

## Summary of Proposed Amendments to the Beltline Area Redevelopment Plan

Section	Deleted	Inserted	Rationale
<b>Part 1</b>			
<b>Land Acknowledgement</b>		Land Acknowledgement added	Alignment with new Local Area Plans draft language. Existing Part 1 from 2006-2015 did not have this.
<b>Structure of the Beltline Area Redevelopment Plan</b>		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)
<b>Structure of the Beltline Area Redevelopment Plan</b>	"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
<b>Structure of the Beltline Area Redevelopment Plan</b>	"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.
<b>Preface</b>		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)
<b>Preface</b>	"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
<b>Preface</b>	"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.
<b>Preface</b>	“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.
<b>Preface</b>	“The Centre City family of plans” section	Replaced with 1.1 Policy Framework	Revised for updated policy documents, clarity and consistency
<b>Preface</b>	“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
<b>Preface</b>	“Environmental constraints” section		Replaced in part by 9.1
<b>Introduction</b>		Updated Legislative Framework (1.1)	Revised for clarity and consistency
<b>Policy Framework</b>		Relationship to other plans added with diagram	
<b>Introduction</b>	“The Centre City Plan”	Replaced with “The Greater Downtown Plan”	Consistency
<b>Introduction</b>		“1.3 Calgary Climate Strategy – Pathways to 2050” section	Section added to describe alignment with climate strategy
<b>Introduction</b>		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
<b>Map 1 Area Redevelopment Plan Boundary</b>		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
<b>History of the Beltline</b>	Moved to Appendix A	Re-write	Re-write to include indigenous pre-colonial and shared history,

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			LGBTQ2S+, women, Chinatown #2
<b>2.1 Vision</b>		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
<b>2.2.1 Foster and Support Neighbourhoods</b>		<p>Attracts and creates a diverse community for all Calgarians.</p> <p>Include built, natural and social environments that are resilient and generate low emissions</p>	<p>New principle supported by the new history chapter, Indigenous placemaking policies and a refreshed Chapter 8 affordable housing/Chapter 5/affordable housing bonusing fund.</p> <p>Align with climate policy</p>
<b>2.2.2 Take an Artful approach to everything built in Beltline</b>		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
<b>2.2.5 Improve walking and wheeling environment and manage transportation demand</b>	<p>“pedestrian and cycling”</p> <p>Give greater priority to walking and wheeling</p>	<p>“walking and wheeling”</p> <p>Give greater priority to walking and wheeling modes in the design and operation of intersections, traffic signals, crosswalks and</p>	<p>Updating language to be inclusive of active mobility modes</p> <p>Lists desired priority of transportation modes now including transit and goods movement</p>

Section	Deleted	Inserted	Rationale
	<p>modes in the design and operation of intersections,</p> <p>traffic signals, crosswalks and transit stops,</p> <p>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.</p> <p>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.</p>	<p>transit stops, without negative impacts to transit operations and minimal impacts to goods movements.</p> <p>Recognize that there will be no major increases in road capacity.</p> <p>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.</p>	<p>Remove the exception that enabled new links that have since been built.</p> <p>More concise principle that aligns with transportation policies</p>

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<p><b>2.2.7 Provide for a variety of physical and social environments and housing types</b></p>	<p>Support and enhance existing residential qualities in the neighborhoods by applying appropriate land use regulations to mitigate any negative impacts of non-residential uses.</p> <p>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.</p>		<p>Principle removed</p> <p>Principle removed</p>
<p><b>2.2.8 Improve the public realm</b></p>			<p>Delete and replace to align with the new chapter 6 and Playbook</p>
<p><b>2.2.9 Promote development that will foster a low-carbon and climate resilient neighbourhood</b></p>			<p>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.</p>
<p><b>3.1 Planning for Neighbourhoods Introduction</b></p>	<p>Para 2.</p>	<p>2.</p>	<p>Rewording for clarity and alignment with new Policy</p>
<p><b>3.2 Recognizing Neighbourhoods</b></p>	<p>1. "East Victoria Park"</p>	<p>1. "Victoria Park"</p>	<p>1. Combined the areas previously described as Victoria Park and</p>

