

Calgary



# Beltline Area Redevelopment Plan

## Part 2: East Victoria Park ARP





## Part 2: East Victoria Park Area Redevelopment Plan

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# **Structure of the Beltline Area Redevelopment Plan**

The Beltline Area Redevelopment Plan (ARP) is divided into two parts. Part one remains largely unchanged from the original Beltline ARP approved in 2006. Part two has been added to provide for policy specifically for East Victoria Park and the cultural and entertainment district envisioned for the area. The Centre City Guidebook policies apply only to Part two of this document.

Part two:

## **East Victoria Park Area Redevelopment Plan**

**Vision:** East Victoria Park is envisioned to become Calgary's major arts, cultural and entertainment district, and a complete community for future residents and visitors. It is a place which will respect its past, complement the present and plan for a vibrant community in the future for those that visit and live in the area.



# 1 Introduction

## 1.1 Policy framework

### 1.1.1 Legislative framework

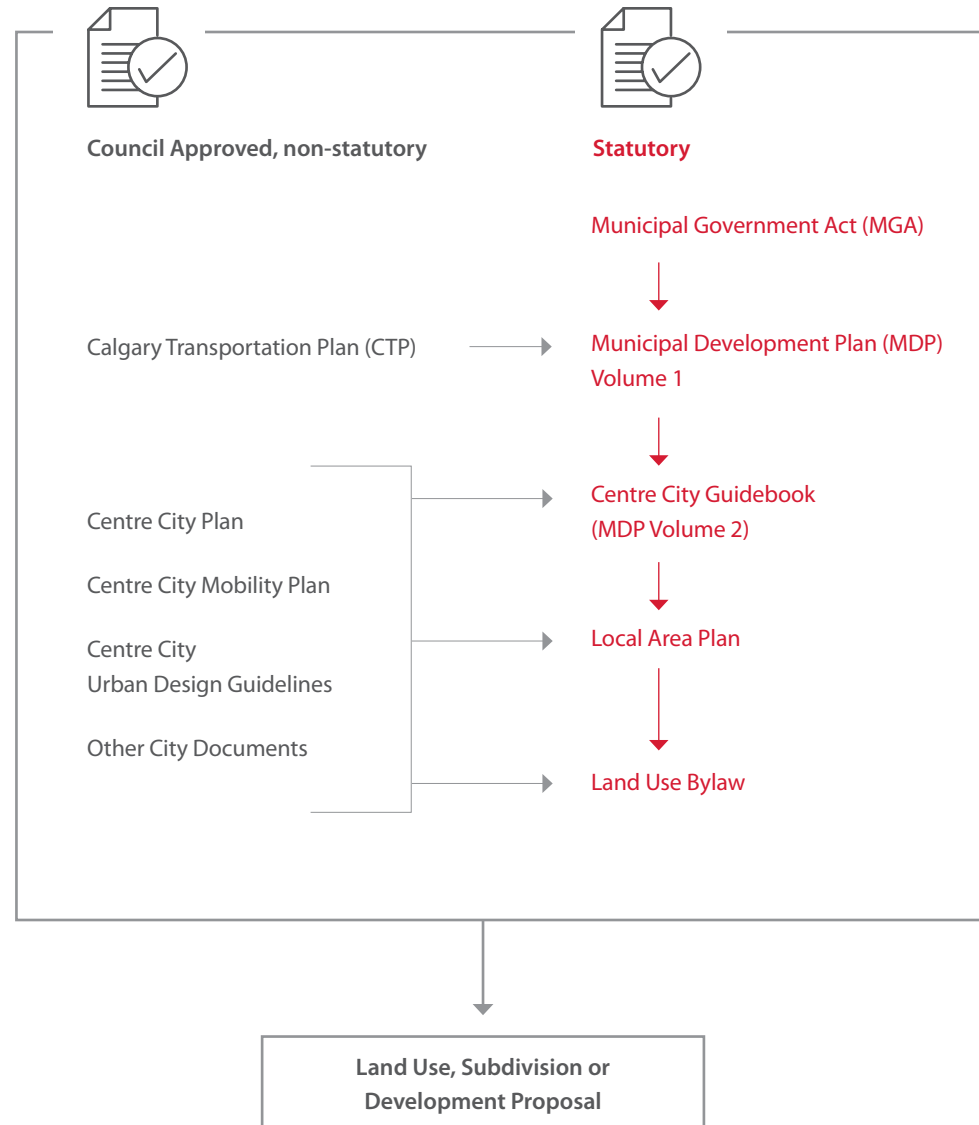
The Municipal Government Act (MGA) is the legislative framework in which municipalities operate. It is under this authority that the policy for the Centre City, including East Victoria Park, is developed.

