



# Welcome

Tonight we will share information about the Southeast 17 Avenue Main Street Area Redevelopment Plan (ARP). The display boards highlight:

- the proposed area redevelopment plan
- the proposed land use districts (rezoning);
- transportation;
- urban design; and
- parks and open spaces.

City staff are on hand to answer your questions. Project materials can be found online at: [calgary.ca/SE17AVE](https://calgary.ca/SE17AVE)

Your feedback is very important to us. Please fill out a feedback form before you leave the event. **Thank you.**

# Process timeline

Previous  
Engagement

Phase 1:  
Making the Plans

Phase 2:  
Approvals



# What we heard

We received approximately 280 pieces of feedback from in person and online opportunities. From that feedback the following high level themes were identified:

- Stakeholders were concerned that more development in the area could mean the **loss of trees and green space**. More green spaces would encourage people to walk more.
- There were comments about what **increased density** would mean more cars, people and traffic.
- Some stakeholders felt that there was a need for **better sidewalks and pathways** for people and bikes.
- Stakeholders would like to see **better lighting** along sidewalks and pathways.
- Features like a **plaza, garden, and benches** would encourage people to get out on the avenue and gather to talk all year round.
- Some would like to see more places for people to go like **cafes, bakeries, skate parks and recreational facilities**.

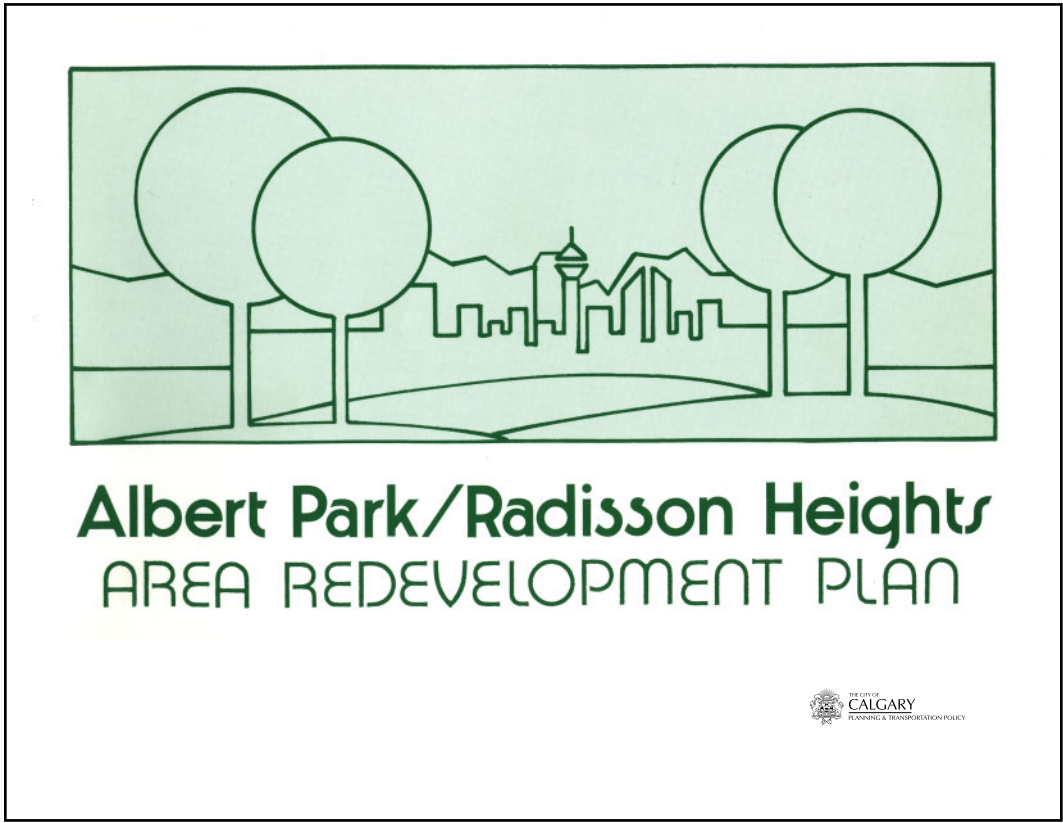
Common themes emerged from the feedback we received at our two engagement events. Some of the feedback will be addressed through the ARP, and some is outside the scope of the ARP.

What we heard: themes	What the ARP will cover	Outside the scope of the ARP
<div>Development</div> <ul style="list-style-type: none"><li>▪ Increased density</li><li>▪ Encourage development</li><li>▪ Include all stakeholders in the decision through a communication plan</li><li>▪ Remove Pawn Shops, Cash Stores. Derelict buildings/establishments need to be renovated.</li><li>▪ Revisit the proposed rezoning boundary to include more area</li><li>▪ Relocate the industrial area to the south-east of CN tracks.</li><li>▪ Keep low density neighborhood (single detached homes)</li><li>▪ Increase senior housing projects</li><li>▪ Concern over increased low income housing</li></ul>	<ul style="list-style-type: none"><li>▪ Land Use concept</li><li>▪ Building heights and density</li><li>▪ Transition from 17 Avenue to residential areas</li><li>▪ Incorporate and reference Developed Area Guidebook policies</li><li>▪ reinforce Forest Lawn and Albert Park Area Redevelopment Plan policies within the proposed ARP</li><li>▪ The City is investing in Bus Rapid Transit along 17 Ave SE. The City’s goal is to develop sites to accommodate more density</li></ul>	<ul style="list-style-type: none"><li>▪ Applications to amend land use on specific sites</li></ul>