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			East Victoria Park. Requested through community engagement
<b>Map 2</b>		Renamed to Map 2: Neighbourhood Boundaries	Reduced from four neighbourhoods to two to match text above.
<b>3.3 Population Growth</b>	Re-write		Remove population forecast numbers to focus on providing amenities for the growth that has happened and is expected to continue happening.  Adjusted to have a more positive narrative
<b>3.4 Community Context</b>		Add the population change table, age group of population tables	Align with how information is displayed in Part 2
<b>3.5 Employment</b>	“the plan supports the use and accommodation of local economic initiatives to assist in achieving this aim”	“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.”	The plan does not provide specific direction on economic initiatives  Added new objective to highlight the commuting population within the plan area.
<b>3.6 Amenities and Services</b>	Deleted list of amenities and services		This ARP was 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.
<b>Physical Infrastructure</b>	Whole section moved to Chapter 7: Mobility and Utility Infrastructure		
<b>4.1.1-4.1.4 Climate Change Mitigation and Adaptation</b>		Added section on Climate Resilience	Aligns with climate policy and Chinatown ARP.
<b>4.1.5 Centre City Guidebook Urban Design</b>		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.
<b>4.1.8 Landscaped/green roofs</b>		<p>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.</p> <p>Any location being proposed for comprehensive mixed use, office, residential, civic development or re-development should consider landscaped/green roof</p>	Section added from the old Appendix B: Design Guidelines that has been removed.

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		<p>for such roof top treatments.</p> <ul style="list-style-type: none"> <li>▪ If used for top treatment of publicly or privately owned underground garages, the roof should be fully or partially publicly accessible.</li> <li>▪ Should be connected to the +15 system, where feasible.</li> <li>▪ Should be used as public sport facilities (e.g., tennis courts, basketball courts), where feasible.</li> <li>▪ Should include trees provided with sufficient soil volume.</li> <li>▪ Amenities for passive and active recreation, water features and trellises should be considered as a part of the design.</li> <li>▪ Could be used as public sport facilities (e.g., tennis courts, basketball courts), where feasible.</li> </ul>	
<p><b>4.1.11 Creating Housing Options in Beltline</b></p>		<p>All new residential and mixed-use developments should provide a minimum of 10% of the dwelling units to contain three- or more bedrooms.</p> <p>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</p>	<p>Policy added to diversify the housing options to match the investment in public realm/parks in Beltline.</p>



Section	Deleted	Inserted	Rationale
		<p>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:</p> <ul style="list-style-type: none"> <li>▪ a minimum of 15% of the total number of units as two-bedroom units;</li> <li>▪ a minimum of 10% of the total number of units as three-bedroom units; and</li> <li>▪ 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.</li> </ul>	
<p><b>Map 3 Land Use Concept</b></p>		<p>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.</p>	
<p><b>Map 3A At Grade Residential Use Policy Area</b></p>	<p>Removed</p>	<p>Combined with old Map 3B and renamed.</p>	

Section	Deleted	Inserted	Rationale
<b>Map 3B Non-Residential Use Policy Area</b>	Removed	Combined with old Map 3A and renamed.	
<b>Map 3C Light Industrial Policy Area</b>	Removed		Policies updated and now refer to Map 3: Land Use Concept
<b>Map 3A: Building Frontages</b>		New map added.	Alignment with Centre City Guidebook, Chapter 4.
<b>Map 3B: Policy Areas</b>		New map added, with combined layers from old Maps 3A and 3B above.	
<b>Bicycle parking and storage facilities</b>	Remove section		Bike policies now in LUB
<b>Recyclable materials</b>	Remove section		Recycling policy in LUB
<b>4.1.8 Parking Structures</b>		<p>Entire section plus:</p> <ul style="list-style-type: none"> <li>▪ Parking structures with non-residential uses should: <ul style="list-style-type: none"> <li>i. identify opportunities to incorporate non-parking uses on the ground floor;</li> <li>ii. be integrated into development to minimize their visual impacts on the street;</li> <li>iii. include at least 25% short stay parking (4 hours or less );</li> <li>iv. use designs that support future adaptive reuse through strategies such as flat decks, appropriate garage layout</li> </ul> </li> </ul>	Moved from Primary Residential to apply more broadly