The Municipal Development Plan (MDP) Volume 1 and Calgary Transportation Plan (CTP) provides direction for growth and change in Calgary over the next 60 years. The Centre City Guidebook (CCG) builds on these policies, refining the strategic direction for growth in the Centre City and establishing policies that will help to shape a successful downtown commercial core that transitions to a number of distinct residential mixed-use neighbourhoods.

The CCG is Volume 2, Part 2 of the MDP. It provides implementation policy for the Centre City and must be read in conjunction with the MDP, Volume 1, and is the policy foundation for a local area plan (e.g., area redevelopment plan). The Land Use Bylaw is a tool for implementing this policy.

The CTP, Centre City Mobility Plan and other City of Calgary documents, including the Centre City Plan and the Centre City Urban Design Guidelines, provide additional guidance for development in the Centre City, including East Victoria Park (see Figure 1: Legislative framework)

Figure 1 Legislative framework



### 1.1.2 Application of the Area Redevelopment Plan

Part 2 of the plan focuses on the the East Victoria Park which provides statutory policy direction specific to East Victoria Park, including Stampede Park, and applies only to the area identified on Map 3: Plan area. Unless specifically stated in Part 2, policies of Part 1 do not apply to this area. Policies in the East Victoria Park Plan apply in addition to policies in the MDP, Volume 1, and Centre City Guidebook (CCG) (MDP, Volume 2, Part 2). This ARP provides context-specific policies. It identifies when exceptions to a CCG policy may be needed and guides the discretion of the Development Authority. Policies contained in this ARP and in the CCG apply within Part 2 of the Beltline ARP plan area, but where there is a discrepancy, the policy of this ARP takes precedence. A list of City of Calgary source policy and guiding documents is provided in some sections and represents a selection of key resources only; it is not an exhaustive list. Policies and standards relevant to a given site will be determined based on the specific context of the parcel at the time of application.

## 1.2 Vision

East Victoria Park is envisioned to become one of Calgary's major cultural and entertainment districts, and is an centre of national importance. The area is closely linked with the Olympic Plaza cultural district, and will respect its past. It will evolve to become a connected and vibrant community. The neighbourhood will welcome residents, and businesses with facilities for major conferences, events, concerts, and sporting events throughout the year, and is the home of the Calgary Stampede.

## 1.3 Core ideas

### A historic location

Content to be added after indigenous engagement.

### A new cultural and entertainment hub for Calgary

Major events attract large crowds and celebration which require special consideration in the design of public spaces, and streets. The streets will be designed as inviting urban spaces, be well connected, and will be lined with trees to support a variety of mobility options. Streets need sufficient space for high volumes of pedestrians to accomodate large crowds from event facilities, hotels, and residences.

### A connected community

The East Victoria Park area is used by both Calgarians and visitors alike, and will connect more people than ever with connections, including:

- Existing Transit connections (LRT and bus).
- New Green Line station.
- Pedestrian and cycling connections through the River pathways.
- New streets.
- New 5th Street underpass.
- 17th Avenue extension.

### A place to celebrate

East Victoria Park will provide a new festival street, public spaces, and plazas which will provide multi-functional spaces that promote health and support age-inclusive accessible design for all seasons. A new central event plaza will act as a focal point in the entertainment area.

