BELTLINE PUBLIC REALM PLAN

{section six}
BELTLINE PUBLIC REALM PLAN

INTRODUCTION

The image of every city, especially inner city and downtown communities, is defined by the quality of its public realm – its streets, boulevards, public squares, parks, riverfronts, and public art – as well as the urban vitality and economic vibrancy that is generated and contained in the public realm. Over the years, public and private investment in the public realm of inner city communities has declined such that there has been little or no opportunity to revitalize and improve this realm, each reducing the other. The Beltline Public Realm Plan is intended to provide design and implementation strategies to allow the opportunity for this realm to be enhanced over time and therefore, protect and enhance this valuable component of the Beltline community.

The Purpose of the Public Realm Plan

A well planned, designed and maintained public realm attracts people, evokes a powerful sense of place, community pride and instant recognition. It serves as a powerful economic catalyst and helps to sustain and enhance the economic and social heart of inner city communities. In today’s global competition for an educated workforce, cities are recognizing the importance and value of place-making and creating a high-quality public realm. The Beltline’s identity, culture and spirit cannot readily be separated from the physical appearance of its public realm. This is even more important if the community seeks to intensify and create a high-quality living and working environment in an inherently more complex context.

Given this public realm ownership, the Public Realm Plan will serve the following two purposes for the Beltline community:

• To guide public investment decisions; and
• To guide private development requirements.

What is the Public Realm Plan?

The Public Realm Plan is a comprehensive plan of special places, linkages, interfaces and the building form which are fundamental to the creation of a functional, visually attractive and safe public realm.

In order to provide livable and vibrant neighbourhoods in the Beltline, different kinds of places, linkages, interfaces and building forms will be needed. The type, size, location,
The Public Realm Plan is a comprehensive Plan of key components to improve the quality of the public realm for residents, employees and visitors to the community. The Public Realm Plan is divided into three key components: public, semi-private and building form. The public components are Places (public open spaces and buildings) and Linkages (the carriageway, sidewalk and rear laneways). The semi-private component consists of Interfaces which includes front setbacks and other private open spaces with public easements. The building form component is the buildings which are a private realm component that incorporates the façade and the building form as they serve to enhance the public and semi-private spaces and therefore, make up a comprehensive public realm.

6.1 PUBLIC COMPONENTS

The two public components of the Plan are special places and linkages. Public open spaces must be created and designed primarily for people who live, work, and play in the Beltline. 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 local 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 as well as additional support for the economic and social activities of the street.

Major public buildings play an important role in fostering civic identity and pride of place. As such, existing and future public buildings and structures should continue to be key elements in the Beltline community. Such places are exemplified in the Lougheed House, Central Memorial Park Library, Connaught School, Central High School (known as the Carl Safran Centre), Stampede Round-up Centre, the Saddledome, the bridge over the Elbow River and other religious, cultural and recreational facilities.

Future public buildings should have a landmark quality. The siting of new buildings of broader civic and cultural significance should be on prominent sites that support their landmark status (e.g. the termination of a street, at the intersections of major avenues and streets). Existing and future public buildings should be of the finest architectural design, quality of materials, and most importantly these buildings should have a high quality public realm and interface attached to them.
The planning, design, construction and maintenance of public places, linkages, and buildings is complex, but if properly executed, a functional and visually attractive public realm is achievable. Due to the high cost involved in planning, implementation and the maintenance of public open spaces, it will be impossible to always achieve a “special character” with the highest quality in all places and with the ideal spatial disbursement, size, materials and features. Therefore, the majority of the public realm will have a generic character with a long-term desire to improve the quality from being simply generic to a more special quality.

One last important element is that of public views, specifically, views that can be observed from public places. Examples include the view up Centre Street S to the Calgary Tower, the view down 1 Street S.W. to St. Mary’s Cathedral, views down streets and avenues toward the surrounding escarpments and views of important buildings such as schools, churches or other landmark structures. This Plan has not analysed this issue in any detail, but it is something that requires consideration during the evaluation of new development.

6.1.1 Places

The Beltline currently has several existing special places however, the opportunity exists to enhance and build upon this portion of the public realm with new types of places to create a more cohesive and vibrant public realm network. It will be comprehensive development of urban and green spaces and the public linkage system that will create a vibrant and diverse public realm to meet the needs of the urban densities in the community.

The following three types of existing and future types of “place” should be incorporated into the Beltline community:

- Urban Places;
- Urban Parks; and
- Urban Riverfront.

A 450 metre walking radius was established for each existing urban place, park and riverfront in the Beltline. This information was then analyzed to identify locations in the Beltline that were inadequately served by public “places.” See Map 1 in Appendix B for existing places and locations for possible new places. Actual locations and types of new places should be further analyzed in conjunction with the Open Space Strategy for Established Communities referred to in Section 4 of this Plan.

6.1.1.1 Urban Places

Intent

To enhance existing urban places and provide a significant number of new urban special places in order to develop a more cohesive, diverse and vibrant public realm.

Policies

1. A variety of urban place types should be provided throughout the Beltline. Examples include squares, plazas, courtyards, malls and sidewalks. See Appendix B for details on possible types and design of these places.
2. The following are considered key opportunities to provide new places:
   - In the vicinity of the Calgary Tower
   - Connaught School site
   - Central High School (Carl Safran Centre) site

This list is not finite and there will be other opportunities and locations over time.

3. Where the opportunity exists to provide pedestrian connections through a block, a plaza should be provided on the south side of the block to act as a forecourt to the connection. Wherever possible, such plazas should be edged with retail, commercial or other uses at-grade that generate pedestrian activity and offer natural surveillance.

4. Southeast and southwest corners of blocks are preferred locations for plazas. Wherever possible, such plazas should be edged with retail, commercial or other uses at-grade that generate pedestrian activity and offer natural surveillance.

5. 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 space or entirely private space. These spaces should be visible from public streets and lanes.

6. Where opportunities exist to connect into the +15 system on the north side of 10 Avenue, appropriately scaled squares or plazas should be provided at street level in order to increase the legibility of the +15 entrance connection.

7. 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.

8. Priority for improved and where possible, widened sidewalks shall be placed on:
   - Olympic Way S.E.
   - Macleod Trail S.E.
   - 1 Street S.E.

9. 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.

6.1.1.2 Urban Parks

Intent
To protect and significantly 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
1. A wide variety of urban parks should be provided throughout the Beltline: historic parks (cultural landscapes), neighbourhood parks, linear parks, urban parkettes/ pocket parks, urban rock gardens, indoor...
winter gardens, green roofs, community vegetable/flower gardens. See Appendix B for Definitions and Design Guidelines for each of these urban parks. Actual locations and types of new places should be further analyzed in conjunction with the Open Space Strategy for Established Communities referred to in Section 4 of this Plan.