# What we heard (continued)

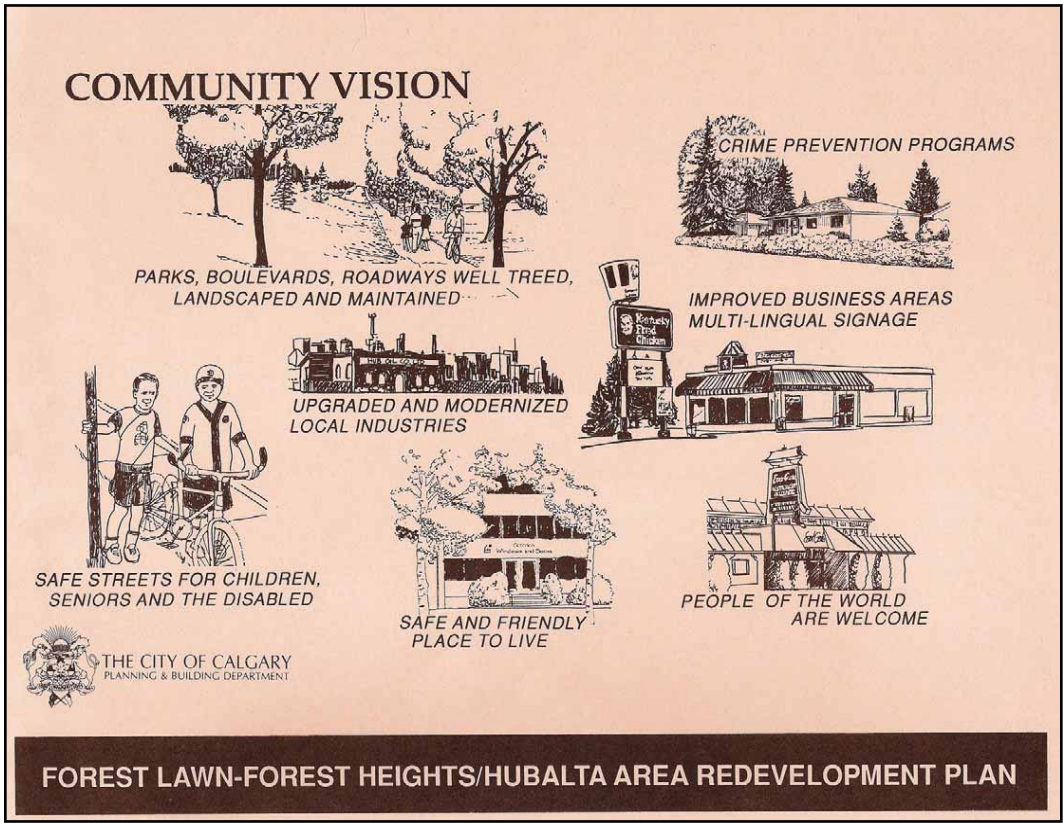
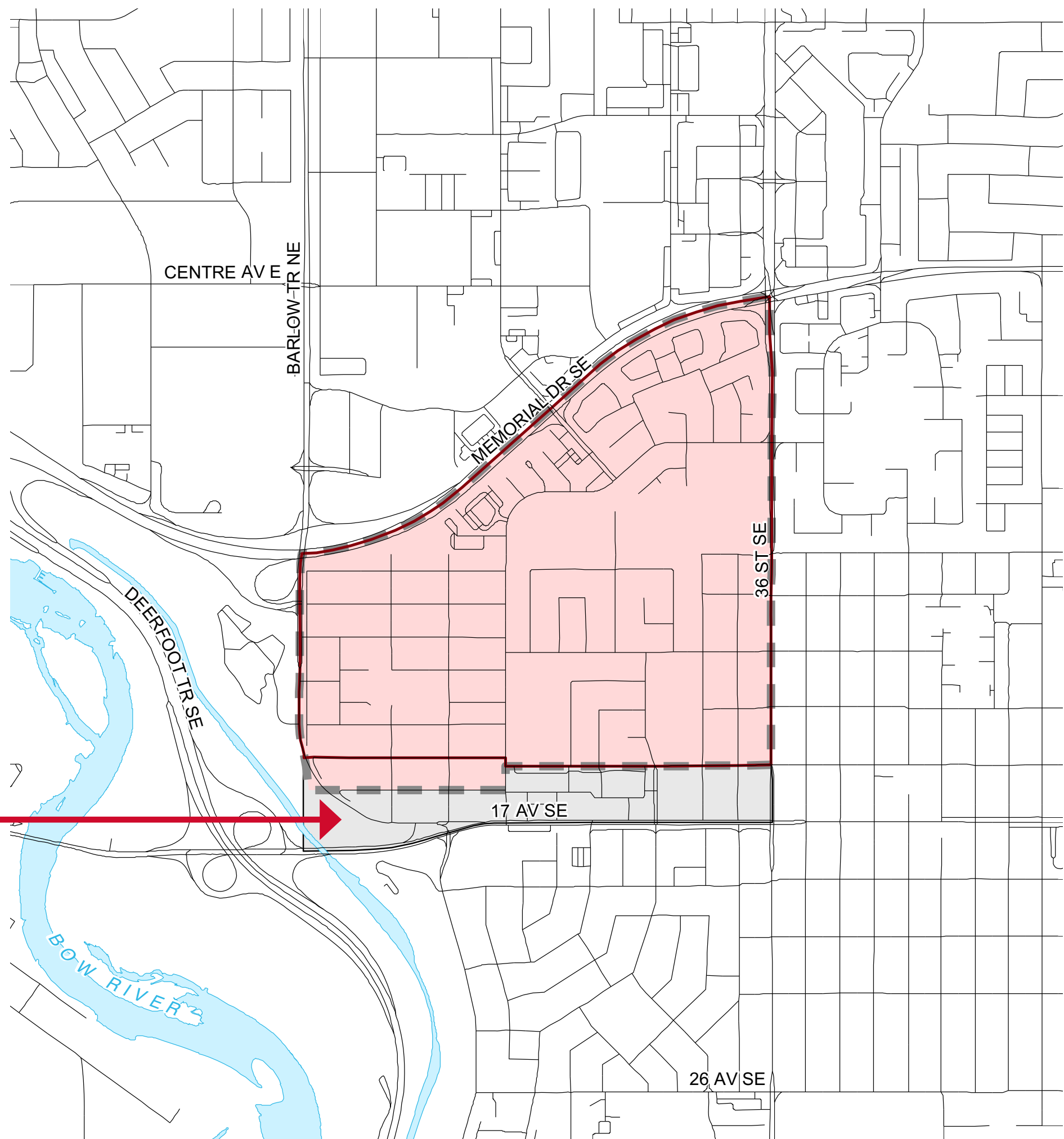
What we heard: themes	What the ARP will cover	Outside the scope of the ARP
<div>Urban Design</div> <div><ul style="list-style-type: none"><li>Facilitate the development of high quality, public gathering spaces</li><li>Promote safe, clean, and well-maintained corridor</li><li>Improve public realm through lighting, tree planting and street-scape enhancement</li><li>Promote innovative block designs</li><li>Renderings, sketches and visual aids to explain the proposed concept plan</li></ul></div>	<div></div> <div><ul style="list-style-type: none"><li>Improve walk-ability</li><li>Design guidelines for higher quality development</li><li>Incorporation of crime prevention principles</li><li>Provide sketches and renderings as guidelines for future development.</li></ul></div>	<div></div> <div><ul style="list-style-type: none"><li>Add public washrooms</li><li>Lighting and street furniture</li><li>Master Plan</li><li>Vitality of local business</li></ul></div>
<div>Community Character</div> <div><ul style="list-style-type: none"><li>Respect character of 17 Ave SE and preserve historic elements.</li><li>Encourage diversity of historic and modern buildings through preservation and architectural design</li></ul></div>	<div></div> <div><ul style="list-style-type: none"><li>Design guidelines to fit existing community character</li><li>Preserve heritage atmosphere of community</li><li>Add art and similar elements where possible</li></ul></div>	<div></div> <div><ul style="list-style-type: none"><li>Historical building designation</li></ul></div>
<div>Transportation</div> <div><ul style="list-style-type: none"><li>Better sidewalks and safer crossing</li><li>Accessible for walking, biking and driving</li><li>Concern about parking</li><li>Increased traffic</li><li>Concerns about wider sidewalk</li><li>Concerns about BRT construction</li><li>Concerns over proposed bike lanes on the main roads.</li></ul></div>	<div></div> <div><ul style="list-style-type: none"><li>Pedestrian / cyclist connections and accessibility to the BRT stations</li><li>Policies to improve pedestrian connections on and near 17 AV E S.E.</li><li>Connections should be improved for pedestrians traveling in all directions from 17 AV SE.</li><li>Provide parking framework</li><li>Enhancements to the cycling network</li></ul></div>	<div></div> <div><ul style="list-style-type: none"><li>BRT station location</li><li>Road &amp; pathway maintenance</li><li>Noise mitigation</li></ul></div>
<div>Parks</div> <div><ul style="list-style-type: none"><li>Programming of parks</li><li>Beautification and maintenance of parks</li><li>Safety, crime prevention, and lighting</li><li>Supply of open spaces</li><li>Pedestrian improvements</li></ul></div>	<div></div> <div><ul style="list-style-type: none"><li>Include active and passive uses of existing parks</li><li>Improve landscaping and the provision of public art where possible.</li><li>Incorporation of crime prevention principles for new public and publicly accessible open spaces and for existing parks when redeveloped</li><li>The City will include policy to encourage retention of school sites, if deemed surplus, as open space in order to mitigate any reductions in the overall provision of open space in the affected community</li></ul></div>	<div></div> <div><ul style="list-style-type: none"><li>City acquisition/purchase of new parks</li></ul></div>