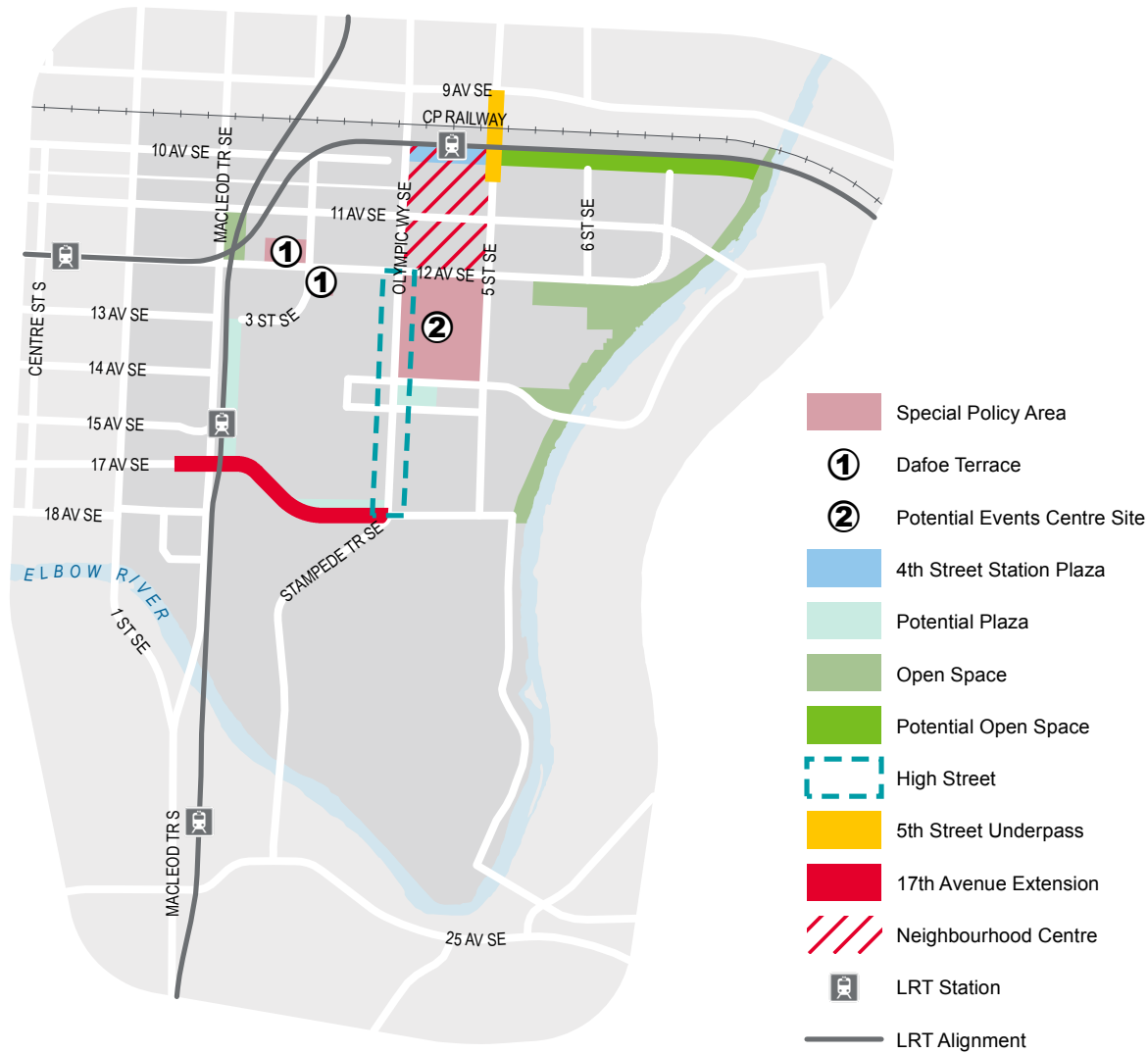
### Integrating Community priorities

To reflect the unique development context of East Victoria Park, the following priorities build on the objectives identified in the previous Beltline ARP and are supported by policies in this plan:

- Maintain diversity in housing choice.
- Improve safety in the public realm.
- Support local economic development.
- Reduce social isolation through multi-generational design.
- Support the vision set by both the Rivers District Master Plan and the Calgary Stampede Concept Plan.



**Map 1** Plan concept



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



## 2 Community framework

## Objectives

Enable East Victoria Park to be inclusive and well designed to meet the needs of all of its residents and visitors, including development options that promote walkability, safety, vibrancy and accessibility.

