

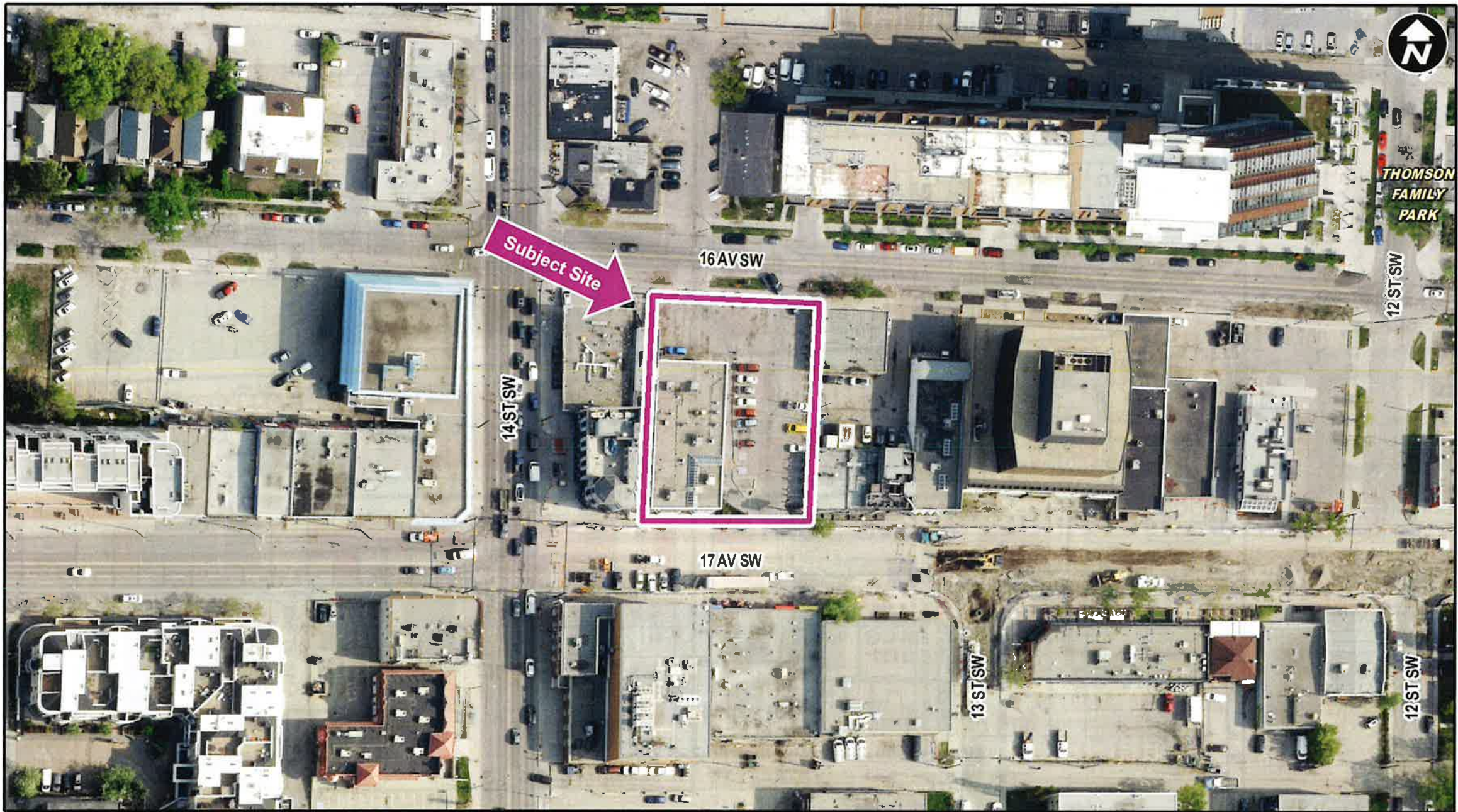


**Public Hearing of Council**  
**Agenda Item: 8.1.10**

**LOC2019-0100**  
**Policy and Land Use**  
**Amendment**

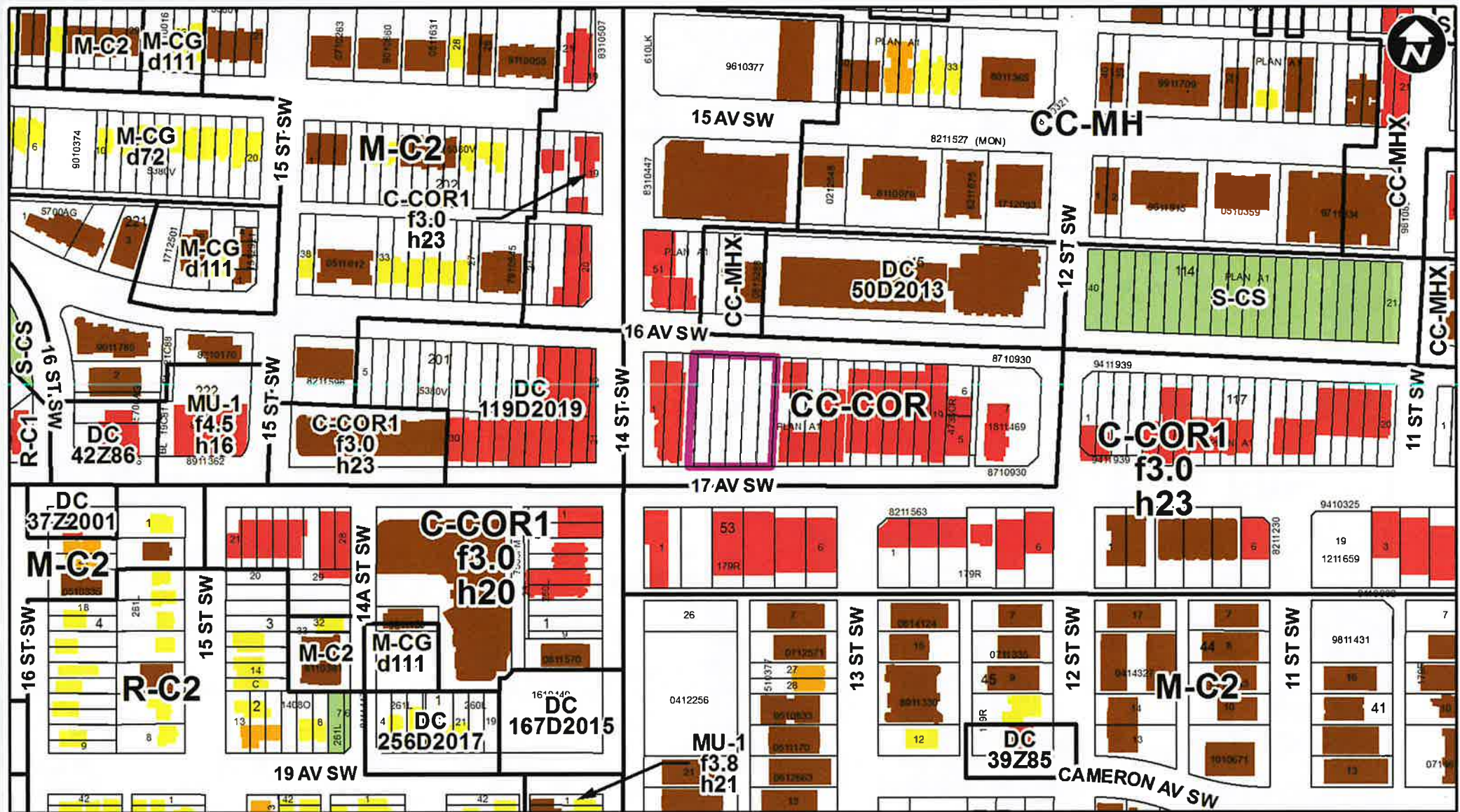
CITY OF CALGARY  
**RECEIVED**  
IN COUNCIL CHAMBER  
  
MAY 31 2021  
ITEM: #8.1.10 CA2021-0421  
*Public*  
CITY CLERK'S DEPARTMENT





LEGEND

- Residential Low Density
- Residential Medium Density
- Residential High Density
- Commercial
- Heavy Industrial
- Light Industrial
- Parks and Openspace
- Public Service
- Service Station
- Vacant
- Transportation, Communication, and Utility
- Rivers, Lakes
- Land Use Site Boundary





