

Calgary



# Beltline



**Area Redevelopment Plan: Part 1**

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# Land Acknowledgment

In the Blackfoot language, Calgary is Mh'kin'stis; in Îyâxe Nakoda, Wiçispa Oyade; in Tsuut'ina, Gu'tsi'tsi and in Métis, it is Otokwunee. For each of these Indigenous languages, the words translate to 'Elbow,' representing the confluence of the Bow and Elbow Rivers. The confluence has been a trading hub for Indigenous peoples for millennia and the site where they celebrated natural abundance, ceremony, culture and partnerships. This is where the story of Calgary begins.

In these times of Truth and Reconciliation, this Plan acknowledges the traditional territories of the people of the Treaty 7 region in Southern Alberta. The Nations of the Treaty 7 region are: the Siksika (Seeg-see-gah), Piikani (Pee-gah-nee), and Kainai (G-ai-nah) First Nations, who, altogether, form the Siksikaitsitapi (Seeg-see-gate-see-ta-pee) (Blackfoot Confederacy). The Chiniki (Chin-ick-ee), Bearspaw, and Wesley First Nations, who, altogether form the Iethka Nakoda Wicistabi (Yith-ka Na-ko-da We-chi-staw-bee) Stoney Nakoda First Nations; and the Tsuut'ina (Soot-tenna) First Nation. The City of Calgary is also homeland to the historic Northwest Métis and to Métis Nation of Alberta, Region 3. We acknowledge all Indigenous urban Calgarians who have made Calgary their home. This Plan honours their long history and deep connections to this land.

We also reflect on the impact of colonization and that the City of Calgary is based on wealth that was generated through the exploitation of indigenous peoples and their land, and has benefited from colonial policy. We recognize the ongoing impact of colonization and systemic racism that continues to affect indigenous peoples in this country. With this acknowledgment comes a corresponding moral obligation to engage in reconciliation with indigenous peoples, which includes recognizing and understanding the truth about the past and taking action to achieve equity in the future.

## Beltline Area Redevelopment Plan: Part 1

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# Introduction

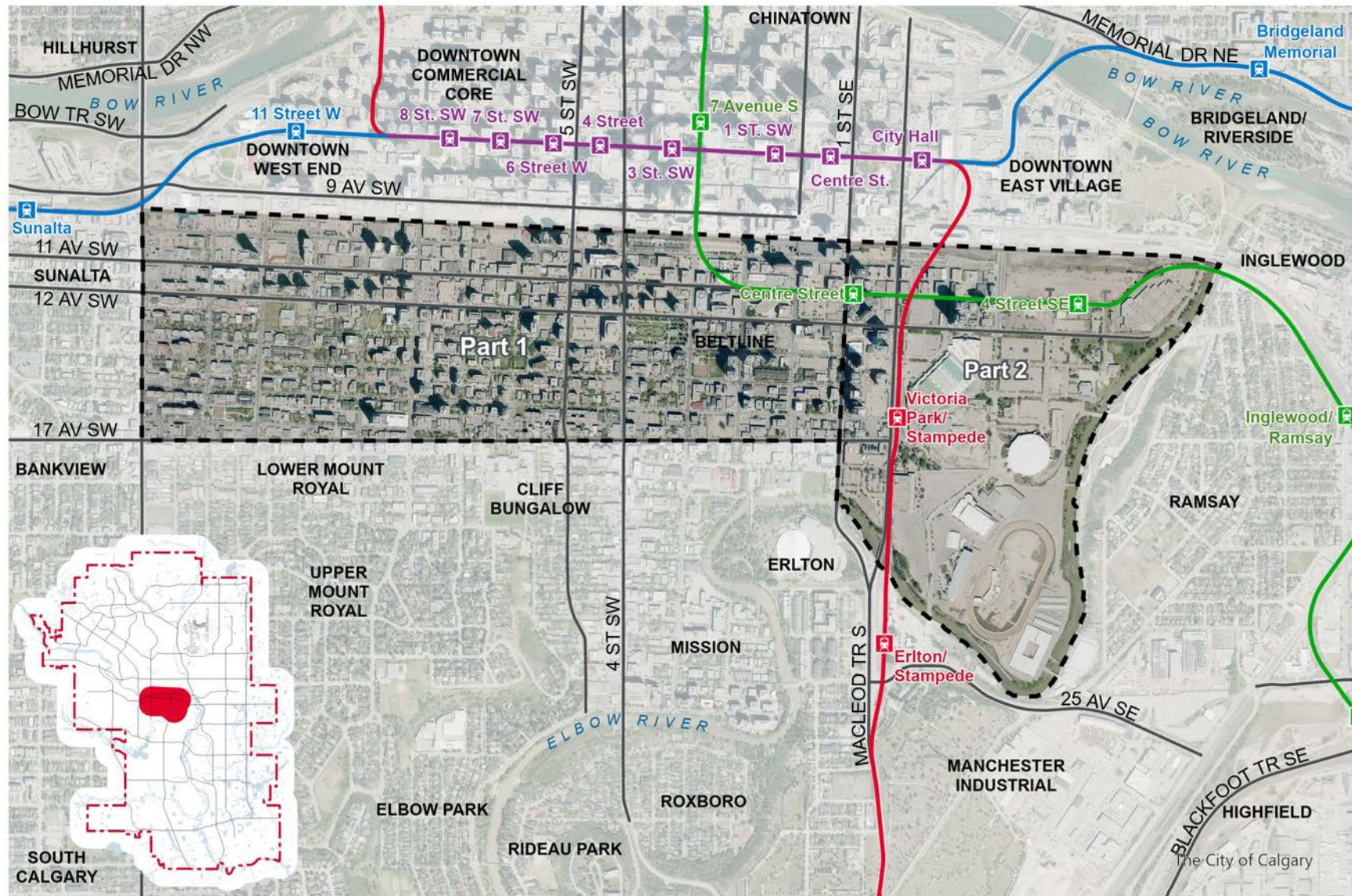


# Structure of the Beltline Area Redevelopment Plan

The Beltline Area Redevelopment Plan (ARP) is divided into two parts:

Part 1 applies to the western portion of Beltline. Part 2 provides specific policy for the eastern portion of Beltline and the culture and entertainment district envisioned for the area (refer to **Map 1: Beltline Area Redevelopment Plan Boundary**). 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.

**Map 1: Beltline Area Redevelopment Plan Boundary**





# 1.1 Policy Framework

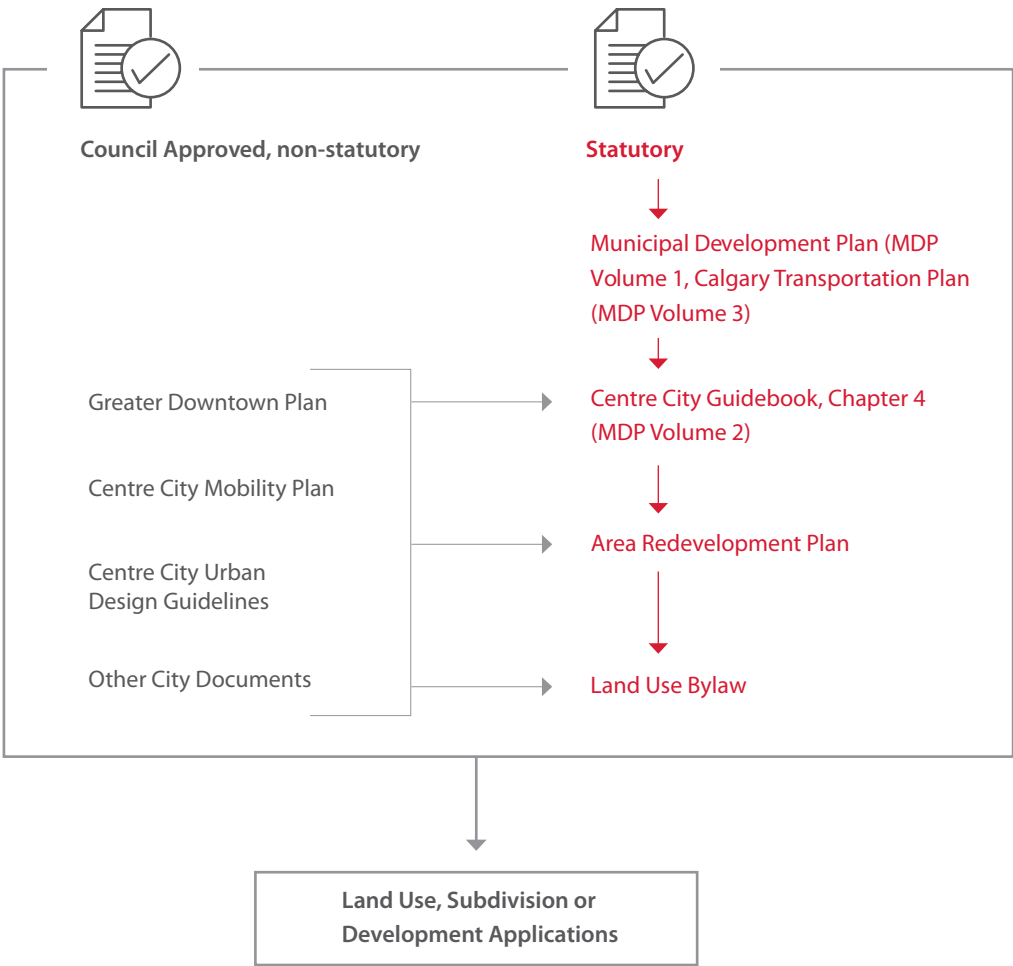
## 1.1.1 Legislative Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities in Alberta. This ARP is a statutory area redevelopment plan that establishes a long-range framework for land use, urban design, mobility and utilities for Beltline. This ARP is meant to be updated periodically as development and change occur, but is envisioned to provide direction for the next 30 years. This Plan has considered and is in alignment with the South Saskatchewan Regional Plan (SSRP).

**Calgary’s Municipal Development Plan (MDP)** is a statutory plan that lays out a vision for how the city will grow and develop over the next 30 to 60 years. Together with the **Calgary Transportation Plan (CTP)**, MDP Volume 3 as approved with Bylaw 49P2020, the MDP sets a long-term strategy for a more sustainable built city and transportation network. Collectively the plans encourage growth within the city to make the best use of serviced land, reduce the cost of City services, locate residents closer to where they work, shop and play, and better support a variety of mobility options. The long-range target of the MDP is to house 50% of Calgary’s future population growth within the Balanced Growth Boundary. This highlights the significant opportunity to further develop the Greater Downtown and in and around Activity Centres and Main Streets. In 2017, Council adopted the **Centre City Guidebook (CCG)**, which forms Volume 2, Part 2 of the MDP. It states that the CCG only applies when a local area plan within Greater Downtown says it applies. While the framework, best practices and common policies in the CCG provide great considerations to start planning, **only the policies in Chapter 4.0 Urban Design apply to Part 1 of this Plan.**

**Calgary’s Greater Downtown Plan** is a non-statutory plan that sets out the roadmap and commitment to support reinventing Greater Downtown neighbourhoods. They are the Downtown Core, Downtown West, Eau Claire, Chinatown, East Village and Beltline. A primary consideration in any new policy work for Greater Downtown, including Beltline, is the vision and principles outlined in the Calgary’s Greater Downtown Plan. The Land Use Bylaw is a tool for implementing this policy. Other supporting documents provide additional guidance for development in the Greater Downtown, as shown in **Figure 1: Legislative Framework** below.

Figure 1: Legislative Framework



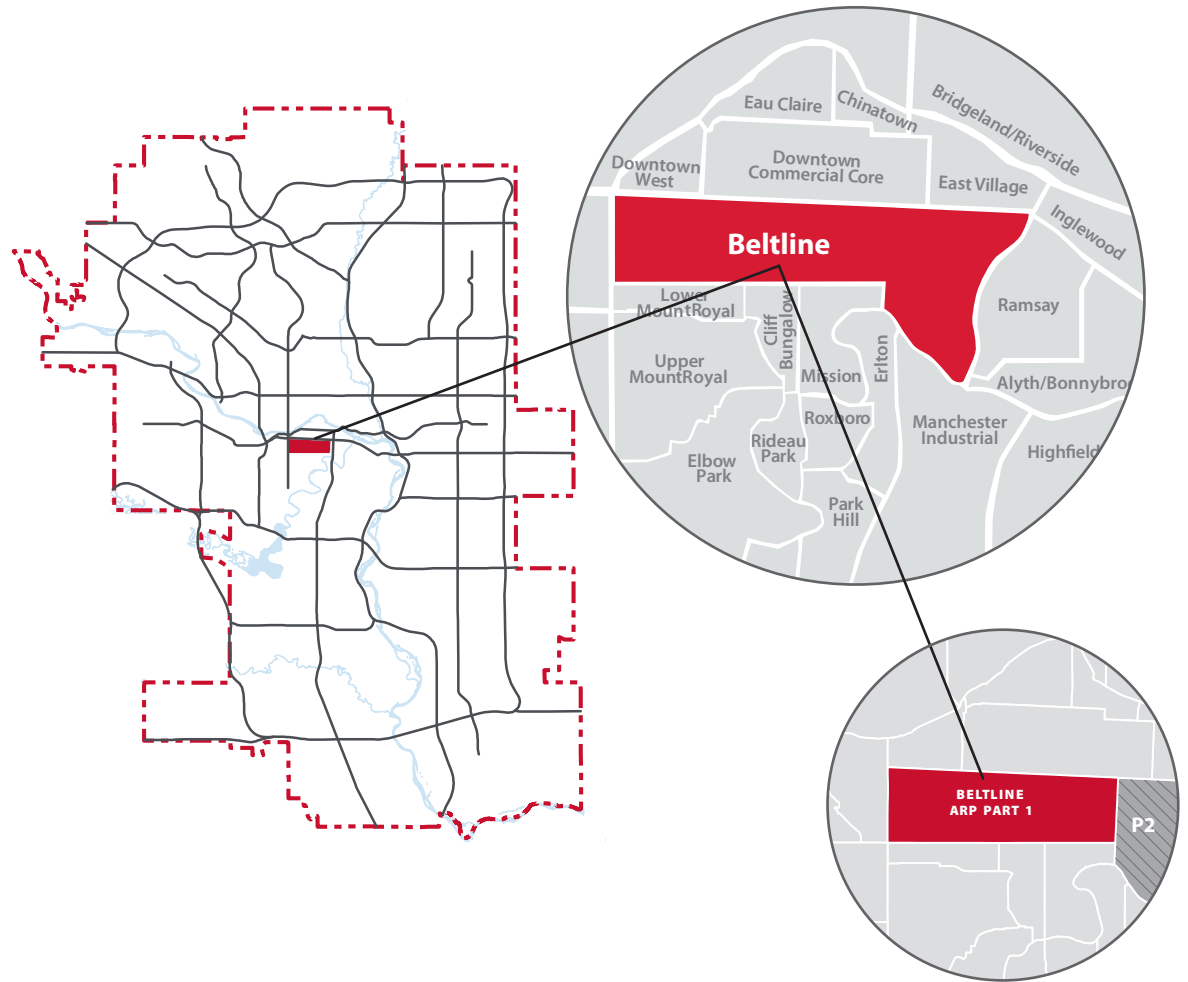
## 1.2 Plan Attributes

### 1.2.1 Plan Area

The Plan Area consists of the neighbourhoods known as Connaught and the western portion of Victoria Park, and is bound by the CPR to the north, 1 Street SE to the east, 17 Avenue to the south and 14 Street SW to the west. The plan boundary is measured at the centreline of the streets and avenues mentioned above.

### 1.2.2 Physical Attributes

The Plan Area is bound by Downtown West and the Downtown Commercial Core to the north, the eastern portion of Victoria Park and Stampede Park to the east, Lower Mount Royal and Cliff Bungalow/Mission to the south and Sunalta to the west.



### 1.3 Calgary Climate Strategy – Pathways to 2050

Calgary is already experiencing the effects of a changing climate, including more frequent and severe extreme weather as well as slow onset of climate change hazards, and these effects will continue to intensify. Current and future climate change impacts require The City to educate, incentivize and mandate climate mitigation and adaptation actions across Calgary, including the community of Beltline.

The City declared a Climate Emergency in 2021 to enable a coordinated approach to: implementation of effective management practices, policy direction, budget prioritization and strategic oversight. Integrating climate mitigation and risk-reduction strategies into all planning and development decisions within Beltline is important. Informed by a climate risk profile created for Beltline (see **Appendix C: Beltline Climate Risk Profile**), policies and guidelines contained in this Plan are intended to support Beltline's transition toward a low-carbon economy and a more resilient and sustainable future, in keeping with the guidance of the **Calgary Climate Strategy – Pathways to 2050** (The Strategy).

The Strategy outlines The City's path towards achieving net zero emissions by 2050 and becoming more climate resilient in alignment with local, Provincial, National and International policy. To meet this ambitious target, The Strategy focuses on supporting a low-carbon future and reducing climate impacts by:

- defining The City's role in transitioning Calgary to a low carbon economy while supporting continued sustained growth;
- supporting the development of interim milestones

for climate mitigation including specific programs and actions to reduce and report on greenhouse gas (GHG) emissions;

- developing climate adaptation measures that will assist in managing climate risk to our built infrastructure, environment, economy and people; and
- preparing for program implementation and steps needed to achieve climate goals, while reporting on progress and achievements.

**The Strategy is a non-statutory document.**

**Implementation of The Strategy is reliant on other legislated planning tools like this Plan and available development review and approvals processes.**





2

## Vision and Principles



## 2.1 Vision

Beltline will be an authentic, livable and diverse high **density** urban community. This will be reinforced by creating high **quality** neighbourhoods through the provision of a wide **variety** of land uses and building types, supported and enhanced by quality private development and public spaces and amenities. 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.

## 2.2 Principles

This Plan is based on the following principles:

### 2.2.1 Foster and support neighbourhoods that:

- Attracts and creates a diverse community for all Calgarians.
- Have clear and logical neighborhood boundaries.
- Support residential development wherever possible.
- Ensure vibrancy and diversity of mixed-use areas.
- Support and promote local economic development.
- Include built, natural and social environments that are resilient and generate low emissions.
- Support public safety initiatives.
- Ensure all neighborhoods have convenient access to essential community amenities and services such as transit, pedestrian and cycling paths, schools, childcare facilities, social services, open spaces, natural amenities such as rivers, playgrounds and public recreation facilities.

### 2.2.2 Take an artful approach to everything that is built in the Beltline

- The Beltline community has developed a unique character over time as being a place for art, culture, social gatherings, and unique experiences. A number of initiatives have contributed to this community identity, including the Beltline Urban Murals Program, art projects funded by the Beltline Community Investment Fund, the Heritage Greenway, artful bike racks, and underpass improvements that incorporate physical and digital art.
- Whether it's a small community initiative such as a bike rack, a new podium highrise development, or a public utility – all components of the built environment should be done in a way which enhances community character in Beltline.
- These types of experiences are a primary goal in furthering the Beltline character, which attracts investment, new residents who want to be in a community which provides these artful experiences, and creates a unique sense of place.



### 2.2.3 Provide for high-density and mixed-use development while ensuring neighbourhood livability

- Provide for high-density development to support the provision and creation of a full range of services and amenities.
- Use a range of land use regulations and other financial tools to assist in creating community benefits from higher-density development.
- Provide a diverse mix of housing and other land uses, such as office, retail, light industrial, recreational and cultural, both within the neighborhoods, within block faces and within individual buildings.

### 2.2.4 Protect and enhance unique character and heritage

- Develop policy tools to encourage the conservation of heritage resources, character buildings and public spaces.
- Encourage reuse/adaptation of historic buildings by supporting sensitive conversion of uses.
- Develop strategies to locate new public buildings and public open spaces in the most appropriate places.

### 2.2.5 Improve walking and wheeling environment and manage transportation demand

- Give the walking and wheeling environment a high priority.
- Improve walking and wheeling connections both within Beltline and to the surrounding communities, destinations and the regional pathway system.

- Increase walking and wheeling accessibility, including accessibility for persons with visual or physical disabilities, through the design of blocks, streets, buildings and parks.
- Give greater priority to walking and wheeling modes in the design and operation of intersections, traffic signals, cross walks and transit stops, without negative impacts to transit operations and minimal impacts to goods movements.
- Recognize that there will be no major increases in road capacity.
- 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; and
  - improving the quality of infrastructure for all transportation modes.

#### **2.2.6 Encourage diversity in building types and styles**

- Encourage built form that is an expression of its time, is technologically and environmentally innovative and of the highest urban design and architectural quality.
- Encourage diversity in building siting, massing, heights, materials, setback, site coverage, orientation and overall design that complements and is in context with surrounding development, streetscapes, and landscapes.

#### **2.2.7 Provide for a variety of physical and social environments and housing types**

- Encourage the development of an appropriate range of public and private amenities, services and housing types to accommodate a diverse population including persons of various income levels, household composition, or abilities.
- Encourage a variety of housing types and building forms including, but not limited to, apartment units from studio to multi-bedroom, townhouses, live/work units, hostels, single-room occupancy dwellings, special care facilities and lodging houses.
- Support and enhance existing residential qualities in the neighborhoods by applying appropriate land use regulations to mitigate any negative impacts of non-residential uses.

#### **2.2.8 Improve the public realm**

- Place community needs as a priority to inform public realm improvements.
- Identify funding sources, programs, and partnerships that can fund and implement the public realm improvements identified in this plan.
- Encourage placemaking initiatives to increase vibrancy and safety.
- Enhance existing public spaces.
- Improved wayfinding throughout Beltline.
- New urban murals that enhance the built environment.
- Encourage art as part of a new development.
- Recognize the several small public realm enhancements are as good as few larger scale improvements.
- Take an all-seasons approach.
- More lighting as art.
- Encourage connections to the Elbow and Bow Rivers.
- Plan for and provide a variety of new parks and open spaces, to meet the open space and recreational needs of the local residents and general public in Beltline, including active and passive uses.
- Create appropriate processes, policies, criteria and implementation tools for the improvement, adaptation and reconfiguration of existing parks and the creation of new public spaces.
- Ensure significant public streets and open spaces,



including riverbank areas, are not adversely affected by shadows from new development.

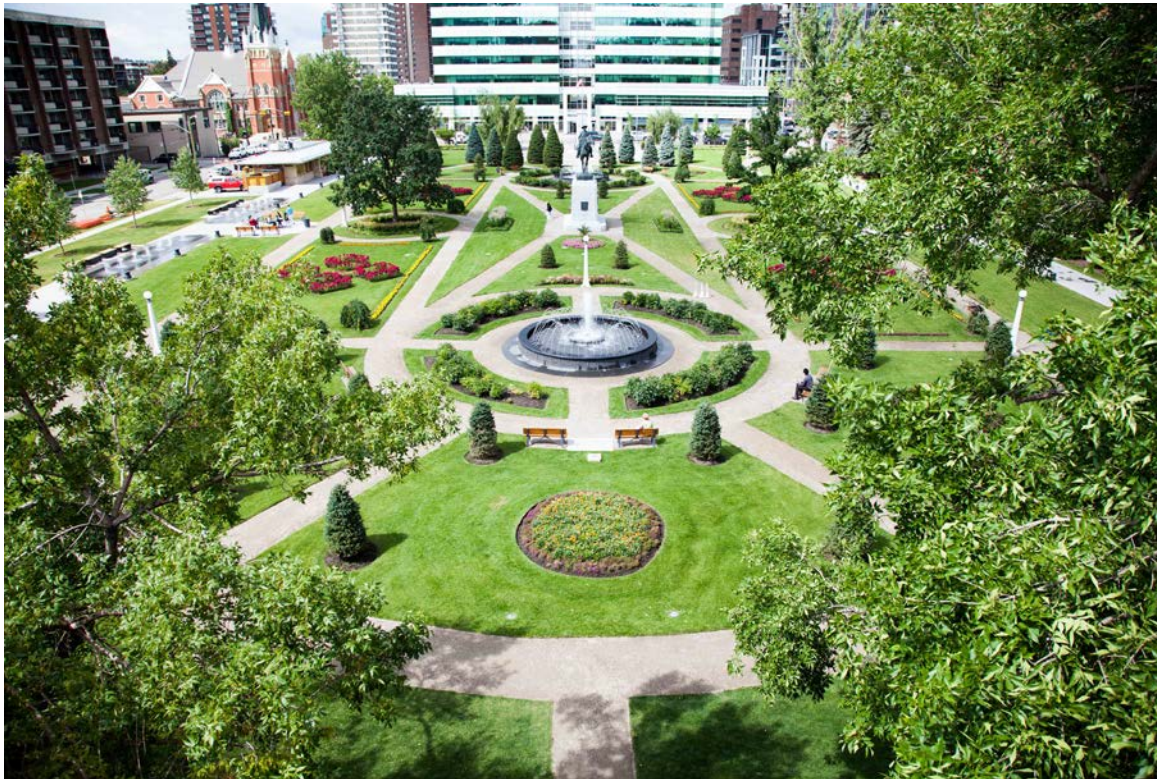
- Connect significant public spaces with high-quality streetscapes.
- Improve the quality of all streetscapes and ensure they are designed to accommodate persons with visual and physical disabilities.

### **2.2.9 Promote development that will foster a low-carbon and climate-resilient neighbourhood**

- Emissions from buildings and transportation in Beltline are reduced to net zero by 2050.
- The built, natural and social environments are resilient and the neighbourhood is proactively reducing risk from climate-related hazards.

### **2.2.10 Promote processes that are open to creativity and innovation and reward achievement of the vision and principles**

- Recognize that there will always be new concepts and ideas that arise that are not anticipated by this Plan and may be constrained by or contradictory to certain policies. Where such new concepts and ideas respond to and meet the intent of the Vision and Principles or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation, including, where necessary, amendments to the Plan.
- Where existing City standards or processes are determined to be barriers to the implementation of the Vision and Principles of this Plan, efforts shall be made to seek creative solutions. This may include making amendments to this Plan.
- Anticipating significant growth and change in the Beltline that may require quick and creative solutions, the Plan promotes using new processes, tools and partnerships in the implementation of this Plan.
- In all cases, results from implementation of new ideas, concepts, processes and partnerships should demonstrate an improved outcome in relation to the Vision and Principles than would using an approved policy or procedure.







3

**Planning for  
Neighbourhoods**



### 3.1 Introduction

The Beltline Community District was officially formed in 2003 when the former communities of Connaught and Victoria Park were amalgamated. Part 1 of the Beltline ARP spans from 14 Street SW on the west to 1 Street SE on the east. The northern boundary is the CPR tracks and the southern boundary is 17 Avenue South, as shown on **Map 1: Beltline Area Redevelopment Plan Boundary**. Part 1 of the Beltline ARP consists of the entire Connaught neighbourhood and the western portion of the Victoria Park neighbourhood. Beltline is large in size and consists of a diversity of areas with different physical, economic and social characteristics.

This diversity is expected to evolve and change over time. Beltline also has large residential and employment populations that are expected to substantially increase over both the short and long term. Because of the scale and diversity of Beltline, it is useful for planning purposes to distinguish separate, but acknowledged to be integrated, neighbourhood units. Establishing neighbourhood units for planning purposes is consistent with the overall Greater Downtown planning strategy.

### 3.2 Recognizing Neighbourhoods

This Plan recognizes two neighbourhoods that are illustrated on **Map 2: Neighbourhood Boundaries**. The boundaries are represented by the major north-south streets (14 Street SW, and 4 Street SW), the CPR tracks, 17 Avenue and the Elbow River. In the case of the Elbow River and the CPR tracks, these boundaries represent actual physical barriers. In the case of the north-south streets and 17 Avenue South, the boundaries are more

psychological in nature due to the significant activity and traffic levels that occur along their length. These boundaries do not segregate or limit movement among the neighbourhoods. The north-south streets and 17 Avenue South serve as meeting places for all residents and employees. The north-south streets also serve as the connections or “bridges” into Downtown as they physically breach the CPR tracks via the railway underpasses. In this way, these streets (as well as others in Beltline) physically integrate and connect the neighbourhoods into the overall Beltline Community and to the Greater Downtown and other adjacent neighbourhoods in Calgary.

The two neighbourhoods are:

- **Connaught: located between 14 Street SW and 4 Street SW.**
- **Victoria Park: located between 4 Street SW and the Elbow River.**

### 3.3 Population Growth

It is an objective of this Plan to:

- Provide a variety of housing options within the Plan area.
- Encourage the development of an appropriate range of public and private amenities, services and housing types to accommodate a diverse population including persons of various income levels, household composition, or abilities.
- Encourage population growth by ensuring the Beltline neighbourhoods are provided a high-quality environment with all the necessary amenities and services, both public and private, to serve a growing residential and employment base.

Since 2006, Beltline has experienced a significant amount of growth. The residential population in Part 1 of the Plan area has increased by 8,467 people from 2006 to 2019, mostly between the ages of 25-44. It is important to note that all age cohorts have seen population increases as well, with the highest increase between the ages of 25-44, nearly a doubling of children between 0-14 year olds, and a moderate increase in seniors. This is indicative of a community that is attractive for all ages.

Beltline ranks first out of the established areas in terms of population growth from 2006 to 2019. The annual growth rate of Beltline is 3.9% compared to 0.3% for the rest of the established areas. The total growth rate of Beltline is 50.8% compared to 3.7% for the rest of the established areas. Since 2006 (to 2019), the developed/established areas accounted for 10.7% of cumulative growth in Calgary. 2.9% of the established areas growth has occurred in Beltline (8,467 more people since 2006).