### References

- Municipal Development Plan
- Centre City Guidebook
- Centre City Plan
- Centre City Urban Design Guidelines
- Calgary Heritage Strategy
- Archaeology studies (pending)
- Social Outlook 2011-2016
- Statistics Canada 2011
- Access Design Standards
- City of Calgary Community Profiles
- Calgary Stampede Concept Plan

## 2.1 Plan attributes

### 2.1.1 Plan area

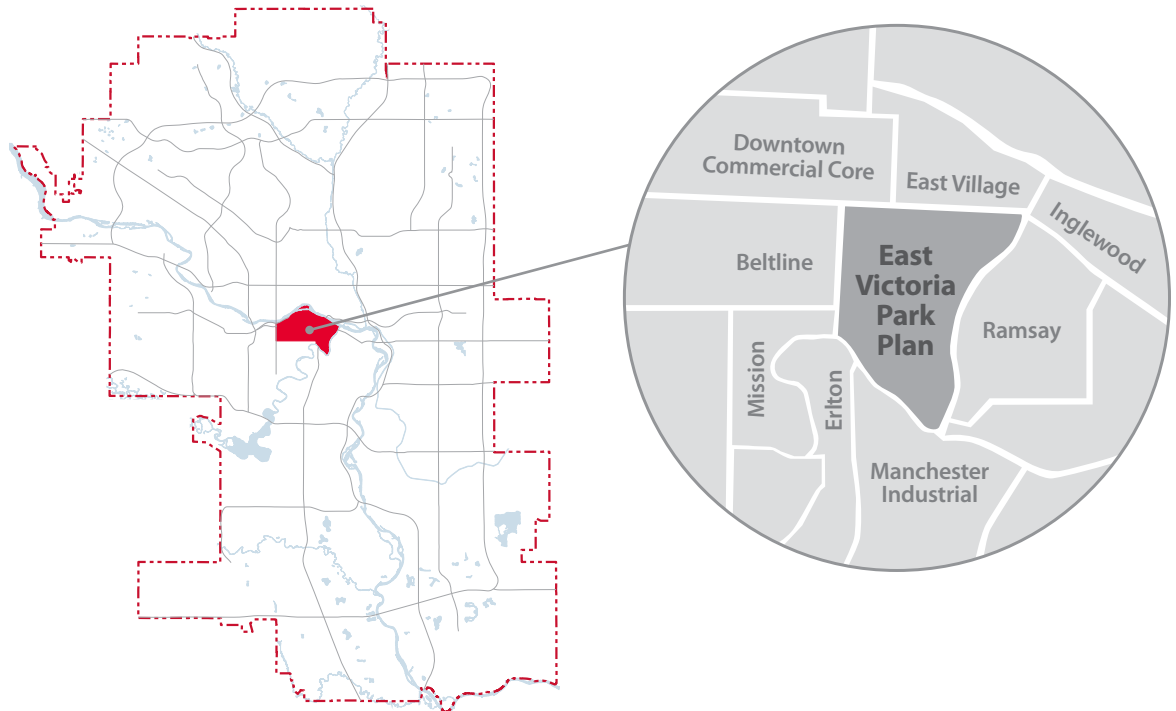
East Victoria Park is located in the northeast part of Calgary's Centre City and is one of several residential mixed-use neighbourhoods that surround the Downtown commercial core.

The plan area includes the distinct neighbourhoods of East Victoria Park and Stampede Park, and is bounded by 1st Street S.E. to the west, the Elbow River to the east and south, and Canadian Pacific Railway (CPR) and 9 Avenue S.E. to the north.