2. Identify a preferred location for a neighbourhood park in the Victoria Crossing Centre neighbourhood.

3. Priority shall be placed on the preservation, enhancement and creation of urban park types in the following locations:
   - Historic Parks: Central Memorial Park, Haultain Park and Lougheed House/Beaulieu Gardens;
   - Central High School (Carl Safran Centre) and Connaught School sites;
   - The edge of Stampede Park, particularly the Rundle Ruins site and the existing Victoria Park Community Park; and
   - The Elbow Riverfront

4. Preserve, redevelop and enhance all existing neighbourhood parks in the community and provide new locations in all neighbourhoods.

5. Consider green roofs 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.

6. Community vegetable or flower 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.

6.1.1.3 Urban Riverfront

Intent
To provide a mix of natural and urban park experiences along the Elbow River.

Policies
1. To preserve and enhance the Elbow River by providing a combination of riverfront development in the form of natural areas and riverfront urban parks. See Appendix B for Definitions and Design Guidelines for each of these urban riverfront places.

2. Priority shall be placed on the following locations:
   - Victoria Park Transit Centre site
   - Stampede Park.

6.1.2 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). Linkages are critical elements of a public realm plan. It is what happens in this realm that can significantly enhance the livability and vitality within the community.
Linkages are fundamental ordering devices of City building and they are intended to accommodate new development; provide flexible transportation alternatives and a comfortable, green, animated and safe pedestrian environment as well as integrate a range of land uses.

The quality of linkages in the Beltline have suffered from a lack of attention and they will require considerable improvement in order to support the anticipated growth in population and activity within the Beltline that is one of the principal goals of this plan.

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

- **Streets** are the east/west oriented Avenues and north/south oriented Streets that connect the Beltline with other parts of the Centre City and The City 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. It does not replace the Inner City Transporation Study or the City Road Hierarchy with respect to the function of the road from a vehicle movement perspective (see Appendix C for a map of the Road Hierarchy).

6.1.2.1 Streets

**Intent**

Streets, including underpasses, are to accommodate all movement modes - pedestrians, bicycles, cars, service and delivery vehicles and public transit vehicles (buses, LRT). 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**

1. Streets will be identified as Boulevards, Commercial Streets, High Streets, Green Streets, Residential Streets and Bridges/Underpasses (see Map 5). See Appendix B for Definitions and Design Guidelines of each of the primary linkages. As the character of a street or its surrounding context evolves, streets may be reclassified to better reflect their function. For example, over time, 8 Street SW may become a candidate for special landscaping treatments because of its wide right-of-way and evolving land use context.

2. Streets will be incrementally redeveloped based on a Street Master Plan which will be a comprehensive plan for the existing right-of-way cross-section, setbacks and land uses. The development of these plans should consider the Design Guidelines in Appendix B for each linkage type and shall involve all relevant City Business Units and Utilities.
3. Portions of a linkage that may be reconstructed prior to the completion of a Street Master Plan should consider the Design Guidelines in Appendix B.

4. 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. (See also Section 7 – Transportation)

6.1.2.2 Lanes

**Intent**
Lanes are to provide an efficient integration of service facilities (such as loading and delivery), 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**
1. All lanes in the Beltline shall be retained and improved. Principal improvements including paving and 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.

2. All new development/redevelopment shall utilize rear laneways for access and other service functions.

3. Lane closures may be considered where the closure can assist in the achievement of other urban design objectives of this plan. 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. Any possible lane closure shall also consider impacts on circulation, access and service functions of properties in the immediate vicinity.

4. Laneways shall provide the opportunity for alternative pedestrian entrances and additional landscaping. Given the narrow lane rights-of-way in the Beltline, this may include providing the landscaping or pedestrian paths or sidewalks on private lands when adjacent lands redevelop.

6.1.2.3 Pedestrian Connectors

**Intent**
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 shall provide links at grade or via +15 and +30 bridges and shall be well landscaped, lined with commercial or other active uses or a combination of both.

**Policies**
1. A variety of walkways/passages (at-grade/open), +15 and +30 linkages/bridges, arcades/colonnades, gallerias, and urban bike pathways shall be provided, on an
opportunities. The design of such facilities shall refer to the Design Guidelines in Appendix B.

2. Linkages to the downtown +15 system are only required from lands on the north side of 10 Avenue. Other +15 connections may be considered on their own merits where they can meet specific objectives of this plan. One example would be to link buildings to LRT stations.

### 6.2 SEMI-PRIVATE COMPONENT

The two semi-private components are interfaces (between public and private land) and publicly accessible private spaces. In many cases the semi-private realm has not created a visually attractive or a functional public realm and has generally provided little public benefit. A lack of clear architectural vision or a strong landscape design theme, a lack of functional and aesthetic coordination between the public and private realms, as well as the use of locations without direct sun access, have resulted in unused and undesirable public and private spaces. One is to re-think how those places may be re-designed/revitalized to create highly attractive and useable streetscapes now and in the future.

Public right-of-ways have a very limited space for the provision of generous and visually attractive pedestrian environments. In the not so distant past, car movement had the priority over pedestrians. However, there is a new understanding and desire to create a better 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 great variety of design solutions and pedestrian experiences.

Occasionally, private developments have publicly accessible 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.

Some publicly accessible private buildings fall into categories of special places, either because of their architectural quality, the quality and design of surrounding landscaped spaces, or because of the specific activity within the building. Such special places should be fully considered and integrated in the Beltline public realm with public linkages.

#### 6.2.1 Interfaces

The space or front setbacks between the building façade and the public sidewalk/boulevard are a very important part of the image and character of the public street. In the Beltline, front setbacks typically vary from 6.0 m in residential areas to 0.0 m 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).

**Intent**

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**

1. All new and redeveloped properties shall design the front setback treatment to complement and integrate with the public realm treatment of sidewalks and boulevards. See Appendix B for Definitions and Design Guidelines for front setbacks.

2. Front setbacks located on Residential Streets or Green Streets 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. It must ensure sufficient privacy and safety for ground floor residential units.

3. Front setbacks located on Boulevards, Commercial Streets or High Streets 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. Table 6.1 provides guidelines for the determination of an appropriate setback requirement depending on the type of Street that it fronts.