# Local Area Plans Amendment



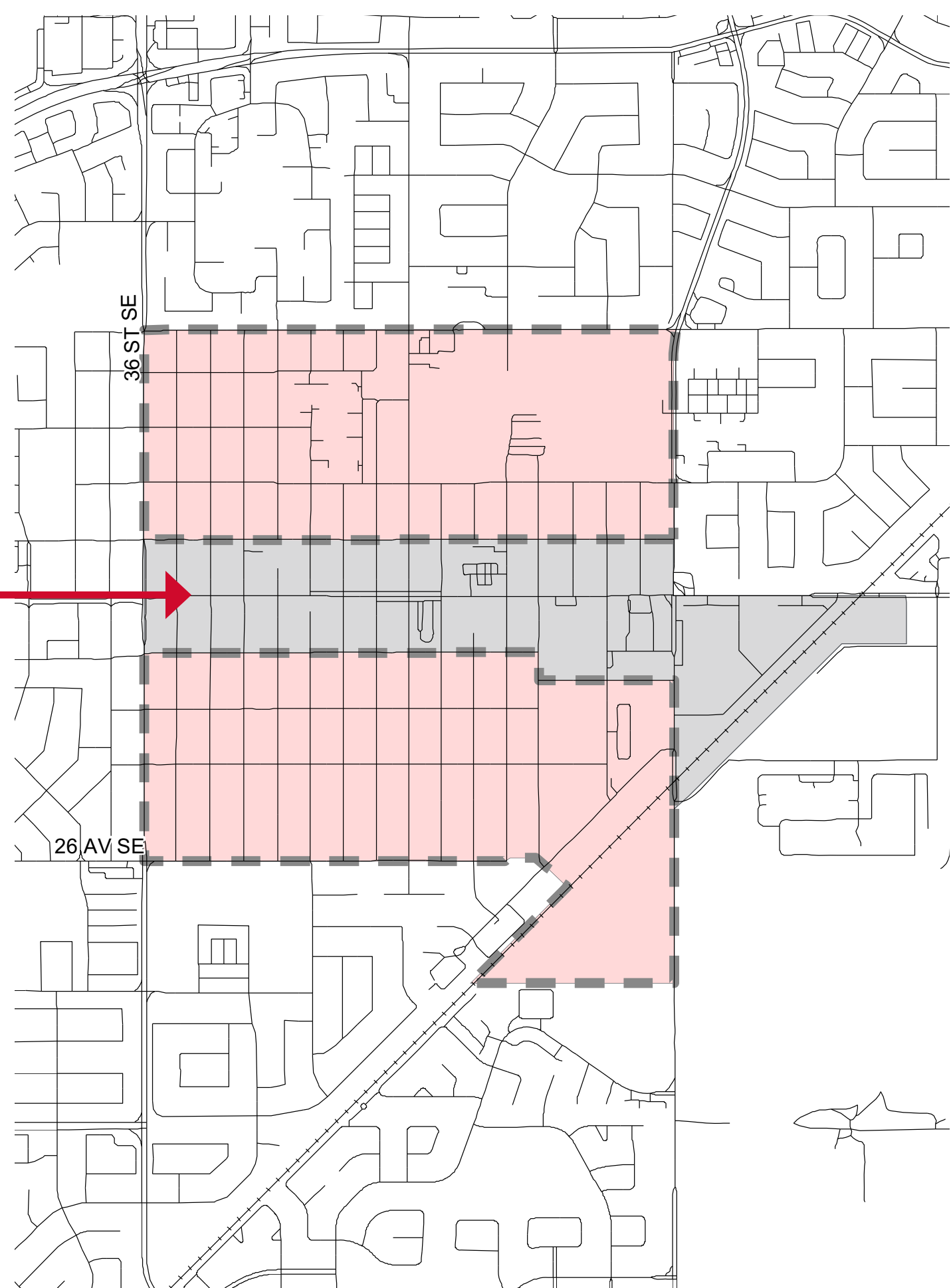
## Albert Park/Radisson Heights Area Redevelopment Plan