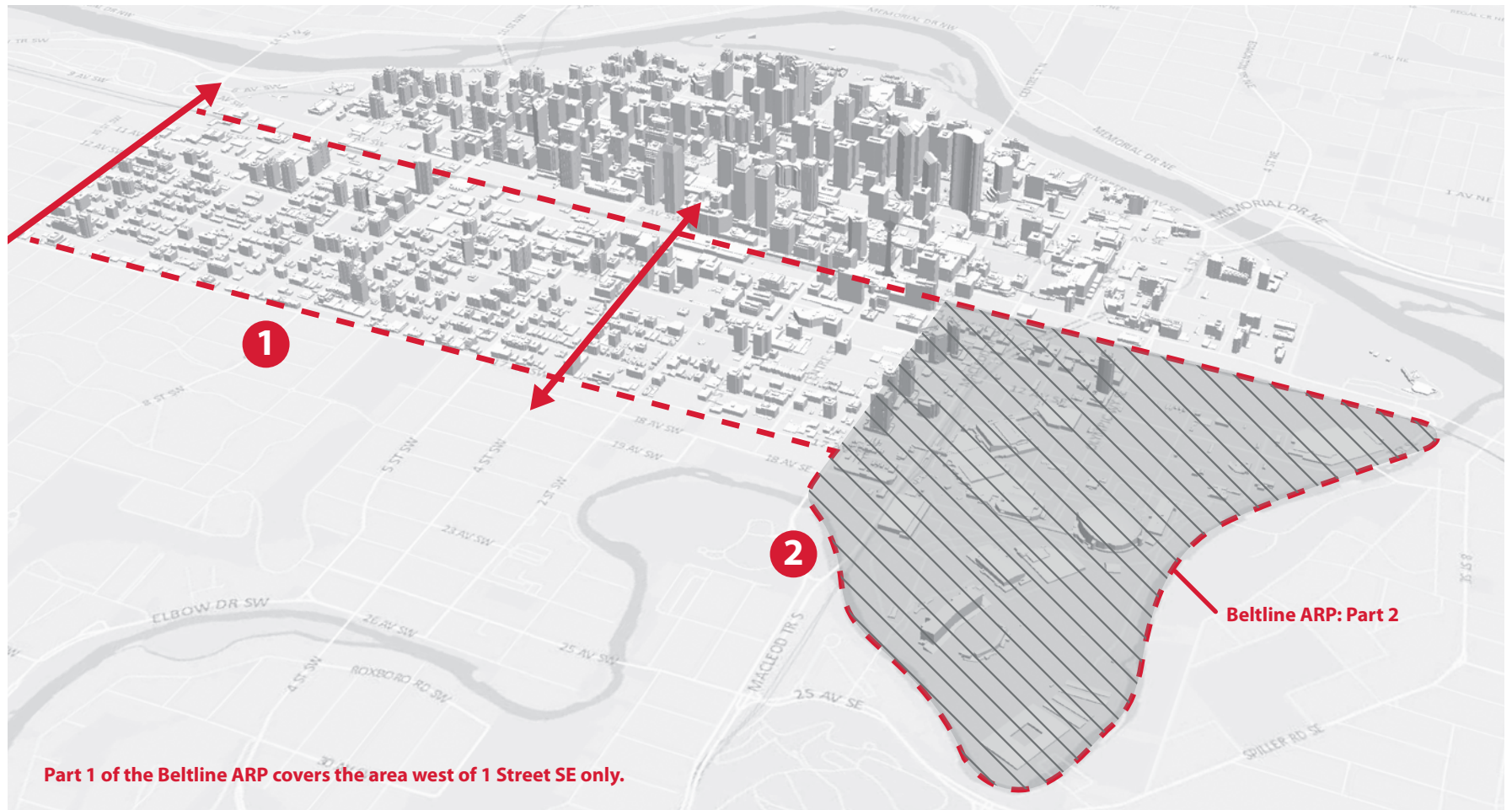
**This Plan does not set a limit on future population growth or provide a formal population forecast tied to a specific year.**

Beltline is continuing to grow quickly. How fast Beltline continues to grow will depend on the attractiveness of the area relative to other inner-city locations. The City has the responsibility to encourage this growth by ensuring the Beltline neighbourhoods are provided a high-quality environment with the necessary amenities and services to serve a growing residential population, which is further reinforced by the Residential, Parks, Open Space and Public Realm policies within this Plan.

Of the anticipated growth, it is expected that it will continue to be represented by high proportions of households in the 25 to 44 age group. Households in this group are often one-or-two person households without



**Map 2: Neighbourhood Boundaries**

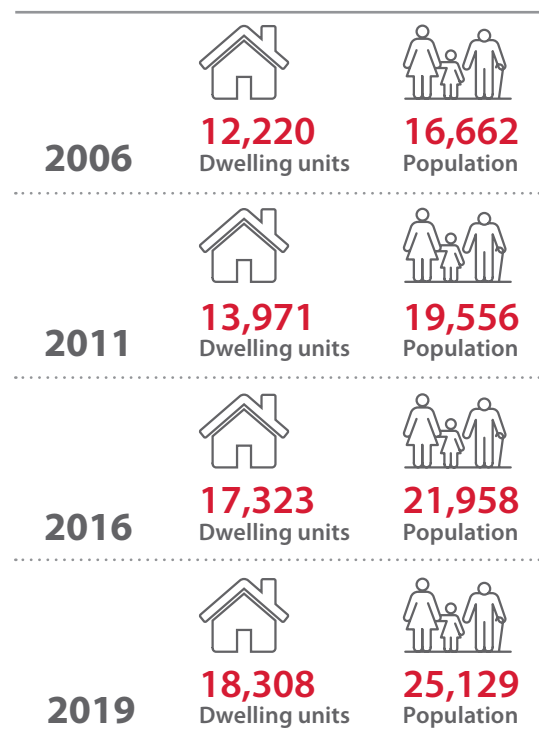


1. Connaught: located between 14 Street SW and 4 Street SW.
2. Victoria Park: located between 4 Street SW and the Elbow River.

children. Another significant and growing group will be seniors in the 55 and over age group, which can be expected to increase as Calgary's overall population ages. Currently, there are few children living in Beltline.

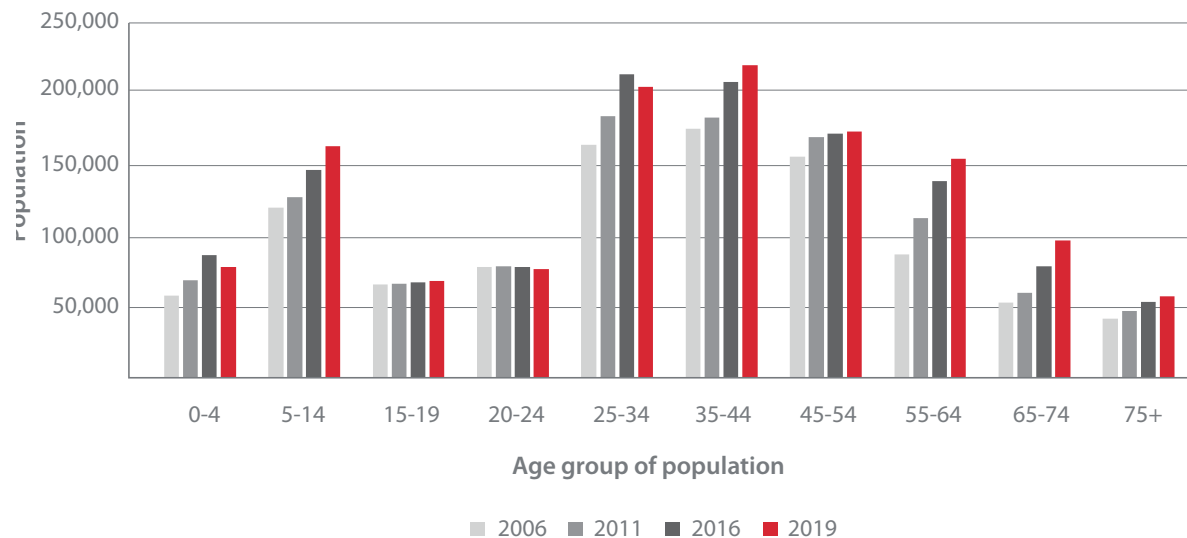
**All of these social and demographic trends must be monitored to ensure planning continues to reflect the needs of the Beltline population and future development.**

**Figure 2: Population Change**

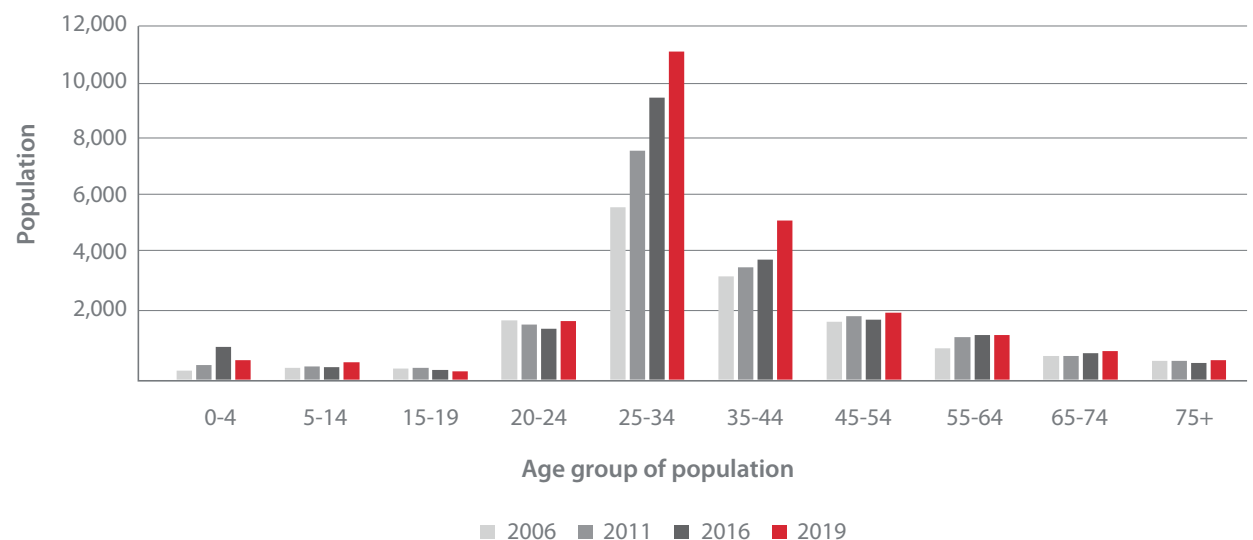


### 3.4 Community Context

**Figure 3: Age Cohort for City-Wide (2006-2019)**



**Figure 4: Age Cohort for Beltline**



### 3.5 Employment

It is an objective of this Plan to:

- Support existing businesses and provide opportunities for a variety of new businesses by maintaining a flexible land use system and by encouraging investment in programs and infrastructure that support local business.
- 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.

Beltline has a significant and diverse employment base including the office concentration south of the Downtown commercial core, small scale light industrial operations, vibrant retail and service businesses as well as a significant number of institutional uses such as schools and health care facilities (and Stampede Park and the Culture and Entertainment District located in **Part 2 of this Plan**). The continued growth and development of a variety of uses is essential to the overall success of Beltline as an integrated, mixed-use area.

### 3.6 Amenities and Services

It is an objective of this Plan to:

- Provide amenities and services that will respond to the current and changing needs and priorities of each neighbourhood over time to ensure residential livability and commercial vibrancy.
- Support the development of social infrastructure

through a strong network of community services and facilities designed to meet the evolving needs of the community. This includes supporting existing and planning for new services and facilities.

The type and level of amenities and services that are provided will influence the livability of each neighbourhood and the strength and vibrancy of commercial areas. Not all neighbourhoods will need all, or the same level, of these amenities and services. As the neighbourhoods change and evolve over time, so too will the priorities for amenity and service provision. To assist in planning for changes, there needs to be periodic reviews of demographics, inventories of area services and facilities and the identification of gaps in facilities and services

### 3.7 Climate Change Mitigation and Adaptation

It is an objective of this Plan to:

- Reduce GHG emissions in Beltline through encouraging the use of green building technologies.
- Promote and encourage low carbon transportation modes and systems.
- Encourage climate resilient buildings, infrastructure and natural assets.
- Create public and private spaces that support community members experiencing climate change hazards.
- Reduce the risk of climate hazards facing Beltline including, extreme heat, flooding and heavy rain.

### Climate Mitigation

Almost all annual greenhouse gas emissions generated in Beltline are directly equated to the use of carbon-intensive energy for building heating and cooling, and transportation. Reducing emissions by decreasing reliance on private vehicles and improving the energy efficiency of buildings directly translates to reduced emission, energy use and energy costs. When comparing low carbon development and mobility options with “business as usual” trends, research has found that the transition towards a lower carbon development path for Beltline (and Calgary as a whole) is economically and technologically viable.

### Climate Adaptation

Beltline is a heavily urbanized area of Calgary which accommodates a mixture of older and newer buildings, infrastructure and natural assets. As such, Beltline is highly exposed to a range of climate risks. The most significant climate change hazards facing Beltline include extreme heat events, higher average temperatures, heavy rainfall events and associated flooding. The Plan seeks to reduce climate hazard risks by increasing the climate resilience of homes, buildings, and infrastructure; assisting citizens, especially those experiencing increased vulnerability, with managing, responding, and adapting to these hazards; and leveraging the existing resiliency of natural infrastructure in the community.



## Policies

Climate mitigation and adaptation direction and policies included in this Plan are divided into several key themes in alignment with the **Calgary Climate Strategy – Pathways to 2050** goals.

### 3.7.1 General

1. To support net-zero or net-zero ready projects and/or developments that use climate resilient building materials and/or include community climate resilience assets, the Development Authority should consider all available opportunities to enable such projects.
  - a. This may include but is not limited to variances to applicable development standards, and relaxations to the Land Use Bylaw and policies within the Plan that guide building design, setbacks, stepbacks, height, façade articulation, parking minimums, and use composition.

### 3.7.2 Climate Mitigation

#### Net Zero Homes and Buildings

1. New development, renovation and retrofit projects should incorporate climate mitigation building features, technologies, and operational approaches. This may include, but is not limited to:
  - a. reducing energy consumption beyond energy code minimum requirements;
  - b. lowering embodied emissions and waste production by re-purposing existing buildings and utilizing recycled building materials;

- c. electric vehicle (EV) parking stalls. Where vehicle charging infrastructure may not be warranted, EV capable charging stalls should be provided; and
- d. participate in measuring and disclosing their energy performance through the City of Calgary's Commercial and Institutional Building Energy Benchmarking program.

2. Encourage net zero and/or net zero ready development.
3. Net Zero ready development should provide a plan to achieve net zero by 2050.
4. Promote retrofit and renovation projects that improve long term energy use and performance in buildings.

#### Zero Carbon Energy Transition

5. A Low Carbon Energy Supply Feasibility Study, conducted by qualified professionals, should be submitted when new or renovation projects are not designed to net zero or net zero-ready standard.
6. Where a Low Carbon Energy Supply Feasibility Study has been submitted, feasible sustainable building features and technologies should be incorporated into development.
7. New development, renovation, and retrofits should reduce greenhouse gas emissions by integrating on-site renewable energy generation and other alternative energy sources, including but not limited to solar PV, geothermal, and district heating.

#### Zero Carbon Neighbourhoods

8. Site and development designs that do not rely on fossil fuels and prioritize no carbon modes of travel such as walking, wheeling, and cycling, followed by methods that use them more effectively, such as transit, should be considered.
9. The City should prioritize transportation infrastructure investments that support:
  - a. improved air quality and reduced transportation-related air pollution;
  - b. vibrant public space and street designs that encourage active, low carbon travel options including walking, wheeling, transit and biking; and
  - c. deployment of car sharing programs, low-carbon, and electric vehicles.
10. New development, major renovation and retrofit projects should include:
  - a. bicycle and end-of-trip facilities; and
  - b. solar collector canopies with new and existing at-grade parking areas.

### 3.7.3 Climate Adaptation

#### People

1. Encourage the provision of shading and cooling amenities on public and private lands to reduce the urban heat island effect, especially at:
  - a. transit stops and stations;
  - b. heavily paved areas (e.g. surface parking lot, urban plaza) and contiguous paved spaces (e.g. major roadway);
  - c. high traffic pedestrian corridors, including 17 Avenue S, 1 Street SW, 4 Street SW, 8 Street SW, and 14 Street SW; and
  - d. areas with a lower tree canopy coverage.

#### Built Infrastructure

2. New development, major renovation and retrofit projects should:
  - a. include climate resilient features such as cooling systems (e.g. building canopies, air-source heat pumps, air conditioning), green roofs, climate resilient building materials, high efficiency insulation and/or permeable native landscaping;
  - b. include back-up power generation that can function during periods of power loss (where possible from renewable sources); and
  - c. consider the use of semi-permeable paving materials where possible.

#### Natural Infrastructure

3. New development, major renovation and retrofit projects should reduce the amount of impervious surfaces, retain and enhance greenspaces and exceed minimum landscaping requirements for trees and soft surfaced areas to limit impacts associated with extreme heat events and stormwater flooding.
4. Protection and retention of healthy trees on public and private lands should be prioritized. Trees that cannot be retained during redevelopment should be re replaced to avoid net loss in the tree canopy.
5. Vegetation and trees chosen for streetscapes, parks and private development should be diverse native species that are tolerant to periods of drought, suitable for extreme weather conditions, and appropriate for soil volume and composition". Besides drier, warmer temperatures, Calgary also has cold winters and Chinook that are harsh on vegetation and trees.
6. Plants selected for landscaped areas are encouraged to provide food for people or wildlife where appropriately located and managed.

#### Water

7. New development, major renovation and retrofit projects should:
  - a. seek to minimize water demand — this may include methods such as low flow and high efficiency appliances and greywater collection and reuse; and,

- b. use sustainable water sources (e.g. recycled water or harvested rainwater) to supplement landscaping irrigation on public or private lands.
8. Publicly accessible amenity spaces should be designed to include drinking fountains and washrooms.
9. The stormwater management system for any development should be designed to:
  - a. adequate and efficiently service the development while preserving riparian and wetland areas, where possible; and
  - b. anticipate climate changes impacts to precipitation patterns, including the increased frequency of heavy rainfall events.







4

**Land Use  
Concept**

## Land Use Concept

The land use concept for Part 1 of this Plan consists of two distinct land use classifications: Primarily Residential; and Urban Mixed-Use. This Chapter also provides guidance on Buildings, Urban Design and Heritage Conservation. The concept may also designate certain areas as Special Policy Areas in order to address specific issues or situations not addressed by the broader land use classifications or policies of this Plan. The distribution of these land use classifications is shown on **Map 3: Land Use Concept**.

### 4.1 General Policies

General policies apply in all land use classifications.

#### 4.1.1 Centre City Guidebook Urban Design

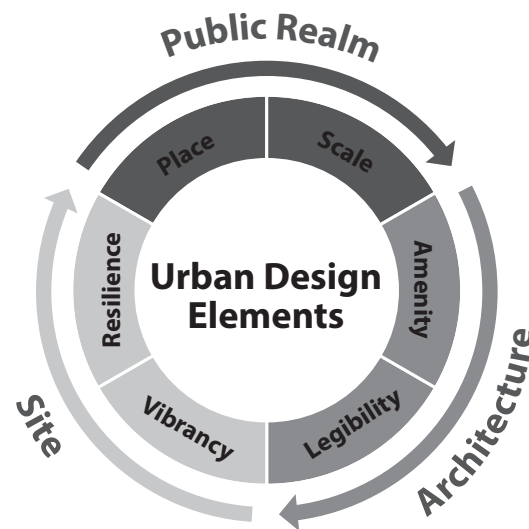
1. Unless specifically referenced in this section below, the policies of Chapter 4.0 Urban Design in the Centre City Guidebook shall apply.

#### 4.1.2 Qualitative design guidance

1. New development and renovation projects should consider more than just individual buildings. They need to fit into the Beltline-specific urban context.
2. Project design should reflect the surrounding environment with good public realm, site, and architecture design that meets the design expectations set out in this chapter. The urban design elements framework as shown in **Figure 2: Urban Design Elements framework** provides direction on high-level design, clarifies expectations

for design, and sets the criteria to evaluate the quality of design for public and private spaces and buildings.

**Figure 2: Urban Design Elements framework**



#### 4.1.3 Private outdoor amenity space

3. All new residential units shall be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade, within courtyards, behind facades, or on rooftops, terraces or ground-level patios that may be completely or partially visible from the street or other buildings.

#### 4.1.4 Landscaped/green roofs

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.

1. Any location being proposed for comprehensive mixed use, office, residential, civic development or re-development should be considered for such rooftop treatments.
2. If developed as at-grade parks on top of private underground parking structure, the rooftop parks should be fully or partially publicly accessible.
3. Green roofs, rooftop gardens or rooftop landscaped areas:
  - a. should be connected to the +15 system along 10 Avenue S, where feasible;
  - b. should include trees provided with sufficient soil depth and volume;
  - c. should consider amenities for passive and active recreation, water features and trellises as part of the design; and
  - d. could be used as public or publicly accessible sport facilities (e.g. tennis or basketball courts), where feasible.

#### 4.1.5 Developments abutting a public lane

1. Developments that abut a public lane should provide active uses along the lane elevation, where feasible and appropriate.



- a. Where feasible, these activities could be coordinated on both sides of the lane (i.e., a mews).
- b. Examples may include dwelling units, amenity spaces, port-cochere or lobby entrances, vehicle drop-offs and where appropriate, small-scale commercial uses.
- c. Through further study, specific locations may be identified where more detailed requirements for lane-oriented uses and the detailed design and construction of the lane right-of-way will be developed.

#### **4.1.6 Surface parking and lay-by facilities**

- 1. Surface parking and lay-by facilities should be accessed from a rear lane or located between a building face and a property line abutting a rear lane.
- 2. Vehicular surface parking and lay-by facilities shall not have access directly from a public street frontage or located between the building face and a property line that abuts a public street, except in the case of a hotel, health care facility or assembly use.
- 3. Quality accessible entrances should be located at the rear of buildings or a quality accessible path of travel should be provided to the front entrance.

#### **4.1.7 Creating housing options in Beltline**

- 1. All new residential and mixed-use developments are encouraged to provide a minimum of 10% of the dwelling units as three or more bedrooms, in order to achieve a balanced mix of unit types and sizes,

and support the creation of more housing options in Beltline.

- a. The Development Authority shall exclude the gross floor area for three or more bedroom units from the gross floor area ratio calculation as part of a bylaw check at the time of Development Permit, up to a maximum of 30% of the total units proposed.
- b. Any three- or more-bedroom units proposed above the 30% shall be included in the gross floor area ratio calculation as part of a bylaw check.
- c. Three- or more-bedroom units should be located within the lower half of the building or at grade. To achieve a balanced mix of unit types and sizes, and support the creation of more housing options in Beltline, development containing more than 80 new residential units should include:

- 2. All new residential and mixed-use developments are encouraged to provide a balanced mix of unit types (one, two, three or more bedrooms) and sizes to ensure a variety of housing options in Beltline.

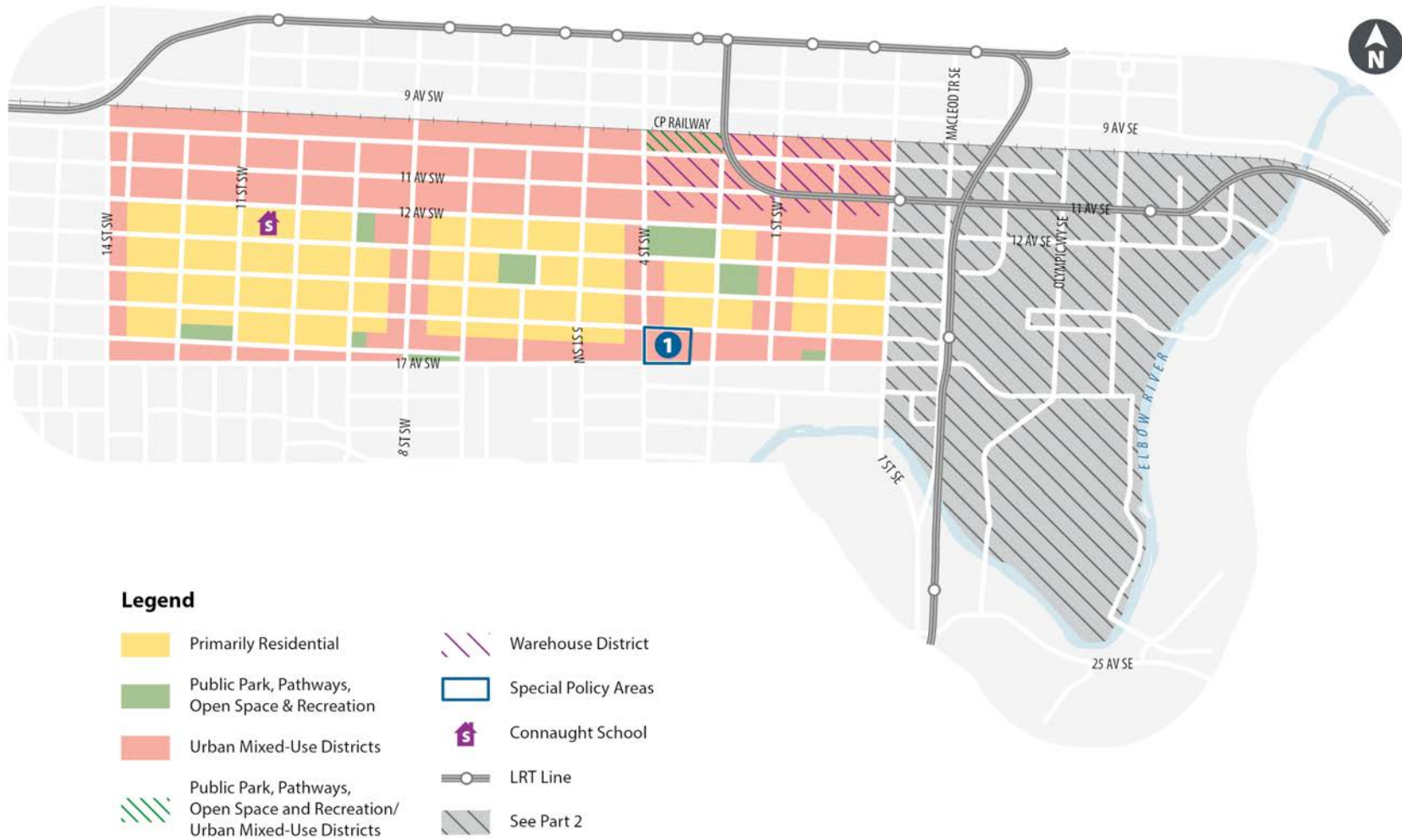
#### **4.1.8 Parking structures**

- 1. All parking structures shall be located below grade, particularly where the subject site is adjacent to a Primarily Residential area.
- a. However, in certain exceptional cases, above grade parking may be considered where it has been demonstrated to be impractical to locate all parking below grade, or where providing

above grade parking can be beneficial to meeting other objectives of this Plan.

- 2. Where a parking structure is proposed to be located above grade, the following design guidelines shall be applied to determine the appropriateness of allowing for the above grade parking:
  - a. the parking structure be limited to two levels in Primarily Residential areas;
  - b. at grade level, the parking structure shall be screened from public streets with residential or other active uses;
  - c. at grade level, the parking structure shall be screened from public streets with active uses with sufficient depth to function as leasable commercial floor area or as residential dwelling units;
  - d. portions of parking structures above grade level shall be screened from public streets with active uses and/or architectural treatments that make the parking levels indistinguishable from the rest of the building facade; and
  - e. the parking structure shall be adequately screened from adjacent developments to the satisfaction of the Development Authority.
- 3. Parking structures with non-residential uses should:
  - a. identify opportunities to incorporate non-parking uses on the ground floor;
  - b. be integrated into development to minimize their visual impacts on the street; •
  - c. include at least 25% short stay parking (4 hours or less);

**Map 3: Land Use Concept**



This map is conceptual only. No measurements of distances or areas should be taken from the map.



- d. use designs that support future adaptive reuse through strategies such as flat decks, appropriate garage layout and floor-to-ceiling heights that allow for a range of uses;
- e. incorporate charging infrastructure for electric vehicles;
- f. ensure stairs for parking access are highly visible at all levels from the street;
- g. consider new parking technologies (i.e. robo-garages); and
- h. explore the use of rooftops for amenity opportunities.

#### 4.1.9 Active Frontages

1. The Active Frontages policies from Section 4.3.1 of the Centre City Guidebook shall apply, as per **Map 3B: Building Frontages**.

#### 4.1.10 Open Spaces Frontages

1. The Open Space Frontages policies from Section 4.3.2 of the Center City Guidebook shall apply, as per **Map 3B: Building Frontages**.

## 4.2 Primarily Residential

### Policies

#### 4.2.1 Grade-level uses

1. Within the areas shown on **Map 3A: Policy Areas**, new developments should provide residential units at-grade level wherever possible. Any non-

## Objectives

- To increase the residential population throughout Beltline and within each neighbourhood.
- To support the local residential population by allowing for low-intensity non-residential uses.
- To address the livability of residential areas by regulating the location and size of non-residential uses.
- To allow for a variety of building forms including, but not limited to:
  - towers with or without commercial or townhouse podiums;
  - low and mid-rise buildings;
  - buildings or collections of buildings that create internal courtyards or mews; and
  - townhouses including street fronting units or courtyard-oriented units, or townhouse units above the first storey that front on to a private amenity space.
- To provide for a range of housing types and unit sizes to meet the needs of a diverse urban population.
- To allow for creative, encourage live/work units.
- To allow for creative, adaptive re-use of existing buildings.
- To promote building forms that respect the local context and Interfaces with adjacent properties, including consideration of visible facades, deck, roofs, access points and balconies from various viewpoints.
- To encourage and accommodate small site development that will sustain the diversity of building forms and scales within Beltline.

residential uses shall still be uses that create pedestrian activity and provide natural surveillance to the street.

2. Where residential units are provided at-grade level, all residential units that front a public sidewalk or publicly accessible private sidewalk are required to have individual, primary entrances (i.e., front doors) with highly-legible access points that provide seamless direct access to and from the public sidewalk or publicly accessible private sidewalk.

3. All at-grade residential units should, in most cases, have the main floor (entrance level) set slightly above grade in order to achieve visual privacy from any public or internal sidewalks without the need for high or nontransparent privacy fences or walls that detract from the active street edge except where the development of barrier-free and adaptable units is being proposed.

#### 4.2.2 Non-residential uses

1. Non-residential uses are appropriate provided they meet the following criteria:
  - a. the use is located within the first two storeys of a building; and
  - b. the use is situated along the street frontages as shown on as Non Residential Uses Policy Areas on Map 3A: Policy Areas.
2. The Development Authority may consider (**through land use amendment**) non-residential uses above the second storey, provided they are clearly minor in nature and subordinate to the residential uses and do not create incompatible interfaces with adjacent residential uses. Examples of such uses may include penthouse offices, live/work spaces or micro office units.
3. In addition, the Development Authority may also consider non-residential uses in other locations provided they are situated at the corner of a block and would not detract from the essentially residential character of the immediate vicinity.
4. The Development Authority may also consider (**through land use amendment**) a non-residential use where the use would:
  - a. allow for the adaptive re-use of a building on the Heritage Inventory; or
  - b. promote varied building form and historic character by encouraging the retention and productive use of a structure built prior to 1950.
5. Individual commercial uses such as retail, service commercial, office and restaurant/food service uses

should generally not exceed 300 square metres in size within Primarily Residential areas. In considering such uses, the Development Authority shall have regard to the character of the immediate area, and the impacts that such uses may create particularly with respect to noise, light and local traffic impacts.

6. The design of new developments shall be guided by the intent and policies of **Section 4.3.1 General Urban Mixed-Use Areas**.
7. New development containing a stand-alone Place of Worship – Large use are discouraged within Primarily Residential areas.

#### 4.2.3 Hotel accommodations

1. Although hotel accommodations are most appropriate in the Urban Mixed-Use Area, hotel development may be considered within the CC-MH and the CC-MHX Land Use Districts in Primarily Residential areas, provided the development complies with the policies below.

##### CC-MH Land Use District

2. Although a hotel is not a listed use within the CC-MH Land Use District, the Development Authority may consider, through land use amendment, hotel accommodations within this district. In so doing, the Development Authority should take the following guidelines into consideration:
  - a. the development should contain a significant residential component, and the hotel use should be limited to a maximum of approximately 50% of the gross floor area of the building,

including all ancillary uses; respond contextually to the surrounding structures in both massing and scale;

- b. the ancillary uses associated with the hotel component should be accessed through the main hotel entrance, scaled appropriately to serve the primary use and intended to serve primarily the occupants of the building;
- c. all parking and loading should be contained within the development, and every attempt should be made to minimize the impact of loading and parking on adjacent residential uses. Lay-bys accessed directly from the adjacent roadway are discouraged;
- d. any proposed signage should be appropriate in scale and complementary to the context of the surrounding residential neighbourhood; and
- e. landscaping should respect the adjoining residential uses, and all site areas not occupied by a building, parking and access should be landscaped.