**TABLE 6.1: SETBACK GUIDELINES**

<table>
<thead>
<tr>
<th>Street Type (see Map 5)</th>
<th>Guidelines for Minimum and Maximum Setback Requirements (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Min.</td>
</tr>
<tr>
<td>Boulevard</td>
<td>1.5  - 3.0</td>
</tr>
<tr>
<td>Commercial Street</td>
<td>1.5</td>
</tr>
<tr>
<td>High Street</td>
<td>0.0  - 1.5</td>
</tr>
<tr>
<td>Residential Street</td>
<td>3.0  - 4.5</td>
</tr>
<tr>
<td>Green Street</td>
<td>3.0  - 4.5</td>
</tr>
</tbody>
</table>
In using this table, the following additional principles should also be considered:

- Principal building facades should generally be located within the minimum range.
- Deeper setbacks should have clearly defined functions, such as outdoor patios or part of an arcade or colonnade and should still create a strong edge condition along the sidewalk to define the public/private space.
- Corner locations are well suited to incorporate deeper setbacks in order to open up pedestrian views and provide additional space for pedestrian assembly such as where a transit stop may be located.

Figure 6.1 illustrates how different setbacks can be combined while still maintaining unity along the street.

6.2.2 Publicly Accessible Private Spaces

Publicly accessible private spaces serve a special purpose. These spaces help tie together the linkages, resulting in a comprehensive and connected public realm of special places.

Intent
To enhance existing publicly accessible private spaces and provide the opportunity for new spaces that will better connect the public realm system and enhance the vitality and diversity of the public realm for the community.

Policies

1. Atriums, corner plazas, and street corners shall, on an opportunity basis, be provided and/or upgraded in existing buildings as per Appendix B Definitions and Design Guidelines for publicly accessible private spaces.

2. Wherever appropriate, new developments are encouraged to include atriums as a design element and provide co-ordination and integration of access to and from the public realm.

3. Corner plazas should only be located on the southeast and southwest corners of a block and be designed to integrate with any new public realm standards (e.g. streetscape designs).

4. New corner developments should incorporate deeper front setbacks on all corners and provide full integration with the new public realm standards.

5. Semi-private open or enclosed mid-block connections in the form of walkways, atria or gallerias should be provided as part of major redevelopments. These features provide desirable connections and can be an opportunity for additional commercial activities.

6.3 BUILDINGS

The Beltline area 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 form 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
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Figure 6.1 Setbacks
where developments can be detrimental to surrounding private lands and the public realm. Examples of this 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. Illustrations of some of the policies are found in Appendix D.

6.3.1 Variety Of Building Form

**Intent**
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**
1. New developments should continue to reflect the eclectic character within the Beltline.
2. New developments may take many forms including, but not limited to, the following types:
   - Low-rise buildings (0 - 4 storeys);
   - Mid-rise buildings (4 - 12 storeys);
   - High-rise towers (over 12 storeys);
   - Perimeter blocks (low and mid-rise);
   - Low and mid-rise perimeter blocks with a high-rise component;
   - Street townhouses (on their own or in conjunction with other building forms);
   - High-rises on low or mid-rise podiums;
   - Mews development on rear lanes and other linkages; and
   - Appropriate combinations of the above or types that may be developed in the future.

6.3.2 Fit within the Community Context

**Intent**
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 and livable neighbourhoods.

**Policies**
1. 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.
2. 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.

3. 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.

5. The main building entrances shall be located so that they are clearly visible and identified and directly accessible from the public sidewalk.

6.3.3 Amenity Spaces

Intent
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
1. 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.

4. Canopies or other architectural features that are integrated with the overall building design should be provided to protect pedestrians from inclement weather.

5. 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.

6.3.4 Service, Access & Parking Areas

Intent
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
1. Use existing rear lanes where they are available and create shared service areas when feasible.
2. 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 using 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. Integrate services and utilities entirely within the building.

5. 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.

6.3.5 Building Height, Shadow Protection and Wind Impact Studies

Intent
To provide for flexibility in building height in order to achieve both public and private design objectives.

Context
This Plan does not define any specific height limitations, thereby allowing new development considerable design flexibility to meet both public and private design objectives. However, at the same time, 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, affects on local micro-climate, particularly with respect to wind, and changes to the overall skyline as seen from different public views.

Policies
1. 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 a.m. and 4:00 p.m. as measured at various times of the year (specifically, between March 21 and September 21).

2. The impact of shadows on historic landscapes or architecture that depend on sunlight for their significance, such as important natural features or vegetation or stained glass windows shall be considered and evaluated through the development application process.

3. 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;
   - Sidewalk areas along the following corridors: 17 Avenue, 13 Avenue, 11 Avenue, 12 Avenue between Macleod Trail S.E. and the Elbow River, 11 Street S.W., 8 Street S.W., 4 Street
4. The following specific shadow protection guidelines apply:

a) Central Memorial Park

Developments in the vicinity of the Park should not cast shadows over any sensitive historic landscape, architectural feature or park space that depend on sunlight for their significance or function. 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 a.m. and 4:00 p.m. on September 21.

c) Beaulieu Gardens/Lougheed House

Developments in the vicinity of the Park should not cast shadows over any sensitive historic landscape, architectural feature or park space that depend on sunlight for their significance or function. 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 a.m. and 4:00 p.m. on September 21.

b) Haultain Park

Developments in the vicinity of the Park should not cast shadows over any sensitive historic landscape, architectural feature or park space that depend on sunlight for their significance or function. 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 a.m. and 4:00 p.m. on September 21.

5. More detailed shadow protection guidelines may be developed for other specific park spaces.

6. Wind impact studies are required for all new development over 24 metres in height in order to assess impacts on pedestrian comfort at the street level.

6.3.6 Building Massing

Intent

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

1. Base
   - The base of a building should be designed to create a human scaled street wall and establish a strong visual rhythm.
   - Building bases should be designed to mitigate negative wind impacts associated with a tall tower.
   - In general, as the height of a building
increases, the height or definition of the building base should also increase in height.

- 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.

- 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.

- 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 semi-private realms.

- New development shall avoid the creation of blank building facades. Facades shall be pedestrian scaled, create visual interest and use fully transparent glass.

- 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.

- For privacy purposes, 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.

- 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.

2. Body

- 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.

- 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.