### 2.1.2 Physical attributes

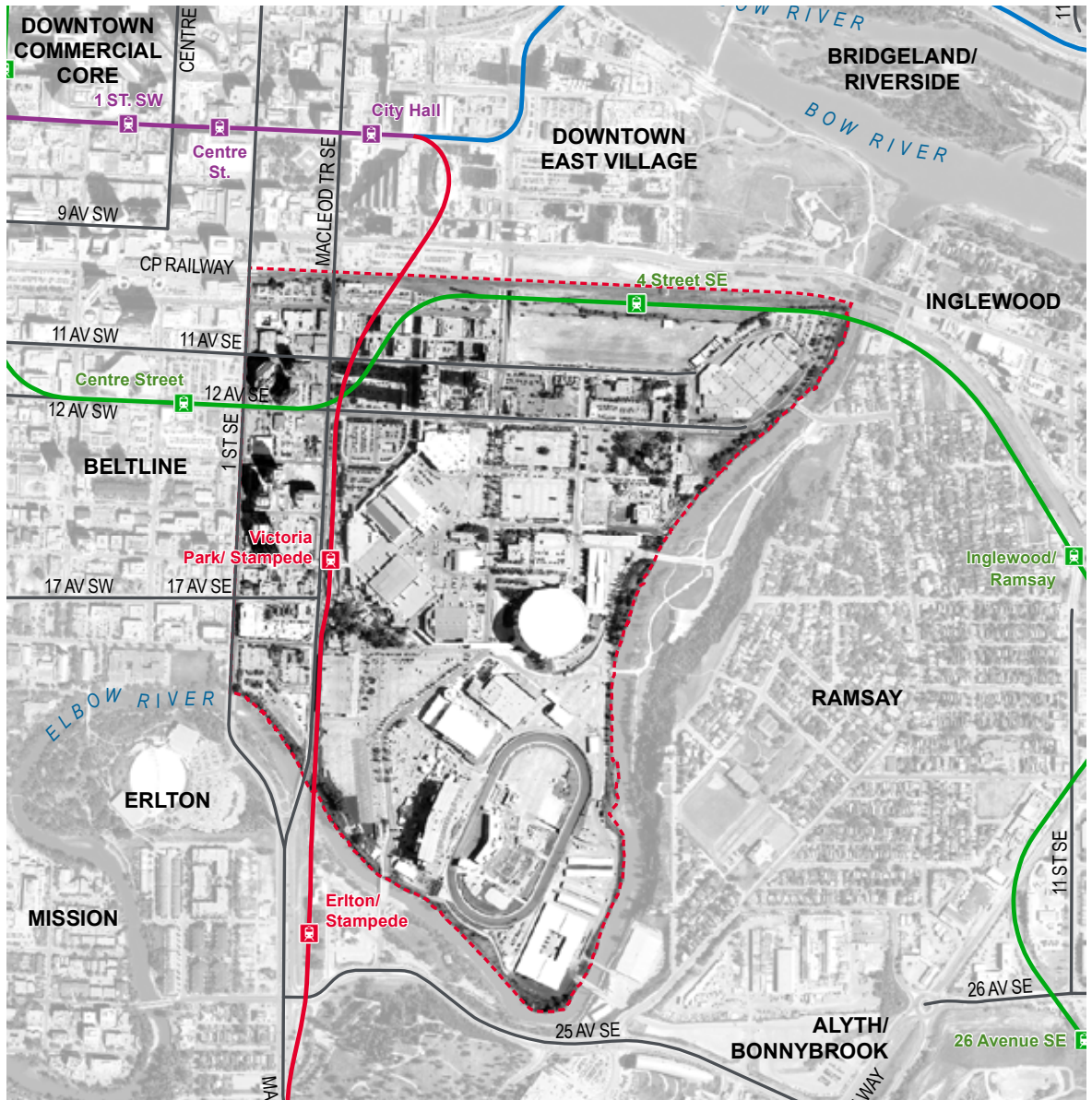
The Plan Area is bound by Beltline to the west, East Village to the north, Inglewood and Ramsay to the east, and Manchester Industrial and Erlton to the south. The Elbow River wraps around the east and south edges of the plan area. The grade overall is relatively flat across the plan area. The historic warehouse district is located in the northwest portion of the plan area. Connectivity improvements include the 4th Street underpass, as well as river pathways that exist along a portion of the Elbow River.

**Map 2** Location of East Victoria Park





**Map 3** Plan area



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



### 2.1.3 Historic resources

For thousands of years this area was known as Moh'kinsstis, a Blackfoot word used to describe the landscape of what is now known as Calgary. This area, where the Bow and Elbow Rivers meet, is a place of great significance for First Nations where there is evidence of aboriginal settlements. There was also evidence of Metis settlement in the area.