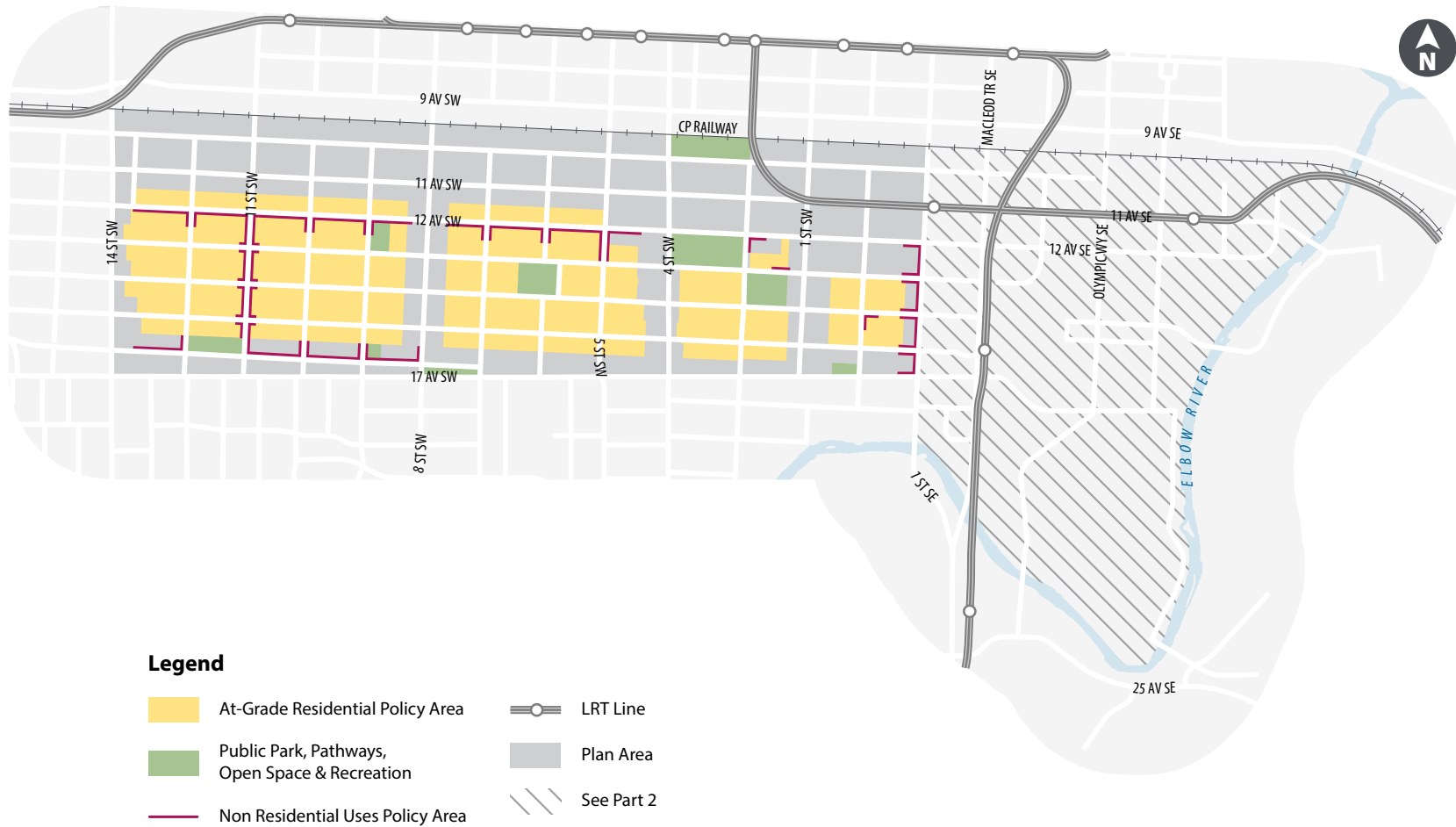
##### CC-MHX Land Use District

3. Hotel use is a discretionary use within the CC-MHX Land Use District. The Development Authority may consider hotel accommodations within the CC-MHX Land Use District provided the development complies with the guidelines as identified above for the CC-MH Land Use District.

#### 4.2.4 Residential conversions

The intent of this policy is to promote varied building forms and historical character by encouraging the

**Map 3A: Policy Areas**



This map is conceptual only. No measurements of distances or areas should be taken from the map.



Map 3B: Building Frontages



This map is conceptual only. No measurements of distances or areas should be taken from the map.

retention and productive use of residential structures by allowing conversion to non-residential uses.

1. When considering a proposed conversion through Land Use Amendment or a Development Permit, the following criteria shall be considered:
  - a. residential structure is on the Heritage Inventory or is a single-detached, duplex or semi-detached dwelling built prior to 1950;
  - b. proposed use must not, in the opinion of the Development Authority, generate an excessive amount of localized traffic or detract from the residential character of the immediate area; and
  - c. any proposed signage has a total surface area of less than 1.0 square metre.

### 4.3 Urban Mixed-Use Areas

The intent of these policies is to create mixed-use areas and business streetscapes, as opposed to residential streetscapes, that are:

- accessible;
- active;
- pedestrian scaled;
- aesthetically appealing;
- visually interesting;
- permeable and transparent;
- safe;
- sensitive to residential uses adjacent to or in close proximity to, a commercial area; and
- able to meet the needs of both the local residential population, local employees and other visitors to the area.

## Objectives

- To create vibrant pedestrian streets that provide activity throughout the daytime and evening hours.
- To provide for uses that serve the local and broader population.
- To encourage and support innovation and experimentation in how different uses can be combined within new and existing buildings.
- To create streetscapes that respond to the context of the particular area, that have buildings that are built to and frame the sidewalk, and that have a high degree of permeability between interior and exterior space through the use of transparent windows and doors.
- To encourage and support the development of uses and built forms, other than just loading and vehicle access, that create activity and natural surveillance in rear lanes.
- To encourage residential uses above the street level, and, where appropriate to the local context, at street level.
- To promote live-work units in a variety of configurations including at street level.
- To ensure compatibility of adjacent uses, within and among buildings and properties, particularly with respect to residential uses.
- To promote building forms that respect the local context and interfaces with adjacent properties, including consideration of visible facades, decks, roofs, access points and balconies from various viewpoints.

It is acknowledged that new development in mixed-use areas can experience significant change due to changing markets and circumstances and that there will always be emerging development prototypes and forms that can't be foreseen by this Plan. As a result, the Development Authority may use discretion in approving developments that may not meet all of the policies below, provided the new development can demonstrate that it meets the overall intent of the policies as stated above.

## Policies

1. 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 elevation faces a street whose primary street level uses are commercial.

- a. Live/work units may be located at street level provided the units are constructed in a manner that allows for conversion to a commercial occupancy according to the Alberta Building Code.
- b. The width of individual entrance lobbies, whose only function is to provide access to upper or lower level uses, should be minimized along the commercial streetscape so as not to create major gaps in activity and should not exceed 7.5 metres in width. Where the lobby serves as the principal entrance lobby for a residential or hotel building, the width may be exceeded to the satisfaction of the Development Authority.
- c. Where there is an established streetscape pattern with respect to building scale, spacing of entrances and store front width, new development shall maintain and reinforce the existing pattern. Existing streetscapes with strong, established patterns include portions of the 13 Avenue Greenway, 17 Avenue S and 1 Street SW.
- d. Street front elevations shall be highly permeable and transparent by providing doorway entrances to the street and allowing for pedestrian views directly into the business along the majority of the facade.
- e. Facades shall be highly articulated and incorporate architectural elements that suggest a rhythm of narrower business frontages. As a guideline, a business frontage width of 7.5 metres is considered to be a useful benchmark based on the historic lot widths established in Beltline.
- f. Individual business fronts that are greater than 30 metres in width:
  - i. Should provide for multiple entrances at the street level, which may include incorporating separate, individual uses that have entrances oriented to the street; and
  - ii. may be located on floor levels above the street level floor.
- g. Other than fully-enclosed retail and accessory service, no new automotive uses are allowed.
- h. No new drive-thru facilities are permitted, with the exception of the site located at 1422 – 17 Avenue SW, where the development meets the following policies:
  - i. Where a drive through is included as part of a development, the development should demonstrate exemplary architecture and urban design.
  - ii. Buildings should be sited close to and oriented towards 17 Avenue SW.
  - iii. Development should provide windows and entrances with transparent, unobstructed glazing to promote natural surveillance of the street and public realm.
  - iv. Buildings should be designed to improve the pedestrian experience using varied articulation, textures, and high quality building materials and finishes.
  - v. Site security should be prioritized through design strategies such as greater building porosity, lighting, plaza and patio placement and public art.
- vi. The public realm along 17 Avenue SW should provide for a continuous 3 metre unobstructed pedestrian walking zone.
- vii. Landscaped areas should be located to enhance and complement the interface between the building and the public realm, specifically along the 16 Avenue SW frontage.
- viii. Design and siting of the drive through should consider the following:
  - minimizing vehicle stacking from the site onto 16 and 17 Avenues SW;
  - minimizing driveway widths along 16 and 17 Avenues SW; and,
  - reducing pedestrian, transit and bicycle conflicts through pedestrian and vehicle safety controls.
- ix. Upon submission of a Development Permit application, a Crime Prevention Through Environmental Design (CPTED) Assessment and a Transportation Impact Assessment will be required by the Development Authority to identify potential issues arising from a drive through in this location.
- i. Surface parking areas shall not be located between a building and a street.

#### **4.3.1 Restaurants, drinking establishments and entertainment establishments**

- 1. Restaurants, drinking establishments and entertainment establishments are subject to Section 4.3.1 and are only allowed where:
  - a. the business can be fully enclosed within a building, except for outside patios; and



- b. noise, odour, vibration, heat, high illumination levels or waste that are caused by the business are not disruptive to adjacent uses and are, to the extent possible, mitigated through development permit approval requirements.
- 2. In order to address potential impacts on Primarily Residential areas, the Development Authority may consider restricting the size of the business or the type of use proposed. A limited variety of compatible non-residential uses, including opportunities for home-based and small businesses, may be considered provided the impacts (e.g., noise, servicing and parking) from the proposed use can be mitigated to the satisfaction of the Development Authority.
- 3. Design guidance on seasonal or temporary patio spaces is provided by the **2022 Guidelines for Seasonal Patios located on public property (roadways/rights-of-way)**.

#### **Clustering of licensed restaurants and drinking establishments**

Well-designed and well-managed licensed restaurants and drinking establishments can be valuable components of a balanced, active urban street, in particular bringing night-time activity and vitality. However, excessive clustering of such uses can negatively affect residential liveability while upsetting the mix of a well-balanced commercial street. As both 17 Avenue SW and 1 Street SW are adjacent to residential districts and are intended to evolve toward well-balanced urban streets with many inter-mixed commercial uses, the intention of this Plan is to continue to allow consideration of such operations, but to limit excessive clustering.

- 4. New drinking establishment uses should not take up more than 50% of the linear frontage of any one block at grade.
- 5. New licensed restaurants and drinking establishments adjacent to (including separated by an intervening street or lane) lands designated Primarily Residential in this Plan, should have a maximum public area of 75 square metres. Licensed restaurants and drinking establishments with a larger public area may be appropriate as an accessory use with a hotel.
- 6. Where new operations exceeding 75 square metres of public area are proposed adjacent to lands designated Primarily Residential in this Plan, additional requirements should be considered with the development permit application. Strategies should be implemented to address/mitigate noise and vibration, vehicular and parking access issues, exterior crowd control and distance to the next closest licensed restaurant or drinking establishment that exceeds 75 square metres in order to mitigate as much as is feasible any negative effects on adjacent residential livability.

#### **4.3.2 Large scale uses**

- 1. Businesses or uses that have floor areas in excess of 1,200 square metres may be accommodated in the following ways:
  - a. Street front elevations shall be highly transparent and allow for unobstructed pedestrian views directly into the business for a minimum of two-thirds of the facade length.
  - b. Facades shall be highly articulated and

incorporate architectural elements that suggest a rhythm of narrower business frontages. As a guideline, a business frontage width of 7.5 metres is considered to be a useful benchmark based on the historic lot widths established in Beltline.

- c. Individual storefronts that are greater than 30 metres in width should provide for multiple entrances at the street level, which may include incorporating separate, individual retail units that have entrances oriented to the street.
- d. May be located on upper floor levels.
- e. May be multi-storey with one level being at street level.
- 2. Because of the importance of food stores to the livability of a neighbourhood, the Development Authority may consider exceptions to the above in order to accommodate their unique needs and requirements. However, the development must still meet the intent of Section 4.3.1.

#### **4.3.3 Light industrial uses**

- 1. Light industrial uses will include those that are small-scale in nature and can demonstrate that they have a low impact on adjacent uses. Examples include warehousing, distribution and small-scale assembly, fabrication and manufacturing.
- 2. Light industrial operations are subject to Section 4.3.1 and are only allowed under the following conditions:
  - a. the operation can be fully-enclosed within a

building with no outside storage of materials or products; and

- b. Noise, odour, vibration, heat, high illumination levels or waste that are caused by the business are not disruptive to adjacent uses and are, to the extent possible, mitigated through development permit approval requirements.

#### 4.3.4 Residential uses

1. Residential uses are encouraged and allowed above the first storeys of the street front elevations and at street level along a lane or mews frontage of any new development. Depending on the local context, residential uses may also be appropriate at the street level along street frontage elevations where the existing or proposed future context will be compatible with residential uses. One specific example would be the north side of 12 Avenue South.
2. The provision of live-work units is encouraged throughout Urban Mixed-Use areas.

### 4.4 Site Design, Building Design and Building Frontages

Beltline 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 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.

#### 4.4.1 Variety of building form

These policies are intended 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:
  - a. low-rise buildings (1 - 6 storeys);

- b. mid-rise buildings (7 - 12 storeys);
- c. high-rise towers (over 12 storeys);
- d. perimeter blocks (low and mid-rise);
- e. low- and mid-rise perimeter blocks with a high-rise component;
- f. street townhouses (on their own or in conjunction with other building forms);
- g. high-rises on low or mid-rise podiums; h. mews development on rear lanes and other linkages; and
- h. appropriate combinations of the above or types that may be developed in the future.

#### 4.4.2 Fit within the community context

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, livable and vibrant 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.

#### 4.4.3 Amenity spaces

These policies are intended 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.
2. Art or water features should be considered as part of the amenity space to make the building and its open spaces more attractive and interesting.
3. Landscape improvements in setback areas should be coordinated and integrated with existing or planned streetscape improvements in the public

right-of-way in order to create attractive interface/transitions from private to public realms.

4. Canopies or other architectural features that are integrated with the overall building design should be provided to protect pedestrians from inclement weather.
5. Amenity spaces should be designed to provide relief to residents, tenants, and users from climate change hazards. Possible design options include, but are not limited to, providing shaded areas, protection from precipitation, shelter from wind, and access to drinking water.
6. 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.

#### 4.4.4 Service, access and parking areas

These policies are intended 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. New development and redevelopment should use existing rear lanes for service, access and parking areas and created shared service areas, where feasible.
2. New development and redevelopment should 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 use 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. New development and redevelopment should 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.

#### 4.4.5 Building height, shadow protection and wind impact studies

The following policies are intended to provide for flexibility in building height in order to achieve both public and private design objectives.

**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, effects 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 AM and 4:00 PM 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:
  - a. parks, pathways, open spaces and school sites; and
  - b. Sidewalk areas along the following corridors:
    - i. 11, 13 and 17 Avenues and;
    - ii. Centre Street, 1, 4 and 8 Streets SW.
4. Developments in the vicinity of the following parks and public spaces should not cast shadows over any sensitive historic landscape, architectural feature or park space that depend on sunlight for their significance or function:
  - Beaulieu Gardens/Lougheed House
  - Barb Scott Park
  - Central Memorial Park

- Connaught Park
- Connaught School
- Haultain Park
- Humpy Hollow Park
- Lois Szabo Commons
- Thomson Family Park

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 AM and 4:00 PM on September 21.

5. More detailed shadow protection guidelines may be developed for other specific park spaces.
6. Applications for new development of buildings over 12 storeys in height should provide a Pedestrian Wind Comfort and Safety Study. The study should:
  - a. outline pedestrian level wind impact on the public realm including sidewalks and street frontages, building entrance areas, surrounding open spaces and rooftop amenity areas;
  - b. identify mitigation strategies to decrease the effects of the wind such as building massing, podium articulation, canopies and landscaping; and
  - c. anticipate future changes to wind intensity and severe wind event frequency due to climate change.

### 4.4.6 Building massing

The following policies are intended 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

### Base

1. The base of a building should be designed to create a human scaled street wall and establish a strong visual rhythm.
2. Building bases should be designed to mitigate negative wind impacts associated with a tall tower.
3. In general, as the height of a building increases, the height or definition of the building base should also increase in height.
4. 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.
5. 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.
6. Internal courtyards or mews are strongly encouraged. Such spaces shall have good natural surveillance and, where possible, be visible from public streets or lanes.
7. Building mass shall define the public and semi-private realms.

8. New development shall avoid the creation of blank building facades.
9. Facades shall be pedestrian scale, create visual interest and use fully transparent glass.
10. 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.
11. For privacy purposes, where the development of barrier-free and adaptable units is not proposed, 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.
12. 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.

#### Body

13. 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.
14. 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.

15. 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 existing building wall). Where building stepping is used, **Table 4.1: Guidelines for building setbacks from a common property line** may be used as a guideline.

16. 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.

17. In order to reduce the massing impacts of high-density buildings, the floor plate size restrictions, shown in **Table 4.2: Floor plate size restrictions** shall apply unless otherwise indicated below. Notwithstanding the provisions contained in **Table 4.3**, the Development Authority may consider increasing the floor plate size restriction of a residential building above 25 metres in a Primarily Residential Area and above 36 metres in an Urban Mixed-Use area from 650 square metres to a maximum of 750 square metres.

18. Notwithstanding the provisions contained in **Table 4.3**, the Approving Authority may consider modest relaxations of the floor plate restrictions based on contextual site conditions and overall consistency with the objectives of the ARP, where an approved Development Permit has commenced,

but construction has been suspended past the maximum days allowed as per the approved Building Permit requirements, prior 2011 January 01. When evaluating such requests, the Development Authority shall comprehensively consider:

- a. Shadow casting impacts on the public realm and the need to provide adequate light penetration to adjacent buildings.
- b. The ability to achieve a 24 metre tower separation from existing or future development on adjacent sites.
- c. The ability to use building orientation, shape and massing to mitigate any negative impacts.
- d. The cumulative building mass impact given the potential “build-out” of the block.

19. The Development Authority shall not be bound by the floor plate restrictions in **Table 4.3** when evaluating a development proposal that is subject to compliance with a shadow protection guideline.

20. 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.

#### Top

21. It is encouraged that tower tops contribute to the skyline profile by having an identifiable, iconic architectural design that skilfully incorporates within the tower top all elevator cores and mechanical rooms.

**Table 4.1: Guidelines for building setbacks from a common property line**

Portion of a building	Minimum setback from Property Line shared with a lane or another parcel	
	Primarily Residential Area	Urban Mixed-Use Areas
0 – 2 storeys	0 metres	0 – 3 metres*
3 – 4 storeys	0 – 3 metres	0 – 3 metres*
5 – 8 storeys	6 metres	0 – 6 metres*
9 – 12 storeys	12 metres	0 – 9 metres*
Above 12 storeys	12 metres	9 – 12 metres*

**\* 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 4.2: Floor plate size restrictions**

Primarily Residential Area		Urban Mixed-Use Areas	
Below 25 metres	No restriction	Below 36 metres	No restriction
Above 25 metres	650 square metres	Above 36 metres for a commercial floor plate	No restriction
		Above 36 metres for a residential floor plate	650 square metres
		Above 36 metres for a residential floor plate within the area shown on <b>Map 4 Large residential floor plate policy area</b>	930 square metres

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

- 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.

#### 4.4.7 Building separation and view plane requirements

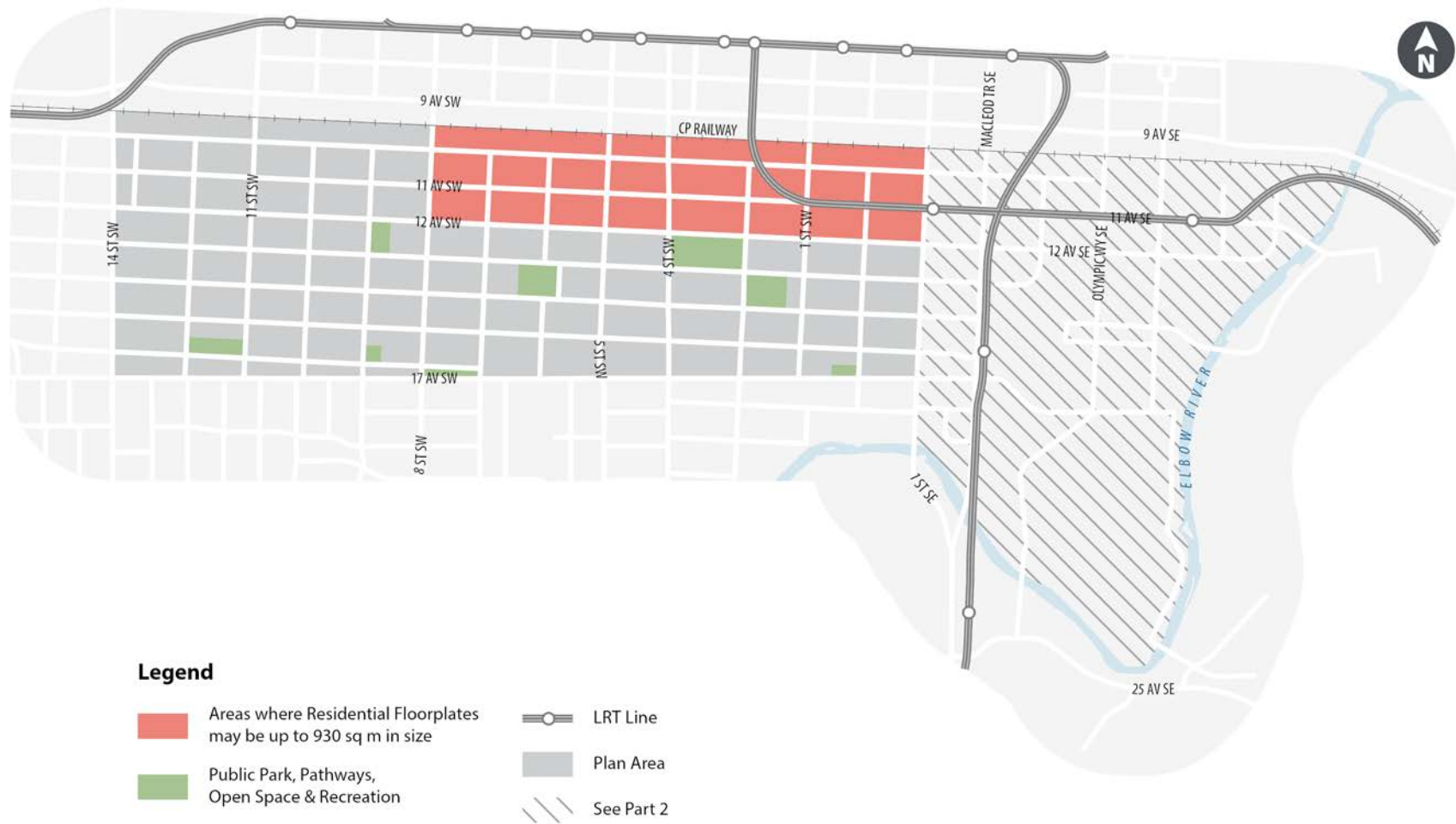
It is anticipated that in order to achieve the populations desired in the Beltline, more large and taller buildings will be developed over time. The intent of this section is to ensure that the livability of residential units in these new and in existing buildings is maintained in terms of access to sunlight, privacy and near and distant views.

#### Policies

- The minimum horizontal separation between any two tall buildings shall be as outlined in **Table 4.3: Tower separation regulations**
- 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 4.3** and the view plane requirements may be relaxed in order to allow for



**Map 4: Large residential floor plate policy area**



This map is conceptual only. No measurements of distances or areas should be taken from the map.

**Table 4.3: Tower separation regulations**

Primarily Residential Area		Urban Mixed-Use Areas	
Below 25 metres	No restriction	Below 36 metres	No restriction
Above 25 metres	24 metres	Above 36 metres between two commercial or one commercial and one residential building	18 metres
		Above 36 metres between two residential buildings	24 metres

maximizing density possibilities. For the purpose of this section, a small infill site is one that has less than 22.5 metres 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.

#### 4.4.8 Special architectural materials and elements

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

#### 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.

### 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.
- Balconies should be designed as integral parts of a building’s massing to minimize shadow impacts and allow for privacy. In cases where tower separation is less than 24 metres, fully or partially recessed balconies are preferred and projecting wrap-around balconies are discouraged.
- Balconies should be designed to contribute to a building’s overall sustainability performance and should consider the use of separated floor slabs to reduce heat loss and materials which reduce bird-window collisions and passive heat gain.
- Balcony soffits, especially at prominent building corners, should be clad with light coloured materials to reflect light into living units and add to the building’s visual interest. They should be easy to maintain and weather resistant.

#### 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.

## Lighting

12. Particular attention should be given to the lighting of public and private areas at-grade to provide effective and attractive at-grade light.
13. Special effects, including flood lighting of the tower portion and tower top portion may be included if it does not negatively impact surrounding properties.
14. To enhance neighbourhood character and identity, a comprehensive lighting plan, including experiential lighting, should be required as part of a development permit application.
15. A comprehensive lighting plan should highlight the site and/or building, animate the evening environment, ensure pedestrian safety, minimize glare and mitigate illumination of neighbouring properties.
16. A comprehensive lighting plan, including experiential lighting, should be provided for sites and buildings proposed in the following locations:
  - a. along Active Frontages as shown on **Map 3B: Building Frontages**, at neighbourhood gateways and along landmark view corridors as shown on **Map 2: Greater Downtown Gateways, Landmarks and View Corridors in The Greater Downtown Plan**;
  - b. where there are architectural landmarks and at tall buildings that have an impact on the overall skyline, as identified in The Greater Downtown Plan Map 2; and
  - c. within, on, or under the +15 bridges and at-grade entrances to the +15 network.

## 4.4.9 Sustainable building practices

### Policies

1. To strongly promote the integration of sustainable building and site design practices into all new developments and renovations the following design concepts, development practices, and technologies are encouraged:
  - a. provision of building recycling facilities;
  - b. provision of high quality indoor air quality;
  - c. maximizing passive solar gain;
  - d. use of rapidly renewable building materials; and
  - e. innovation in the design of buildings, their systems and their site considerations.

## 4.5 Heritage Resources

The term heritage resources is used to describe a variety of natural and human-made features managed by both provincial and municipal authorities in Alberta. Beltline is rich in known historical resources and has potential for the discovery of buried archaeological resources. Civic Partner Heritage Calgary maintains the Inventory of Evaluated Historic Resources (Inventory), which identifies 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 or legal agreements. Designation prevents demolition and requires that alterations be done in accordance with the Standards and Guidelines for the Conservation of Historic

Sites in Canada. A significant number of properties within Beltline can be found on the Inventory.

### 4.5.1 Heritage Resources

Heritage resources are a defining characteristic of communities and should be retained or protected while balancing the ability to redevelop. Policies in the Plan encourage redevelopment in the community, while conserving, enhancing, and celebrating the community's heritage character and heritage resources. The City of Calgary recognizes that there are Heritage Resources other than buildings that include archaeological and culturally significant areas.

The Plan Boundary of Part 1 of the Beltline ARP (as shown on **Map 3: Land Use Concept**) contains a large and varied group of heritage resources, including over 100 sites currently identified on the Inventory. Historic development in the Beltline (detailed in Appendix A: Beltline History) featured a mixture of uses, forms, scales and architectural styles – which has been further diversified by extensive redevelopment in the modern and contemporary periods, including the emergence of mid-scale and high-rise residential buildings.

Although the current urban form of the Beltline is not a contiguous or “intact” heritage area, the Plan Boundary contains a wealth of individual heritage sites, and localized areas with remaining concentrations of heritage resources. The policies in this section refer to both individual heritage resources, and to these concentrations, including the westerly portion of 11 Street SW between 14 and 15 Avenues, and portions of 10th Avenue SW and 1 Street SW. These two historic commercial areas have been specifically studied and determined to have significant value to Calgarians.



Conservation, enhancement and celebration of these unique blocks, and other remaining concentrations of heritage resources in the Beltline, offers significant opportunities for placemaking and capitalizing on their identified value.

Several historic archaeological resources have been recorded within Beltline, and areas have high potential for undiscovered resources. Where feasible, further study of archeological sites could shed light on the day-to-day life in Calgary's early history, and that of pre-contact Indigenous populations. Such resources are managed by the Province of Alberta, which will review proposed development plans and determine if and when Historic Resource Impact Assessments (HRIAs) are required. Information from such studies or reports will help inform interpretation

## Policies

In addition to the Heritage Resources policies contained in the **Centre City Guidebook, Section 4.4** the following apply to this Plan:

1. Interpretation of the area's history and archaeology should be incorporated in new developments, where appropriate, to help the public understand, value and care for the Beltline's ongoing heritage. Examples include but are not limited to:
  - a. Where sites on the Inventory are demolished as part of a development project, or where alterations as part of a development project result in a Heritage Resource being decommissioned from the Inventory by Heritage Calgary, a publicly-accessible commemorative/interpretive feature should be incorporated in the new development for the impacted Inventory site(s)

- b. Where a development incorporates salvaged or reclaimed materials associated with the heritage of the Beltline, applicants should take steps to avoid creating a 'false' or inaccurate impression of historic events, places or peoples, such as including accompanying publicly-accessible information for any exterior re-use of historic materials

2. An applicant shall provide photo documentation of Inventory sites to The City prior demolition or redevelopment, according to The City's documentation standards.
3. Opportunities to support the historic character of the Beltline and mitigate or offset negative outcomes for heritage conservation should be explored at the time of a planning application, including, but not limited to:
  - a. retention and incorporation of a heritage resource into the new development, including renovations or additions to the existing building ; or,
  - b. protection of another heritage resource within the surrounding area.
4. New development should be compatible with the context of abutting sites on the Inventory using setbacks, massing, street wall height and landscaping.
5. Conservation of heritage resources is encouraged using bonus provisions, including:
  - a. Municipal Historic Resource designation; and
  - b. Heritage density transfer.

### 4.5.2 Identified commercial heritage concentrations

The following policies apply to areas of heritage resources and heritage assets identified in Heritage Value Analysis & Conservation Tool Development Focused on Commercial Streets. Currently, this includes the 10 Avenue & 1 Street SW and 11 Street SW commercial concentrations Through future updates, The City may introduce city-wide tools and incentives for the conservation and adaptive re-use of commercial heritage assets, which may result in amendments to this section.

6. New development should draw design reference from adjacent and nearby heritage assets, and should not overwhelm the form and massing of those assets.
  - Design solutions, such as setback, building articulation, and material variation are encouraged to provide a sensitive interface between new development and heritage assets.

## 4.6 Warehouse District

This area consists of a rectangle of blocks between the CPR tracks and 12 Avenue SW in a north/south direction and the blocks between 4 Street SE and 4 Street SW in the east/west direction. The area is currently known as the Warehouse District (as shown on **Map 3: Land Use Concept**) 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 Hudson's Bay Company Warehouse. Many of these buildings have been adapted to provide a mix of both commercial and residential uses in the area;

- Landmark Heritage resources such as the Customs Building (Examining Warehouse), G.F. & J. Galt & Co. Wholesale Grocers Warehouse, J.H. Ashdown Warehouse, Louise Block; and
- A built form where buildings are located up to the property line and/or close to the sidewalk.