- 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...
### TABLE 6.2: GUIDELINES FOR BUILDING SETBACKS FROM A COMMON PROPERTY LINE

<table>
<thead>
<tr>
<th>Portion of a Building</th>
<th>Minimum Setback from Property Line</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Primarily Residential Areas</td>
</tr>
<tr>
<td>0 - 2 storeys</td>
<td>0 m</td>
</tr>
<tr>
<td>2 - 4 storeys</td>
<td>0 - 3 m</td>
</tr>
<tr>
<td>5 - 8 storeys</td>
<td>6 m</td>
</tr>
<tr>
<td>9 - 12 storeys</td>
<td>12 m</td>
</tr>
<tr>
<td>Above 12 storeys</td>
<td>12 m</td>
</tr>
</tbody>
</table>

* 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 6.3: FLOOR PLATE SIZE RESTRICTIONS

<table>
<thead>
<tr>
<th>Primarily Residential Areas</th>
<th>Urban Mixed-Use Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 25 m</td>
<td>No restriction</td>
</tr>
<tr>
<td>Above 25 m</td>
<td>650 m²</td>
</tr>
<tr>
<td>Above 36 m for a commercial floor plate</td>
<td>No restriction</td>
</tr>
<tr>
<td>Above 36 m for a residential floor plate</td>
<td>650 m²</td>
</tr>
<tr>
<td>Above 36 m for a residential floor plate within the area shown on Map 5A</td>
<td>930 m²</td>
</tr>
</tbody>
</table>

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

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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.

- In order to reduce the massing impacts of high density buildings, the floor plate size regulations, shown in Table 6.3, shall apply. Notwithstanding the provisions contained in Table 6.3, the Development Authority may consider increasing the floor plate size restriction of a residential building above 25 m in a Primarily Residential Area and above 36 m in an Urban Mixed-Use area from 650 m² to a maximum of 750 m². When evaluating such requests, the Development Authority shall...
comprehensively consider:
• shadow casting impacts on the public realm and the need to provide adequate light penetration to adjacent buildings;
• the ability to achieve a 24 m tower separation from existing or future development on adjacent sites;
• the ability to use building orientation, shape and massing to mitigate any negative impacts; and
• the cumulative building mass impact given the potential “build-out” of the block.

- The Development Authority shall not be bound by the floor plate restrictions in Table 6.3 when evaluating a development proposal that is subject to compliance with a shadow protection guideline.
- 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.

<table>
<thead>
<tr>
<th>Primarily Residential Areas</th>
<th>Urban Mixed-Use Areas</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below 25 m</td>
<td>Below 36 m</td>
</tr>
<tr>
<td>No restriction</td>
<td>Above 36 m between two</td>
</tr>
<tr>
<td></td>
<td>commercial or one</td>
</tr>
<tr>
<td></td>
<td>commercial and one</td>
</tr>
<tr>
<td></td>
<td>residential building</td>
</tr>
<tr>
<td>Above 25 m</td>
<td>24 m</td>
</tr>
<tr>
<td>Above 36 m between two</td>
<td>18 m</td>
</tr>
<tr>
<td>residential buildings</td>
<td></td>
</tr>
</tbody>
</table>

3. Top
- It is encouraged that tower tops contribute to the skyline profile by having an identifiable, iconic architectural design that skillfully incorporates within the tower top all elevator cores and mechanical rooms.
- 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.
- All rooftops, including podium and tower tops are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits.
MAP 5A: LARGER RESIDENTIAL FLOOR PLATE POLICY AREA
6.3.7 Building Separation And View Plane

Requirements

Intent
It is anticipated that in order to achieve the populations desired in the 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 6.4.
• 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.
• In the case of small infill sites, the separation distances in Table 6.4 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 m of frontage on any one street or avenue.
• Acknowledging the ability to exercise greater design control in the case of developments with 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.

6.3.8 Special Architectural Materials And Elements

Intent
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 the Beltline and that provide for pedestrian comfort and visual interest.

Policies
1. Materials and Colour
• 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.
• 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.
2. 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.

3. Awnings, Canopies, Entries and Arcades
   • 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.
   • Entries should be clearly identified by prominent structural canopies.

4. Lighting
   • Particular attention should be given to the lighting of public and private areas at-grade to provide effective and attractive at-grade light.
   • Special effects, including flood lighting of the tower portion and tower top portion may be included if it does not negatively impact surrounding properties.

6.3.9 Sustainable Building Practices

Intent
To strongly encourage the integration of sustainable building and site design practices into all new developments and renovations.

Policies
• The following design concepts, development practices, and technologies are encouraged:
  • Construction waste management: recycling to divert material from landfill sites.
  • Optimizing building energy performance.
  • Use of renewable energy sources.
  • The use of innovative wastewater technologies.
  • Stormwater management: reduction of quantity; collection, filtering, reuse.
  • Provision of water efficient landscaping.
  • Provision of building recycling facilities.
  • Provision of occupant transportation alternatives.
  • Provision of a high quality of indoor air quality and thermal comfort.
  • Maximizing day lighting and views.
  • Use of building materials with a high recycled component.
  • Use of durable and rapidly renewable materials.
  • Encouragement of innovation in the design of buildings, their systems, and their site considerations.
TRANSPORTATION

7.1 STRATEGIC POLICY CONTEXT

Future Policy

The policies in this Area Redevelopment Plan will need to be updated once the Calgary Transportation Plan (CTP) is updated and the Centre City Transportation Plan is completed. A Centre City Transportation Plan needs to be developed that addresses several issues including, but not limited to:

- Existing and potential new transit corridors and routes;
- Operational improvements for vehicular flow through the area;
- Parking;
- The pedestrian environment and associated amenities;
- Bicycle corridors and routes;
- Funding strategies to pay for improvements;
- Implementation plan and priority list;
- Level of service expectations;
- Transportation demand management strategies;
- Commercial goods and service; and
- Management of special event traffic.

Until, the Centre City Transportation Plan is completed, the policies of this Plan, and the CTP shall apply to the Beltline.

Background

In 1995, the Calgary Transportation Plan (CTP) put forward the following position related to Inner City concerns and issues:

"Maintaining healthy and vibrant communities capable of adapting to change, and attracting a reasonable share of growth is a key thrust of the proposed land use strategy. In order to achieve the forecast levels of growth in established communities, the impact of the road hierarchy, its operation and adjacent land uses beneath the "skeletal" network level should be reviewed. There are aspects of the existing hierarchy (e.g., widening setbacks, reverse lanes, road classifications, etc) which may be at odds with community objectives related to quality of life and the ongoing viability of local businesses adjacent to roadways. These have to be considered in the context of city-wide goals as expressed in the Calgary Transportation Plan; however, it is recognized that attracting growth into existing communities is just as dependent on certainty, and quality of environment as it is in the new suburbs."

The Inner City Transportation Study (ICTS) approved in 2000, which was a result of the CTP 1995 states:

"The capacity of the existing arterial road network within the Inner City should not be expanded through major roadway construction, ...rather, through increased efficiencies being achieved through operational changes."

As a result, there must be a strong emphasis on providing superb cycling, walking and transit connections and facilities.

