGTON CL NE	9910559;1;23	\$11,990.23	\$445,500.00
229	524077302	102 ANAHEIM GR NE	9510024;1;25	\$10,138.47	\$465,000.00
231	560012205	608 ABOYNE CR NE	7710916;6;11	\$4,244.22	\$419,500.00

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232	560063307	1179 ABBEYDALE DR NE	7811081;22;7	\$8,263.96	\$527,000.00
234	711078105	262 DOUGLAS RIDGE CI SE	9711650;75;16	\$12,160.64	\$550,500.00
235	730111002	207 PRESTWICK ME SE	0110278;29;41	\$5,802.91	\$540,000.00
237	756215109	425 SUNLAKE RD SE	9312496;84;106	\$14,594.17	\$678,000.00
238	759037302	258 BRIDLEWOOD CI SW	9710280;2;47	\$10,818.87	\$574,500.00
239	790017206	296 CHAPARRAL RIDGE CI SE	9512684;5;48	\$11,399.05	\$622,500.00



Reserve Bids for Properties in the 2024 Real Estate Public Auction

IP2024-0229 February 21, 2024



Recommendations

That the Infrastructure and Planning Committee recommends that Council:

- 1. Authorize the Recommendations as outlined in Attachment 1; and
- 2. Approve the Reserve Bids for Properties in the 2024 Real Estate Public Auction as outlined in Attachment 3.



2024 Real Estate Public Auction

Each year properties that have a tax notification registered on the certificate of title for outstanding property taxes are offered for sale by The City of Calgary, in accordance with the <u>Municipal</u> <u>Government Act</u>, Chapter M-26 RSA 2000, Part 10, Division 8.

All properties are viewed externally and an estimate of the fair market value of each property is made.





2024 Real Estate Public Auction



Updates for 2024:

The public auction is scheduled on April 24 in the Municipal Building at 8:30 a.m.



Risks:

If Recommendations are not approved, The City will not be in compliance with the requirements set forth in the MGA regarding its obligations to set the Reserve Bids for the 2024 Real Estate Public Auction.



Recommendations

That the Infrastructure and Planning Committee recommends that Council:

- 1. Authorize the Recommendations as outlined in Attachment 1; and
- 2. Approve the Reserve Bids for Properties in the 2024 Real Estate Public Auction as outlined in Attachment 3.