While the largest portion of the Warehouse District (and the greatest number of remaining historic warehouse buildings) are located in Part 2 of the Beltline ARP, the portion of the Warehouse District in Part 1 (referred to as the Secondary Warehouse District in the Plan) also served the historic warehouse district activities. While there are still many original warehouse buildings, others have been lost and replaced with surface parking lots or commercial buildings without reference or contextual design regarding the historic forms. As a result, the urban form related to the historic Warehouse District area has less continuity and consistency east of 1 Street SE.

The intent of policy for this area is to allow for design flexibility but ensure that new development does not disregard the historic Warehouse District building form and character. These heritage resources offer a unique opportunity within the plan area to preserve the historic qualities that the Warehouse District exemplifies and contribute to the unique urban character of the Beltline community.

#### 4.6.1 Secondary Warehouse District

This area is located between 4 Street SW and 1 Street SE (as shown on **Map 3: Land Use Concept**). The view looking east along 11 Avenue from 4 Street SW 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.

#### Policies

1. New developments shall be compatible with and complement the existing historic warehouse building forms of the area in conjunction with the policies in **Sections 4.2-4.5 of this Plan**.
2. Applications should demonstrate how the new development integrates into the streetscape, using perspective drawings or photographs based on the view from 1 and/or 4 Street SW.
3. New development should respect the existing street wall heights and cornice lines through building massing, setbacks or other architectural detailing, in conjunction with the policies in **Sections 4.2-4.5 of this Plan**.
4. 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.
5. Opportunities for residential lofts in both existing buildings and new contextually designed buildings is strongly encouraged.
6. 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.
7. Streetscape enhancements and protection of vistas along all three avenues (e.g., looking east along 10, 11 and 12 Avenues towards the Ramsay community) is strongly encouraged.
  8. The review of applications within this character area would benefit from the input of an architect specializing in historic buildings. The Development Authority may request a building conditions report or materials testing and salvage study (prepared by a consultant with demonstrated heritage experience) during the application review process.

### 4.7 Special Policy Areas

Special policy areas accommodate those special cases of unique developments as outlined on **Map 3: Land Use Concept**. This section may be further amended to support unique developments or special cases in the future by adding additional numbered Special Policy Areas.

#### 4.7.1 Special Policy Area 1

1. Notwithstanding Section 5, subsection 5.2 of this Plan, applications for increased density for sites within Density Area D may be considered within Special Policy Area 1 provided that they contribute to the animation of a pedestrian connector linking 17 Avenue and 4 Street SW, support a pedestrian oriented experience along 17 Avenue SW, and demonstrate a transition in massing and height from high density development in Beltline to lower density development south of 17 Avenue SW.







5

**Density**



## 5.1 Density Areas

Beltline has been categorized into areas of different density depending on the purpose and character of the area and an area's ability to accommodate higher densities. The different areas are shown on **Map 5: Density Areas** and are described below. **Table 5: Density Areas** provides a summary of the density area policies.

Density shall be measured by Floor Area Ratio (FAR). FAR means the quotient of the gross floor area of a building divided by the gross site area.

### Area A:

Applies to areas that are Primarily Residential or are expected to be developed as predominantly residential areas. The base density is considered to be the minimum density required to create an adequate supply of redevelopment sites.

The maximum 7 FAR is considered the maximum density that can be "comfortably" accommodated with the provision of some offsetting public amenities or benefits.

### Area B:

Applies to areas along major roads and adjacent to Primarily Residential areas. These areas are appropriate for higher density because of their proximity to transit and being located on the major north-south pedestrian and cycle routes into downtown. The additional density also helps support the commercial uses along the major streets. The base densities represent existing land use designations plus additional density to allow for more residential development. The maximum density of 9 FAR is desirable along these corridors provided

new development is in the form of mixed-use buildings and some offsetting public benefits and amenities are provided.

### Area C:

This is the highest density area of Beltline. Its proximity to the downtown and along major transportation corridors makes this area appropriate for high density levels. The base density has been established to allow for significant development intensity to encourage the redevelopment of under-utilized sites. The maximum densities have been set at 8 FAR for commercial and 12 FAR for residential/mixed use. These levels indicate that this area is to become a mixed-use area and not a primarily office area to compete with the downtown office core. Although the density is significant, it can be accommodated provided higher-density developments provide some offsetting public benefits and amenities.

### Area D:

Applies to the 17 Avenue South corridor. The density for the corridor recognizes its role as one of Calgary's main pedestrian-oriented retail streets and its ability to provide a transition from the high-density development in Beltline to the lower density development to the south. Higher density is possible with bonusing east of Centre Street where the role of the street is less defined and is near the Victoria Park-Stampede LRT station.

## Objectives

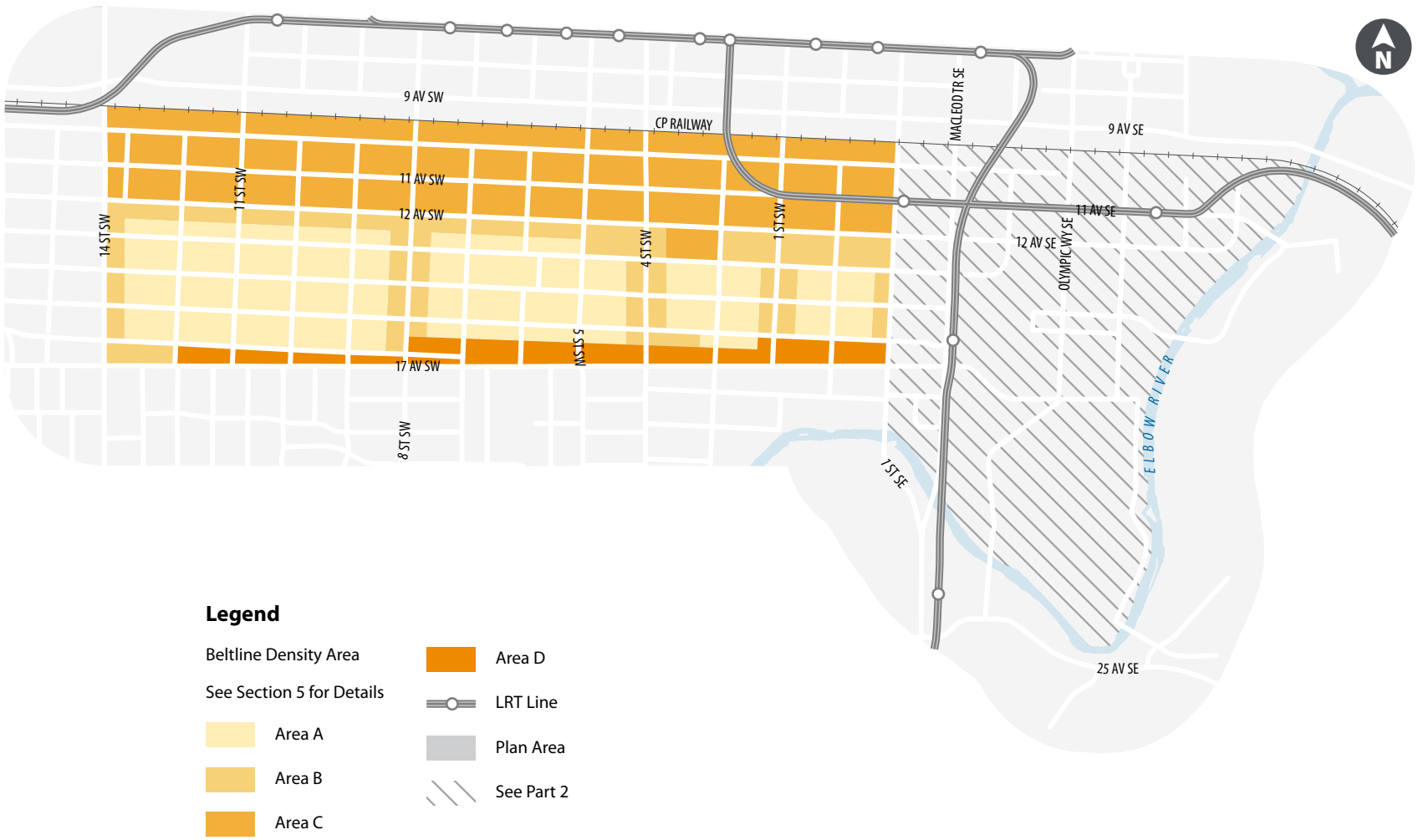
- To ensure densities are set at a level that delivers an adequate supply of redevelopment sites to meet expected demand for residential units and employment space.
- To ensure densities are appropriate for the area in order to create livable neighbourhoods and vibrant mixed-use areas.
- To balance higher-density development with public benefits and amenities.
- To facilitate the conservation of heritage resources, affordable housing and the provision of public spaces.

**Table 5: Density Areas**

Density area	Base density (in FAR)	Maximum density with bonuses and transfers of density (in FAR)	Additional FAR and exceptions
<b>A</b>	5.0	7.0	<p>The Maximum Density with bonuses and transfers of density may be exceeded in the areas indicated by up to:</p> <ol style="list-style-type: none"> <li>10% through the transfer of heritage density from a Municipal Historic Resource within the Plan Area;</li> <li>an additional 1.0 FAR for sites that fall within the Commercial Concentrations Policy Areas on Map 3A: Policy Areas, where new development includes a designated Municipal Heritage Resource on-site and heritage conservation to the satisfaction of the Development Authority; and</li> <li>an additional: <ol style="list-style-type: none"> <li>2.0 FAR for sites located adjacent to a current or future LRT station and where a transit stop or LRT station entrance is included in an application for a development permit to the satisfaction of the Development Authority (refer to policies contained in Section 7.1.3 Transit); or</li> <li>1.0 FAR for sites located adjacent to a current or future BRT station and where a transit stop or BRT station entrance is included in an application for a development permit, to the satisfaction of the Development Authority (refer to policies contained in <b>Section 7.1.3 Transit</b>).</li> </ol> </li> </ol>
<b>B</b>	<p>3.0 for Commercial West of Macleod Trail (Subject to a land use redesignation, the maximum allowable commercial floor area may be exceeded when commercial uses are combined with arts and culture uses.)</p> <p>5.0 for Commercial East of Macleod Trail</p> <p>5.0 for Residential/mixed-use</p>	<p>3.0 for Commercial West of Macleod Trail (Subject to a land use redesignation, the maximum allowable commercial floor area may be exceeded when commercial uses are combined with arts and culture uses.)</p> <p>8.0 for Commercial East of Macleod Trail</p> <p>9.0 for Residential/mixed-use (11.0 for the total area encompassing the parcels legally described as Plan A1, Block 106, Lots 24-30)</p>	
<b>C</b>	<p>5.0 for Commercial</p> <p>8.0 for Residential/mixed-use</p>	<p>8.0 for Commercial</p> <p>12.0 for Residential/mixed-use</p>	
<b>D</b>	<p>3.0 (7.9 for the southern portion of the parcel legally described as Plan 1910115, Block 120, Lot 51)</p>	<p>3.0 West of Centre Street</p> <p>(9.0 for the southern portion of the parcel legally described as Plan 1910115, Block 120, Lot 51)</p> <p>4.0 East of Centre Street</p>	



Map 5: Density Areas



This map is conceptual only. No measurements of distances or areas should be taken from the map.

## 5.2 Density Bonusing

### 5.2.1 Principles

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.

Bonus Density should be evaluated according to the following principles:

1. Density bonuses should be established only for items or features that provide a perpetual or enduring benefit to the neighbourhood in which the density will be accommodated;
2. 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 achieved must be maintained on the parcel for so long as the development exists;
3. Density bonuses should not be granted for elements of building or site design that can be achieved through other means;
4. The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item;

5. Contributions and amenities achieved through bonuses are only a portion of what will be required to meet the needs of the neighbourhood as it grows; and,

6. **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.**

Where necessary, legal agreements may be required to secure the long-term maintenance and operation of the features used to acquire bonus density.

### 5.2.2 Bonus Schedule

Development sites can be developed up to the base density without providing any bonus items. In order to develop above the base density and up to the maximum density, developments may provide one or more bonus items in exchange for a defined amount of additional density. Any combination of items can be used to earn additional density, subject to the discretion of the Development Authority and the local context of the proposed development site. Details of each item are as follows:

#### 1. Provision of Publicly Accessible Private Open Space

##### Description:

Publicly Accessible Private Open Space is defined as a portion of a private development site that is made available to the public through a legal agreement acceptable to The City, that is in a location, form and configuration and is constructed in a way that is acceptable to The City, based on

the recommendations and design guidance in **Appendix B: Parks and Public Realm Strategy** and related **Parks and Public Realm Playbook** referred to in Chapter 6 of this Plan or any other criteria that may be defined from time to time.

##### Rationale:

Actual acquisition of park and open space by The City should not be relied on to build the entire open space network over time. Opportunities often exist to utilize private lands for public purposes that can benefit both the private development and the public. Such arrangements can help mitigate density impacts on both an individual site or the cumulative impact of density in a broader area.

##### Eligibility:

Any development that can provide a publicly accessible private space that is in a location, form and configuration that is acceptable to The City is eligible for this bonus.

##### Bonus Rate:

The bonus is based on the cost of construction (excluding land costs) of the proposed space to be accessible by the public. Cost estimates shall be prepared by a Registered Landscape Architect or Professional Quantity Surveyor. For example, if the cost to the developer to construct the space is \$500,000 and the average land value per square metre of buildable floor area for the area is \$270, then the amount of the bonus floor area will be calculated as follows:

Total construction cost / (Average land value x 75%)  
= Allowable Bonus Floor Area \$500,000 / (\$270 x 75%) = 2,469 square metres

Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus.

## 2. Provision of Affordable Housing Units

### Description:

Affordable housing units are defined as nonmarket housing units owned and operated by a housing provider approved by The City to provide nonmarket housing, provided within the proposed development.

### Rationale:

As allowable densities increase, so does the likelihood that smaller, affordable rental apartment buildings will be redeveloped to higher-density uses. Providing for some affordable housing units within new developments will help off-set the loss of existing affordable housing.

### Eligibility:

Any new development that can provide housing units within a proposed development in a number, location and of a design acceptable to The City or other genuine non-market housing provider recognized by The City, is eligible for this bonus.

### Bonus Rate:

The allowable bonus floor area will be based on the total construction cost of the units to a standard

acceptable to The City. Cost estimates shall be prepared by a Professional Quantity Surveyor.

For example, if the cost to the developer to provide 1000 square metres of affordable housing units is \$500,000 and the average land value per square metre of buildable floor area for the area is \$270, then the amount of the bonus floor will be calculated as follows:

Total construction cost / (Average land value x 75%) + gross floor area of affordable housing units  
= Allowable Bonus Floor Area \$500,000 / (\$270 x 75%) + 1000 square metres = 3,469 square metres

**Note: The average land value is discounted at a rate of 25% to account for transactional costs associated with the provision and negotiation of the bonus. Maximum densities still apply.**

## 3. Contributions of Cash-in-Lieu for Affordable Housing Units

### Description:

Density may be granted for cash-in-lieu contributions towards affordable housing units. The funds may be used for the purchase of land or construction of affordable units in Beltline.

### Rationale:

As allowable densities increase, so does the likelihood that smaller, affordable rental apartment buildings will be redeveloped to higher-density uses. A fund that provides some affordable housing units elsewhere in the community helps off-set the loss of existing affordable housing and promote housing equity.

### Eligibility:

Upon creation of the Affordable Housing Fund, any development proposing to build above the base density allowed for the subject site is eligible to contribute to the Affordable Housing Fund. The contribution may be one component of a larger package of bonus items.

### Bonus Rate:

The amount of the contribution will be calculated at the time of development permit approval based on the average land value per square metre of buildable floor area as established by The City. For example, if the average land value for the area is equal to \$270 per square metre of buildable floor area, and a developer is proposing to build 1,000 square metres of floor area above the base, then the amount of the contribution will be calculated as follows:

Average land value x Proposed amount of bonused floor area = Contribution  
\$270 x 1,000 square metres = \$270,000

This contribution amount represents what a developer would, on average, have to pay for the additional land within Beltline necessary to support the additional floor area.

## 4. Heritage Designation and Conservation

### Description:

A building or portions of a building are conserved via the practices of preservation, rehabilitation and/or restoration and is designated as a Municipal Historic Resource.



**Rationale:**

As allowable density increases, the pressure to redevelop heritage sites also increases. To counterbalance this situation, incentives are required to preserve and re-use heritage resources.

**Eligibility:**

A heritage resource on a proposed development site must be designated a Municipal Historic Resource. The upgrade to the structure shall be consistent with *The Standards and Guidelines for the Conservation of Historic Places in Canada* and to a degree that will allow for occupancy under the Alberta Building Code. Any cost estimates for the preservation, rehabilitation or restoration shall be submitted by the applicant and prepared by a consultant with demonstrated experience in heritage conservation. Agreement on the cost estimates shall be determined through negotiations with the applicant and Heritage Planning.

**Bonus Rate:**

The amount of additional floor area that may be earned through the preservation of heritage resources will be determined through negotiations between the owner/developer and The City, based on the overall cost of the preservation, rehabilitation or restoration and any other related costs, depending on the specific circumstances of each building. As with other bonus items, the floor area bonus will relate to the average land value per square metre of buildable floor area for the area. For example, if the total cost of retention is determined to be \$500,000 and the average land value per square metre of buildable floor area for the area is

\$270, then the amount of the bonus floor area will be calculated as follows:

Total cost / (Average land value x 75%) = Allowable Bonus Floor Area  
 $\$500,000 / (\$270 \times 75\%) = 2,469$  square metres

Any bonus floor area over and above the maximum allowable FAR for the subject property will reside with the property through an agreement acceptable to The City and may be transferred or sold to other sites within Beltline.

**Designated Municipal Historic Resources that are not part of a 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.**

## **5. Contribution to the Beltline Community Investment Fund (BCIF)**

**Description:**

The BCIF is a fund to be used for projects within Beltline related to public realm improvements, including but not limited to: park acquisition, park design, redevelopment or enhancement, streetscape design and improvements within City rights-of-way, implementation of urban design strategies and public art on public land. Projects to be funded in whole or in part with BCIF monies should, where possible, be included within the approved Capital Budget. Where possible, projects will be funded through multiple sources including

mill rate support. It is an objective of the Fund to implement projects throughout Beltline.

**Rationale:**

As development intensity increases, there is increased demand placed on public parks and open spaces, sidewalks, lanes and roads. In order to provide both existing and future residents with a quality public environment, additional park and open space and enhanced existing spaces and facilities will need to be provided. Providing high-quality walking and wheeling facilities will also minimize the potential number of automobile trips and maximize transit, pedestrian and cycling trips. Upgrading the public environment will make Beltline a more attractive residential and business location and, as a result, will assist in allowing Beltline to reach its full potential.

**Eligibility:**

Any development proposing to build above the base density allowed for the subject site is eligible to make a contribution to the BCIF. The contribution may be one component of a larger package of bonus items.

**Bonus Rate:**

The amount of the contribution will be calculated at the time of development permit approval based on the average land value per square metre of buildable floor area as established by The City. For example, if the average land value for the area is equal to \$270 per square metre of buildable floor area, and a developer is proposing to build 1,000 square metres of floor area above the base, then the amount of the contribution will be calculated as follows:

Average land value x Proposed amount of bonused floor area = Contribution

\$270 x 1,000 square metres = \$270,000

This contribution amount represents what a developer would, on average, have to pay for the additional land within Beltline necessary to support the additional floor area.

### 5.2.3 Administration of the Beltline Community Investment fund

The BCIF was established by Council and is administered by a Committee with a Terms of Reference and membership approved by Council.

### 5.2.4 Establishing the Average Land Value per Square Metre of Buildable Floor Area

The average land value per square metre of buildable floor area shall be adjusted annually based on the yearly Statistics Canada Consumer Price Index (CPI) for Alberta and with a base average land value of \$270 starting in the year 2023. For example, if the year is 2025 with a CPI change of 2.5% for the year 2024 and 1.4% for the year 2025, then the adjusted average land value will be calculated as follows:

Base average land value (or adjusted average land value from previous year) x Percentage change in CPI for all items = Adjusted average land value for current year

\$270 x 2.5% = \$276.75 for the year 2024

\$276.75 x 1.4% = \$280.62 for the year 2025

## 5.3 Density Transfer

### 5.3.1 Density Transfer for Heritage Conservation

#### 1. Source Sites:

Unused density rights on an individual site, created as a result of the formal designation of a building as a Municipal Historic Resource may be transferred to another development site or sites within Beltline. No limit shall be placed on the amount of density rights that can be assigned to, or transferred from, a designated site. At a minimum, the unused density shall be determined by subtracting the existing floor area from the total maximum allowable floor area. For example, for a 1,500 square metre site in Density Area A that contains a 6,000 square metres building on the heritage inventory, the minimum unused density upon formal designation would be calculated as follows:

(Site Area x Maximum Density) – Existing Floor Area = Minimum Unused Density (1,500 square metres x 7.0 FAR) – 6,000 square metres = 4,500 square metres

#### 2. Receiving Sites:

Sites receiving heritage density transfers may exceed their maximum allowable floor area by up to 10%, provided the additional 10% is entirely the result of a heritage density transfer and subject to a comprehensive evaluation through a Land Use Amendment. The additional density must be appropriate and supportable given the local site context. For example, if a site in Density Area A with a maximum allowable density of 7.0 FAR can

achieve a floor area of 10,000 square metres, the development could achieve 11,000 square metres provided the additional 1,000 square metres is the result of a heritage density transfer. A Direct Control District shall be required for both Source and Receiving Sites to track the transfer of heritage density. .

**Designated Municipal Historic Resources that are not part of a development nor in the process of density transfer may also execute approved conservation work and generate transferable density using the calculation and procedures outlined in 5.2.2.4.**

### 5.3.2 Density Transfer for Public Open Space

Where the Plan supports dedicating private land to The City as a public open space such that The City is the legal owner of the open space and that the site is in a location and of a size and configuration acceptable to The City, the unused density from the lands to be dedicated may be transferred to another site within Beltline at a rate of 2.5 times the allowable floor area as set out for the Base Density specified in **Table 5: Density Areas**. For example, if the lands to be dedicated were allowed a total floor area of 1,000 square metres, then 2,500 square metres of floor area can be transferred to another site.

Sites receiving density transferred from a dedicated public open space may exceed the maximum density as specified in the applicable Density Area found in **Table 5**, subject to a comprehensive evaluation through a Land Use Amendment. The additional density must be appropriate and supportable given the local site context.





6

**Parks and  
Public Realm**



## 6.1 Introduction

The image of every city, especially inner-city and downtown communities, is heavily defined by the quality of its open space. Beltline has seen significant intensification over the past two decades and is now deficient in its open space requirements. **The Beltline Parks and Public Realm Playbook** (The Playbook) was created as a separate document that provides recommendations to help address this deficiency. **The Playbook** provides guidance on:

- defining an approach to open space planning and design in Beltline;
- providing policy direction for Beltline's open space network;
- providing park investment guidance;
- directing public realm investment opportunities; and
- providing implementation recommendations to guide processes, engagement, funding, monitoring, and reporting.

In accordance with strategies outlined in **The Playbook**, this chapter is intended to provide design and implementation policies to allow the opportunity for this open space network to improve over time. This will protect and enhance this valuable component of the Beltline community, while aligning with the **Calgary Climate Strategy – Pathways to 2050**.

### What is the Parks and Public Realm portion of this Plan?

The purpose of this chapter is to guide toward a well-planned, designed and maintained open space network that attracts people, evokes a powerful sense

of place and instills community pride. It specifically guides public investment decisions as well as private development requirements. This network should serve as a powerful economic catalyst and help to sustain and enhance the economic and social heart of Beltline this plan recognizes 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.

## 6.2 Open Space Network

The public components of the Plan are Parks (Interlude Spaces, Neighbourhood Parks and Regional Parks) and Public Realm (Linkages, Streets, Lanes and Pedestrian Connectors). 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.

The planning, design, construction and maintenance of parks, public places, and linkages, is complex, but if properly executed, a functional and visually attractive public realm is achievable.

Public views are an important element,, 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 SW 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 analyzed this issue in any detail, but it is something that requires consideration during the evaluation of new development.

### Policies

1. New open space redesigns should be climate resilient, apply timeless design principles, integrate storytelling, support multi-modal movement, improve public safety and be equitable, as outlined in **Appendix B** and further detailed on pages 14-18 of **The Playbook**.
2. The City should strategically distribute amenities based on the level of need and demand:
  - a. Urban life (high density) – contributes to user comfort and safety;
  - b. Key function (even distribution)– facilitates connections and activity; and
  - c. Attractions (sporadic density)– support special events and locations.
3. Publicly accessible private open space should contribute to the open space network with clear signage, greenery and seating, in conjunction with the guidance provided in **Appendix B** and further detailed on pages 14-18 of **The Playbook**.

### 6.2.1 Parks

Beltline currently has several existing special park spaces however; the opportunity exists to enhance and build upon this portion of the open space network with new types of parks to create a more cohesive and vibrant open space 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 types of existing and future types of “place” should be incorporated into the Beltline community, to enhance public experiences:

- Interlude Spaces
- Neighbourhood Parks
- Regional Parks

#### Policies

1. The City should ensure parks are resilient, integrate greenery, provide flexible spaces, and avoid duplicating amenities provided in nearby spaces.
2. The City should take advantage of land acquisition opportunities, particularly for new neighbourhood parks a half block in size or larger and use the park acquisition guidance in as shown on **Map 8A: Interlude Focus Need, Map 8B: Neighbourhood Focus Need and Map 8C: Regional Focus Need** in **Appendix B** and further detailed on pages 35-36 of **The Playbook**.

### 6.2.1.1 Interlude Spaces

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 Beltline. Examples include squares, plazas, courtyards, malls and sidewalks.
2. Where the opportunity exists to provide pedestrian connections through a block or site, provide a plaza at a sunny location to allow for direct and comfortable public access and accommodate active uses at grade for natural surveillance.
3. Southeast and southwest corners of blocks are preferred locations for corner plazas. Wherever possible, such plazas should be edged with retail, commercial or other uses at-grade that generate pedestrian activity and offer natural surveillance.
4. 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 open space or entirely private space. These spaces should be visible from public streets and lanes.
5. 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. Additional design guidance can be found in **Chapter 4 of the Centre City Urban Design Guidelines**.

6. 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.
7. 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, as outlined in **Map 8A: Interlude Focus Need, Appendix B** and pages 29-30 and 35-36 of **The Playbook**.

### 6.2.1.2 Neighbourhood Parks and Regional Parks

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 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. Actual locations and types of new places should be further analyzed in conjunction with **Map 7: Key Moves** and **Map 8B: Neighbourhood Focus Need and Map 8C: Regional Focus Need** in **Appendix B** and pages 27-34 of **The Playbook**.
2. Identify a preferred location for a neighbourhood park in the western portion of the Victoria Park

neighbourhood, within Part 1 of this Plan. Further guidance and analysis can be found on **Map 8A: Interlude Focus Need, Map 8B: Neighbourhood Focus Need** and pages 35-36 of **The Playbook**.

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

## 6.3 Public Realm

### 6.3.1 General

Public realm focus areas define the character of the street and support a network of street-based recreation, leisure and social experiences together with parks. The six focus areas are:

- **Green focus areas** – streets where greenery and active mobility are prioritized through the creation of a continuous green environment in areas with high residential density.
- **Corridor focus areas** – streets where active mobility and safety are prioritized through the addition of bike lanes, wider sidewalks, benches and trees.
- **Blended focus areas** – streets where community

expression and experimentation are prioritized to create unique urban experiences for residents, businesses and visitors through art, greenery, mixed-uses and shared spaces.

- **Vision focus areas** – streets where new parks spaces and greenery are prioritized and provide an opportunity to blend vibrant spaces with the addition of greenery.
- **Park focus areas** – streets where greenery and amenities are prioritized where the public realm can provide more recreational and social amenities.
- **Vibrant focus areas** – streets where daily vibrancy and special events are supported and since these are the streets which draw people to Beltline they require wide sidewalks, expansions into on- street parking with patios and parklettes and curb extensions.

### Policies

1. The City should increase pedestrian space, whenever possible and in consultation with adjacent businesses, residents and people impacted by City decisions, using the following tools further detailed in **Appendix B** and pages 39-44 of **The Playbook**.
  - a. City streetscape redesign initiatives.
  - b. Curbside management (parklettes, trees, patios, markets etc.).
  - c. Roadway redesigns (e.g. different traffic movement, road closures, shared spaces, etc.).
  - d. sidewalk and setback improvements
  - e. Increased trees and greenery, urban activations (seating, gathering areas, art, etc.).

- f. Partnerships with private development (outdoor display and dining space, publicly accessible private spaces, and greenery).

2. The City should consider expanding pedestrian space in areas with lower on-street parking use and traffic volumes as well as high park need, residential density, pedestrian volumes and cyclist volumes.
3. The City should work with business owners, residents and landowners to pilot laneway improvements that allow them to provide a greater public function beyond servicing and access including art, greenery, recreation, and activity.

### 6.3.2 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).

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

- **Streets** are the east/west oriented Avenues and north/south oriented Streets that connect Beltline with other parts of the Greater Downtown and Calgary 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.

### 6.3.3 Streets

Streets, including underpasses, are to accommodate all movement modes - pedestrians, bicycles, scooters, 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. 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.

### 6.3.4 Lanes

Lanes are to provide an efficient integration of service facilities (such as loading, delivery and utility distribution), 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 Beltline shall be retained and improved. Principal improvements including paving and third party 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 vehicle access and other service functions.
3. Lane closures should be considered where the closure can assist in the achievement of other urban design objectives of this Plan with guidance and recommendations provided in **Appendix B** and pages 57-58 of **The Playbook**.
4. Any possible lane closure shall also consider impacts on circulation, access and service functions of properties in the immediate vicinity. Laneways are encouraged to provide the opportunity for alternative pedestrian entrances and additional landscaping. 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.
5. Landscaping, pedestrian paths or sidewalks are encouraged to be provided on private lands where redevelopment occurs adjacent to narrow public rights-of-way in Beltline.

### 6.3.5 Pedestrian connectors

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 should provide links at-grade or via +15 and +30 bridges and should 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 should be provided, on an opportunity basis. Linkages to the downtown +15 system are encouraged from lands on the north side of 10 Avenue; **however, expansion of the +15 network into Beltline south of 10 Avenue S is strongly discouraged.**

## 6.4 Publicly Accessible Private Open Space

The two components that make up the publicly accessible private open space are setback areas (between public and private land) and the publicly accessible private open spaces themselves. There is an understanding and desire to create 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 private 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.

#### 6.4.1 Setback Areas

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 Beltline, front setbacks typically vary from 6 metres in residential areas to 0 metres 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).

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. Refer to **Appendix B** and page 24 of **The Playbook** for further design guidance.
2. Front setbacks located in the Primarily Residential Area (**Map 3: Land Use Concept**) or adjacent to Open Space Frontages (**Map 3A: Policy Areas**) and/

or Green Corridors (**Map 6: Mobility Network**) 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 in the Urban Mixed Use Area (**Map 3: Land Use Concept**) or adjacent to Active Frontages (**Map 3A: Policy Areas**) 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.