The Beltline includes some major roadways in the City’s transportation network. The Road Hierarchy Map in Appendix C shows the existing
Road Classifications. The Plan recognizes the importance of maintaining and, where possible, enhancing the ability of these elements to perform at an acceptable level, given the context and characteristics of the Beltline. At the same time, it is understood that as the City grows and the Beltline increases in population and employment, that there will be increased traffic volumes within the Beltline. This increase in traffic volumes is acceptable provided it is properly managed and local vehicular accessibility and the livability of the area can be maintained. To endeavour to achieve this balance, the following projects and initiatives will be pursued. (See also Map 6)

7.2 TRANSIT

7.2.1 General

The Beltline currently receives transit service coverage that travels both east/west and north/south within the Beltline. These bus 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 14 Street S.W., 11 Street S.W., 8 Street S.W., 5 Street S.W., 4 Street S.W., 1 Street S.W., 1 Street S.E. and Macleod Trail. These north/south routings generally reflect roadways that connect to the downtown via the railway underpasses and should be considered as key roadways for maintaining transit service effectiveness. Initiatives to consider include the following:

1. Consistent with increasing demand for transit service, examine the feasibility of additional transit service and connections within the Beltline, including the investigation of a possible Centre City transit loop that would circulate within the Centre City and connect the Beltline and Downtown.

2. Plan for the future Southeast LRT line along the route shown on Map 6. This includes protecting for the necessary rights-of-way for both the tracks and the stations.

3. Where possible, integrate transit stops and other transit passenger amenities with new development.

4. The use of various transit priority measures, including transit only lanes / roads, traffic signal priority, queue jumpers, etc will be required on some key streets and avenues in order to ensure that bus services are not impeded by traffic congestion that will increase as a result of higher density development. These transit priority measures should be designed in conjunction with the Centre City Transportation Plan.

7.2.2 Victoria Park Transit Centre

The Victoria Park Transit Centre (VPTC) is critical to the operation and efficiency of Calgary Transit, in particular, service to downtown oriented routes, CTrain control, communications, safety and security. These functions are at risk if a comprehensive relocation plan is not developed as part of the overall planning for the Beltline Community and the ultimate implementation strategy of the new Area Redevelopment Plan.

This Plan supports a two stage strategy: a short term strategy to address the impacts of the existing operation on the neighbourhood,
particularly the noise attenuation wall on 11 Avenue S.E., and a long term strategy to address the ultimate relocation of the VPTC.

**Short Term Strategy**

a) Modify the intersection of 6 Street and 11 Avenue S.E. to allow buses to exit the Centre onto 12 Avenue S.E. This will reduce bus traffic on 11 Avenue by 50 percent.

b) Remove the noise attenuation wall that divides 11 Avenue S.E. and return 11 Avenue to two-way general traffic, thereby allowing access to lands on the north side of 11 Avenue.

c) Construct the first phase of a new bus storage and heavy duty maintenance facility for approximately 350 buses within the planned South Operations Workplace Centre, located south of 194 Avenue and east of Macleod Trail S.E.

The final strategy, once developed, shall be presented to Council for approval.

**Long Term Strategy**

The initial basis for a long term relocation strategy is as follows:

a) Relocate the Calgary Transit CTrain Control Centre, security monitoring, communications and administrative functions to a new Transit Oriented Office Development located on City-owned land adjacent to the Heritage CTrain Station;

b) Locate and construct a new central city bus storage and light maintenance facility for approximately 125 buses serving downtown, within 4 kilometres of the downtown; and,

c) Construct the first phase of a new bus storage and heavy duty maintenance facility for approximately 350 buses within the planned South Operations Workplace Centre, located south of 194 Avenue and east of Macleod Trail S.E.

The preferred LRT alignment of Southeast LRT would cross the Elbow River within the south portion of the existing Canadian Pacific railway right-of-way (See Map 6). The LRT alignment would cross the proposed 4 Street S.E. underpass within the railway right of way and then swing south to 10 Avenue S.E. LRT tracks would proceed along 10 Avenue and then swing northward into the downtown via a tunnel under 2 Street S.W. The LRT tunnel would pass under the railway and remain underground along 2 Street S.W. within the downtown. Downtown stations are proposed north of 7 Avenue and at 3 Avenue S.W.

On 10 Avenue, LRT would operate in the curb lanes that would be reserved for LRT use. This LRT line would utilize low floor light rail vehicles (LRVs) that permit the use of a tighter turning radius. As well, low floor vehicles permit the
use of slightly raised sidewalks to act as station platforms allowing for easier integration of LRT stations with adjacent land use. Within the Beltline, stations are proposed in the vicinity of 4 Street S.E. and 1 Street S.W. These station locations will permit north / south pedestrian connections to be established.

The preferred LRT alignment on 10 Avenue includes an option of entering the downtown tunnel either west of Macleod Trail or west of 1 Street S.W. If the LRT line is underground at Macleod Trail, LRT would operate in the centre lanes of 10 Avenue to minimize land use impacts of the tunnel entrance. With this option, the proposed station at 1 Street S.W. would be underground.

7.3 PEDESTRIAN FACILITIES

1. Design and implement a comprehensive streetscaping and way-finding program to improve pedestrian comfort and orientation. Such a program should include full consideration of persons with mobility limitations such as the visually impaired and those who use wheelchairs. Priority should be given to implementing improvements on major pedestrian corridors as identified on Map 6. Detailed design and implementation will require consultation with relevant City departments and affected stakeholders.

2. Explore ways to increase pedestrian mobility and decrease pedestrian delay. Examples might include shorter signal cycles.

3. Encourage new development to provide integrated weather protection devices or structures over the public sidewalks.

4. Reduce the number of vehicle conflicts with major pedestrian corridors and sidewalks.

7.4 CYCLING FACILITIES

Definitions
(from The Pathway and Bikeway Implementation Plan (PBIP) approved by Council in 2000)

Bicycle Corridor:
A route identified and designed to give preference to bicycle traffic through the use of traffic calming devices, favourable stop sign orientation, partial road closures which permit through bicycle traffic, and other techniques.

Wide Curb Lane:
A road where the curb travel lane is at least 4.3 m (excluding parking) such that motorists and cyclists can safely share the lane. A side curb lane may be identified by a stencil, signage or other markings.

Bicycle Lane:
A dedicated and marked on-street traffic lane for the exclusive use of cyclists.

On-Street Bicycle Route:
A street identified as a cycling route by signs and a map.

Projects/Initiatives

1. Develop 13 Avenue from 14 Street S.W. to Macleod Trail as a bicycle corridor and greenway where the design of the right-of-way places special emphasis on the needs
of cyclists and other non-vehicular traffic. The design for the greenway should refer to the Pathway and Bikeway Implementation Plan concept for a bicycle corridor.

2. Create on-street bicycle routes as noted on Map 6 and implement a comprehensive signage and lane marking program to improve the legibility of the cycle route network.