Looking northwest from 17 Avenue SW





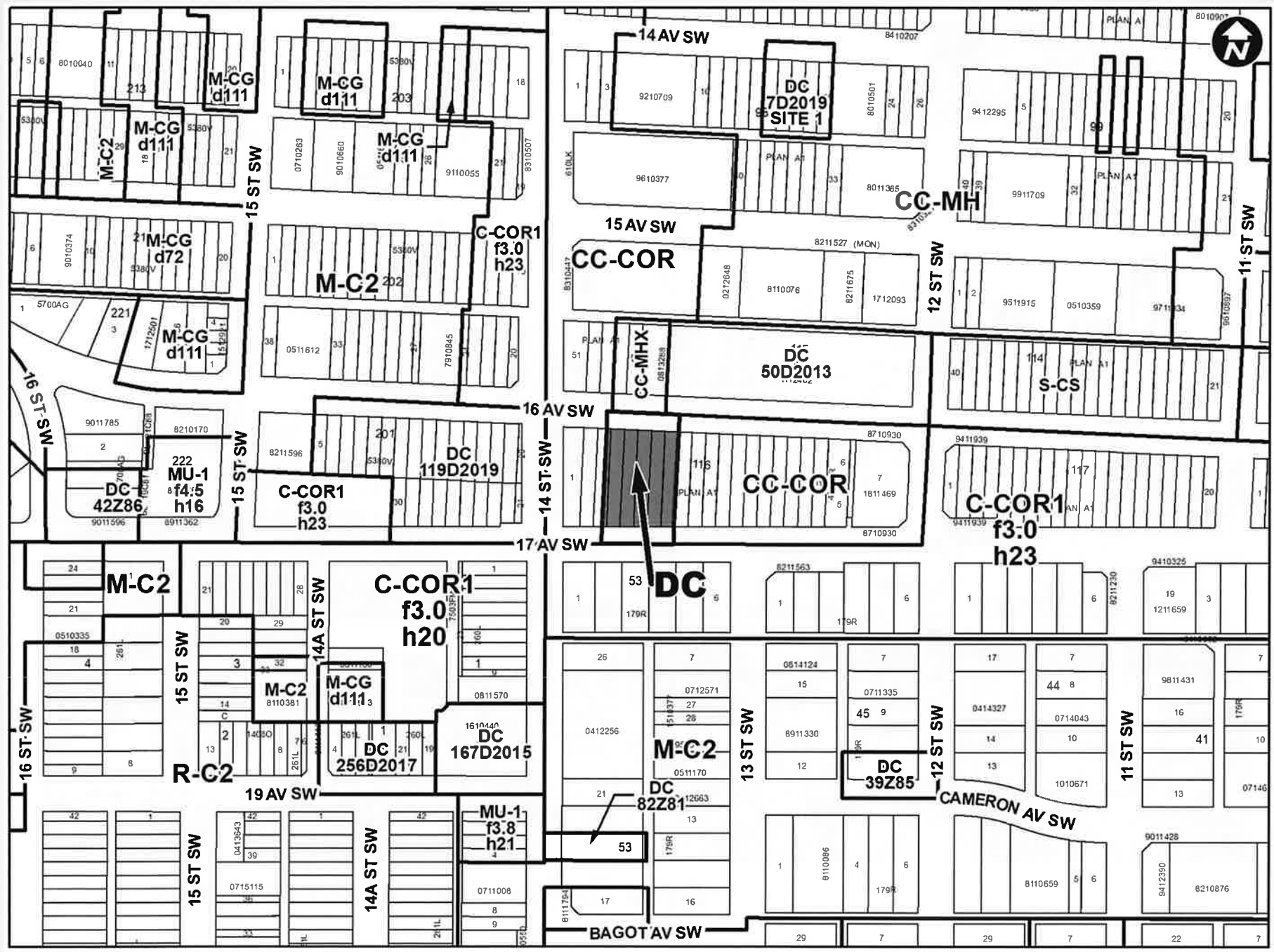
Looking East along 16 Avenue SW



Looking South from 16 Avenue SW









# Beltline



## Area Redevelopment Plan: Part 1

## Calgary Planning Commission's Recommendation:

That Council hold a Public Hearing; and

1. **REFUSE** the proposed amendments to the Beltline Area Redevelopment Plan and abandon **Proposed Bylaw 24P2021** (Attachment 3); and
2. **REFUSE** the proposed redesignation of 0.22 hectares  $\pm$  (0.55 acres  $\pm$ ) located at 1422 – 17 Avenue SW (Plan A1, Block 116, Lots 3 to 8) from Centre City Commercial Corridor District (CC-COR) to DC Direct Control District to accommodate the additional use of Drive Through, and abandon **Proposed Bylaw 80D2021** (Attachment 4).