**Figure 6** illustrates how different setbacks can be combined while still maintaining unity along the street. The diagram shows examples of various front setback design treatments based on surrounding uses and space availability. The key design elements that could be accommodated within the front setback areas of 0 to 6 metres include:

- continuous street walls;
- at-grade active uses;

- featured facade articulations;
- on-site pedestrian amenities (trees, planters, colonnades, patios, corner recesses, widened sidewalks, etc.);
- urban plazas; and
- street furniture.

#### 6.4.2 Streets and Public Realm Setbacks

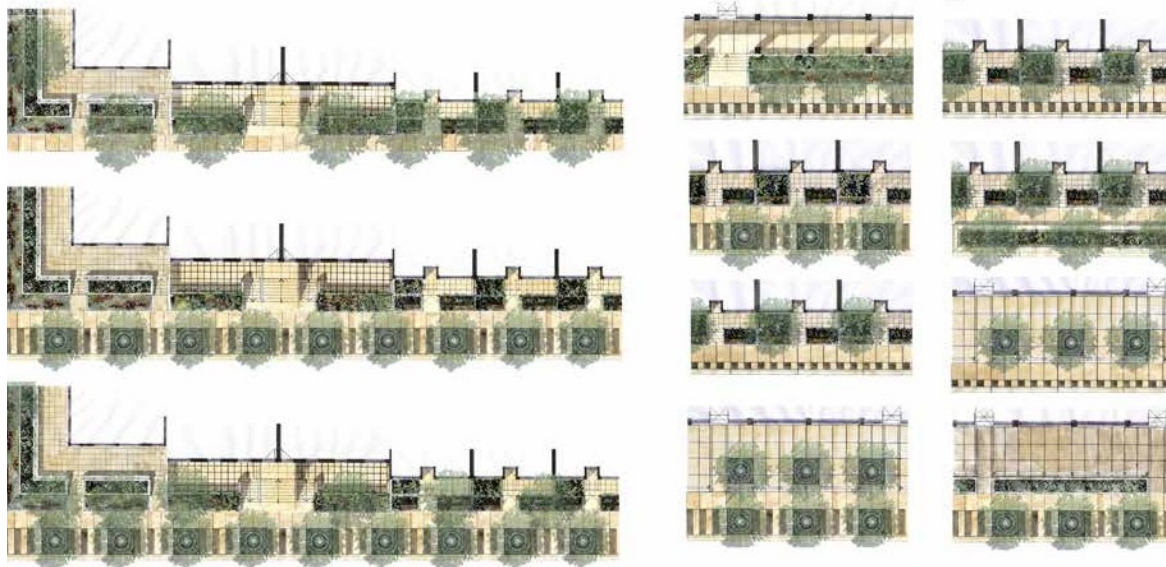
Streets, including underpasses, are to accommodate all movement modes - pedestrians, bicycles, scooters, cars, service and delivery vehicles and public transit vehicles (buses, LRT). Streets should provide a high standard of design for all elements including the carriageway, sidewalk, boulevard, setbacks, urban furniture, civic art and wayfinding treatments to enhance the mobility and social activities that take place along these linkages.

Public Realm Setbacks exist on a number of streets within Beltline, such as, 10, 11 and 12 Avenues South and 1, 5, 8, 9, and 11 Streets SW. To maintain and improve the quality of the physical environment for the overall public interest, the public realm setbacks are intended to accommodate public realm improvements, pedestrian environment improvements, and context specific mobility improvements. 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.

Negative impacts of the setback 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

**Figure 6: Setbacks**



- limiting or prohibiting the placement of street amenities such as trees, planters and lighting.

### Policies

1. The City should support privately-funded improvements within bylaw Public Realm Setbacks and between the curb and building facade as per **Appendix B** and pages 39-44 of **The Playbook**.
2. The City should support below - and/or above-grade building projections into bylaw Public Realm Setbacks that still consider utility impacts, enable public amenity provisions, and support an enhanced public realm, as per **Appendix B** and page 41 of **The Playbook**.

3. In the absence of an approved Streetscape Master Plan for the area adjacent to a proposed development, these privately-funded improvements and/or projections shall be reviewed to the satisfaction of the Development Authority.

## 6.5 Parks and Public Realm Investment

This section directs investment opportunities that prioritize improvements in areas where there is a park gap; identifying public realm improvements that align with park redevelopments; and highlighting potential improvements to align with transportation or utility improvements, as shown on **Map 7: Key Moves** in **Appendix B** and pages 61-68 of **The Playbook**.

### Policies

1. Public realm investment types should be based on the level of confidence in the success of the investment.
2. The City should:
  - a. prototype new ideas through cost effective and quickly implemented tests;
  - b. pilot ideas with demonstrated success outside the Beltline community through greater initial investment than a prototype to support the ability to make permanent if the idea is proven successful;
  - c. create interim, temporary parks and amenities in locations that will redevelop or change over time; and
  - d. undertake permanent investment park and public realm redesigns targeting areas with high need.







7

## **Mobility and Utility Infrastructure**



**Map 6: Mobility Network**



This map is conceptual only. No measurements of distances or areas should be taken from the map.



## 7.1 Mobility

Moving around the city should be safe and convenient for people of all ages, genders, incomes and abilities. Mobility refers to a well-connected network that includes options for walking, bicycling/wheeling, taking transit and using personal vehicles (see Map 6: Mobility Network). It also provides people with travel choices that meet a variety of needs and preferences year-round. Recognizing the business needs in Beltline, the mobility network needs to support localized deliveries and a high-level of curbside activity. Winter travel should account for a higher number of pedestrians and ensure a safe and accessible mobility network, critical to achieving healthy and resilient neighbourhoods.

The overall goal of the policies in this section is to provide direction for the development of mobility infrastructure that connects people to destinations, drawing on previously Council approved documents such as **Calgary's Greater Downtown Plan**, the **Calgary Transportation Plan (CTP)**, and within it, the **Always Available for All Ages & Abilities (5A) wheeling network** and the **Primary Transit Network** (both as shown in Part 8 of the CTP). These policies guide the review of planning applications for development that contributes to publicly accessible amenities, infrastructure and facilities.

### 7.1.1 Pedestrian

Pedestrian routes are a critical element of a well-connected mobility network at street level. Part of Beltline's vibrancy can be attributed the number of people walking in the area. Unlike most neighbourhoods in Calgary, walking and transit are the predominant modes of transportation to and from work in this area.

Policies in this section are intended to guide the development of pedestrian infrastructure in Beltline.

#### Policies

1. Any temporary uses in the street should use on-street parking spaces, leaving any existing pedestrian spaces, sidewalks, wheeling spaces and bus zones unencumbered.
2. Explore opportunities to improve pedestrian comfort and connectivity through strategies such as advanced walk signals, leading pedestrian intervals, etc to increase walk time given at intersections and / or curb extensions to reduce crossing distances and improve pedestrian visibility.
3. Explore the use of contrasting sidewalk colours or materials to separate walk zones from furniture or planting zones.
4. Pedestrian wayfinding signage should support the travel of pedestrians to and from Beltline.
5. Pedestrian wayfinding signage should be placed near or at transit stops, pathway connections and intersections.

### 7.1.2 Biking and Wheeling

Facilities for biking and wheeling are critical to the mobility network. Biking and wheeling infrastructure should be convenient, safe, comfortable, accessible, reliable and provide connections within the area and to the city-wide network.

Biking and wheeling facilities come in many forms, both on-street and off-street. Pathways are typically off-street multi-use facilities that have a high degree of separation

from the roadway and can accommodate those walking as well as those wheeling. Bikeways are typically on-street and reserved for only those that wheel.

Beltline is in close proximity to the existing 5A (Always Available All Ages and Abilities) biking and wheeling network of separated on-street bikeways. Beltline is well positioned to tie into these networks, providing a seamless user experience for those living, visiting or working in Beltline.

Policies in this section are intended to guide the development of biking and wheeling infrastructure in Beltline.

#### Policies

1. Beltline should be connected to the citywide 5A biking and wheeling network, as shown in the CTP. This includes comprehensive, complete and permanent bikeway and pathway connections east-west and north-south. Improve connectivity and transitions between bikeways and pathways, particularly along (12 Avenue, 13 Avenue, 14 and 15 Avenue S, as well as 11 Street SW, 8 Street SW, and connections to existing routes along 2 Street and 5 Street SW.
2. Public bicycle parking should be located near entrances of buildings in highly visible and well-lit areas whenever possible.
3. To encourage and support those biking or wheeling to the area, additional seasonal or temporary secure biking and wheeling parking may be provided on-street through the conversion of on-street parking stalls at high demand locations.

### 7.1.3 Transit

Transit service is another critical element of the mobility network, connecting people to destinations across the city. A fast, frequent and reliable transit system can improve access into and out of Beltline. The Beltline is served by the Primary Transit Network that includes transit service coverage that travels both east/west and north/south within Beltline. These transit 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 Macleod Trail, 1 Street SE, 1, 4, 5, 8 and 11 Streets SW. These north/south routings generally reflect roadways that connect to the downtown via the railway underpasses and should be considered as key streets for maintaining transit service effectiveness.

In June 2020, council approved the updated Stage 1 Green Line LRT alignment from Shepard in the southeast to 16 Avenue N. Within the broader Beltline community, the Green Line LRT will cross the Elbow River and run underground on 11 Avenue S from 6 Street SE to 2 Street SW and be served by two underground stations at Centre Street South and 4 Street SE. The stations and alignment of Green Line LRT have been strategically located to complement land use and density and provide improved transit service and connection to Beltline.

The transit policies in this section focus on supporting transit connectivity and the transit customer experience in Beltline.

#### Policies

1. Plan for LRT along the route shown on **Map 6: Mobility Network**. This includes protecting for the

necessary rights-of way for future alignment and stations.

2. Landowners and applicants shall participate in a collaborative design and development process with the City regarding the integration of station entrance(s) and their location(s) by providing relevant and timely input and feedback as part of the development approval process.
  - The Green Line will serve as a valuable mode of transportation for Calgarians as well as enable densification along the alignment. Recognizing that while the Green Line creates a demand for additional investment to realize development, the Green Line also creates enhanced access and development opportunities. Successful integration of station entrances with developments ("Station Entrance Integration") will be directly related to the productive and collaborative working relationship between the City and those owners located adjacent to the station.
3. An integrated station shall be made up of the metro station and connected to building(s) above and/or around the station that can deliver a range of uses like community facilities, new homes, green spaces, shops, restaurants, and commercial spaces.

**Tier 1:** Fully Integrated Station Connection: Building above the station entrance and/or adjacent to station entrance or building above the station platform. The station entrance and related infrastructure (e.g. platforms, mechanical) are fully integrated into adjacent private development.

**Tier 2:** Partially Integrated Station Connection: Building adjacent to station entrance – at-

grade, plus 15 connectivity or below grade connection(s) (tunnels, knock out panels) into adjacent private developments

**Tier 3:** Complimentary Connection: Plaza / public realm connection(s) on or through adjacent private developments.

4. To ensure that Green Line infrastructure is not adversely impacted by adjacent development, developers/applicants may be required to provide additional information which may include but is not limited to Geotechnical reports, construction methodology, depth of excavation, weight loading above and adjacent to the LRT infrastructure, etc. which will be considered in the decision making by the Development Authority.
5. Density for a transit stop or station entrance integrated as part of a new development should be excluded from the FAR calculation by up to 2.0 FAR (FAR is calculated at a ratio of 2:1).
6. New development located adjacent to Light Rail Transit and/or Bus Rapid Transit stations should seamlessly integrate with these facilities (e.g. orient entrances to the station, provide shelter and additional setbacks).
7. Transit stops should be safe, comfortable, accessible and convenient for all. They should be sized, both in length of curbside and amount of sidewalk/stop space, to accommodate the large number of users in the Beltline community.
8. Transit stops or Bus Rapid Transit stations can be either as stand-alone structures or integrated with adjacent development. Where development opportunities arise, seamless integration with these stops/ stations is encouraged by providing

on-site transit shelters or amenities that promote unique placemaking for people waiting for transit service in a way that enhances community character.

9. 14 Street SW, 17 Avenue SW and 1 Street SE identified in Calgary's Greater Downtown Plan within the Primary Transit Network and is critical for transit operations and connectivity through Beltline and to the Greater Downtown area. Development and investments along these corridors should continue to accommodate efficient transit service through Beltline including: the use of various transit priority measures, including transit only lanes / roads, traffic signal priority, queue jumpers, etc.

#### 7.1.4 Parking

The following parking policies support flexibility in how and where parking is provided to incentivize development in locations that support a range of mobility, housing and commercial options. Managing parking at the area-wide scale, rather than site-by-site, may result in more efficient land use and parking. Parking policies and regulations need to be adaptive to current needs while enabling communities to be more responsive to future trends.

Beltline is served by a mix of private and city-owned parking lots and parkades. In addition, there are on-street parking spaces available throughout the community. The area has a high density of retail businesses, higher job density and also a higher population-base when compared to most other areas. This mix will tend to see more short-term vehicle trips and fewer all-day trips than neighboring Greater Downtown areas have, requiring a different combination of parking choices.

In Beltline, there is a high concentration of historic commercial properties that have minimal or no onsite parking or loading facilities. This adds pressure to on-street loading zones for commercial deliveries, which reduces the overall amount of curbside parking space available for visitors. Beltline is an ideal location to pilot innovative curbside management initiatives that aim to make more efficient use of constrained spaces.

Policies in this section are intended to guide the development of parking infrastructure in Beltline.

#### Policies

1. No new temporary or permanent at-grade surface parking lots shall be allowed as a stand-alone use.
2. The term of renewal for an existing temporary at-grade surface parking lot shall not extend beyond three years.
3. Shared off-street parking solutions should be considered within comprehensive mixed-use development or nearby sites where the peak parking demands for such development are substantially different from each other (e.g. uses with evening and weekend peaks compared to uses with daytime peaks).
4. Explore opportunities to convert on-street parking stalls for shared micromobility parking as the demand for shared micromobility increases.
5. Reductions or relaxations to parking requirements may be considered for any one of more of the following:
  - a. Where development use integrates transportation demand management measures.

- b. For development of affordable housing as defined and accepted by The City.
  - c. For development of special care facilities.
  - d. Where development is designed to a net zero or net zero-ready standard.
6. The Development Authority should consider significant parking reductions or relaxations where transit stop or station entrance integration are provided as part of a new development.
7. Where surface parking is renewed, it should:
  - a. Include at least 25% short stay parking (four hours or less).
  - b. Include pedestrian routes and landscaped areas to minimize visual and environmental impacts.
  - c. Support adaptive reuse or temporary use of space, such as parking for food trucks in a way that provides artful experiences and a unique sense of place.
  - d. Incorporate edge treatments that improve the interface with the pedestrian realm through landscaping, public art or seating, and incorporate principles of crime prevention through environmental design, that shall be maintained by the landowner for the life of the development.
8. Parking structures with non-residential uses should:
  - a. Identify opportunities to incorporate commercial, residential and office uses on the ground floor.



- b. Be integrated into development to minimize their visual impacts on the street.
- c. Include at least 25% short stay parking (four hours or less).
- d. Use designs that support future adaptive reuse through strategies such as flat decks, appropriate garage layout and floor-to-ceiling heights that allow for a range of uses.
- e. Incorporate charging infrastructure for electric vehicles.
- f. Ensure stairs for parking access are highly visible at all levels from the street.
- g. Consider new parking technologies (i.e. robo-garages).
- h. Explore the use of roofs for amenity opportunities.

#### Site access and loading

- 9. Where an on-street bicycle route with a protected cycle track is built or proposed, access to off-street parking and loading should be avoided.
- 10. Where a transit-only lane is built or proposed, access to off-street parking and loading should be avoided.

### 7.1.5 Street Network

The street network is an important part of the public realm and should provide functional, safe and efficient connections within Beltline community and to other parts of Greater Downtown and the city as a whole. The network must support a range of mobility options with

priority placed on providing the best experience for walking, bicycling/wheeling and transit, while carefully considering impacts to vehicles and goods movement. A street network is typically comprised of any roads, alleyways (lanes), and other types of mid-block connections.

Policies in this section are intended to guide the development of infrastructure related to the street network in Beltline.

#### Policies

1. New public or internal publicly accessible private streets are encouraged where connections are missing in longer blocks or where alleyways do not exist.
2. Permanent roadway or alleyway closures may be explored where there is an opportunity to reconfigure, enlarge or improve the functionality of an existing open space or publicly accessible private open space, while ensuring the continued function of the overall network.
3. The temporary closure of roadways should be supported to provide additional public space within Beltline for community events.
  - a. Mobility engineering and safety standards must be adhered to when considering closures.

#### 11 and 12 Avenues S

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 businesses. 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, a flyover from the west connecting to 5 Avenue in the downtown and the creation of a full, signalized intersection at 10 Avenue SW and 14 Street SW. These types of improvements may eventually allow the conversion to take place with minimal disruption to commuter traffic.

#### 14 and 15 Avenues

This plan recognizes that 15 Avenue South will remain as a one-way road. 15 Avenue South on-street wheeling lane will be upgraded to a protected two-way wheeling facility to be constructed on the north side of the road and separated from traffic lanes by a concrete buffer. 14 Avenue South will revert back to a two-way road with wheeling infrastructure removed.

Additional pedestrian-focused improvements are proposed along both 14 Avenue South and 15 Avenue South, including curb extensions, signage improvements, intersection and pedestrian crossing upgrades, wheelchair ramp improvements, and potential concurrent lighting/utility infrastructure upgrades where feasible.

Expected benefits of this change includes:

- Safety and mobility improvements for all modes of travel through the Beltline neighbourhoods with a reduction in potential conflict points by providing 2.15 kilometres of protected cycle tracks for bicycle and e-scooter traffic through a busy centre city neighbourhood.
- Improvements to road user comfort level, liveability, accessibility, and connectivity in line with Complete Streets principles and designing for all ages and abilities.
- Creation of permanent one-way road configuration on 15 Avenue S improves vehicular operations and maneuverability through narrow streets.
- Removing e-scooter traffic off sidewalks improves the safety of pedestrians and e-scooter users and also supports recent City initiatives for adaptive sidewalk/patio spaces.
- Providing a dedicated space for e-scooter traffic also supports local businesses by making it easier for e-scooter users to visit area businesses.
- Accessibility improvements to improve safety and access for individuals with mobility or sensory impairments, including upgrading wheelchair ramps to directional configurations with tactile strips, curb extensions for reduced crossing distances and increased visibility, additional marked pedestrian crossings, wider sidewalks for improved wheelchair maneuverability, and retroreflective pavement marking and lighting improvements.
- The addition of route choices increases active transportation mode efficiency and network reliability for area residents, visitors and commuters.
- New east/west cycle tracks along 15 Avenue S will

increase access to existing north/south protected cycle tracks routes along 11 Street SW, 5 Street SW and 2 Street SW for improved network connectivity.

- Minimizing throwaway costs from planning, design and construction of 4.3km of temporary roadway detour infrastructure that is currently in place along the corridors.
- Maintaining detour route functionality for future construction along the busy 17 Avenue S commercial corridor.
- Increased sustainability and community health and wellness benefits through active travel options and recreation-supportive infrastructure.
- Support of local businesses through improved active transportation access to the area.
- Alignment with significant public support for improved cycling infrastructure and complete streets upgrades through engagement of Calgarians and area businesses.
- Social, economic and environmental benefits through the promotion of active transportation and a reliable, safe, sustainable, and efficient means of transportation through Beltline.

## 7.2 Utility

This section outlines various mechanisms for the provision of services for growth. The policies address different themes including protecting public health, safety, financing, environment and property.

The overall goal of these infrastructure policies is to provide efficient, safe, socially and environmentally sound infrastructure that supports water distribution, wastewater collection, stormwater collection and flood protection.

These policies align with a number of City policy documents such as the MDP and the Centre City Levy (CCL) Bylaw strictly for utilities. The Plan also considers recent advancements in infrastructure planning and incorporates new policy guidance to reflect this.

### 7.2.1 Utility Infrastructure Funding

Beltline will continue to be part of the Centre City levy by-law. Any key infrastructure investments triggered by this Plan will continue to be funded by this levy bylaw, pending any changes, and The City, through utility rates. The following policy is proposed to help direct utility infrastructure funding for Beltline in the future.

#### Policies

1. The City shall continue to promote safe, efficient and affordable utility infrastructure solutions that reduce overall life cycle costs to support future growth in the Beltline.

### 7.2.2 Water, Sanitary and Shallow Utility Servicing

Utility infrastructure within the Beltline was designed to meet the needs of the built form at the time of development. Any changes would be made as needed to retain level of service. The Beltline is located within the Inner-City/Glenmore Sanitary District Study (SDS) area and the Glenmore water pressure zone. Servicing into the area for capital infrastructure is evaluated regularly through periodic updates to the Water Long Range Plan and Sanitary Long-Range Plan programs. At this time, there are no existing or future upgrades currently identified within the plan area in long-range plans. However, depending on future land use changes,

there may be associated local upgrades required. Local servicing capacity would be evaluated through the established development application process. The following policies are proposed to help facilitate orderly and efficient water, sanitary and shallow utility servicing for Beltline in the future.

## Policies

1. Development shall be serviced with municipal water, sanitary sewer and stormwater infrastructure. Shallow utilities (e.g., gas, cable, electricity, and telephone) shall be provided by utility providers, as determined through the approvals process.
2. Provision, alignment and capacity of water distribution mains, sanitary sewer mains and trunks, and stormwater mains and trunks within a development should be in accordance with City standards and confirmed through reviews of a development site servicing plan, a fire flow letter and a sanitary servicing letter as deemed required by The City.
3. The City should identify any capital-sized off-site water, sanitary or stormwater system improvements required to be up-sized prior to development.
4. Depending on the increase in intensity, development application requirements may require a detailed utility infrastructure study, which includes a water network plan and a sanitary servicing study, to demonstrate that the subject site can be serviced. Constraints that are determined with the intensification may require upgrades that would be at the cost of the developer.

5. The location of utility rights-of-way, easements and public utility lots should be addressed:
  - a. To the mutual satisfaction of The City and the utility companies.
  - b. To accommodate the extension of municipal utilities necessary for development and continued access for maintenance of municipal utilities.
6. Explore opportunities to relocate any existing overhead utilities underground in conjunction with future public realm/public infrastructure opportunities in Beltline with a focus on enhancing the community character of Beltline.
7. Consider efficiency measures within new development to reduce potable water consumption.
8. New development application proponents should collaborate with the City of Calgary to explore and evaluate opportunities to potentially reduce fire flow demands.

### 7.2.3 Stormwater Management

The stormwater management system should be designed to adequately and efficiently service redevelopment and adopt Low-Impact Development (LID) strategies where appropriate. Stormwater management within established older neighbourhoods in Calgary, such as Beltline, poses a significant challenge. The loss of pervious surfaces expected due to increasing intensification/density in older neighbourhoods, combined with little to no opportunities for incorporating large storage ponds and the increasing impacts of climate change, means

that older neighbourhoods need to consider multiple approaches to addressing stormwater management going forward. The following policies are proposed to capture a multi-layered approach to addressing stormwater in the plan area.

## Policies

1. Existing municipal stormwater infrastructure shall be extended to the site of any new development at the cost of the developer. Onsite stormwater detention may be required based on the land use to reduce impacts on pipe capacity.
2. The provision, alignment and capacity of any new stormwater mains and trunks within the plan area shall be in accordance with City standards and confirmed through the development site servicing plan (DSSP).
3. The stormwater management system for any development should be designed to adequately and efficiently service the development while preserving riparian and wetland areas, where possible.
4. Application information submitted should demonstrate how runoff from impervious surfaces will be treated.
5. Any requirements for new stormwater outfall discharge locations, maximum allowable release rates, unit area release rates, runoff volume control targets and stormwater treatment should be consistent with the approved drainage plans for the plan area.
6. Consider adding low-impact development strategies within new development to reduce stormwater runoff volume and peak flow and treat stormwater

as a resource rather than a waste product. Such strategies may include, but are not limited to:

- a. Source control practices such as absorbent landscaping, bioswales and rain gardens.
  - b. Rainwater harvesting/reuse for irrigation.
  - c. Redirect surface runoff to landscaped areas, where appropriate.
7. Explore potential opportunities for alternative and innovative stormwater management practices integrated with projects such as upgraded transportation corridors and recreational facilities/parks within this Plan.

#### 7.2.4 Flood Hazard Areas

Climate change models indicate flood events will likely occur more frequently and severely than in the past. Proactive approaches to increasing resiliency in design are required to mitigate risks of overland river flooding and associated hazards such as high groundwater, as Beltline is located near to the Bow and Elbow Rivers and within the flood fringe hazard area.

Calgary has undertaken significant work to reduce the risks of river flooding. In the case of the Beltline, the upgrades to the Glenmore Dam completed in 2020 mitigate the risk of overbank river flooding during small floods, and the Government of Alberta's Springbank Off-stream Reservoir will provide additional protection up to a 2013-sized flood. Construction on the Springbank Reservoir began in 2022, with completion anticipated in 2025. Other structures that protect the surrounding area include the Ghost Reservoir on the Bow River, which can hold back water and reduce the impacts of small

and moderate floods. It should be noted that even though these projects are expected to reduce the risk of overbank flooding, there will continue to remain a risk of high groundwater in Beltline during a flood event. In addition, building regulations such as the Land Use Bylaw include flood hazard area requirements that will designate the required elevation to protect the building and the associated mechanical and electrical systems.

The following policies are proposed to help facilitate flood protection for Beltline in the future.

#### Policies

1. The design of any utility infrastructure should address flood conditions, if applicable, to ensure long term infrastructure resilience.
2. The design of any new buildings should incorporate higher standard groundwater considerations to ensure that they are designed to address the high groundwater levels associated with a river flood.



3. No new residential uses shall be allowed to be developed below the designated flood level.
4. Development located within the Flood Fringe, should be designed in accordance with Flood Fringe policies of the MDP and LUB.

### 7.3 Emergency Response

Emergency response route access for the Calgary Fire Department must be maintained at all times. Emergency response route access allows for Fire crews and equipment to mobilize into the occupied areas to preform emergency service tasks efficiently and effectively.

#### Policies

1. Route access on street networks must be in compliance with the Calgary Fire Department's emergency response standards and specifications.





A large number 8 is formed by a collection of smooth, multi-colored stones (blue, purple, orange, white, and grey) arranged on a light-colored concrete floor. The stones are of various sizes and are densely packed to create the shape of the number 8. The background is a speckled concrete surface.

# 8

## **Community and Social Development**

## 8.1 Introduction

In order to foster a socially sustainable community with a diverse socio-economic population, this Plan supports the development of a broad range of housing types, encourages mixed use development, supports local economic development opportunities, and promotes enhanced public safety initiatives. Integration of social initiatives in the

Beltline with other inner city and City of Calgary initiatives will be more clearly defined and strengthened through the Calgary Centre City Social Plan. The ongoing success of such a strategy will require the development of an integrated approach to social issues in the Beltline and inner-city and the strengthening of working relationships with the federal and provincial governments, inner-city communities, social agencies and the recipients of their services, the business community and other key members of the community.

## Objectives

In order to support a socially sustainable community in the Beltline, the following objectives should be achieved:

- 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.
- Encourage the development of an appropriate range of public and private amenities and services that are available to a diverse population including persons of all ages, income levels, cultural background or abilities.
- Encourage a diversity of housing options in order to provide choices in housing types to address the needs of different household sizes, age groups, income groups and lifestyles and to provide housing for people employed in the community and in the Greater Downtown.
- Incorporate new development design that acknowledges and integrates existing affordable housing and social facilities within the community fabric. Housing developments which offer a variety of housing types including market and integrated non-market housing are encouraged.
- Encourage spaces for locating economic development initiatives including small business incubator programs, educational programs, artist live-work studios and community service agencies.
- Support the conservation and renovation of existing affordable housing through adaptive reuse of existing building stock for residential units to increase population and provide alternative housing options and enable optimization of senior government programs (e.g., Residential Rehabilitation and Assistance Program).
- Promote the inclusion of residents, users and other key community members who are representative of the diversity within the Beltline community in decisions affecting the community to ensure the acceptability of such decisions.
- Ensure that the requirements of persons with special needs are attended to in the design of public and private spaces.
- Enhance the feeling of safety for residents, users and other key community members living, working and recreating in the community.
- Encourage the continued development of a socially cohesive population with a strong sense of community.
- Support social infrastructure through the inclusion of a strong network of community services and facilities designed to meet the evolving needs of the community.

## 8.2 Accessibility

In order to promote universal accessibility for all citizens, The City should:

1. Work independently or collaborate with other orders of government to examine policies and building practices in relation to the Duty to Accommodate legislation, and ensure accountability for meeting the requirements of human rights legislation by examining and evaluating risk management practices.
2. Promote the use of the **City of Calgary's Access Design Standards** and the services of the Advisory Committee on Accessibility, Access Design Subcommittee in the evaluation and design of new buildings and public spaces.
3. Strongly encourage all new projects funded partly or fully by The City to use **The City of Calgary's Access Design Standards**.
4. Provide two curb cuts at all corners (where possible) to ensure accessibility for persons with disabilities.
5. Ensure provision for adequate access to commercial and residential buildings for para-transit vehicles.
6. Consider mobility requirements in the location decisions of housing for seniors or persons with disabilities.
7. Increase the use of universally recognized symbols of access in City of Calgary signage and use accessible pedestrian signals as appropriate for the safety of the visually impaired.

## 8.3 Public safety

To ensure that residents, users and other key community members feel safe living, working and recreating in the community, The City should:

1. Continue the use of Crime Prevention Through Environmental Design (CPTED) assessments as part of the development permit application process.
2. Use CPTED assessments in the design and development of all public spaces, lanes, mews, and open space systems.
3. Investigate the establishment of a community safety committee comprised of representatives from the Community Association, area Business Revitalization Zones, the Calgary Police Service, Animal and By-law Services, EMS, Community Services and social service agencies to monitor safety and develop strategies to address emerging public safety concerns.
4. Support the continuation of Animal & Bylaw Services' Community Support Officer (CSO) initiative, which in partnership with Calgary Police, provides an accessible street-level presence of enforcement officers in the community. The CSO's address problems and concerns in a pro-active manner, and positively improve the community's perception of safety by addressing graffiti, unsightly properties, panhandling and other environmental concerns.
5. Evaluate the pilot CSO initiative of Bylaw Services.

## 8.4 Building a strong community

In order to ensure that Beltline fosters and maintains a strong and cohesive community, The City should:

1. Support the development of social infrastructure through a strong network of community services and facilities designed to meet the evolving needs of the community.
2. The types and levels of community services and facilities will be informed through periodic reviews of existing and projected: demographic profiles of area residents, inventories of area services and facilities and gaps in services and facilities.
3. Develop strategies for providing new social infrastructure or improving existing community service facilities for areas that are inadequately serviced or experiencing major growth or change.
4. Prepare strategies to implement the timely and efficient development of community facilities to serve the Beltline. Strategies will be informed by consultation with residents and service providers and the findings of investigations conducted to implement the policy above. Opportunities for co- location of services will be considered as part of any strategy. Updates of the strategies will consider: the market response to new housing in and around Beltline and its effect on the emerging demographic composition; the status of funding, scheduling and delivery of planned facilities; and any implications for service planning and delivery.
5. Provide high-quality parks, public spaces and recreation facilities throughout Beltline to meet the needs of a growing and diverse community.