3. Upgrade underpasses under the CPR Tracks to accommodate bicycles, when the opportunity arises.

4. Undertake more detailed design and consultation with relevant City departments and affected stakeholders, when implementing new bicycle routes.

5. Require any new development to provide adequate on-site bicycle facilities in accordance with the City of Calgary's Bicycle Parking Handbook. Two types of bicycle parking are specified:

Class 1: Lockers or controlled areas where a bike can be stored. These facilities will protect bikes from adverse weather conditions, vandalism and theft by enclosing them in secure places. They are suitable for long-term parking at key cycling destinations, such as high density residential complexes, employment centres and schools. Examples include Bike’n’Ride lockers at LRT stations and bike “cages” in select parkades.

Class 2: Any device that is specifically designed to park bikes. The preferred ‘bike racks’ allow cyclists to secure both wheels and the bike frame to the rack. These facilities are primarily for short-term use at a variety of destinations, including commercial and recreation centres, shopping centres, restaurants and schools.

Potential locations for Class 1 facilities are indicated on Map 6.

About thirty Class 2 should be provided at all existing LRT stations and potentially any new stations.

6. Explore the utility and feasibility of developing one or more major bicycle parking facilities at optimal locations within the Beltline.

7.5 VEHICLE FACILITIES

7.5.1 General

Vehicle facilities in the Beltline provide mobility to automobiles, transit vehicles, bicycles and pedestrians.

Vehicle traffic capacity in the Beltline will be addressed in the following ways:

1. Connect Olympic Way S.E. to 4 Street S.E. by building a connection across the CPR right-of-way. Any connection shall incorporate a high quality pedestrian and cycling environment.
2. Investigate measures to increase the utility of 10 Avenue and vehicular accessibility in the area through the selective expansion of the carriageway to the north. Any expansion must also be accompanied by high quality streetscaping and pedestrian, cycling and transit facilities.

3. Investigate the possibility of adding left turn lanes in strategic locations.

4. Consider a new intersection at 10 Avenue and 14 Street S.W.

5. Other than 10 Avenue, no widenings of existing road carriageways for the purpose of creating new vehicle lanes, other than left turn lanes, are proposed. Some widenings may be required to accommodate wide curb lanes for bicycles or designated bicycle lanes as shown on Map 6.

6. New roads may be required to facilitate the redevelopment of lands in Victoria Park, specifically, the former CPR lands and the site of the Victoria Park Transit Centre.

7. Maintain an acceptable level of service for regional traffic movements on major arterial streets. This may include improvements outside of the Plan area such as the 25 Avenue/26 Avenue Connector linking Blackfoot Trail and Macleod Trail.

7.5.4 11 and 12 Avenues

This plan recognizes that the conversion of 11 and 12 Avenues from one-way to two-way can provide many benefits to the community and local business. Benefits include enhancing pedestrian comfort and mobility, improving retail and business vitality and improving local access for vehicles and cyclists. However, the conversion can result in an unacceptable loss of mobility for regional commuter traffic, given the role 11 and 12 Avenues play in the regional transportation network.

Over time, as other transportation-related initiatives are implemented, the impact of the conversion on commuter mobility may be mitigated. Examples of those initiatives include, but are not limited to, increased transit service to and from the west, new LRT connections to the west and the southeast, an underpass connecting Olympic Way to 4 Street S.E., a flyover from the west connecting to 5 Avenue...
in the downtown and the creation of a full, signalized intersection at 10 Avenue and 14 Street S.W. These types of improvements may eventually allow the conversion to take place with minimal disruption to commuter traffic.

In the meantime, the following is recommended to improve pedestrian and cycling mobility and enhance the business environment:

1. Develop a pedestrian/cycle enhancement plan along 10, 11 and 12 Avenues within the existing one-way operation and rights of way.

2. Prepare an urban design streetscape enhancement plan for 11 Avenue S.W. between 5 Street S.W. and 11 Street S.W. with concepts and funding alternatives.

The above two projects may be undertaken together or as separate projects, provided the work is coordinated and integrated.

7.6 MANAGING TRANSPORTATION DEMAND

As the Beltline increases in population and activity, traffic volumes will increase. This will result in an on-going loss of commuter mobility via the automobile and create the need for strategies that provide for optimal accessibility. The following measures shall be implemented to manage this congestion in an innovative and proactive way:

1. Implement Transportation Demand Management (TDM) programs and strategies. This includes programs and strategies that enhance, promote and encourage commuter options, reduce traffic congestion, reduce greenhouse gas emissions, improve air quality and enhance mobility through a balanced and equitable transportation infrastructure. TDM strategies strive to minimize the impacts associated with travel by reducing the number of people driving alone by the development and promotion of carpooling, carsharing, transit, cycling, walking and teleworking strategies and support elements.

2. Employ Intelligent Transportation Systems (ITS) to manage road capacity and parking supply.

3. Develop transportation management programs relative to the activities at Stampede Park. This includes traffic management, lane reversals, signal timing and promoting and improving alternatives to driving such as transit service and bicycle access and parking.

4. Improve the quality and level of service of non-vehicular transportation modes including transit, pedestrian and bicycle. This will include the implementation of indicators to measure the level of service for non-vehicular modes. Specifically, with respect to transit service, such measures could include identifying appropriate walking distances to transit service, transit service delays due to increasing traffic volumes, service reliability, transit passenger street amenities and frequency of service.
5. Future long-stay parking facilities should only be provided commensurate with development demand requirements.

6. The development of new temporary parking facilities within the Beltline is not permitted except under exceptional circumstances where the presence of a parking facility can be demonstrated to assist in revitalization efforts in the immediate vicinity. In no case shall the term of approval for a temporary parking facility extend beyond 3 years. Where a temporary facility is approved, special efforts shall be made to minimize the visual impact of the lot through the provision of interim landscaping or screening elements that can be re-used in other applications or locations.

7.7 BYLAWSED SETBACKS

Bylawed setbacks exist on a number of streets within the Beltline, such as, 10, 11 and 12 Avenues, Macleod Trail, 1 Street S.E. and 1, 5, 8, 9, and 11 Streets S.W. Bylawed setbacks require buildings to be set back from the property line to allow for future expansion of the road right-of-way for purposes of, sidewalk widening, road widening (for bicycle or vehicular purposes) and above and below ground utility and service locations.

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. Examples 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.

This Plan commits to reviewing these bylawed setbacks by undertaking comprehensive right-of-way design plans or Street Master Plans. The review should consider future needs for lane widenings for vehicular or bicycle traffic and the appropriate width for sidewalks given the specific location and function of the street. For example, sidewalks that serve retail and commercial streets may require greater widths than sidewalks that serve a primarily residential environment. Where it is determined that bylawed setbacks are still required, it should be clearly stated what the purpose of the setback is so that judgements can be made on what is or is not appropriate encroachments into the bylawed setback.

