

# Background

In 1966, the Plus 15 concept was first introduced in a Planning Department document called “The future of Downtown Calgary”. Public areas on the Plus 15 level were then incorporated into the 1970 Development Control Bylaw (Bylaw 8600). Harold Hanen, a former City of Calgary Planner, recognized opportunities of the Plus 15 network for Calgary and championed the system. The first Plus 15 bridge was constructed in 1969 and connects the Westin Hotel to Calgary Place over 4 Avenue SW between 2 and 3 Street SW.

## Previous Council Direction

### 1984 +15 Policy

The 1984 +15 Policy was developed to describe the form of Plus 15 development planned for downtown Calgary with a primary focus on the growth and development of the Plus 15 network. Additionally, it supplemented the Land Use Bylaw and provided a basis for development agreements with The City and property owners in the areas of operations and maintenance.

### Calgary’s Greater Downtown Plan

Calgary’s Greater Downtown Plan: Roadmap to Reinventions sets out the vision, roadmap and commitment to build a thriving, future-focused downtown over the next decade and beyond.

Strategic moves include:

- Neighbourhoods for vibrant urban life
- A green network for a healthy environment
- Streets for people
- Transit for all
- Future-proof and innovate for the next generation

Actions for the Plus 15 network include:

- Pilot placemaking opportunities and ways to animate the Plus 15 network, making it a destination.
- Pursue opportunities to proactively construct missing Plus 15 network links as identified in the Plus 15 Network Study, 2019.
- Modernize wayfinding so street-level access points are easy to identify and navigation within the Plus 15 network is improved.
- Integrate the Plus 15 network with LRT stations and enhance street-level entrances that connect to transit hubs.
- Enhance accessibility within the Plus 15 network so it can be used by citizens of all ages and abilities.

## Plus 15 Policy (2021)

The new Plus 15 Policy was adopted by Council in July 2021, replacing in full the 1984 +15 Policy. With the adoption of the new Plus 15 Policy, Council also directed Administration to update relevant bylaws, policies and plans that are affected by the Plus 15 Policy, by Q1 2022. Administration has found that the affected Planning bylaws and plans include the City's Land Use Bylaw (1P2007) and the Eau Claire Area Redevelopment Plan.

Administration undertook an investigation with various departments that included Bylaw Sustainment, City-Wide Urban Design, Tomorrow's Chinatown project team and Planning Advisory & Co-ordination to determine the scale and scope of amendments deemed necessary for both the Land Use Bylaw and Eau Claire Area Redevelopment Plan.

Through these investigations, it was determined that the Land Use Bylaw should speak to the general experiential aspects required for the Plus 15 network, bridge, and public space design. It was also determined that the larger technical aspects of Plus 15 Policy, is better suited to live within the Plus 15 Design Guidelines. The Plus 15 Design Guidelines is a companion document within Plus 15 Policy intended to be a living document; adapting to changes in building technology and code requirements over time. The Plus 15 Design Guidelines are anticipated to be reviewed and approved by the Infrastructure and Planning Committee and Council, by Q1 2022.

Investigations with City Wide Urban Design and Tomorrow's Chinatown project team determined that new policies supporting the expansion of the Plus 15 network and structures into the community of Eau Claire is to remain consistent with what has already been established in the recently adopted Greater Downtown Plan. More specifically, policies preserving view corridors in adjacent communities (more specifically Chinatown) towards specific landmark structures is to read consistently in the Eau Claire Area Redevelopment Plan.