## 8.5 Affordable housing

This Plan aims to ensure a wide variety and mix of housing types, building forms, and unit sizes to accommodate different household types and lifestyles that encourage social diversity (*as outlined by Canada Mortgage and Housing Corporation's housing continuum*). Having access to safe and stable housing in Beltline provides many benefits, such as:

- Helping to create an inclusive, healthy, prosperous and safe neighbourhood.
- Adding diversity by attracting people of all ages into the neighbourhood.
- Providing chances for residents to find and keep jobs, learn and build skills and be active community participants.
- Keeping vulnerable residents off the streets and reducing demand and pressure on emergency services, hospitals and the justice system.
- Boosting the local economy through:
  - Construction-related jobs.
  - Increased purchasing power of residents.
  - Attracting employers with the promise of a more stable workforce.

The City of Calgary defines a household as in need of affordable housing if it spends 30% or more of its income on shelter and earns less than 65% of Calgary's median household income.

### Policies

In addition to the policies included in **Chapters 3 and 4 of this Plan** and in **Chapter 4 Urban Design in the CCG**, the following policies apply:

1. Explore opportunities to include affordable housing units in residential development.
2. New development should:
  - a. Contribute to age-friendly housing and support multigenerational living through innovative housing design such as units with lock-off suites, two primary bedrooms and accessible washrooms.
  - b. Support the diversification of the housing stock to suit the needs of larger households by encouraging multi-unit housing development to offer units with two and three or more bedrooms.
3. Where municipal land is available, explore the coordination of non-profit land sales for affordable housing and dispose according to City policy.
4. Encourage the co-location of affordable housing units within civic projects.
5. Support the intensification and retention of existing affordable housing development to ensure no net loss of units.
6. Explore opportunities for partnerships between public, private and non-profit organizations to facilitate the integration of affordable housing in locations supported by mobility choices, public amenities and access to services.
7. Support deep energy retrofits within existing affordable housing development to reduce emissions and energy bills.
8. Explore opportunities for new affordable housing to be designed to net zero energy standards.



9

**Implementation**

## 9.1 Future Projects and Studies

In order to realize the potential of the Beltline as envisioned by the Plan, the key will be in successful implementation. The approval of this Plan is only the first step.

Timing for these projects will depend on City work programs and priorities as well as on the priorities of other key community members in Beltline. Specific timing for projects will in some cases be set by Council either through reporting on specific projects or studies or through the approval of corporate work programs.

## 9.2 Community Involvement

Include the Beltline Neighbourhoods Association and Business Improvement Areas in ongoing implementation committees and projects related to the Beltline ARP including review of the effectiveness of this Plan.

## 9.3 Authority of this Plan

The ARP is an ambitious long-term plan. Influences on new development in mixed-use areas can experience significant change due to shifting markets and circumstances, and there may be emerging development forms that were not anticipated by this Plan. As a result, the Development Authority may use discretion in approving developments that do not meet a specific policy, provided the new development can demonstrate it meets the objectives and intent of the Plan, is well aligned with the objectives identified in the Plan and is in accordance with **Section 9.4 Interpretation** and **Section 9.5 Implementation**. An ARP is a statutory document, adopted by bylaw by City Council in accordance with Section 634 of the MGA. The

ARP sets comprehensive long-term policies to guide local redevelopment within a defined area. The Plan may also identify implementation work that needs to be undertaken to realize the policies

## 9.4 Interpretation

### 9.4.1 Policy interpretation

1. In 2017, Council adopted the Centre City Guidebook (CCG), MDP Volume 2, Part 2, that only applies when a local area plan says it applies. The MDP says that the CCG framework, best practices and common policies should be used as a starting point to neighbourhood planning. However, as the second approved guidebook within the MDP, the CCG addresses only two land use categories: Mixed-Use High Density for the neighbourhoods surrounding the Downtown Core; and Employment - Intensive for the commercial and retail areas in the Downtown Core. Further, it recognizes that these categories may not fit every local context within Greater Downtown and proposes an area redevelopment plan approach would be better. With its diverse community, Beltline is a perfect example of when exceptions should supersede the CCG. Further, the significant updates to the MDP in 2021 make much of the CCG redundant. For all these reasons, the CCG policies in Chapter 4 is the only CCG content that applies to this Plan.
2. The policies within Chapter 4 of the CCG will apply to Part 1 of this Plan and must be read in conjunction with the Beltline Area Redevelopment Plan: Part 1. Where the policies within Chapter 4 of the CCG and this policy plan are different, the

difference is intentional and not an inconsistency, because policy has been tailored to the Beltline area. Where there is an absence of a specific policy within this policy plan, Chapter 4 of the CCG prevails.

3. The South Saskatchewan Regional Plan (SSRP), which refers to a large geographic area that includes Calgary — establishes a long-term vision for the region. It uses a cumulative effects management approach (ripple effect of development) to guide local decision-makers in land use and watershed management. The SSRP is designed to support Alberta's economic, environmental, and social goals. However, this Plan allows The City to encourage more progressive policies for economic, environmental and social outcomes.
4. Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction, or situations where a desired result is required.
5. The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical, or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent, and guidelines to the satisfaction of The City with regard to design and performance standards.

6. Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

#### **9.4.2 Map interpretation**

1. Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines, roads, or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the approving authority at the time of application.
2. No measurements of distances or areas should be taken from the maps in this Plan.
3. All proposed land use classifications, additional policy guidance, road and utility alignments and classifications may be subject to further study and may be further delineated at the land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan that includes a Public Hearing of Council.
4. Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

5. All illustrations and photos are intended to illustrate concepts included in the Plan and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.

#### **9.4.3 Figure interpretation**

1. Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.
2. Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

#### **9.4.4 Appendix interpretation**

1. The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

#### **9.4.5 Plan limitations**

1. Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed

site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision, or development permit application.

#### **9.4.6 Existing caveats/restrictive covenants**

1. Some parcels in the plan area may have caveats registered against the certificate of title which may restrict development. In some cases, the caveats may not be in alignment with the goals and objectives of this Plan and where such conflicts occur, The City of Calgary supports the direction of this Plan. It is the responsibility of landowners to have caveats discharged from their land title certificate.

### **9.5 Implementation**

#### **9.5.1 Using The Plan**

1. The Plan is intended to be read in conjunction with the following plans, which provide city-wide policy direction as well as policy direction for Calgary's Greater Downtown:
  - a. Municipal Development Plan (MDP Volume 1, Part 1) and Calgary Transportation Plan (CTP); and
  - b. Centre City Guidebook (MDP, Volume 2, Part 2), Chapter 4: Urban Design.



2. Additional policy and guidance are provided for Greater Downtown through non-statutory plans such as Calgary's Greater Downtown Plan, Centre City Mobility Plan and the Centre City Urban Design Guidelines.
3. New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where new concepts and ideas align with the intent of the vision in the Plan (in Chapter 2), or offer creative solutions to particular problems, amendments may be supported. To make any change to the text or maps within the Plan, an amendment must undergo a Public Hearing of Council.

### **9.5.2 Monitoring**

1. The policies within the Plan will be monitored to ensure developments in Beltline remain relevant to the intent of the Plan, and that the Plan remains current with Beltline's evolving interests. City Administration will follow the plan amendment process — in accordance with the Municipal Government Act — to update the Plan as required.
2. To ensure this Plan remains current and relevant, it is proposed that Administration undertake a review and update every 10 years. Administration should monitor this Plan for: policy interpretation issues; policy gaps; implementation processes; and, changes to corporate objectives.

### **9.5.3 Review**

1. The Approving Authority may consider alternatives to support climate mitigation and adaptation innovation, including, but not limited to relaxations to the Land Use Bylaw; or, varying building design or development standards such as building setbacks, height, façade articulation or parking requirements.
2. The Approving Authority may consider exemptions to the density and bonus provisions contained in Section 5 of this Plan in accordance with a Direct Control District approved prior to 2010 April 01.

### **9.5.4 Amendments**

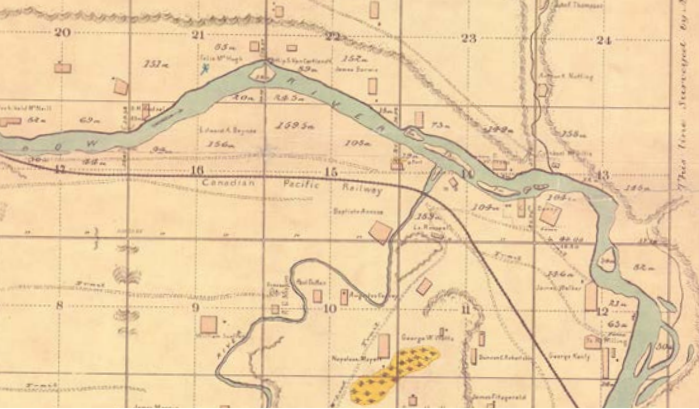
1. Where an amendment to this Plan is requested through a planning application, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.



10

**Appendices**





"W.R. Hull house 'Langmore' on 12th Avenue at 6th Street SW looking west," 1918, (CU176794) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



"First Nations camp on the Elbow River, Calgary, Alberta," [ca. 1886-1888], (CU185314) by Boorne and May. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



"Indigenous women at Calgary Stampede", Calgary, Alberta, [ca. 1932],

## Appendix A: Beltline History

In 1883, the Dominion Land Survey divided this area, along with the broader region, into 640-acre sections, 36-section townships, and ranges made up of townships. The future Beltline was placed within sections 15 and 16, Township 24, Range 1 west of the Fifth Meridian. It was included within Calgary's municipal boundaries when the town was incorporated in 1884. The land was subdivided into blocks, and the blocks into individual lots, by means of Plan A in 1885 and plans A1 and C in 1888. These plans established the grid of north-south oriented streets and east-west oriented avenues that remain largely unchanged.

Beltline's name and distinctive identity derive from the establishment in 1909 of the Calgary Municipal Railway (the forerunner of Calgary Transit) and its belt line, a circle streetcar route around a portion of the neighbourhood, that year.

All of this was a colonial superimposition on land that had been the traditional territories of the Blackfoot Confederacy (made up of the Siksika, Piikani, and Kainai First Nations), the Îlethka Nakoda Wîcastabi First Nations (comprised of the Chiniki, Bearspaw, and Wesley First Nations), and the Tsuut'ina First Nation.

### Indigenous history

It was here, according to traditional belief, that people were created and where Indigenous peoples had lived since time immemorial. At least one traditional creation story involves the two rivers that converge in Calgary, the Bow and Elbow. The area at the confluence of these two rivers was an inseparable part of the land that Indigenous peoples knew intimately. It was important as

a meeting place and as a place of seasonal inhabitation. It lay within the wintering range of migratory bison that were the staple food of the region. The confluence provided shelter for winter camps, breezes and sheltering hills that offered relief from summer heat and insects, plenty of wood and water, and an excellent ford at the Bow River. The Blackfoot called this place Moh'kins'tsis, the Tsuut'ina, Gut'sis'tsi, and the Îlethka Nakoda Wîcastabi, Wincheesh-pah. The Nêhiyawêwin called it Otos'kwunee.

Agricultural use and urban development, which preceded the passage of the Alberta Historical Resource Act (originally known as the Alberta Heritage Act) in 1973, has widely disturbed physical evidence of Indigenous life in present-day Calgary. Nonetheless, archaeological work in the city has provided evidence of bison kill sites, adjacent bison processing sites, and campsites. The earliest-known evidence comes from within the study area. The site of Mona Lisa Artists' Materials (1518-7 Street SW) was excavated during the building's construction in 1968. The work revealed butchering tools and bison bones (from an extinct, giant variant of the species) that had been deposited 8000 years earlier when the site lay adjacent to the Bow River channel, which has moved northward in the intervening millennia.

The confluence and its surrounding area was part of broader patterns of seasonal inhabitation and trade routes. When non-Indigenous fur trade companies opened trading posts at Edmonton and Rocky Mountain House in the 1790s, those places became destinations for semi-annual trade expeditions and sources for tools,

weapons, and other necessities. Colonial trails, and some modern city roads and rural highways, derive from Indigenous trails. These include Macleod Trail (which began as part of the Old North Trail, an ancient north-south travel route) and Blackfoot Trail (which began as the route to the fur trade posts).

Two years after Confederation in 1867, Canada asserted its sovereignty over the prairies, and it dispatched the North-West Mounted Police (NWMP) west in 1874. The following year, the force's F Troop arrived at the confluence and established Fort Calgary. It was built on unceded land two years before Treaty 7 was signed at Blackfoot Crossing in 1877. Indigenous signatories regarded the treaty as a peace agreement, but the Canadian government considered it a land surrender that opened the territory to non-Indigenous settlement.

Indigenous peoples were important to Calgary's early economy. With disappearance of the bison by the early 1880s, they became impoverished and were forced to live on reserves. The nearest to Calgary, the Tsuut'ina reserve, was established in 1883. Still, Indigenous camps within Calgary's modern city limits continued through the 1880s and into the 1890s. However, from the mid-1880s to the 1930s, government authorities enforced a pass system that prevented people from leaving their reserves without permission, which was seldom given. By restricting movement, the government severely damaged economic, cultural, and religious life, separated families who lived on different reserves, and isolated children at residential schools from their parents. (One such institution, the Anglican-run Calgary Industrial School, operated within present city limits from 1896 to 1907.) The pass system was unsupported by legislation, which made it legally unenforceable.

In Calgary, an exception was made for the annual exhibition or for other special occasions, when Indigenous people participated in parades, athletic events, and cultural demonstrations. Authorities wanted to end these practices, which they saw as interfering with the goal of eliminating Indigenous culture. When the Calgary Stampede was first held in 1912, influential Calgarians argued successfully to let Indigenous people take part. Throughout the Stampede's history, Indigenous peoples have attended and participated in the exhibition and rodeo, and some families inhabit a temporary village on the grounds that is part of the exhibition.

Once the pass system was gone, people began visiting Calgary from southern Alberta reserves for a day or more of downtown shopping or entertainment or to attend the Stampede or a hockey game. Some came in groups by chartered train. Anyone who appeared to be drunk was vulnerable to police harassment or arrest while in Calgary or by a waiting Mountie at the train station on their homeward journey.

In the early 1960s, people began moving from reserves to Calgary to seek educational or employment opportunities. This growing urban Indigenous community had many connections to Beltline. In 1962, the Young Women's Christian Association (YWCA, located at 223-12 Avenue SW) launched the Ni-Na-Ki Indian Girls' Club, a cultural group for Indigenous and non-Indigenous women. After the YWCA building was converted into a community hub in 1972, it housed the offices of many non-profit and charitable organizations, among them several Indigenous ones. They included the Calgary Urban Treaty Indian Alliance (CUTIA), a social service agency operated by Indigenous people. The Calgary Aboriginal Awareness Society, established in



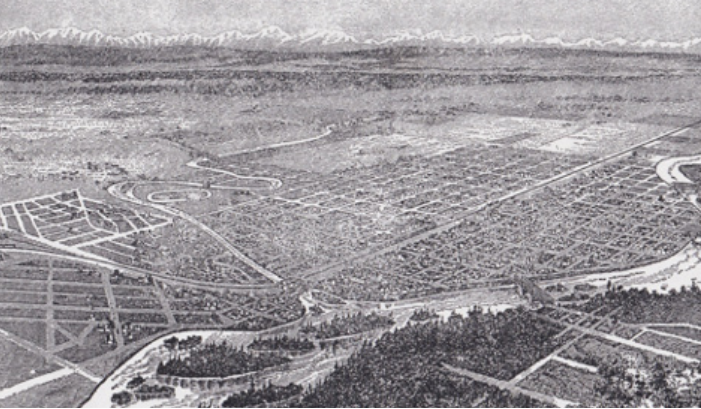
First Nations on horseback in Stampede Parade, 1912. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU141639



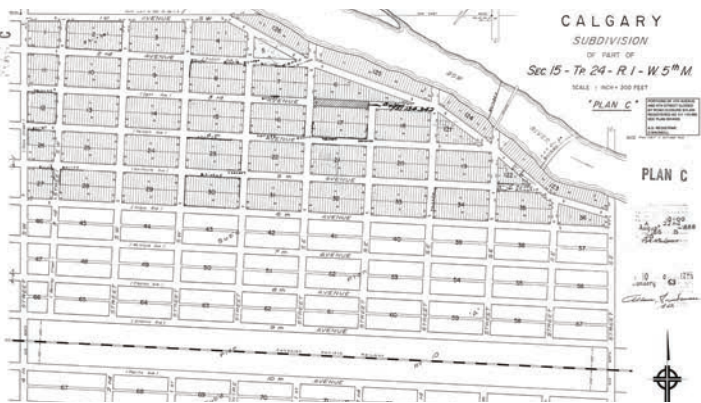
Indian camp, Calgary, with Hudson's Bay store in background, 1886.







This drawing is from *The New Highway to the Orient*, which was published in 1901. It's probably speculative, as it shows the Stampede grounds more developed than they were at the time. But it shows all of Calgary, including Beltline which is very clear to see.



Subdivision Plan C, 1888, showing the eastern portion of downtown, the CPR right-of-way, and the northeast corner of the Beltline. Courtesy of Service Alberta



Devenish Apartments, 1912. The building remains extant at 908–17 Avenue SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1122903

1990 to coordinate Native Awareness Week, moved to a Beltline address by the mid-1990s.

In the 1970s, a couple from the Siksika reserve—Wallace Bear Chief, his wife Teresa, and their children lived in Beltline above Charlie Sing's grocery store (112–14 Avenue SE). Wallace's cousin Annie Stab Last (née Little Chief) had earlier lived at the same address. Urban Calling Last, CUTIA's co-founder, also lived in Beltline. By 1973, some 40 to 80 Indigenous families (mostly Métis) lived in Beltline, but most of them likely lived in East Victoria Park, which lies outside of the study area. Further research has the potential to tell the story of Indigenous people who lived in Beltline since the 1960s.

On at least two occasions, events in Beltline made news about Indigenous people far beyond Calgary. In 1962, Dolores McLeod, a young Cree woman, was evicted from her Beltline apartment the day she moved in, as soon as her landlord realized she was Indigenous. Her case led to renewed call for a fair accommodation and employment practices act, and the matter reached the provincial legislature. Meanwhile, McLeod found another Beltline apartment a few blocks away. In 1974, CUTIA, supported by the American Indian Movement, occupied the Department of Indian Affairs office (125–12 Avenue SE) for 54 hours to protest lack of funding for off-reserve services as well as racist behaviour within the department's Calgary office. The protest made national headlines.

### Métis History

This area was also part of the homeland of the historic Northwest Métis, a post-contact Indigenous people who emerged out of the interactions and intermarriages between fur traders and local First Nations in the

northern plains and boreal forests of what is now western Canada. Throughout the 19th century, there existed a small but stable Métis community in the lands between the Red Deer and Bow Rivers. Along the Bow, much of that activity appears to have taken place between its confluence with the Ghost and Highwood rivers, encompassing much of what is now Calgary, Tsuut'ina, Bragg Creek, Jumping Pound, and Cochrane

The Métis developed and used long-established cart trails that formed a crossroads in the vicinity of present-day Calgary. Major trails skirted the present city to the north along the height of land that divides the Bow and Red Deer watersheds, to the south along Fish Creek, and just east of the Bow River along a course resembling today's Deerfoot Trail. In the late 1850s, Indigenous guides—mostly Métis—led the Palliser expedition in the Calgary area using these trails, and they were documented in maps that this scientific expedition produced. These trails led to or passed through several known camp or wintering sites in the Calgary vicinity.

The Métis population in the area increased notably in the early 1870s, with individuals and families residing at wintering sites located at Shaganappi Point, along the Elbow west of Redwood Meadows, and at the mouth of the Highwood River. There might have been a cemetery in the present Scarboro neighbourhood. A trail that crossed the Bow River at the confluence might have traversed the future Beltline area on its way to Shaganappi Point, although it was less-used than the trail through Morley before the arrival of the NWMP in 1875.

Following the NWMP's arrival, a number of Métis arrived from Edmonton with their Red River carts and

built cabins in the Elbow Valley, mostly in the modern neighbourhoods of East Victoria Park, Erlton, Mission, Inglewood, and Ramsay. The Calgary settlement developed mainly adjacent to the fort in the future Inglewood district, and Métis evidently comprised a majority of the population until 1883. The Canadian Pacific Railway (CPR) arrived that year, and in 1884 it laid out a new townsite west of the Elbow in what is now downtown. Calgary was incorporated as a town later that year, and in 1894 it became a city.

The arrival of the Mounties led to increased activity around what is now Beltline. The development of a cart trail from Calgary to Morley via modern-day 12 Avenue SE/SW to Shaganappi Point, and via Bow Trail from there suggests that even if Métis were not settling in Beltline yet, they were definitely passing through.

The Métis were not party to Treaty 7. They were issued scrip, a document that could be exchanged for land or cash. Louis L'Hirondelle, whose family had begun ranching near the fort as early as 1876, made claims in Section 16 (which included much of Beltline), but they were unsuccessful because the section had been reserved for police and townsite purposes. L'Hirondelle was granted a number of lots in the future Beltline, including the southwest corner of Centre Street and 15 Avenue SW and the northwest corner of 15 Avenue and 1 Street SW.

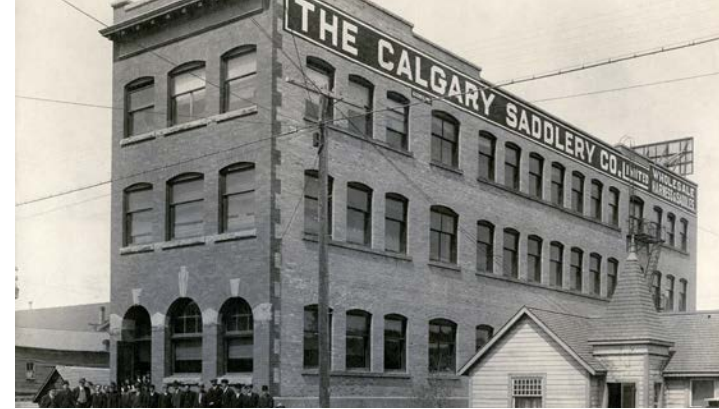
Other Métis congregated around Beltline and Mission during the 1880s and 1890s. Most made their homes in Mission. There was also a camp of Métis that was likely situated at what is now the southwest corner of 17 Avenue and 4 Street SW.

## Neighbourhoods

As it developed, Beltline evolved into two distinct neighbourhoods, Victoria Park and Connaught. The first lay east of 4 Street SW, within Section 15, where the CPR subdivided the Townsite of Calgary in 1884 through its real estate subsidiary, the Canada North-West Land Company (CNWLC). Avenue names supplied by the CPR remained in use until 1904, including:

- Pacific Avenue (10 Avenue, a companion to Atlantic Avenue, now 9 Avenue)
- Smith Avenue (11 Avenue, named for CPR director Donald A. Smith, who drove the last spike in 1886 and later became Lord Strathcona)
- Van Horne Avenue (12 Avenue, for CPR vice-president and future president Sir William Cornelius Van Horne)
- Kennedy Avenue (13 Avenue, for CPR director J.S. Kennedy)
- a Grenfell Avenue (14 Avenue, for CPR director Pasco du Pré Grenfell)
- Rose Avenue (15 Avenue, evidently for CPR director Charles D. Rose).

This area was part of East Ward, an early designation that also included the future Inglewood neighbourhood where East Ward School (later renamed Alexandra School) was located. After Queen Victoria's death in 1901, the city's agricultural grounds were renamed Victoria Park. Within a few years, the adjacent residential area took on the same identity. (In 1975, the exhibition grounds were renamed Stampede Park.) Historically, the Victoria Park neighbourhood extended east from 4 Street SW to the Elbow River. East Victoria Park, located between 1 Street SE and the Elbow, lies outside of the planning area.



"Calgary Saddlery building, Calgary, Alberta.", [ca. 1915], (CU1207368) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



"Calgary Gas Company staff and artificial gas plant, Calgary, Alberta.", 1912, (CU181996) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



"House being moved, Calgary, Alberta.", 1928-08, (CU193180) by Oliver, W. J. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.





Olga Danowich (née Oschpik) in sewing room off Hatchwear Uniforms factory, 1958. The building remains extant at 607–11 Avenue SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1135889



Walter J. Brigden and family outside of his store, circa 1908–10. The building remains extant at 1417–11 Street SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1103971



Pryce Jones Department Store, circa 1912. The building remains extant at 1117–1 Street SW. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1137352

West of 4 Street SW, Beltline lies within Section 16 and became known as Connaught. The identity derives from Connaught School, which was built in 1911 and named for the governor general of the day—Prince Arthur, the 1st Duke of Connaught and Strathearn and a son of Queen Victoria.

### The Urban Landscape

Beltline developed more slowly than the neighbouring downtown did. CPR interests retained many undeveloped lots in Victoria Park, and other investors acquired lots in large numbers. Both neighbourhoods became mixed-use areas, mostly residential but with commercial, industrial, and institutional components. Speculators had a strong influence on development patterns, which resulted in a mixed urban landscape, where homes stood next to a bakery or a garage, and boarding houses or apartments were built throughout the neighbourhood. Some of this varied character persists.

Tenth Avenue acquired an early industrial quality. Land on the north side flanked the CPR tracks and remained railway company property until the 1970s. It was retained for railway and other industrial uses. One exception was the federal Immigration Building, where immigrant families could find temporary shelter from 1885 until it was demolished in 1913. The south side had mixed residential and industrial uses. Notable early industries in the area included W.H. Cushing's sash and door factory and Thomas Underwood's lumber yard. Both men went on to become mayors of Calgary. The Calgary Gas Company, an early utility, operated from a sandstone facility on the future site of the Centre 10 office building (517–10 Avenue SW).

Residential development began early, and it included modest and middle-class family homes. In 1891, three prosperous Calgarians—Major William Bacley Barwis (1862–1928), Senator James A. Lougheed (1854–1925), and Lougheed's law partner, Peter McCarthy (1839–1901)—built fine sandstone homes in the future Connaught area. Others soon built their own upscale houses, including Crown Prosecutor John R. Costigan (1855–1902) in 1894, rancher/industrialist Pat Burns (1856–1937) in 1901, rancher William Roper Hull (1856–1925) in 1905, and businessman William H. Birkenshaw in 1908. Burns' sandstone mansion was the sole Calgary commission of famed architect Francis Mawson Rattenbury. Homeowners like the Lougheeds and the Birkenshaws developed gardens on their spacious lots.

Many prosperous residents named their houses. Example in Beltline include "Beaulieu" (Lougheed, 707–13 Avenue SW), "Bowview" (Calgary Herald founder Thomas B. Braden, 704–12 Avenue SW), "Collaton" (T.J.S. Skinner, 1119–12 Avenue SE), "Dirrington" (Costigan, possibly named by a subsequent owner, 1513–1 Street SW), "Ellesmere" (McCarthy, 710–13 Avenue SW), and "Langmore" (Hull, 1202–6 Street SW).

The Birkenshaw and Lougheed houses are the sole remaining examples of these fine homes within Beltline. In 1928, "Dirrington" was moved across the street where it remains extant at 202–17 Avenue SW in Mission. Conversely, "Glenwood"—the 1896 house built for rancher John Joseph McHugh (1852–1928) at 118–18 Avenue SW in Mission—was relocated in 2014 to 1515 Centre Street SW in Beltline's Humpy Hollow Park to spare it from demolition. It became the McHugh House Community Hub and the home of the Beltline Neighbourhoods Association.

Extensive construction of single-family homes, duplexes, and small apartment buildings followed during the pre-First World War boom beginning around 1906, when Calgary grew massively in area and exponentially in population (from just over 4000 people in 1901 to over 43,000 in 1911). As with the homes of the rich, apartment buildings and boarding houses were named. Among others, the Hester, Lorraine, and Moxam apartment buildings remain extant and retain their original names, but none of Beltline's many named boarding houses, such as the Marathon, the La Verne, and the Wigwam, have survived.

Mercantile expansion soon kept pace with residential development. As Calgary became a regional warehousing and commercial centre, its downtown warehouses proved inadequate, their lots too valuable for the purpose. In the space of a few years, a new warehouse district emerged along the northern edge of the eastern Beltline. Railway spurs and leads connected the CPR tracks to warehouse shipping and receiving platforms in the lane between 10 and 11 avenues. Beltline's manufacturing industries included bakeries, at least one dairy, and factories that produced knitting, service-industry uniforms, and hats (the Smithbilt Hat factory, which produced Calgary's signature symbol of hospitality, the white cowboy hat).

Area businesses have long offered a wide range of retail goods and services. Corner grocery stores were the most numerous, although Beltline also included one of the first two Safeway supermarkets in Calgary beginning in 1929 as well as an outlet of the locally-owned Jenkins Groceteria chain. Kipling Square (601–10 Avenue SW), an extant retail complex in a converted 1914 warehouse, originally housed a wholesale grocery business. From the 1930s to the 1970s it housed Western Grocers Ltd., the

wholesale supplier of the Red and White Stores that were once ubiquitous in small-town Alberta.

The intersection of 12 Avenue and 1 Street SW became a prime commercial site, adorned in 1912 by a handsome new branch of the Canadian Bank of Commerce (extant at 1202–1 Street SW). On the opposite corner stood the year-old Pryce-Jones Department Store (extant at 1117–1 Street SW), whose manager lived nearby in the upscale Sandringham Apartments (extant at 914–15 Avenue SW).

The Pryce-Jones Store with its Royal Welsh Tea Room, like many such enterprises, fell victim to the bust that followed the boom. By 1916 it was closed, its manager gone to war. After the First World War, economic recovery in Calgary came slowly. Investment in Beltline was limited at first to newer kinds of business, such as auto parts warehouses and dealerships. By the late 1920s, conditions in Canada and locally had improved enough to stimulate another wave of new construction. Several of the smaller apartment blocks that survive in Beltline date from this time. During this brief flurry of activity, The City attempted to manage development through zoning bylaws. However, this opportunity soon faded in the face of economic depression in the 1930s and austerity during the Second World War.

### Roads and Transportation

Early commercial development largely followed streetcar routes. Examples include the roads that lined the original Beltline route (12 Avenue SW, 17 Avenue SW, 1 Street SW and 14 Street SW) and those where streetcar lines were added later (4 Street SW and 8 Street SW). However, the same pattern developed along 1 Street SE and 11 Street SW, where there were no streetcar lines. Beginning in 1908, subways (i.e., underpasses) were built at select



"Portrait of Lady Belle Lougheed, Calgary, Alberta," [ca. 1910s], (CU1123506) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



"1st Street SW subway, Calgary, Alberta," [ca. 1911], (CU1197127) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.





"1st Street SW, Calgary, Alberta," 1911, (CU1106708) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



"First Peretz School, Calgary, Alberta," [ca. 1950s], (CU191813) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



Lois Sabo with Club Carousel horse

level railway crossings to relieve the traffic impediment that the CPR tracks placed between Beltline and downtown.

The district's boundary roads emerged as mixed-use commercial streets. To the west and south, Beltline is bounded by 14 Street and 17 Avenue SW, both of which doubled as section lines (the boundary lines between 640-acre sections in the Dominion Land Survey grid) as well as city limits until 1907, when Calgary expanded through annexation. Typically for a section road, 17 Avenue functioned as a highway entry point into the city and developed a significant commercial component. By contrast, 14 Street developed commercially, but its utility as a significant transportation corridor was limited before Mewata Bridge opened in 1954 and allowed for traffic across the Bow River.