This review may take many years and, as a result, a mechanism is required to evaluate conflicts that occur during the development process. It is recommended that a report be prepared by Administration discussing possible alternatives and forwarded to Calgary Planning Commission and Council for consideration. Preparation of the report should include consultation with the Calgary Regional Homebuilders Association, the Urban Development Institute, Business Revitalization Zones and Community Associations.
CHARACTER AREAS
{section eight}
CHARACTER AREAS

What is a Character Area?

A character area is an area where a combination of land uses, historical or older buildings or other distinctive building designs, public open spaces and unique streetscapes have combined to create areas that are identifiable as having special or unique qualities that are different from neighbouring areas within the community.

Character Area Objectives:
- To preserve and strengthen the special or unique qualities that identified areas exemplify and contribute to the positive urban character of the Beltline community.
- To provide guidance in the evaluation of development applications.
- To provide guidance when planning for new investment in the public realm.
- To identify locations for landmark building and open space opportunities.
- To provide an opportunity for future character areas to develop.

Character Areas and Design Objectives

Map 7 identifies the boundaries of the character areas. Details on the context and design objectives for each area are discussed below. New character areas may be identified and added to the plan in the future. Detailed design guidelines may be developed for each of the character areas.

8.1 11 STREET S.W. PEDESTRIAN COMMERCIAL CORRIDOR

Context
This area consists of 11 Street S.W. from the CPR tracks to 17 Avenue South and includes:
- A strong, established pedestrian-scale, particularly the block containing the historically significant Brigden Block, Shop and Grocery store buildings and the J.W.C. block between 14 and 15 Avenues S.W.;
- Connaught Park at 11 Street S.W. and 14 Avenue S.W.;
- A park located on 11 Street S.W. and 16 Avenue S.W.;
- The historical Connaught School and its associated open space; and
- A significant at-grade pedestrian linkage across the CPR tracks, connecting the Bow River to 17 Avenue S.

8.1.1 Design Objectives
- Maintain a strong, pedestrian-scale commercial building form along 11 Street S.W. between 12 Avenue S.W. and 17 Avenue S.W.
- Encourage new development to be setback at least 6.0 m on the east side of 11 Street S.W. This additional yard shall be used to provide a wider pedestrian environment.
- Enhance the pedestrian streetscape experience northwards along 11 Street S.W. from the commercial area between 14 Avenue S.W. and 15 Avenue S.W. to the CPR tracks and eventually beyond to the Bow River.
- Enhance the quality of the existing open spaces at 16 Avenue and 14 Avenue S.W. to better serve the needs of the land uses in the area.
- Work with the Calgary Board of Education
to ensure that the Connaught School site continues to provide significant usable public spaces.

- At the intersection of 11 Street S.W. and 17 Avenue S.W., provide landmark building forms and/or urban spaces that respond sensitively to the pedestrian character and scale of both of these streets.

### 8.2 DESIGN DISTRICT

**Context**
This area consists of a rectangle of blocks between the CPR tracks and the lane south of 11 Avenue S.W. in a north/south direction and the blocks between 5 Street S.W. and 14 Street S.W. in an east/west direction and includes:

- Some significant historical buildings such as McArthur's Furniture (Sherwin Williams), Ellison Milling & Elevator Company and the General Motors Building between 6 Street S.W. and 8 Street S.W.; and
- A clustering of eclectic and innovative, new and adapted, design-related businesses, buildings and land uses throughout this area. A particular emphasis on retail is developing within the area.

#### 8.2.1 Design Objectives

- Enhance the pedestrian streetscape experience throughout the area. Priority areas for improvement should be along 11 Avenue, between 11 Street S.W. and 5 Street S.W.
- Balance an enhanced pedestrian streetscape with the needs of the areas retail and light industrial businesses for vehicular access to parking and loading areas given their focus on design and building related products that can be large, bulky and heavy.
- Provide parking (and loading) to the rear of sites and/or in designated parking areas/structures in order to facilitate an enhanced pedestrian realm.
- Support the expansion of the eclectic and innovative design of buildings within the area.
- Strongly encourage retail commercial at-grade along 11 Avenue S.W.
- Provide a co-ordinated, themed pedestrian realm that identifies the area as a design district (e.g., banners, entrance signs, lighting, street furniture etc.).

### 8.3 17 AVENUE SOUTH

An urban design strategy is currently being prepared for the full length of 17 Avenue South within the Beltline. The outcomes of the strategy shall be incorporated into the Beltline ARP by amendment.

### 8.4 WAREHOUSE DISTRICT

**Context**
This area consists of a rectangle of blocks between the CPR tracks and 12 Avenue S.W. in a north/south direction and the blocks between Olympic Way S.E. (4 Street S.E.) and 4 Street S.W. in the east/west direction. The area is currently known as the Warehouse District 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 Massey-Harris Company (Ribtor) Warehouse, Hudson Bay Company Warehouse (Canada Safeway), and Imperial Tobacco Warehouse. Many of these buildings have been adapted to
provide a mix of both commercial and residential uses in the area;

- The designated heritage sites of the Louise Block, the Customs Building (Examining Warehouse); and

- A building form where buildings are located up to the property line and/or close to the sidewalk.

Two distinct areas are recognized within the Warehouse District.

8.4.1 Primary Warehouse District

This area is located between Macleod Trail S.E. and 4 Street S.E. Most of the historic warehouse and commercial buildings in this area have been restored and are actively being re-used. Few new buildings have been developed in the area resulting in a fairly “intact” representation of what the area was like in the early development of Calgary. New development in the area should pay close attention to the existing scale, massing and configuration of the existing historic buildings and should not detract from the overall character of this area.

Specific Design Guidelines:

- While tall buildings and towers are acceptable, lower buildings are preferred in order to maintain the historic quality and character of the area.

- Where taller buildings or towers are proposed, the base of the new development should approximate the scale and massing of the existing warehouse buildings and be built to the property line, thereby reinforcing the strong street wall that is a defining element of this district.

- The base of new buildings should be capped with strong cornice lines or similar architectural features that maintain the street continuity of existing buildings.

- Towers or building mass above the cornice line should have a significant setback from the building base. The setback should be at least 3 metres, but 6 metres is preferred.

- The base of new buildings should not employ curtain-wall design. Building elevations should incorporate “punched” windows similar in scale and spacing to the historic warehouses.

- 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. The use of veneer or artificial masonry products is discouraged.