Grey area deleted from existing ARP and included in the proposed 17 Avenue Main Street Area Redevelopment Plan




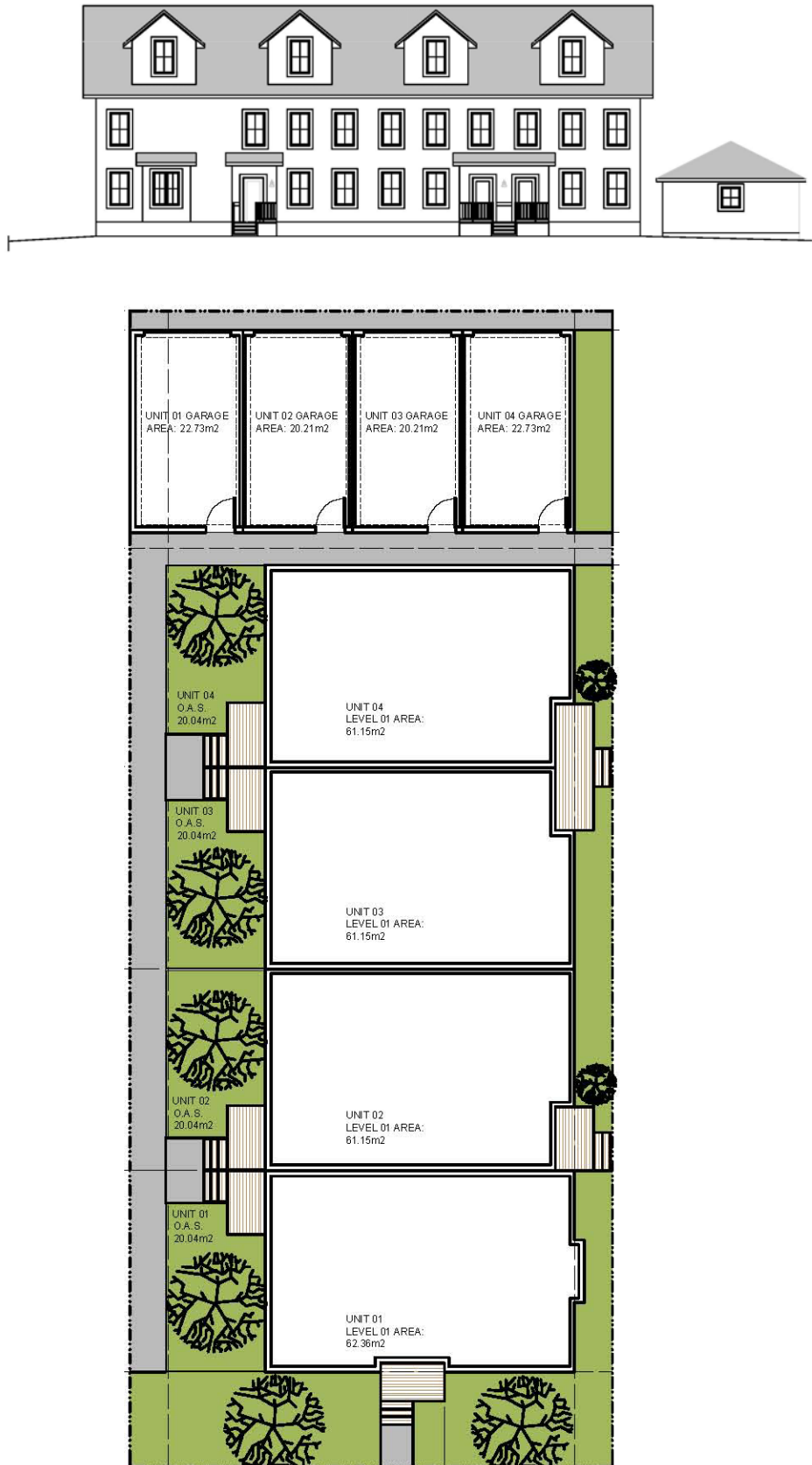
## Forest Lawn-Forest Heights/Hubalta Area Redevelopment Plan

Grey area deleted from existing ARP and included in the proposed 17 Avenue Main Street Area Redevelopment Plan



# Land Use Districts

Summary comparison of key development guidelines for the R-C2 land use district and R-CG land use district.