To the east, 1 Street SE separates the planning area from East Victoria Park. With access to the bridge across the Elbow River to the south, it has long functioned as a southbound artery from the east end of downtown and as a commercial street. In recognition of the centennial of Confederation in 1967, 1 Street SE was renamed as southbound Macleod Trail, while 2 Street SE was renamed as its northbound counterpart. South of Cemetery Hill, Macleod Trail still follows its historic route. North of that point, the historic trail went through Ramsay and Inglewood along what is now Spiller Road SE and 8 Street SE and not through Beltline and city centre.

### Diversity

By 1901, residents and business operators were overwhelmingly white, English-speaking, and Christian (predominantly Protestants but with a significant Roman

Catholic minority). There were early exceptions, including Métis, Chinese, and Jews.

Early Métis residents included members of the L'Hirondelle family and Métis relatives of John Glenn (1833–1886) and Samuel H. Livingston (1831–1897), Calgary's first two non-Indigenous farmers, both of whom married Métis women. Margaret L'Hirondelle lived on 17 Avenue between 1 Street and 2 Street SW, and her in-law Sandy McDonald, who was either Métis or a Kildonan Scot, also lived in Beltline. Glenn's widow, the former Adélaïde Belcourt (ca. 1853–1941), evidently lived in Beltline after her second husband, Leo Slattery, died in the 1890s.

Rancher George Henry Livingston (1870–1927), a son of Samuel Livingston, lived on a half-block property (now Indigo Parking Lot 217, 1400–12 Avenue SW) for at least a dozen years until 1912. His sister Mary Ann Dowler (née Livingston, 1885–1970) lived in the neighbourhood in the 1920s along with at least one of her children. Their mother, Jane Livingston (née Howse, 1848–1919) was Métis; she raised her children in a house now preserved at Heritage Park Historical Village.

The most notable Métis resident was Lady Isabella Clarke Lougheed (née Hardisty, 1859–1936), the senator's wife. She lived in Beaulieu, the majestic Lougheed House, from its completion in 1891 until her death. Belle, as she was known, was a prominent social leader of her time, and Beaulieu and its gardens were the site of many social events as well as receptions for any out-of-town visitors of consequence, including royalty.

Lady Lougheed's community involvement, philanthropy, and frequent hosting is consistent with a significant part of the Métis ethos. It was customary for those with

plenty to share their wealth through food sharing and social functions. For Métis, the kind of wealth that she enjoyed during her husband's lifetime could be a means to becoming a person of consequence, but wealth was not an end in and of itself. Wealthy people who hoarded were looked down upon in the community. After her husband died in 1925, the family wealth was lost, and The City allowed Belle to live out her days in the mansion after its seizure for tax arrears.

Beltline was the location of Calgary's second Chinatown between 1901 and 1912. The original Chinatown had been situated in the Downtown Commercial Core, north along Centre Street from the CPR station (the future Calgary Tower site) and east along Stephen Avenue. In 1901, Rev. J.C. Herdman (1855–1910), Calgary's Methodist minister, established a Chinese mission at 215–10 Avenue SW in a Beltline building provided by building contractor and future mayor Thomas Underwood (1863–1948). The mission, along with nearby property rented from Underwood and others, contributed to the formation of a new Chinatown

centred on 10 and 11 avenues and 1 Street SW. Chinese laundries, restaurants, and other businesses were also established throughout the neighbourhood.

The Chinese community consisted almost exclusively of adult men. This was the result of a discriminatory head tax applied exclusively to ethnic Chinese to discourage their immigration. As tenants, Chinese residents and business operators were at the mercy of their landlords when the Canadian Northern Railway's right-of-way parallel to 1 Street SW, secured in 1910, impacted the local real estate market. That year, businessman Louis Kheong (ca. 1868–1939) and a group of partners bought property at Centre Street and 2 Avenue SE and built the Canton Block, which became the anchor of Calgary's third and present Chinatown. In the event, the railway did not act upon its right-of-way, and Beltline Chinatown remained extant at least to October 1912 when fire destroyed the complex at 221 through 229–10 Avenue SW. The extant building on its site (221–10 Avenue SW) was built in the 1920s as a showroom for the adjacent International Harvester warehouse.



Girls playing at Haultain School, circa 1940–41. The small sandstone building in the foreground remains extant at 225–13 Avenue SW, but fire destroyed the larger one in 1964. Miriam Sanders collection



Faculty and students of Calgary College on the steps of the Calgary Public Library, where classes were held from 1912 to 1915. The building remains extant in Memorial Park. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1154062







"Unveiling of South African War memorial, Central Park [Memorial Park], Calgary, Alberta.", 1914-06, (CU183746) by Reader W. R. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



Reference room, Calgary Public Library, circa 1920. W.J. Oliver, photographer. Calgary Public Library Archives



Glenbow Museum art gallery in Calgary Public Library, Memorial Park, 1963. Calgary Public Library Archives

The Jewish presence in the Beltline began by 1908. Most of the city's Jews lived and worked outside of the neighbourhood, and they were only ever a small minority in Beltline. Nonetheless, they were an exception to the Christian majority. Jewish families lived in Beltline, operated small businesses there, and maintained a combined school and cultural centre, and later a synagogue and a kosher food store, in the neighbourhood.

Like the rest of the city in its first century, Beltline society was overtly heteronormative. But the neighbourhood has been the informal centre of the gay community for most of Calgary's history. From the 1970s onward, the majority of the city's gay bars and other queer establishments were located here. However, even before it was safe for openly gay businesses to exist, the neighbourhood was the residential destination for many in the LGBTQ2 community.

In the early 1980s, A Woman's Place Bookstore (1412 Centre Street SW) became an important centre and safe space for the community. It was founded by social worker Carolyn Anderson, who was inspired by a lesbian bookshop that she had visited in California. Anderson placed the lesbian section at the back of the store. Many customers who were too nervous about going to gay bars found a gentler entry point to the community by shopping for books and reading the community bulletin board. In those days, customs officials seized books with gay or lesbian content, but Anderson would have her shipments sent to friends in Montana and then drive down to get them, smuggling the books into Calgary. A Woman's Place became a feminist community hub in Calgary.

For many years, the Gay Prostitution Stroll (13 Avenue and 6 Street SW)—colloquially known as “the Fruit Loop”—was centred around the Loughheed House, opposite the Ranchmen's Club. In 1982, local residents petitioned to have the stroll removed. The Calgary Herald reported on June 21, 1982, that police stepped up enforcement efforts. Inspector Frank Mitchell noted enforcement difficulties, saying “if there are five men walking down the street, two may be homosexual, one may be a homosexual prostitute and two may be going to the library. It's very difficult to assess.”

### Urban Life

Beltline has long included a wide range of mixed-use functions, including education, religion, cultural life, government services, health services, parks and monuments, recreation and hospitality, service clubs and community organizations, and social services.

### Education

Calgary's second purpose-built public school opened in Beltline in 1894. South Ward School was the first of some 20 sandstone public school buildings constructed over a two-decade period, and it remains extant at 225–13 Avenue SW. The campus expanded in 1907 with an adjacent, much-larger sandstone building, and the institution was renamed Haultain School for Sir Frederick W.A.G. Haultain (1857–1942), who served as premier of the Northwest Territories before the province of Alberta was established.

The board added two more sandstone schools, Central High School (also known as Central Collegiate Institute, 930–13 Avenue SW) in 1908 and Connaught School (1121–12 Avenue SW) in 1911. Haultain closed in 1962 due to low enrollment, and its larger building burned in



1964. Central closed in 1965, and it became the board's Dr. Carl Safran Centre, an adult education facility. The sandstone building was later integrated into the new Calgary Board of Education headquarters that opened in 2011. Connaught School remains in operation.

There were other educational institutions in Beltline. St. Hilda's College (830–12 Avenue SW) opened in 1905 as an Anglican girls' boarding school. It became the non-denominational St. Hilda's School for Girls in 1924, and it closed in 1949. The I.L. Peretz School (102–13 Avenue SW), a private Yiddish-language Jewish school, held classes in a purpose-built structure from 1930 to 1959, when it moved to Altadore. The privately-owned Coupland Business College (109–14 Avenue SW) operated in a converted dwelling as early as 1912 and as late as 1918, and Garbutt's Business College was later housed in the former Pryce-Jones Building. Apart from the last, none of these buildings remain. But the extant Memorial Park Library was the venue of Calgary College, which aspired to become the University of Calgary and held classes in the library from 1912 until the college closed in 1915.

## Religion

Some of Calgary's longest-established congregations and most beautiful churches have been located in Beltline.

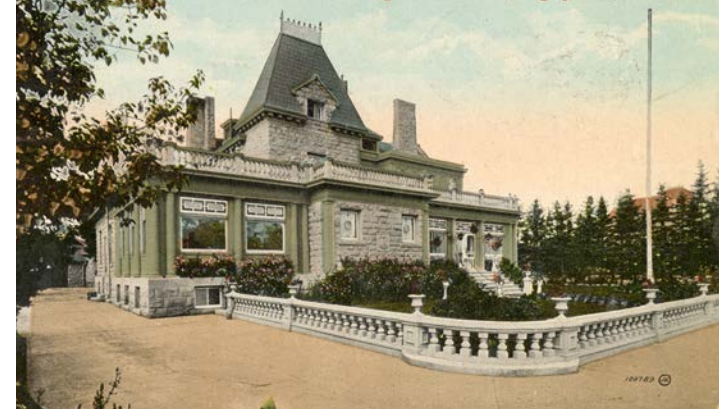
The congregations that built five of the district's six extant historic churches initially established themselves in small wooden structures. Grace Presbyterian started in a small church (924–12 Avenue SW) in 1905 before moving to its extant sandstone building (1009–15 Avenue SW), one of the largest churches in western Canada at the time, in 1913. Wesley Methodist first

worshipped in a small wooden church (819–13 Avenue SW) in 1906 before building the extant 1911 building (1315–7 Street SW). St. Stephen's Anglican started in 1906 in a small wooden edifice on its present site (1117–14 Avenue SW) before completing its present structure in 1952. The Archbishop of Canterbury was present for its consecration two years later. First Baptist began in 1888 and worshipped in two successive smaller downtown buildings before moving to its present sanctuary (1311–4 Street SW) in 1911. The Christian and Missionary Alliance worshipped in the original Wesley Methodist building from 1938 until it completed the extant church at 1512–1 Street SW. By contrast, St. Paul's Presbyterian remained in its basement church (105–15 Avenue SE) for years until the congregation was finally able to afford a superstructure.

Two substantial historic churches were destroyed by fire, First Church of the Nazarene (126–14 Avenue SW) in 1998 and First Church of Christ, Scientist (626–14 Avenue SW) in 2002.

Many other Beltline congregations worshipped in smaller religious buildings or in rented quarters. One small church at 1212–12 Street SW (also addressed as 1240–13 Avenue SW) served three different congregations over time. Built in 1913 as the First Congregational Church, it later housed the Emmanuel Mission in the 1920s and 1930s, the Eagle Hall in 1957–67, and the House of Jacob synagogue in 1967–81 before it was eventually demolished in 1996.

Other notable congregations include the Calvin Hungarian Presbyterian Church (101–14 Avenue SW), built in 1950 and rebuilt after a 1955 fire, and the St. Elizabeth of Hungary Catholic Church (819–13 Avenue SW), which also dates from the 1950s.



"Senator James Lougheed's residence (Lougheed House), Calgary, Alberta," [ca. 1913], (CU1231714) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



Calgary Automobile Laundry (119–12 Avenue SW) on the future Hotel Arts site, 1929. The building was originally used as Fire Hall No. 2. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU166727



103rd Calgary Rifles and band parading on 12 Avenue and Centre Street, circa 1910–14. The drill hall, centre, stood on the future Kahanoff Centre site. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1109398



"Aerial view of area near Central Park, Calgary, Alberta," 1950s, (CU1114601) by Hyde, K. T. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Colonel Belcher Hospital (above right), Memorial Park (below right); former Western Hospital in the former Crandell house (across 4 Street SW from First Baptist Church), future site of the Parkside Continental.



## Cultural Life

Following the Calgary Women's Literary Society's successful petition for a grant from the Carnegie Foundation, the Calgary Public Library was built in Central Park and opened in 1912. In its early years, this cultural locus was the venue for the Calgary Natural History Society Museum, classes offered by Calgary College, and countless public lectures and meetings of various organizations. It remained the library system's central branch until 1963. In 1964–73, the building housed the Glenbow Library and Archives, while the public library maintained a branch in the basement. The full branch library re-opened in 1977. It was renamed Memorial Park Library that year.

Before the purpose-built Glenbow Museum opened downtown in 1975, its departments were scattered in rental buildings. While the museum was located in a former courthouse downtown, the institution kept its offices in the former Hull mansion and stored artifacts in the former Ford Motor Company and Alberta Government Telephones (AGT) warehouses on 11 Avenue SW.

Beltline has had many such cultural associations. In the 1960s, 17 Avenue and its environs developed as a hub for artists and artists' galleries. Cultural institutions linked to Beltline have included the McDonald Academy of Dancing (located in the original Grace Presbyterian Church, 914–12 Avenue SW, in 1912–39), the Alice Murdoch School of Stage and Ballroom Dancing (in a converted dwelling at 515–14 Avenue SW in 1929–45), and the Cantos Music Museum, later renamed the National Music Centre (which operated in the former Customs Examining Warehouse, 134–11 Avenue SE, in 1998–2016) until it moved to Studio Bell in the Downtown East Village.

In the 1990s, the Lougheed House Conservation Society transformed the Lougheed mansion into a museum, event centre, and restaurant. After Wesley United Church (originally Wesley Methodist Church) closed in 2004, its building became the Arrata Opera Centre, the administrative headquarters and auxiliary performance space of Calgary Opera. The Alberta Ballet School of Dance moved to what is now the EQ Bank Tower (906–12 Avenue SW) in 1994. In 2016, Decidedly Jazz Danceworks moved into a purpose-built studio and theatre in the Kahanoff Centre.

St. Stephen's Anglican Church has integrated performing arts into its purpose, and a 2013 sanctuary renovation included theatre lighting and removal of pews to facilitate performing arts. Around the same time, the church's Memorial Hall was adapted to accommodate affordable artists' studios.

## Government Services

City services in Beltline have included both fire and police stations. The original Fire Hall No. 2 (119–12 Avenue SW), a wooden building located on the future Hotel Arts site, was designed for horse-drawn vehicles. It was in use from 1901 until 1913, and it became a temporary homeless shelter before being converted in 1929 into an automobile laundry, as car washes were then called. Ironically, the building was destroyed by fire. The present Fire Hall No. 2 (1010–10 Avenue SW) opened in 1976. The Calgary Police Service occupied the former Customs Examining Warehouse from 1982 to 1997.

Many provincial and federal government departments and agencies have operated in Beltline. The most visible federal government presence was the Customs Examining Warehouse, an imposing 1916 structure that



was overbuilt to accommodate the weight of freight goods brought inside for inspection. The Calgary Public Building, a downtown structure later integrated into Arts Commons, functioned as Calgary's federal building from 1931 to 1980. But many federal government offices were located in Beltline before they were largely centralized in 1980 when the Harry Hays Building was completed in Chinatown. In 1942, Ottawa purchased the former Pryce-Jones Building and the former Northern Electric Co. warehouse (the future Mustard Seed Street Ministry, 102–11 Avenue SE) for use as government offices, and it built the now-demolished Sam Livingston Building (510–12 Avenue SW) in 1966. Mary Dowler, the Métis woman who had lived in the district in the 1920s, jointly officiated at the opening of the federal building named for her father.

## Military

Beltline has a strong military history. Major W.B. Barwis, who built his sandstone house in the district in 1891, organized and commanded the Canadian Mounted Rifles, a militia unit whose training hall was located on the future site of the Kahanoff Centre (105–12 Avenue SE). Colonel Sam Steele (1849–1919) lived in Beltline while he commanded Military District No. 13 in 1907–10. During the Second World War, the Colonel Belcher veterans' hospital moved from its downtown facility to the former Burns mansion, and a new, purpose-built Belcher hospital (1213–4 Street SW) was constructed next to it. In the context of a wartime labour shortage, construction workers included women. At the same time, the Lougheed House became the Canadian Women's Auxiliary Army Camp. The Pryce-Jones building served as Military District No. 13

headquarters; after the conflict ended, the Department of Veterans' Affairs established its Calgary office in the building. The presence of the Belcher hospital and the Memorial Park cenotaph perpetuated the district's military associations, and the Calgary Highlanders' annual Church Parade to St. Stephen's Anglican Church contributed to this association. Many Beltline residents were war veterans, and many Beltline families lost loved ones in the two world wars.

## Health

The Belcher was one of many health care associations in Beltline. Medical professional offices, health clinics, and private nurses operated throughout the district. The privately-owned Western Hospital (351–13 Avenue SW) opened in 1912 in a converted house that originally belonged to Edward Henry Crandell, a brick manufacturer and future member of city council. In 1923, the hospital moved to the opposite corner of the block, where it operated in another converted house (extant at 302–14 Avenue SW) until the hospital closed in 1941.

After The City acquired the Lougheed House in the 1930s for tax arrears, it was considered as a development property for a new Calgary General Hospital. Instead, the former mansion functioned as Red Cross House from 1947 until 1978. After the Belcher was demolished around 2005, it was replaced by the Sheldon M. Chumir Health Centre in 2008.

## Parks and Monuments

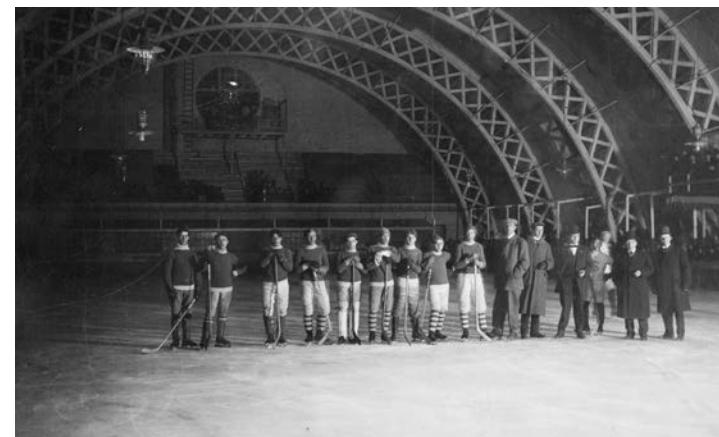
The first park developed in Calgary is located in Beltline. Central Park (1221–2 Street SW), as it was originally known, was set aside in 1889 and developed in the 1890s as a tree nursery. Parks Superintendent William R.



"Tomkins gardens, Calgary, Alberta.", [ca. 1925], (CU183739) by Oliver, W. J.. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



Lois Szabo at Lois Szabo Commons interpretive sign.



"Lacrosse-hockey team, Calgary, Alberta.", [ca. 1908-1909], (CU197484) by Unknown. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

Inside Sherman's Rink. L-R: Dan McLeod; Harry Flummerfelt; Eddie King; unknown; Mr. Small; Percy E. Powell; Ainsley Melrose; Charles Rouleau; Mr. Baker; Dave McDougall; Teddy Telfer; unknown; Jim Sewell; unknown; Barney Collison; Doctor Hicks. Located at 17th Avenue and Centre Street SW.





Colour postcard view of the Young Women's Christian Association, circa 1913. It remains extant at 223–12 Avenue SW as CommunityWise. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU12925985



"Beer parlour, Noble Hotel, Calgary, Alberta.", [ca. 1940s], (CU1102031) by Cadman, E. W.. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

This is the precursor to Hotel Arts. It was located on the corner where Starbucks is now (on 13 Av).

Reader (1875–1943) refashioned it as an ornamental park following his appointment in 1913. Together with three public school reserves, the park contributed to open public space in a district that was developed intensively in the years leading up to the First World War. The Calgary Public Library was built at the east end of the park in 1911–12, and a bandstand was later constructed at the west end. In 1928, ten years after the First World War ended, the cenotaph replaced the bandstand, and the park was renamed Memorial Park. It became the venue for Calgary's annual official Remembrance Day ceremony, an association that became even more meaningful after the Colonel Belcher veterans' hospital moved to a site directly across 4 Street SW from the cenotaph. The park has been renamed Central (Memorial) Park.

The park is the birthplace of public art in Beltline. Before it was replaced by a First World War monument in 1924, a statue of three Amazon women stood outside the library's main entrance. The "Horseman of the Plains," the city's South African War memorial, was unveiled in the park in 1914. In 1925, a cairn and plaque from the Historic Sites and Monuments Board of Canada was unveiled in the park to recognize the arrival of the NWMP in 1875 and the establishment of Fort Calgary. In 2018, the board recognized the park and the library building as a National Historic Site.

The park and the South African War memorial hold significance in Calgary's gay history. From the 1960s to the 1980s, the park was a gay male cruising area. It was also a site of police harassment of gay men, who could be incarcerated overnight with no provocation. Calgary's first Pride Rally took place at the South African War memorial in 1990, and the Calgary Pride organization considers the event to be its origin.

The next park to be developed, Tomkins Gardens (later Tomkins Park), is located on a three-sided lot (or "gore") on 17 Avenue between 7 and 8 streets. The parcel was created as a result of the colliding of two different survey patterns, one aligned with the CPR tracks, and one aligned with 17 Avenue. Elinor Tomkins (1865–1934) gifted the land to The City in 1915 on behalf of her late husband, Henry William Tomkins. The agreement included several limitations, including a prohibition on any permanent structures. Nonetheless, a bandstand was built at the west end of the park, and a public washroom opened at the east end in 2008.

The City later added other parks, including Connaught Park (on the southeast corner of 11 Street and 14 Avenue SW) in 1935. In 1948, The City approved a playground for the northwest corner of Centre Street and 17 Avenue SW, and it was finally developed in 1975 as the creatively-designed Humpy Hollow Park. The Calgary Activettes Club championed the project, which was named descriptively by a ten-year-old girl as part of a school-administered naming contest.

Barb Scott (1931–2014), who represented the area on city council for nearly a quarter of a century, co-officiated at Humpy Hollow's dedication. Scott advocated for further park development in the context of densification in Beltline. Early in her tenure, The City leased the old Haultain School site in 1972 and created Haultain Park. The City purchased the property in 1980. The Calgary Parks Foundation revitalized the site in 2009 and moved its office into the extant school building in the park, the former South Ward School.

In 2013, The City recognized Scott's life and work by naming a new park after her. Barb Scott Park (1211–9 Street SW) was created from the former Central High School grounds.

Another new park, the Thomson Family Park (1236–16 Avenue SW) was established in 2016 on the former bowling green used by the Calgary Lawn Bowling Club beginning in 1929. The name recognizes a legacy donation from John and Joan (née McFarlane) Thomson. Joan grew up in Beltline and was motivated to provide a green space for families living in her old neighbourhood. The playground east of the park was developed as early as 1972.

High Park, a collaboration of the Calgary Parking Authority, the Beltline Neighbourhoods Association, and other community members, opened on the roof of the Centre City Parkade (340–10 Avenue SW) in 2020.

In 2021, The City created Lois Szabo Commons (936–16 Avenue SW) on what had once been the site of a commercial garage. The park honours Lois Szabo, the last living founder of Club Carousel, Calgary's first gay-owned and operated club when it opened in 1970, and a tireless LGBTQ2 community volunteer. The City explains: "Club Carousel became a community hub for social activities and political activism. It was a place for organized human rights efforts, but more than that, it was a safe space where people could participate in what was a radical act at the time: being themselves."

## Recreation

Beltline has a strong tradition of recreation. Sherman's Rink, built in 1904 and later expanded, was a skating and roller rink, horse-show arena, and 5000-seat concert and lecture venue. It burned in 1915, and its site later became Humpy Hollow Park. The Al Azhar Temple (508–17 Avenue SW), built by the Shriners in 1910, was a longtime venue for dances, lectures, and other social events until it was demolished in the 1960s. The

Young Women's Christian Association (YWCA, extant at 223–12 Avenue SW), which opened in 1912, provided a gymnasium and swimming pool for women, and it built a new adjacent gym and pool (later renamed Beltline Fitness Centre) in 1954. The Isis Theatre (1106–1 Street SW), a cinema that also functioned as a dance hall and event venue, operated from 1913 until the 1950s. The extant Eagle Hall (1209–1 Street SW), built in 1905, had a second-floor dance hall, and the extant AGT warehouse (822–11 Avenue SW), built in 1921, had a dance hall and a bowling alley for use by the telephone utility's employees. Olympic Billiards (1312–17 Avenue SW) and the National on 10th bowling alley (341–10 Avenue SW) are just the most recent examples of such businesses in Beltline. In the 1990s, the Westward Inn (later renamed Hotel Arts, 119–12 Avenue SW) was a venue for live theatrical productions.

## Hospitality

The hospitality industry in Beltline dates back to the early 20th century, beginning with restaurants and cafes. The Noble Hotel opened in the Bruner Block (1212–1 Street SW) in 1919, and it was replaced around the corner in 1964 by the New Noble Hotel (119–12 Avenue SW), which was later renamed the Westward Inn and then the Hotel Arts. In 1974, the Refinery nightclub (named for the oil industry) opened in the former Pryce-Jones building, and famed blues musician B.B. King once performed there. The Refinery contributed to the emergence of 1 Street SW as Calgary's popular nightclub strip from the late 1970s to the late 1990s, followed in the later 1980s by "Electric Avenue" (11 Avenue between 5 and 6 streets SW). In 2004, 17 Avenue SW became known as the "Red Mile" where hockey fans celebrated on game nights when the Calgary Flames competed in the Stanley



"1st Street SW, Alberta," 1910, (CU1155554) by Progress Photo Company. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.

The building on the left is the Eagle Hall.



"Leaping Lesbians" in front of the Old Y (now CommunityWise)



Alberta Federation of Labor convention, 1948. The former Calgary Labor Temple in the background remains extant at 229–11 Avenue SE. E.W. Cadman, photographer. Glenbow Library and Archives Collection, Libraries and Cultural Resources Digital Collections, University of Calgary, CU1226576





"Mrs. Nellie McClung", [ca. 1908-1910], (CU183150) by McDermid Studio. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary.



Old Y (now CommunityWise), 1989. City of Calgary Archives

Cup playoffs for the first time in years. This tradition has continued whenever the Flames are in the playoffs.

Many of Calgary's gay establishments have been located in Beltline. Club Carousel (1207–1 Street SW), a basement club, was Calgary's first gay-owned and operated club when it opened in 1970. Calgary Police immediately charged the Club's founders for operating a cabaret without a license. A sympathetic lawyer, Harvey Gitter, helped them become a private members' club and charity. The Club proved incredibly popular in the early 1970s and inspired similar clubs in other prairie cities. In the early 1990s, another gay bar, BBX (Bubblz Lounge, Balz Room, and XTZ Dance Club), occupied all three levels of the same building. (The basement space had been a folk music club called The Depression when folk musician Joni Mitchell gave her first public performance there in 1963.)

The Parkside Continental (1302–4 Street SW), named after a famous gay tavern in Toronto, operated from 1973 to 1986 on the original site of the Western Hospital. Vance Campbell, a businessman and gay bar owner from Vancouver, started the Parkside with local partners. The Parkside expanded upstairs, creating a second bar called The Green Room. Calgary's storied drag organization, The Imperial Sovereign Court of the Chinook Arch, was founded there in 1976.

Victoria's (318–17 Avenue SW) is an address central to the gay community since the 1980s. The western side of the building hosted a popular nightclub/disco initially named Dick's, then 318, and, eventually, Detours. The eastern side contained Victoria's, the go-to gay restaurant in the 1980s and 1990s, which featured a sizeable portrait of its namesake queen. A second dance floor, the Empire Club, operated behind Victoria's for a brief period. Finally,

the Texas Lounge and Goliath's Sauna—the site of a 2002 police raid—can be accessed from the building's rear parking lot. A gay bathhouse has been in this location since the 1970s and is the only one currently remaining. Calgary had three in the early 1980s.

Off Centre/Boxx Café/Moneypennies (119–15 Avenue SW) was an eatery and bar managed predominantly by women, but it supported a mixed clientele through the late 1980s and 1990s. Although it changed its name and ownership several times, it was open seven days a week and was a favourite brunch location on weekends. Off Centre's slogans included "a place for everyone" and "a place to meet friends you haven't seen since last night." AIDS Calgary was also located on the second floor of this building for many years.

Other notable establishments have included Boystown between the 1990s and 2006, the Back Lot (209–10 Avenue SW) beginning in 1996, and Twisted Element (1006–11 Avenue SW) since the early 2000s.

### Social Clubs and Service Organizations

Beltline has been home to fraternal and service clubs and other member-based organizations. The Fraternal Order of Eagles built the extant Eagle Hall (1209–1 Street SW) as its clubhouse in 1905 and remained active in the neighbourhood for many years. The Al Azhar Shriners, formed in 1907, kept its temple in Beltline from 1910 until 1978. In 1914, the Ranchmen's Club—Calgary's original exclusive men's club founded in 1892—left its original downtown headquarters for its new, extant facility (1211–6 Street SW). Members of the Masonic Lodge built the Masonic Temple (extant at 330–12 Avenue SW) in 1928. In 1964, the Danish Canadian Club, formed in 1933, converted the former Loughheed and



Webster Garage (727–11 Avenue SW) into its restaurant and club rooms. Norman Lougheed, the senator's son, built the structure in 1912 in partnership with A.R. Webster.

The Calgary Trades and Labour Council, which at its peak represented 60 unions in the city, made its longtime home in the Calgary Labor Temple (229–11 Avenue SE), an extant building constructed as a union hall in 1912 and expanded in the 1950s. In 1932, the Co-Operative Commonwealth Federation, the forerunner of the New Democratic Party, developed its platform in this building. It was sold in the 1980s and converted to other uses.

### Social Services

The YWCA is a notable example of the many social service agencies that have operated in Beltline. It began in a rented rooming house (222–15 Avenue SW) in 1907 before moving into its purpose-built facility (223–12 Avenue SW) in 1912. The YWCA provided accommodation, training, employment counselling, Bible study, and recreation for members and women in need, and it maintained a travellers' aid service at the railway stations.

After a new facility opened downtown in 1971, The City acquired this building and converted it into The Old Y, a low-cost office centre for community organizations and non-profit societies that perpetuate the spirit of the building's original purposes. It is the historic community hub for the gay community and home to many LGBTQ2 organizations since the 1970s. The first community support organization was the short-lived People's Liberation Coalition in 1973 and then Gay Information and Resources Calgary (GIRC) in 1975, the predecessor of Calgary Outlink, which remains in operation. A partial

list of other groups connected to the Old Y includes: Gaylines, Lesbian Information Lines, Lesbian

and Gay Youth Calgary, Lesbian Mothers' Defense Fund, P-FLAG, Calgary Pride, and Calgary Queer Arts Society.

The CommunityWise Resource Centre, as the Old Y was renamed in 2012, remains a vital community hub space for queer and other organizations. Similarly, the Kahanoff Centre for Charitable Activities (105–12 Avenue SE) has provided affordable office space for non-profit organizations since the Kahanoff Foundation converted a commercial tower for the purpose in 2005. That year, the length of Centre Street through Beltline (from the Calgary Tower to 18 Avenue) received the dual name Volunteer Way. The new name marked the 50th anniversary of Volunteer Calgary, a Kahanoff Centre tenant that was established in 1955 as the Junior League of Calgary's Central Volunteer Bureau. In 2013, Volunteer Calgary was renamed Propellus.