- Building mass above the base should be distinct and subordinate to the base. Curtain-walls, extensive glazing and lighter colours are encouraged to reduce the visual “weight” of the tower, relative to the base.

- Support opportunities for residential lofts in both existing buildings and new contextually designed buildings.

8.4.2 Secondary Warehouse District

This area is located between 4 Street S.W. and Macleod Trail S.E. While still having some of the original warehouse buildings, others have been lost with the resultant development mostly taking the form of surface parking lots or commercial buildings that paid little attention to the historic forms. As a result, this area lacks the continuity and consistency found east of Macleod Trail S.E. However, the view looking east along 11 Avenue from 4 Street S.W. still provides an
excellent representation of how the area would have 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.

Specific Design Guidelines:

• New developments shall be compatible with and complement the existing historic warehouse building forms of the area.
• Applications should show how the new development integrates into the streetscape, using perspective drawings or photographs based on the view from 4 Street S.W.
• New development should respect the existing street wall heights and cornice lines through building massing, setbacks or other architectural detailing.
• 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.
• Support opportunities for residential lofts in both existing buildings and new contextually designed buildings.
• 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.
• Enhance the streetscapes and protect vistas along all three avenues (e.g., looking east along 10, 11 and 12 Avenues towards the Ramsey community).

8.4.3 Development Application Review

The review of applications within this character area would benefit from the input of an architect specialising in historic buildings. The Development Authority may consider seeking such advice during the application review process.

8.5 NORTH STAMPEDE ENTRANCEWAY

Context
This area consists of Olympic Way S.E. (4 Street S.E.) between the CPR tracks and an area within Stampede Park near the Stampede Corral and 12 Avenue S.E. between the Elbow River and Macleod Trail S.E. Specific contextual elements include:

• Significant historic buildings such as the Victoria Bungalow School & Victoria Sandstone School, Rundle Ruins/General Hospital #2, Stampede Corral, Westborne Baptist Church, Neilson’s Furniture Warehouse as well as several residences;
• Four designated Heritage Sites which are the Fairey Terrace and Dafoe Terrace Apartments, the Victoria Sandstone School and the Victoria Bungalow School;
• A significant ceremonial entrance to Stampede Park from the north (to be further connected in the future across the CPR tracks to East Village);
• The significant Rundle Ruins (remnant legacy of the first General Hospital) and associated open space along 12 Avenue S.E.;
• A close proximity and connection to the Elbow River and adjacent pathway/open space system; and
• 12 Avenue S.E. which will become an important urban interface between the Stampede Park and the adjacent East Victoria neighbourhood.

8.5.1 Design Objectives

• Integrate Stampede Park into the community with an urban interface along 12 Avenue S.E.
• Re-conceive Olympic Way S.E. as a ceremonial entrance and Main Street to Stampede Park while maintaining a pedestrian-scale streetscape with at-grade commercial/retail uses.
• Provide a strong and legible pedestrian streetscape experience along Olympic Way S.E. to link Stampede Park with East Village and the Bow River to the north.
• Encourage greater building setbacks on the east side of Olympic Way for the purposes of creating a wider pedestrian environment that will link Stampede to a future LRT station near the CPR tracks.

• Enhance the pedestrian streetscape experience and public urban space opportunities at the intersection of 12 Avenue S.E. and Macleod Trail S.E.

Develop a Streetscape Master Plan for 12 Avenue S.E. east of Macleod Trail to promote the development of the avenue as a pedestrian-friendly “green gateway” interface between the Stampede and the evolving mixed use/residential community to the north that the addresses the following objectives:
• the creation of an active street edge;
• no underground parking access from 12 Avenue;
• building elevations oriented to the avenue and treated as principle facades with a high degree of transparency;
• entrances at grade for commercial uses;
• provision of a 6.0 metre pedestrian zone from back of the future curb to the building edge along the length of the 12 Avenue interface and linking to the Elbow River; and
• provision of a double row of trees within the 6.0 metre pedestrian zone.
HISTORIC RESOURCES

{section nine}
HISTORIC RESOURCES

The Beltline is rich in historical resources. The following policies will help to identify, protect and enhance these resources. City-wide historic resource policies and programs provide the broader context within which the Beltline-specific measures are recommended.

The City and the Calgary Heritage Authority maintain an Inventory of Potential Heritage Sites, which identifies those 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 Inventory have been formally protected through Designation Bylaws. Designation prevents demolition and requires that any alterations be done in accordance with the Standards and Guidelines for the Conservation of Historic Sites in Canada.

City-Wide Policies

1. The Inventory of Potential Heritage Sites is publicly accessible through the City. The Inventory Map in Appendix “C” identifies all currently designated and potential heritage resources identified in the Beltline. The City and the Calgary Heritage Authority (in cooperation with the community) will update the Inventory as new properties are identified. Properties on the Inventory may be eligible for government assistance for their conservation, rehabilitation or restoration. In addition, these properties are provided opportunities for density bonusing and density transfers as described in Section 5 of this Plan.

2. The City should continue to operate a Heritage Incentive Program that makes financial assistance available for the conservation, rehabilitation or restoration of buildings or properties that are formally designated by Council as Municipal Historic Resources.

3. The City will be preparing a City-wide Historic Resource Management Plan. Heritage planning within the Beltline shall be fully integrated within this broader context.

4. Any re-use, alteration, conservation, rehabilitation or restoration of any designated Municipal Historic Resource shall follow any applicable standards such as the “Standards and Guidelines for the Conservation of Historic Places in Canada”, as amended or replaced from time to time.

Beltline Policies

1. Where density from a property is transferred to another site in concert with a formal historic resource designation, the transferor site shall be re-designated to a Direct Control District to clarify any applicable land use restrictions and any remaining allowable density.

2. The City will, to the best of its knowledge, advise owners or developers of historic resources of the existence of other financial
or technical assistance that is available from other levels of government for the purposes of preserving, rehabilitating or restoring heritage resources. The City will assist owners/developers in acquiring such assistance.

3. In addition to the density bonusing and transfer options specified in this Plan, the City will consider the possibility of additions to heritage buildings where architecturally appropriate and technically feasible.

4. In order to encourage the retention and re-use of properties on the Inventory of Potential Heritage Sites, the Development Authority shall consider: the appropriateness of a conversion to a wide range of possible uses, despite the land use policies contained in Section 4. Also, the Development Authority may consider relaxing parking requirements when a building on the Inventory is proposed to be converted to a new use.

5. In order to recognize and honour the Beltline’s history, Council should consider the use of historical Beltline names in the naming of public streets and other facilities.

6. The historical importance and significance of Stampede Park within the Beltline is recognized by this Plan. The Calgary Stampede must make every effort to re-use buildings contained on the Inventory within their overall Park development over time.