<div><div>R-C2</div><div>Residential - Contextual One / Two Dwelling District</div></div>	<div><div>R-CG</div><div>Residential - Grade - Oriented Infill District</div></div>
<div><div>Housing forms allowed</div><div><div><div>Single Detached Dwelling</div><div>Semi-Detached Dwelling</div><div>Duplex Dwelling</div><div>Secondary or Backyard Suite (in Single Detached only)</div></div></div></div>	<div><div>Housing forms allowed</div><div><div><div>Single Detached Dwelling</div><div>Semi-detached Dwelling</div><div>Duplex dwelling</div><div>Secondary or Backyard Suite (in Single, Semi-detached and Rowhouse)</div><div>Cottage Housing Cluster</div><div>Rowhouse</div></div></div></div>
<div><div>Units allowed</div><div><div><div>Typical 50 foot (15m) wide lot</div><div>Maximum of 2 units</div></div></div></div>	<div><div>Units allowed</div><div><div><div>Maximum of 4 units on corner lot</div><div>Maximum of 3 units interior lot</div></div></div></div>
<div><div>Building Height</div><div><div><div>2 to 2½ storeys(10 to 11 metres)</div></div></div></div>	<div><div>Building Height</div><div><div><div>2 to 2½ storeys (10 to 11 metres)</div></div></div></div>
<div><div>Lot Coverage</div><div><div><div>Maximum of 45%</div></div></div></div>	<div><div>Lot Coverage</div><div><div><div>Maximum of 45% to 60%</div></div></div></div>
<div><div>Parking</div><div><div><div>1 to 2 parking stalls per Dwelling unit</div></div></div></div>	<div><div>Parking</div><div><div><div>1 parking stall per dwelling unit no parking stalls required for small suites (less than 45 sq.m./484 sq. ft)</div></div></div></div>
	<div><div><div>Cottage Housing Cluster</div><div><div></div></div></div><div><div><div>Rowhouse</div><div><div></div></div></div></div></div>

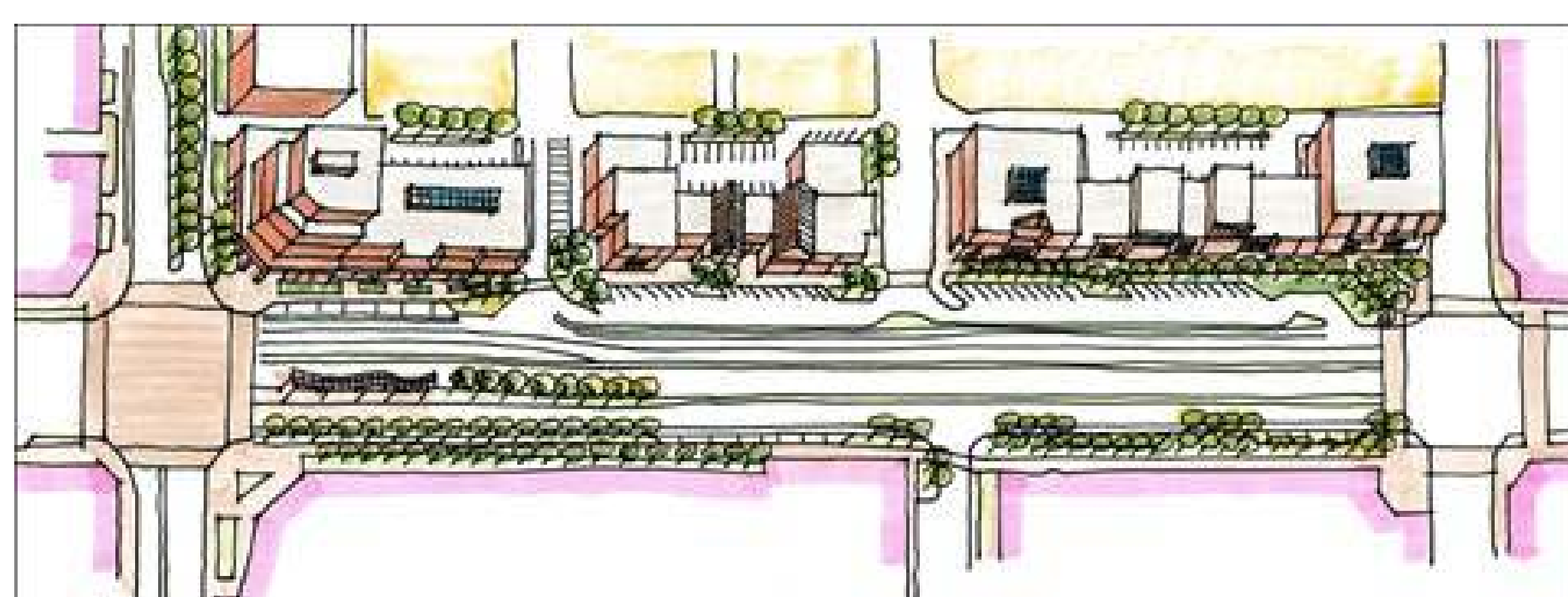
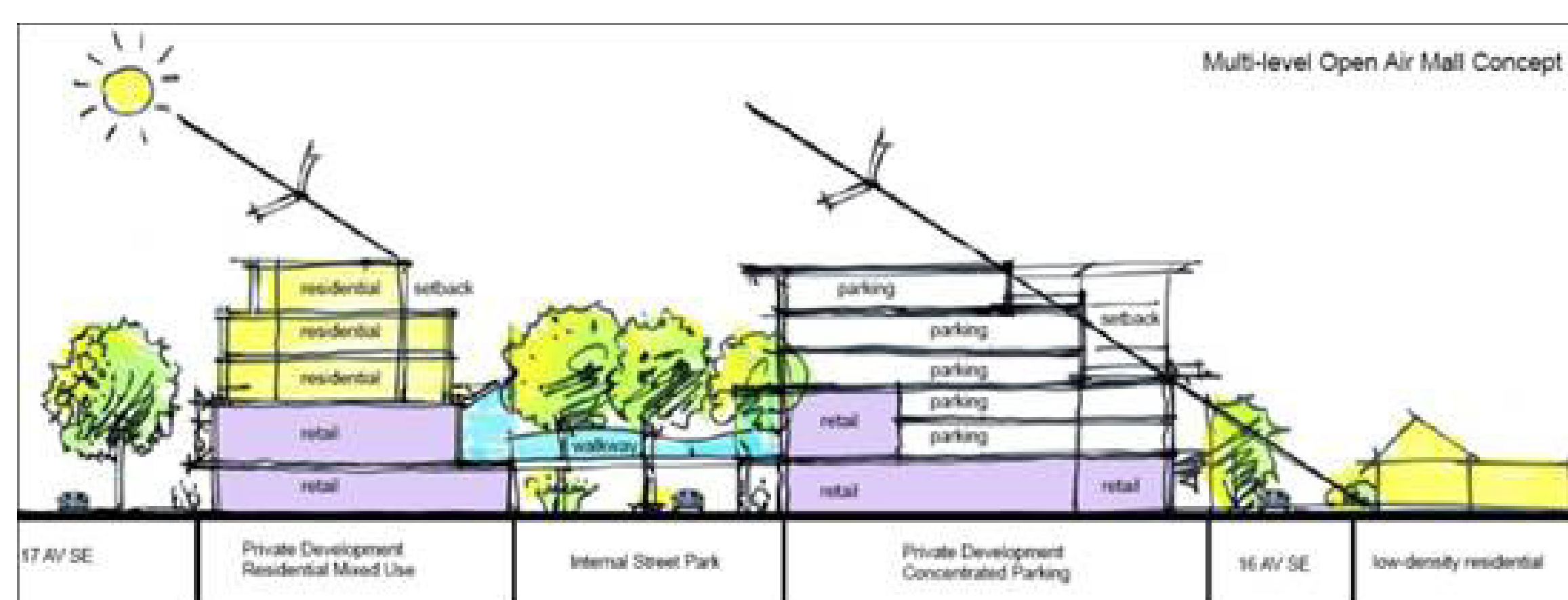
# Urban design