# Supplemental Slides

## Stakeholder Outreach

Since February 4, 2021, the applicant has hosted an outreach session with community stakeholders with representation from:

- The Beltline Neighbourhoods Association,
- Sunalta Community Association
- The 17 Avenue Business Improvement Area
- Ward 8 Councillor's Office

Administration received an additional letter of objection from both the Beltline Neighbourhood Association and the Sunalta Community Association.

Five letters in support of the application were received late yesterday.

The updated Policy and DC amendments were shared with UDRP, and they submitted an updated assessment of the application confirming their objection.

## Policy Amendment

- direct the building to be oriented towards 17 Avenue SW and have a high degree of transparency;
- minimize driveway widths to reduce pedestrian and mobility conflict;
- require varied textures and high-quality building materials to improve the pedestrian experience;
- support the provision of a generous, continuous, unobstructed sidewalk
- enhance the interface between the building and the public realm;
- increase site security through design strategies such as greater permeability between public and private space, lighting, urban plaza and patio placement; and,
- require a Crime Prevention Through Environmental Design Assessment (CPTED) and Transportation Impact Assessment (TIA) at the time of development permit application, any site safety and access concerns identified are to be addressed to the satisfaction of the Development Authority.

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.
- 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.”

## DIRECT CONTROL DISTRICT

### Purpose

- 1 This Direct Control District Bylaw is intended to allow for the additional use of drive through.

### Compliance with Bylaw 1P2007

- 2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

### Reference to Bylaw 1P2007

- 3 Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

### Permitted Uses

- 4 The **permitted uses** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

### Discretionary Uses

- 5 The **discretionary uses** of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District with the addition of:

- (a) Drive Through.

### Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Centre City Commercial Corridor District (CC-COR) of Bylaw 1P2007 apply in this Direct Control District.

### Building Façade

- 7 The length of the **building** façade that faces 17 Avenue SW must be a minimum of 60.0 per cent of the length of the **property line** it faces.

### Rules for Commercial Uses Facing a Street

- 8 The façade of a **building** located on the floor closest to **grade** and facing 17 Avenue SW must include unobstructed windows with transparent glass that occupy a minimum of 65.0 per cent of the façade between a height of 0.6 metres and 2.4 metres.

### Relaxations

- 9 The **Development Authority** may relax the rules contained in Sections 6, 7 and 8 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.



## **Recommendation of Refusal is based on the following:**

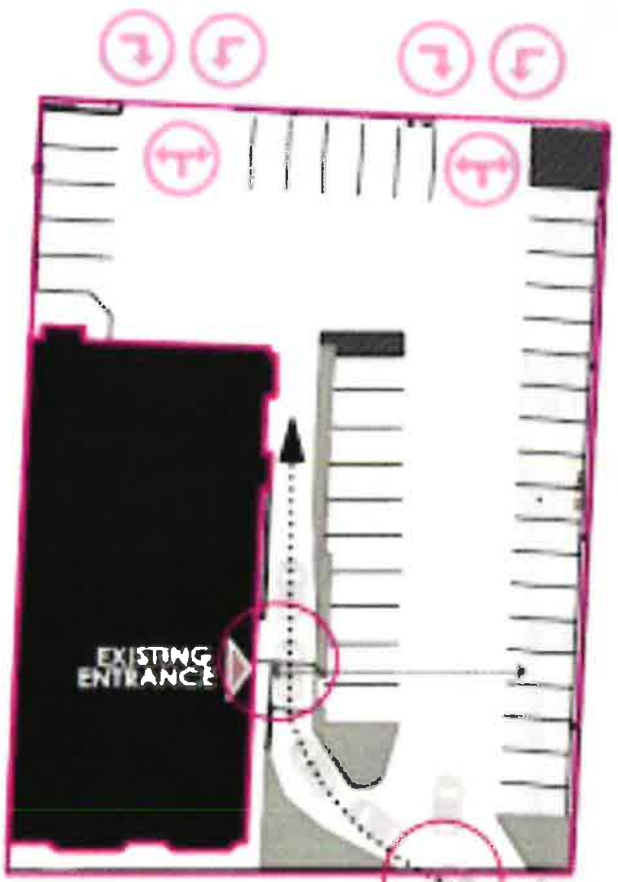
Noncompliance with Council approved policies: Municipal Development Plan, Centre City Plan, Area Redevelopment Plan.

