

# PROPOSED

CPC2021-0421  
ATTACHMENT 3

## BYLAW NUMBER 24P2021

### BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE BELTLINE AREA REDEVELOPMENT PLAN BYLAW 2P2006 (LOC2019-0100/CPC2021-0421)

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**WHEREAS** it is desirable to amend the Beltline Area Redevelopment Plan Bylaw 2P2006, as amended;

**AND WHEREAS** Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

**NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:**

1. The Beltline Area Redevelopment Plan attached to and forming part of Bylaw 2P2006, as amended, is hereby further amended as follows:
  - (a) In Part 1, section 4.3.2 entitled “General Urban Mixed-Use Area policies”, add the following text to the end of the sentence at policy i:

“, with the exception of the site located at 1422 - 17 Avenue SW, where the development meets the following policies:

    - i. Where a drive through is included as part of a development, the development should demonstrate exemplary architecture and urban design.
    - ii. Buildings should be sited close to and oriented towards 17 Avenue SW.
    - iii. Development should provide windows and entrances with transparent, unobstructed glazing to promote natural surveillance of the street and public realm.
    - iv. Buildings should be designed to improve the pedestrian experience using varied articulation, textures, and high quality building materials and finishes.
    - v. Site security should be prioritized through design strategies such as greater building porosity, lighting, plaza and patio placement and public art.
    - vi. The public realm along 17 Avenue SW should provide for a continuous 3 metre unobstructed pedestrian walking zone.
    - vii. Landscaped areas should be located to enhance and complement the interface between the building and the public realm, specifically along the 16 Avenue SW frontage.
    - viii. Design and siting of the drive through should consider the following:
      - minimizing vehicle stacking from the site onto 16 and 17 Avenues SW;
      - minimizing driveway widths along 16 and 17 Avenues SW; and,
      - reducing pedestrian, transit and bicycle conflicts through pedestrian and vehicle safety controls.

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- ix. Upon submission of a Development Permit application, a Crime Prevention Through Environmental Design (CPTED) Assessment and a Transportation Impact Assessment will be required by the Development Authority to identify potential issues arising from a drive through in this location.”

2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON \_\_\_\_\_

READ A SECOND TIME ON \_\_\_\_\_

READ A THIRD TIME ON \_\_\_\_\_

\_\_\_\_\_  
MAYOR

SIGNED ON \_\_\_\_\_

\_\_\_\_\_  
CITY CLERK

SIGNED ON \_\_\_\_\_