## What we heard

- Support the development of high-quality, public gathering spaces
- Promote safe, clean, and well-maintained corridor
- Preserve historic character of 17 Ave S.E.
- Encourage diversity of historic and modern buildings through preservation and architectural design
- Improve public realm through lighting, tree planting and streetscape enhancement
- Facilitate thematic, innovative block designs

## What we are doing

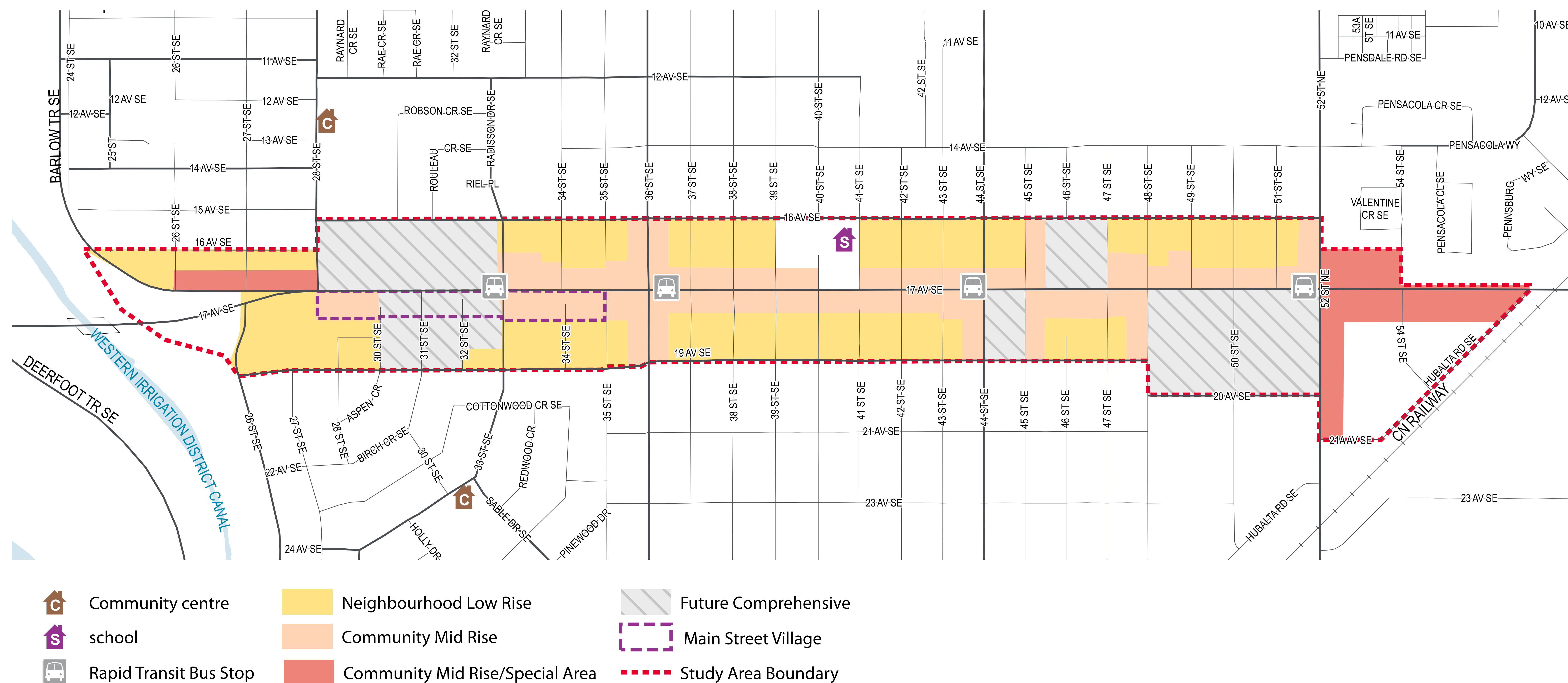
- Improve walk-ability on 17 Ave S.E.
- Design guidelines for higher quality Development
- Incorporate crime prevention principles
- Design guidelines to fit existing community character
- Preserve heritage atmosphere of community
- Add art and similar elements where possible