- These policies are aligned to direct Administration to restrict vehicular oriented uses in urban-mixed use areas along 17 Avenue SW. The purpose of this direction is to allow for a walkable, pedestrian focused main street experience.
- Drive Through use limits the redevelopment potential of the site to align with Downtown vision, and the investment already made on 17 Avenue SW. The proposed auto-oriented use has not been shown on the development concept to provide storefronts along a continuous block face, a key characteristic of the existing and base CC-COR district.
- Reinforces commitment made by Council to uphold the vision of the Centre City and neighbourhood main streets.





16th Avenue SW

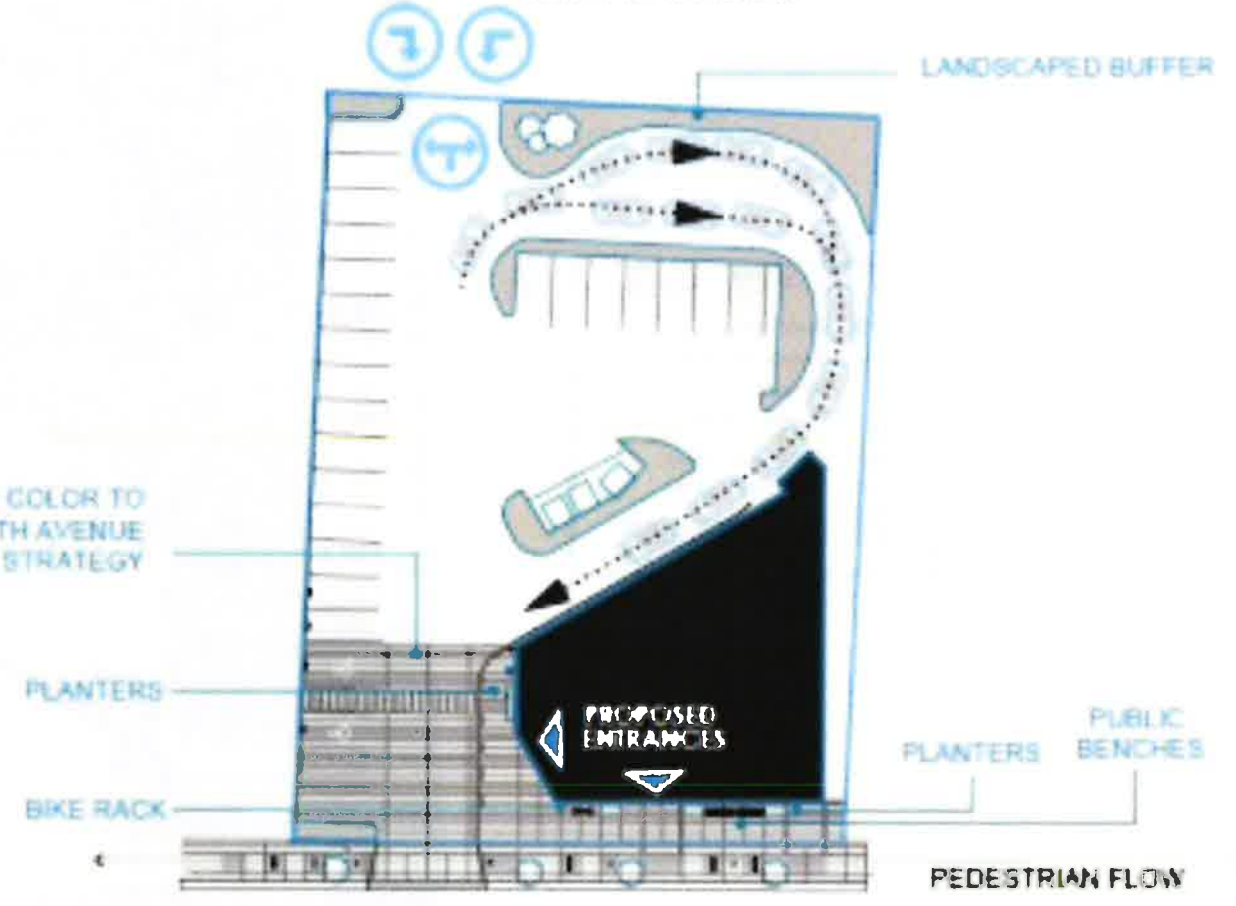


PEDESTRIAN FLOW

17th Avenue SW

PATTERN - COLOR TO AUGMENT 17TH AVENUE URBAN DESIGN STRATEGY

16th Avenue SW



PLANTERS

BIKE RACK

LANDSCAPED BUFFER

PROPOSED ENTRANCES

PLANTERS

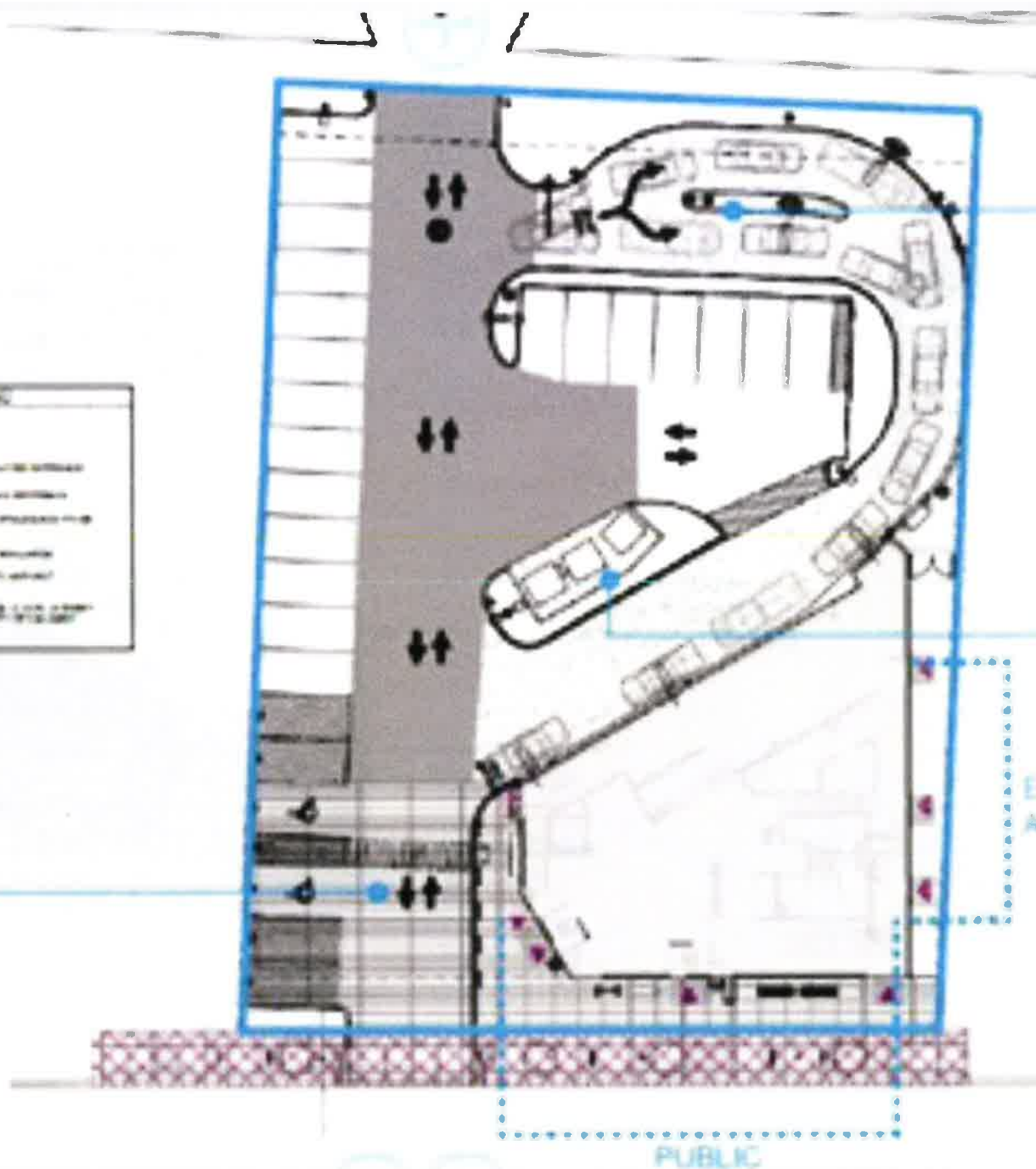
PUBLIC BENCHES

PEDESTRIAN FLOW

17th Avenue SW



AUGMENTED  
LANDSCAPING



DUAL LANE  
DRIVE THROUGH

WASTE - RECYCLING

EMPLOYEE  
ACCESS

PUBLIC