Another early social service agency was the Salvation Army Children's Home (1109–4 Street SW, briefly in 1910–11). Between the 1970s and the 1990s, The City operated the Connaught Day Care Centre. The Mustard Seed Street Ministry has been located in Beltline since its 1973 origin in the First Baptist Church basement. It moved into a converted house (521–13 Avenue SW) in 1984, and in 1992 it moved again to the former Northern Electric warehouse. It has since expanded to a complex of buildings, including a purpose-built residential tower.

### Personalities

Early in the 20th century, at time when women in leadership positions were rare, Beltline was home to many such persons. Lady Lougheed, a Métis woman, was a leading society figure. Katherine Underwood (née



"Store fronts on houses, Calgary, Alberta," 1956–11, (CU1140020) by De Lorme, Jack. Courtesy of Libraries and Cultural Resources Digital Collections, University of Calgary. Looking southeast along 14 Street SW from 15 Avenue.



Homeless monument unveiled in 2021 in front of the former site of 107–13 Avenue SE (originally the home of William G. Raby, temperance advocate).



Looking northeast along 14 Street SW from 17 Avenue, 1976. City of Calgary Archives



Oblique aerial view of the Beltline, looking northeast toward downtown, 1975.  
Provincial Archives of Alberta GR1989.0516/2648 #1\_1975

Graves, 1866–1934) was a founding figure of the Calgary YWCA. Elizabeth Woodhall (née Maddock, ca. 1868–1947) was president of several women’s organizations in the city, including the Women’s Christian Temperance Union which she helped to found. She advocated for women’s suffrage and legal rights. Eva Reid (1907–1989) was a longtime reporter, newspaper editor, and influential columnist.

Nellie McClung (née Mooney, 1873–1951), an author, social reformer, and provincial politician, is celebrated as one of Alberta’s Famous Five women involved in the successful Persons Case of 1929. Her views on eugenics and race, however, are a problematic legacy. McClung lived at 803–15 Avenue SW, an extant house that served as the model for Heritage Park’s Famous Five Centre built in 2014.

The neighbourhood also had many prominent male residents. Senator Lougheed was a powerful political figure who was once deputy prime minister and was involved in the effort to transfer control over natural resources from Ottawa to the province. T.B. Braden (ca. 1850–1904) founded two local newspapers, the *Calgary Herald* and the *Calgary Tribune*, a forerunner to the *Calgary Sun*. John Goodwin Watson (1858–1927), a sandstone contractor and alderman, championed the development of Calgary’s pre-First World War gravity-fed waterworks system, which won him the nickname “Gravity” Watson. George F.G. Stanley (1907–2002), whose boyhood home remains extant at 1111–7 Street SW, designed the basis for the present Flag of Canada and served as Lieutenant-Governor of New Brunswick.

## Transformation of Beltline

Beltline began to change after the Second World War. The eclipse of railway freight services by trucking made the warehouse district redundant. Many warehouses were converted to furniture stores or other uses, and some were ultimately demolished. The street railway that gave the neighbourhood its enduring identity was renamed the Calgary Transit System in 1946, and its fleet was converted in 1946–50 to buses and to trackless, rubber-wheeled electric trolley coaches that spanned the neighbourhood until they too were withdrawn from service in 1974.

The neighbourhood’s population began to decline in the decades following the war. Aging housing stock, the allure of new subdivisions away from the city centre, and, in Victoria Park, looming expansion of the Stampede, all contributed to depopulation. In Connaught, this trend reversed beginning in the 1960s when family homes were replaced on a wide scale by large apartment buildings. Condominium towers followed in the 1970s, and Connaught became Calgary’s first high-rise neighbourhood. This phenomenon increased the residential population, but it was not conducive to community-building. These residential towers lacked interactivity and vibrancy at grade level.

At the same time, new businesses colonized older commercial strips and attracting customers from the district’s burgeoning population as well as Calgarians at large. As with residential redevelopment, much of this went ahead with little consideration for the historic, social or aesthetic values of what it replaced. Development came to a near-standstill in the economic downturn of the early 1980s, but this was only temporary. Among other developments, the late 1980s

and early 1990s saw a rejuvenation of the warehouse district as old warehouse buildings were restored and adapted to new uses by private development interests.

New community member groups formed late in the 20th century and early in the 21st. Business Revitalization Zones (BRZs), later renamed Business Improvement Areas (BIAs), were established by businesses on 17 Avenue in 1985, on 4 Street in 1990, and in Victoria Park in 1997. In 2004, the Victoria Park Community Association (formed in 1947) and the Connaught Beltline Association (established in 1972 as the Connaught Neighbourhood Association) amalgamated as Beltline Communities of Victoria and Connaught. Beltline Communities Association was formed in 2016.

These groups worked together to create Beltline Initiative: Rediscovery the Centre, a 2003 development plan with proposals for increased population, affordable housing, and mixed-use development, among other recommendations. This was quickly followed by Blueprint for Beltline, a collaboration between the community and The City that resulted in the merger of Connaught and Victoria Park as a single community. The City followed these initiatives with the Beltline Area Redevelopment Plan and approved it in 2006.

Since that time, concerted effort by The City and community member organizations, and a series of major policies, have guided planning in Beltline and resulted in significant community-building outcomes. Civic improvements have included underpass enhancements to improve connectivity with downtown, the Greenway along 12 and 13 avenues, new parks (such as Barb Scott Park and Thomson Family Park), and cycle tracks, which were introduced in Beltline in 2015 and have since been expanded. A massive utility, street, and sidewalk upgrade

project commenced on 17 Avenue in 2017. Urban design guidelines adopted in 2015 have resulted in high-rise developments set upon podiums with active uses at or near grade level, including commercial activity and live-work units. Revised guidelines for development next to rail corridors have unblocked the development potential of lands along the CPR right-of-way and resulted in highrise construction on former longtime parking lots.

History demonstrates that, in Beltline, change is constant. The resulting physical changes—the loss of landmarks and creation of new ones, as well as preservation and adaptive re-use of old buildings—are also constant. The neighbourhood boasts dozens of buildings on The City's Inventory of Potential Historic Resources, including some that replaced earlier historic landmarks. For example, the historic Ranchmen's Club replaced the earlier McCarthy residence in 1914. The Barnhart Apartments (1121–6 Street SW) was built in place of T.B. Braden's home in 1929. Similarly, just as the many old warehouses were repurposed as residential lofts and high-tech offices in the 1990s and early in the 21st-century, the same happened in 1980 when the aging, once-luxurious Devenish Apartments (911–17

Avenue SW) was converted to the Devenish Design Centre. It happened in 1964 when the Danish Canadian Club turned an old garage into its extant clubhouse, and in 1913 when Bert Hiscox turned the now-demolished First Congregational Church of Calgary (1208–5 Street SW) into a commercial garage.

In Beltline, as in life, some things stay the same. While the fabric of buildings, the modes of transportation, and the density of development have changed since the early 20th century, people's needs and expectations for domestic, commercial, and social life persist.

Newer buildings are markedly different in quality and appearance from those they replaced, but essential functions continue. Heritage buildings and features that survive remind us of Beltline's past. Historical interpretive plaques, like those on the former Burns Mansion/Colonel Belcher Hospital site, along the Heritage Greenway on 13 Avenue SE/SW, and on buildings and utility boxes throughout the neighbourhood, do likewise.



## Appendix B: Parks and Public Realm Strategy

### Introduction

This non-statutory Appendix B is intended to be read in conjunction with the statutory policies contained within Chapter 6 of this Plan and the non-statutory analysis and recommendations provided in **The Playbook**.

Beltline is a highly urban area that relies heavily on its open space networks to meet recreational, social and leisure functions due to its unique demographics of higher-than average apartment dwellers, low-income residents and people who walk to work. Despite this, Beltline has less park space per person and does not meet tree canopy targets set by The City. In addition, the role and importance of open spaces in this already dense community will only continue to increase as Beltline's population grows and becomes increasingly diverse. This section aims to address the quantitative and qualitative shortfall of open space in the Plan area.

Proposed actions in this section could also provide high-level, strategic direction to inform investment decisions. Further detailed analysis and study for each option identified will be required and require engagement with area residents and community members as appropriate. This section is intended to be revised over time as local growth occurs, actions are evaluated or completed and/or new options are identified through subsequent community engagement and City departmental prioritization.

### Strategic Direction

The strategic direction applies to both parks and the public realm (the open space network) as well as each individually, which may shift in response to future public engagement and design processes to inform investment. These are summarized at a high-level on the next page:

### Key Moves

The foundation of **The Playbook** and **Appendix B** is an analysis of need based on the accessibility of parks, their proximity to key populations (concentrations of children, seniors, people with low incomes and people without homes), gaps in greenery and vibrancy and areas with a high concentration of people using public space. To address this need, **the Playbook** identifies parks and public realm areas for potential permanent investment based on a detailed review of data driven analysis conducted in the parks and public realm analysis documents. These investments are organized into a sequence of three key moves based on the guiding philosophies of **The Playbook** (pages 66-68) and shown on **Map 7: Key Moves**.

**The Playbook's analysis and research arrived at these moves that need to be confirmed through public engagement before investment. The design process and open space network evolution may result in changes.**

## Open Space Network:

- Consider climate resiliency, timeless design, story telling, safety, mobility and equity in open space design
- Study washroom supply, curbside use, accessibility, mobility, wayfinding, and maintenance/operations efficiency
- Engage broadly and with historically under-represented groups before implementing open space improvements
- Provide amenities at the appropriate scale:
  - Urban life amenities at a high density to facilitate comfort and safety
  - Key function amenities at a moderate density to support social connection and activity
  - Attraction amenities sporadically to draw people city-wide

## Parks:

- Provide a range of amenities and experiences throughout Beltline's parks while ensuring they remain flexible, resilient and use space efficiently
- Apply the following park focus areas:
  - **Interlude:** small, informal spaces for leisure and social functions in areas with high residential density or active street life
  - **Neighbourhood:** locally-focused recreational uses located in or near areas of high residential density
  - **Regional:** city-wide destinations anchored around an attraction, unique context or design
- Focus future parks acquisition in north and central Beltline

## Public Realm:

- Increase pedestrian space
- Define character through the following focus areas:
  - **Green:** extensive greenery that includes but isn't limited to trees
  - **Corridor:** safe, comfortable routes that primarily facilitate active mobility
  - **Blended:** areas for art, greenery and activation
  - **Vision:** an infusion of green and vibrant experiences in areas without a strong existing character
  - **Park:** extensions of existing parks in the public realm
  - **Vibrant:** support for Beltline's main streets
- Pilot lane improvements (art, green, recreation, activation)

## Move 1: Address Large Gap Areas

This move contains key investments that address the largest areas of need representing major gaps in the green and vibrant networks and areas where the public, and especially key populations, are the most underserved by park space. This move relies heavily on the “Park-like Public Realm” philosophy to relieve park pressure and bridge network gaps.

### **10 Avenue S/High Park/13 Street SW/11 Street SW Underpass**

- High Park permanent investment and streetscape improvement
- 13 Street investigation (shared space or closure possibility)
- Greenery investment
- Expanded public realm
- Temporary sports field or court in a parking lot (partnership possibility)
- Connection with Main Street improvements along 10 Avenue in Sunalta
- 11 Street SW underpass and streetscape connection
- Cycling infrastructure improvements to connect major destinations along the street

### **Humpy Hollow Park /Centre Street S**

- Humpy Hollow Park redevelopment
- Centre Street connection to Humpy Hollow
- Greenery investment
- Connection to 13 Avenue Greenway

## Move 2: Leverage Park and Public Realm Synergies

This move captures groups of key park and public realm investments that are connected, presenting opportunities to improve parks and public realm in tandem to increase impact. This move is based on the importance of the relationship between parks and the public realm in building an open space network, and in creating successful parks with active edges.

### **Lougheed House/Beaulieu Gardens/6 Street SW**

- Potential shared space or street closure east of park
- Partnership with Lougheed House and the Province
- 13 Avenue S Greenway improvements between 4 and 8 Street SW

### **Connaught School/12 Avenue S (11 Street SW to 8 Street SW)/13 Avenue S (8 Street SW to 14 Street SW)**

- Partner with Calgary Board of Education
- Learn from Sustainability Calgary pilot (10 Street SW)

### **Tomkins Park // 16 Avenue S // 8 Street SW // 7 Street SW**

- Shared space north of Tomkins Park
- 8 and 7 Street SW design alignment
- 8 Street SW Streetscape Master Plan implementation
- Improved connection from 17 Avenue and Tomkins Park to Stephen Avenue and the Bow River
- Potential shared spaces or closures between 17 and 16 Avenue S at 12, 10 or 9 Street SW
- Need a detailed design exercise that looks at waste management, pedestrian, parking, and vehicle use
- Park connection opportunity (Lois Szabo Commons, Thomson Family Park)

### **Connaught Park Redevelopment/tie into recent 11 Street Improvements**

- 11 Street SW tie-in to recent mobility improvements
- Opportunity to improve the highly used urban dog park



## Move 3: Complete the Network with Individual Improvements

This move captures other potential permanent investments, which emphasize improving the quality of individual parks and public realm spaces. These locations were identified through the analysis as missing attributes or holding opportunities to contribute to Beltline's open space network more cohesively.

### 15 Avenue S

- Centre Street connection
- Active mobility connections

### Haultain Park Redevelopment

- Partnership possibility with the Parks Foundation on their front garden
- Protect the open lawn

### 14 Street SW

- Main Street program alignment
- Pedestrian improvements required

### 12 Avenue S

#### 8 Street SW to 2 Street SW

- Central Memorial Park connection to improve food truck parking and drop off space
- Potential to create a consistent green experience

### 4 Street SW

- Continuation with the 4 Street SW Main Street, south of 17 Avenue S

### Macleod Trail // 1 Street SE

- Align with the realization of Rivers District streetscape design direction led by CMLC and the Calgary Stampede

**Note: Key moves** reflect a moment in time using the data and research available during **The Playbook's** development in 2022. They may change in response to public engagement, network changes, and future design processes.

Map 7: Key Moves



## Acquisition Recommendations

Based on the current and growing shortage of parks in Beltline, acquisition of new park space is a key priority for strengthening the open space network. Based on the park focus areas outlined in the previous pages, **Maps 8A-8C** identify potential new locations for each area of focus.

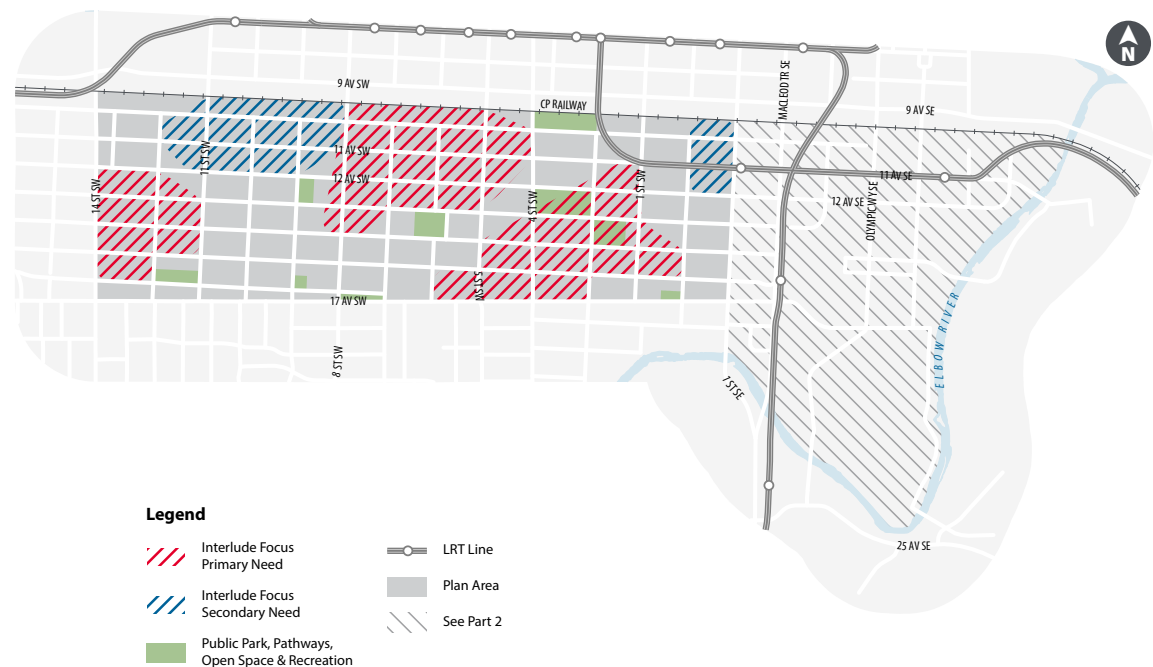
These areas were selected by cross referencing areas with park need, with areas that have appropriately-sized parcels with acquisition potential for each focus area. It is important to note that opportunities may arise that do not align perfectly with these locations, and, in that instance, the criteria provided on the following page will help guide the decision-making process about whether to acquire a site or not. Refer to page 36 of **The Playbook** for land acquisition recommendations, tools to increase park space location criteria for new parks, along with the supporting research and analysis.

Additional acquisition consideration for each focus area includes:

- **New Interlude Parks** should be focused in areas with park capacity concerns to relieve the pressure on existing parks. Given their small size, they are less valuable in areas deficient in parks.
- **New Neighbourhood Parks** should be focused in the areas most deficient in parks to provide residents and workers with the opportunity to satisfy their daily recreational, social, and leisure needs.

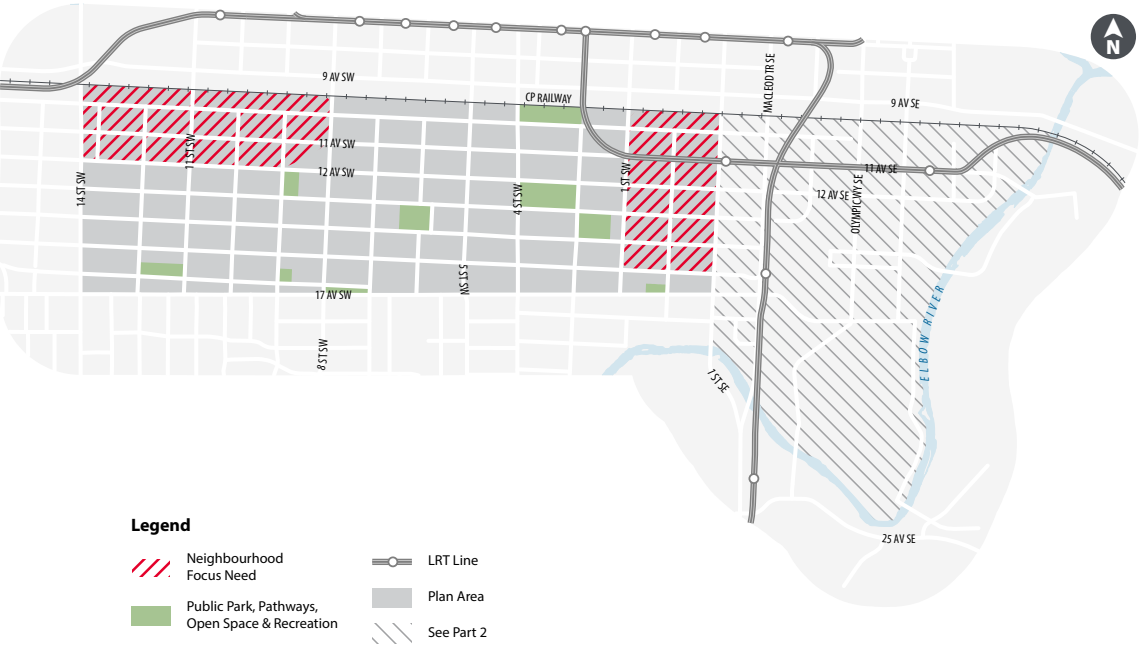
- **New Regional Parks** should be focused on a unique urban condition (e.g. street closure, parking lot, roof, etc.), adjacent to active uses, reflect tangible or intangible Beltline history (e.g. LGBTQ2IA+) and designed to a high standard. This will allow the statement to be based on the context and design of the new park.

**Map 8A: Interlude Focus Needs**

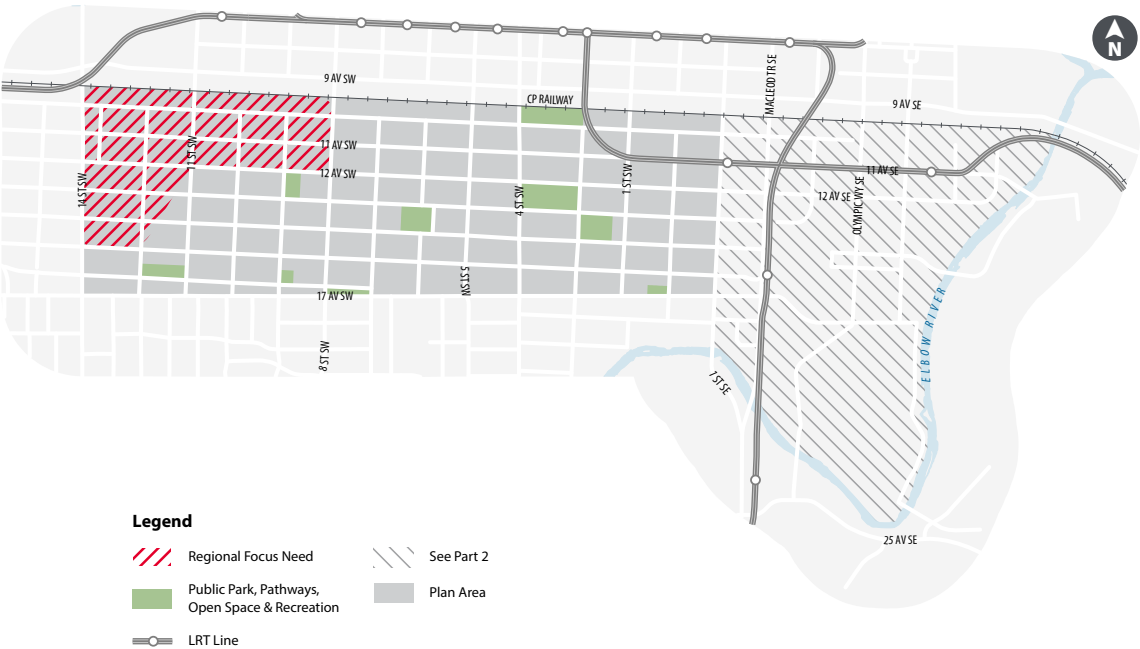




Map 8B: Neighbourhood Focus Need



Map 8C: Regional Focus Need



## Investment and Implementation Recommendations

Open space investment can be thought of along a spectrum based on the level of confidence in the improvement's success with higher levels of confidence associated with higher cost and more permanent investment. The less demonstrated local success an idea has, the more testing is required. To support a range of improvements and open space ideas, the following investment types have been identified and expanded upon in the following pages:

- **Prototype Investments**
- **Pilot Investments**
- **Interim Investments**
- **Permanent Investment**

These different investment types will enable The City, community and other people impacted by City decisions the freedom to test new ideas in a lower risk format (prototyping and piloting) while investing in proven ideas and processes, when required (interim and permanent investments). To do this effectively, barriers need to be removed to prototyping and piloting processes. An ongoing monitoring program to understand what works and what does not in the community would also support confidence in investment decisions and continuous learning. It is important to note that investment does not have to go through prototyping, piloting, or interim investment if there is confidence in the result from experience with similar projects.

This section concludes by outlining how the direction in **The Playbook** (pages 61-65) enhances the open space network by illustrating the contribution of park and public realm focus areas and key moves to interwoven green, hybrid, and vibrant experience routes.

### Prototype Investment Recommendations

Prototyping can provide the opportunity to quickly test new ideas without a precedent in Calgary. These ideas can be implemented quickly with temporary materials in temporary locations. Ideally, multiple iterations (layouts, designs, functions, etc.) will build an understanding of whether these prototypes add value to Beltline's open space network.

Refer to **The Playbook** page 62 for detailed analysis, examples and prototype investment recommendations.

### Pilot Investment Recommendations

Pilots have longer testing timeframes and higher quality materials. This enables successful pilots to be made permanent with minimal extra investment. Pilots are best for ideas with demonstrated success in other areas in Calgary or extensive successful implementation in similar conditions as Beltline.

Refer to **The Playbook** page 63 for detailed analysis, examples and pilot investment recommendations.

## Interim Investment Recommendations

Beltline has several underused spaces that, despite anticipated future development, can contribute to the open space network on an interim basis. This includes surface parking lots and vacant sites. The temporary introduction of greenery and amenities in these locations can help reduce the pressures on existing open spaces. Additionally, some sports and leisure pursuits may be trendy or have an unknown long term demand. It may be worthwhile to locate these amenities in the public realm or underused sites on an interim basis.

Refer to **The Playbook** page 64 for detailed analysis, examples and interim investment recommendations.

## Permanent Investment Recommendations

Refer to **Key Moves** section above and **The Playbook** page 65 for detailed analysis, examples and permanent investment recommendations.



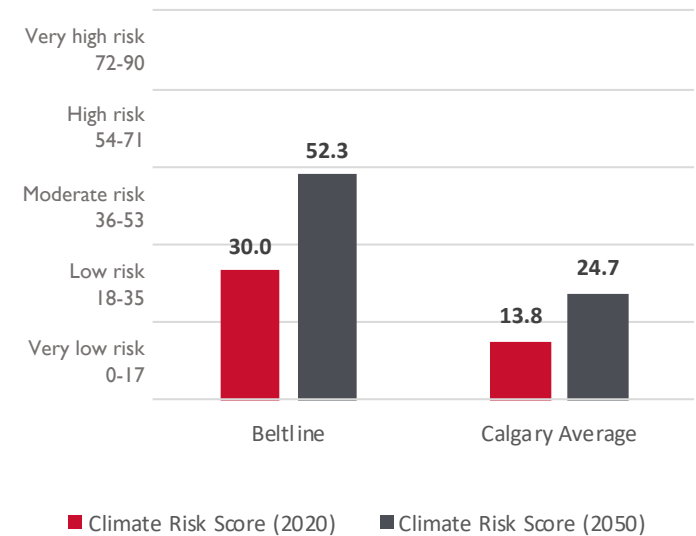
## Appendix C: Beltline Climate Risk Profile

Beltline, like all communities in Calgary, has and will further experience significant impacts from climate change. The Community Climate Risk Profile details community-scale sources of climate change risk.

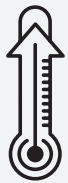
Climate risk is determined by three factors:

- **Climate change hazards:** Events made more intense and/or frequent by climate change that may cause loss of life, injury, health impacts, damage to property, livelihoods, services, and the environment.
- **Exposure:** The presence of something of human value in a place that could be impacted by a climate change hazard.
- **Vulnerability:** The characteristics of a place and people that make hazards more impactful.

A relative risk score is assigned to each community, which reflects the how much of a risk climate change is in each community compared to others in Calgary. Risk is assessed for both the present and 2050.



### Top Hazards:



#### Higher Average Temperatures

Climate change is already and will continue to result in warmer temperatures

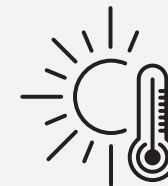
Higher average temperatures are the highest risk climate hazard in the present time period



#### Heavy Rainfall

Climate change will cause more rain to fall over a less time, increasing the risk of rainfall floods

The risk of heavy rainfall will more than double between the present and 2050 time period



#### Extreme Heat

Climate change will result in more very high temperature days and heatwaves

Extreme is projected to be the highest risk climate hazard in the 2050 time period



### Social Environment

With a relative high population, Beltline is very highly exposed to climate change risks. The community in Beltline is very highly vulnerable to climate change risks due to the high presence of populations that experience vulnerability. Beltline has many community members who are elderly or very young, racialized populations, Indigenous, or live alone. There are also many community members with less ability to respond to climate risks, including individuals who recently moved to Beltline, community members with language or education barriers to preparing for climate risks or accessing supports, and lower income levels. However, climate resilience is supported by high transit access.



### Built Environment

With significant amounts of paved land and structures in Beltline, the built environment is very highly exposed to climate change. Beltline's built environment is highly vulnerable to climate change risks due to the number of older homes and homes in need of repair, as well as older stormwater infrastructure more likely to be damaged and to overflow in heavy rains.



### Natural Environment

There are not many natural areas and assets in Beltline. The natural areas that are in Beltline are most vulnerable to drought due to high irrigation requirements. The disturbed riparian areas along the Elbow River reduce the ability of these natural areas to reduce the risk of river flooding to Beltline and to recover from flood risks. Increasing the amount natural areas and protecting existing natural assets can reduce the risk of hazards like floods and extreme heat.

## What are we doing about it?

Climate resilience direction and policies within this Plan encourage:

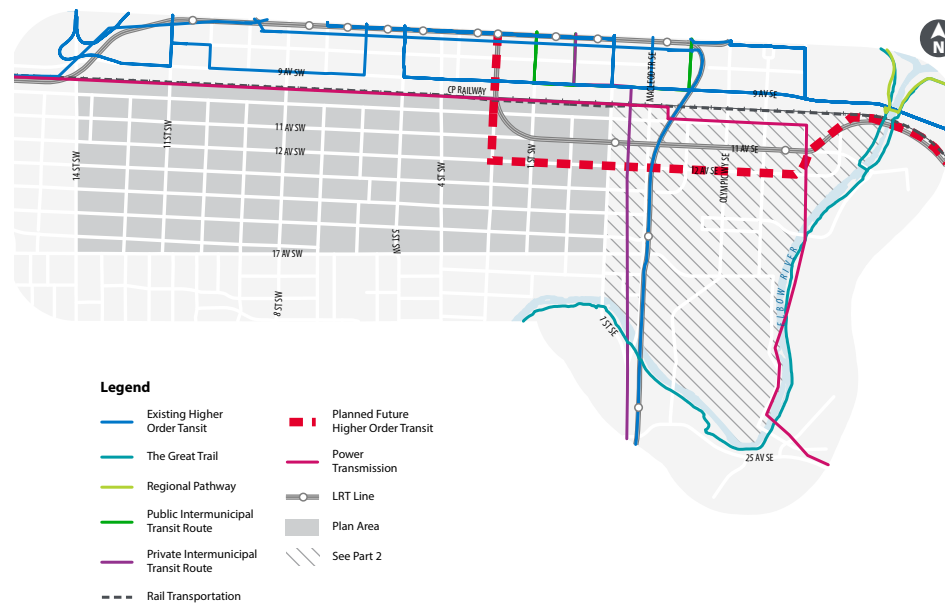
- Climate resilient features such as cooling systems (e.g. AC), permeable native landscaping, resilient building materials.
- Reductions in the amount of impervious surfaces.
- Exceeding minimum landscaping requirements for trees and soft surfaced areas to limit impacts associated with extreme heat events and stormwater flooding.



## Appendix D: Calgary Metropolitan Region Growth Plan Alignment

The Calgary Metropolitan Region Growth Plan (Growth Plan) identifies regionally significant corridors and placetypes. This Plan is aligned with the Growth Plan as shown on **Map 9: Regional Corridors and Context** and **Map 10: Growth Plan Placetype Alignment**. Map 9 identifies regionally significant corridors including mobility corridors and transmission corridors. Map 10 shows the Plan area that is predominately categorized as the Infill and Redevelopment Placetype. Placetypes are elements of the Growth Plan that describe generalized land use categories at the regional level.

### Map 9: Regional Corridors and Context



### Map 10: Growth Plan Placetype Alignment