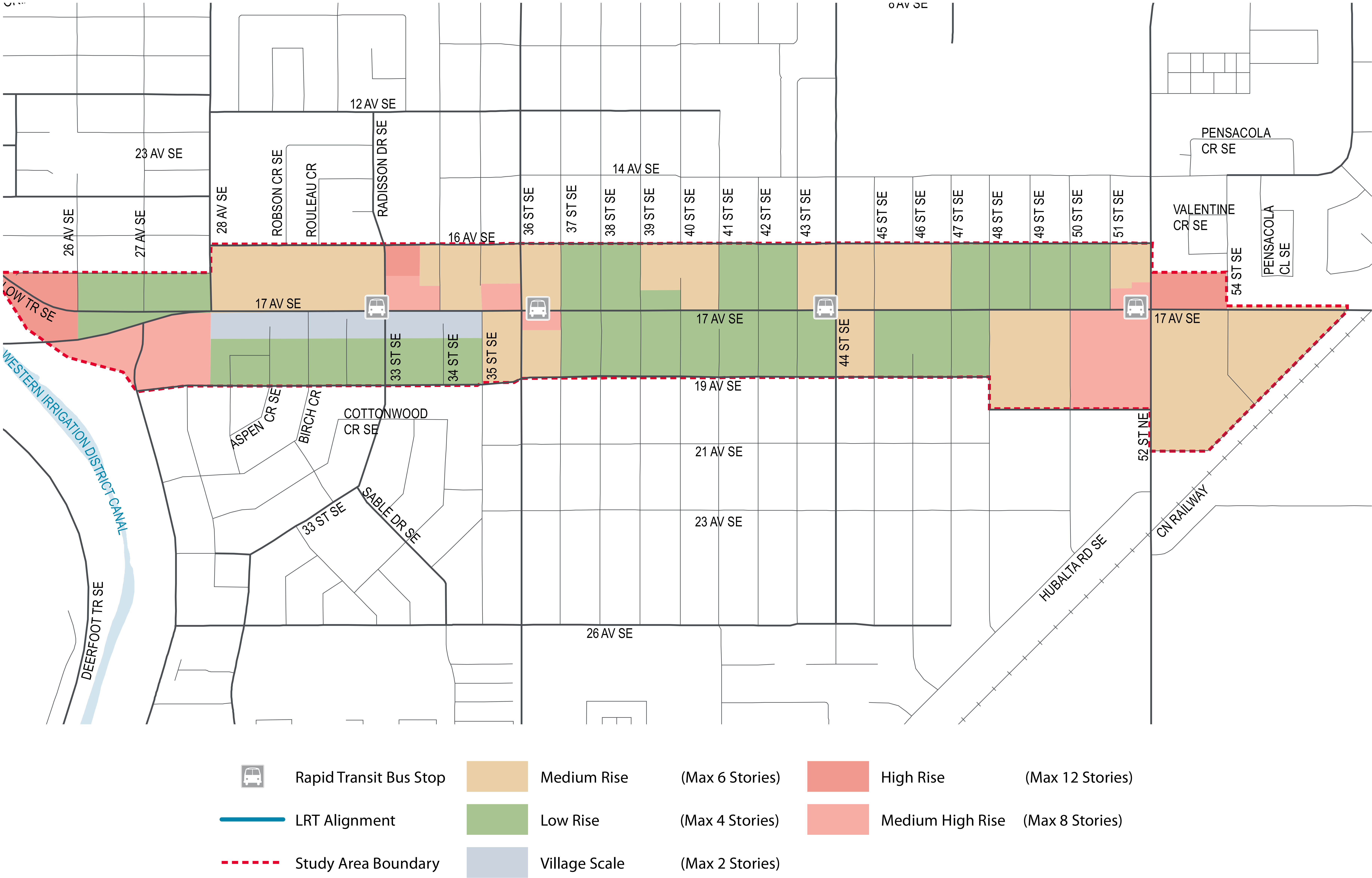
# Southeast 17 Main Street (International Avenue) ARP Key elements

The amended Southeast 17 Ave Main Street ARP will use the following strategies to achieve the outcomes meant for main streets, Bus Rapid Transit (BRT), Developed Area Guidebook (DAG), and Southeast 17 Corridor Land Use and Urban Design Concept.

- Re-affirming 17 Avenue S.E. as one of the main streets of Calgary
- Preserving and enhancing the historic character of the Main Street Village on 17 Avenue S.E. between 28 Street S.E. and 35 Street S.E.
- Promote vibrant, pedestrian-oriented street
- Activate street level frontages with high-quality, mixed-use infill
- Support high-quality urban design including developments and pedestrian infrastructure
- Allowing higher density and mixed-use development on both sides of 17 Avenue S.E.
- Identify several sites where comprehensive planning is required prior to any approved development.
- Protecting the industrial uses located at the east end of 17 Avenue



# Height map



# Parks and public spaces

## What we heard

- Programming of parks
- Beautification and maintenance of parks
- Safety, crime prevention, and lighting
- Supply of open spaces
- Pedestrian improvements

## What we are doing

- Include active (e.g. basketball) and passive (e.g. seating, picnic areas) uses for all ages upon redevelopment of existing parks within the plan area.
- Improve landscaping and the provision of public art where possible.
- Incorporation of crime prevention through environmental design (CPTED) principles and quality lighting for new public and publicly accessible open spaces and for existing parks upon redevelopment.
- The City will include policy to encourage retention of school sites, if deemed surplus, as open space in order to mitigate any reductions in the overall provision of open space in the affected community.
- Connections should be improved for pedestrians traveling in all directions from 17 AVE S.E.



# Transportation (including BRT)

## What we heard

- Need for better sidewalks and pathways for people and bikes.
- Increased density could create issues with parking
- Increased density will increase traffic
- Accessible for walking, biking and driving
- Concerns about BRT construction

## What we are doing

### Pedestrian network

- Sidewalk improvements and safe connections on and near 17 AVE S.E.
- Redevelopments will follow the Complete Streets and Residential Streets Standards

### Cycling infrastructure

- Enhancements to the cycling network
- Provide cycling infrastructure and connections that will encourage trips by bicycle and link to the larger pathway network and destinations throughout Calgary.