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		<p>and floor-to-ceiling heights that allow for a range of uses;</p> <p>v. incorporate charging infrastructure for electric vehicles;</p> <p>vi. ensure stairs for parking access are highly visible at all levels from the street;</p> <p>vii. consider new parking technologies (i.e. robo-garages); and</p> <p>viii. explore the use of rooftops for amenity opportunities.</p>	
<b>Primarily Residential Uses</b>	Remove list of uses and intent statement		Intent is covered in the objectives and uses are removed as the LUB is adequate in listing appropriate uses.
<b>4.2.1 Grade Level Uses</b>	“separate, below grade residential units are generally discouraged”		Policy removed. Below grade units contribute to a wider range of housing options.
<b>Residential Conversions</b>	“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.
<b>Urban Mixed-Use Areas Uses</b>	Remove list of uses		
<b>4.3.1 General Urban Mixed-Use Area Policies</b>	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.		
<b>4.3.2 Restaurants, Drinking Establishments and Entertainment Establishments</b>	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.
<b>4.3.4 Light Industrial Uses</b>	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.
<b>School and Public Parks, Pathways, Open Space, and Recreation</b>	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.
<b>4.4 Site Design, Building Design and Building Frontages</b>		Entire section moved from the old chapter 6	Building design policies belong with land use and not the Parks and Public Realm chapter.
<b>Map 4: Large Residential Floor Plate Policy Area</b>		Moved from old Chapter 6 and renumbered to match text above.	Alignment with text in 4.4 above.
<b>4.5 Heritage Resources</b>	Section rewritten		Updated for clarity and policy alignment.
<b>4.5.1.5 and 6</b>	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		<ol style="list-style-type: none"> <li>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</li> <li>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) on-site and heritage conservation to the satisfaction of the Development Authority; and</li> <li>3. an additional 1.0 FAR for sites where a current of future BRT or LRT station is located through the provision of</li> </ol>	<p>Incentive to encourage heritage density transfer clarified that its only for Municipal Historic Resources and within the plan area.</p> <p>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</p> <p>FAR incentive for developments that incorporate LRT or BRT stations.</p>

Section	Deleted	Inserted	Rationale
		transit stop or station entrance integration as part of a new development.	
<b>Map 4 Density Areas</b>		Renamed to Map 5: Density Areas	
<b>5.3.1 Density Bonus Principles</b>		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.
<b>5.3.1, Policy 2.</b>		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;	
<b>5.3.1, Policy 6.</b>		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
<b>5.3.2 1. Bonus Schedule</b>	provision of community amenity space		Remove this bonus option that has been unused since 2006 and intensify focus on the other bonus items.
<b>5.3.2 3. Bonus Schedule</b>	Contributions of Cash-in-Lieu for Affordable Housing Units		New Bonus provision for cash in lieu of affordable housing.
<b>5.3.2 4. Bonus Schedule Heritage Designation</b>		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.
<b>5.4.1 Density Transfer for Heritage Preservation</b>	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.	
<b>2. Receiving sites</b>	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.
<b>6.0 Beltline Public Realm Plan</b>	Entire chapter deleted	Entire new chapter	reworked with the Parks + Opens Spaces and Public Realm Playbook.
<b>Map 5 Street Types</b>	Map deleted		No longer applicable. Contained in higher order plans.