### Transit network

- BRT and local bus routes will provide service within the plan areas and connections to other communities

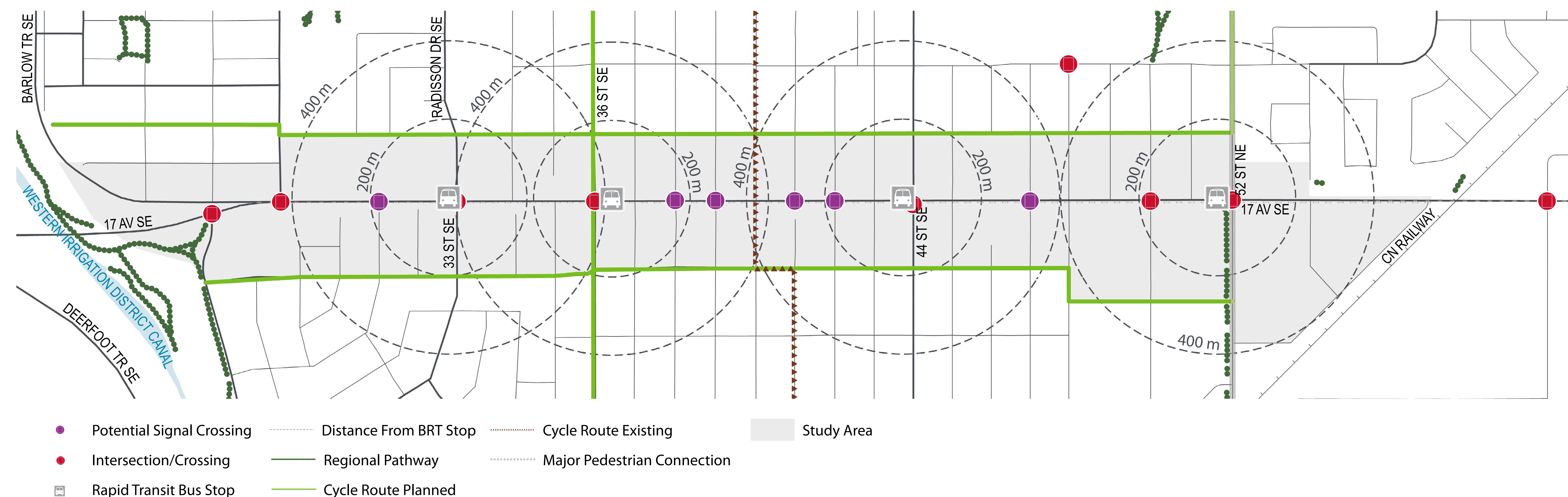
### Street network

- Enforce a transit-oriented and development-supportive street network
- Need to accommodate all modes of travel

### Parking Framework

- A Transit Oriented Development (TOD) is less reliant on motor vehicle transportation, for that reason, reduced parking requirements should be considered.
- A framework will be created to develop criteria for the parking strategy.

## Pedestrian and cyclist network



# Transportation (including BRT) continued

## What we heard

- Need for better sidewalks and pathways for people and bikes.
- Increased density could create issues with parking
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- Accessible for walking, biking and driving
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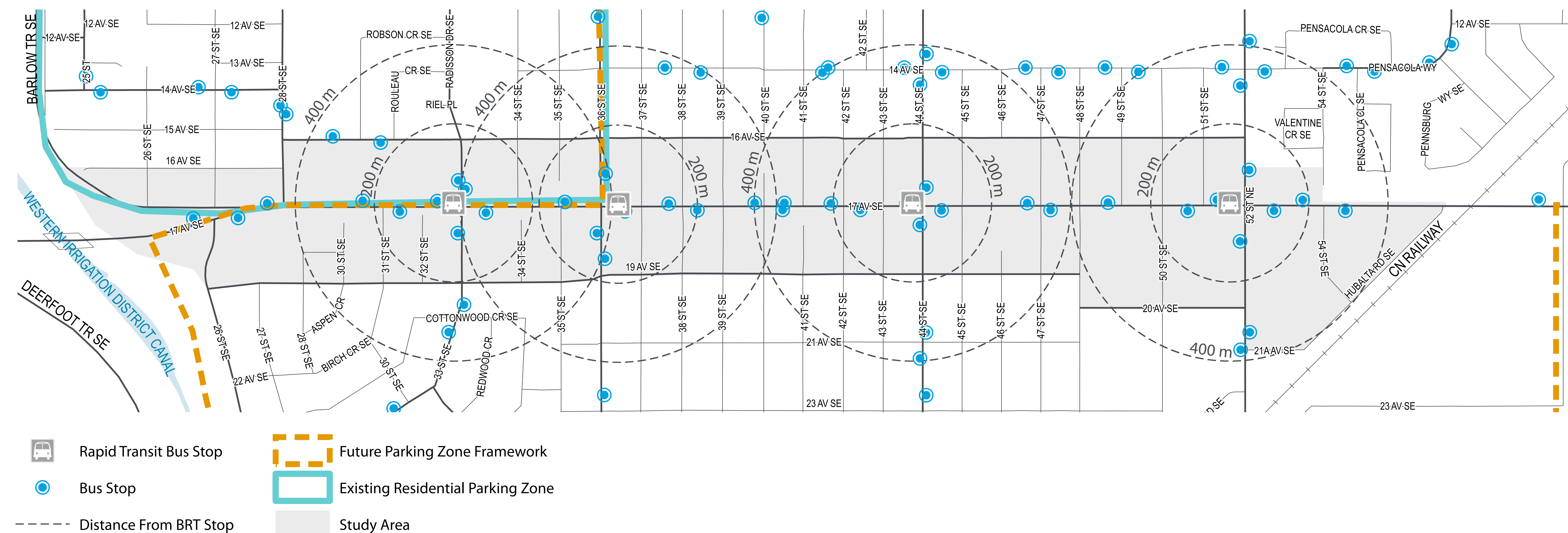
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## Transit network



# Thank you for attending our open house

A summary of your feedback and an overview of the ARPs will be available at:  
**[calgary.ca/17AVESE](https://calgary.ca/17AVESE)**

Over the coming months, we will be finalizing the ARP which we will share in the spring before presenting to Calgary Planning Commission and Council.

If you have any questions, please contact the project managers:

**Jihad Bitar**

Planner

403.268.2482

**[Jihad.Bitarscalgary.ca](mailto:Jihad.Bitarscalgary.ca)**