<b>Section</b>	<b>Deleted</b>	<b>Inserted</b>	<b>Rationale</b>
<b>7.0 Mobility and Utility Infrastructure</b>	Entire Transportation chapter deleted	New mobility and utility infrastructure chapter added	New chapter mirrors Chinatown ARP.
<b>Map 6 Transportation Concept</b>	Map revised.	Renamed to Map 6: Mobility Network with updated walking, wheeling, green corridor, regional pathway and Green Line layers.	
<b>8.0 Character Areas</b>	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.
<b>Map 7 Character Areas</b>	Map deleted	Warehouse District layer added to Map 3: Land Use Concept	
<b>9.0 Historic Resources</b>	Whole chapter deleted		Relevant policy moved into Chapter 4.
<b>10.0 Community and Social Development</b>		Now Chapter 8	
<b>8.2 Objectives</b>	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.
<b>8.3.4 Affordable Housing</b>	Section deleted	Replaced with new section on affordable housing	New Section and policies developed in collaboration with the Affordable Housing policy team.

<b>Section</b>	<b>Deleted</b>	<b>Inserted</b>	<b>Rationale</b>
<b>11.0 Implementation</b>		Now Chapter 9: Implementation	
<b>11.2 Beltline ARP and the Centre City Plan</b>	Delete section		Hierarchy of plans now outlined at the beginning of The Plan.
<b>9.3 Authority of this Plan</b>		Section added	Consistency with Chinatown ARP and new LAPs.
<b>9.4 Interpretation</b>		Section added	Consistency with Chinatown ARP and new LAPs.
<b>9.5 Implementation</b>		Section added	Consistency with Chinatown ARP and new LAPs.
<b>11.3 Review of Development Permits</b>	Deleted	Added to 9.5 Implementation	Consistency with Chinatown ARP and new LAPs.
<b>11.4 Monitoring</b>	Deleted	Added to 9.5 Implementation	Consistency with Chinatown ARP and new LAPs.
<b>10.0 Appendices</b>		New Chapter added	
<b>A. Possible Redevelopment Scenario</b>	Deleted	Replaced with Appendix A: Beltline History	
<b>B. Beltline Public Realm Plan Definitions and Design Guidelines</b>	Deleted	Replaced with Appendix B: Beltline Parks and Public Realm Playbook	
<b>C. Supporting Maps</b>	Deleted	Replaced with Appendix C: Beltline Climate Risk Profile	
<b>D. Building Form Principles</b>	Deleted	Replaced with Appendix D: Calgary Metropolitan Growth Plan Alignment	CMRB Growth Plan alignment

Section	Deleted	Inserted	Rationale
<b>Map 7: Regional Corridors and Context</b>		New map	CMRB Growth Plan alignment
<b>Map 8: Growth Plan Placetype Alignment</b>		New map	CMRB Growth Plan alignment
<b>E. Proposed Implementation Projects and Studies</b>	Deleted		No longer applicable.

## Part 2

<p><b>Chapter 3 Land Use, Section 3.5 Methods for Increasing Density, 3.5.3 Bonus Density, Policy 1.</b></p>	<p>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.</p>	<p>1. The bonusing provisions provided in the Beltline ARP: Part 1, Chapter 5, apply to the Plan Area in the Beltline ARP: Part 2.</p>	<p>This allows for the implementation of the following provisions to be applied across the entire Beltline community:</p> <ul style="list-style-type: none"> <li>▪ Heritage Commercial Concentration Areas incentive</li> <li>▪ Transit Station Integration incentive</li> <li>▪ Three- or more- bedroom unit incentive through FAR exclusion</li> <li>▪ Contributions of Cash-in-Lieu for Affordable Housing Units</li> </ul> <p>Previous Section References are no longer valid as Part 1 Chapter 5 structure has changed as noted above.</p>
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