Some of the East Victoria Park's heritage sites may be formally recognized and documented on the City of Calgary's Inventory of Evaluated Historical Resources. There are other heritage resources in the area that have yet to be formally acknowledged and therefore as planning and development occurs in the area, assessment of historical value should be determined.

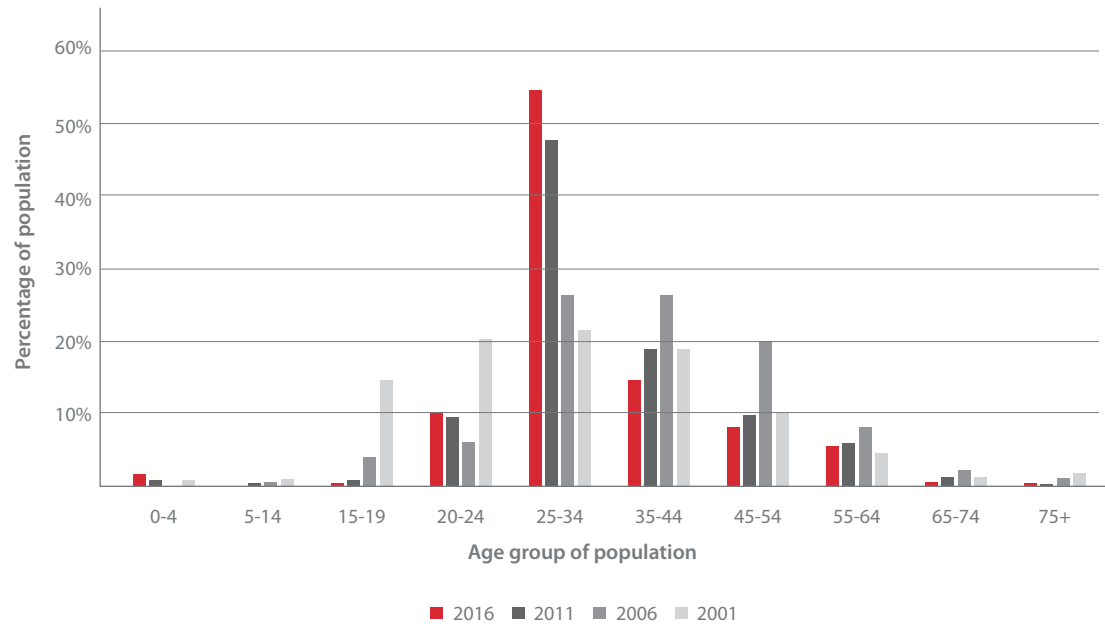
## 2.2 Community context

East Victoria Park comprises of two distinct areas: East Victoria Park, and Stampede Park. This plan builds on the existing community context to strengthen the neighborhood’s local identity.









### 2.2.1 Identifying Community needs and opportunities

Census data leading up to the year 2017 indicates that the population in the plan area is approximately 2,861, with about 7,420 jobs. The largest increase in age cohort being young adults between the ages of 25 to 34 years. There are no significant increases in children under the age of 19, or increases in the population of seniors. On the whole, the proportion of young adults and of seniors in East Victoria Park has been increasing since 2011.

**Figure 1** Age cohort for East Victoria Park (2001-2016)



**Table 1** Population change

2017	2016	2011	2006
 <b>2338</b> Dwelling units	 <b>2337</b> Dwelling units	 <b>1434</b> Dwelling units	 <b>447</b> Dwelling units
 <b>2861</b> Population	 <b>2728</b> Population	 <b>1558</b> Population	 <b>245</b> Population

### **2.2.2 Community priorities**

Community priorities are realized through various activities within East Victoria Park, including redevelopment. The City, Victoria Park Business Improvement Area (BIA), Beltline Neighbourhoods Association, Calgary Stampede, Calgary Municipal Lands Corporation (CMLC), service providers, other levels of government, and developers can all play a role in taking action related to these priorities.

#### **Safety in the public realm**

Through local economic development, neighbourhoods can initiate and generate their own solutions to economic problems. Redevelopment in the East Victoria Park should enhance residents' individual capacities and to instill a sense of community pride through encouraging enterprises developed by and run in the neighbourhood that employs residents.

#### **Support local economic development**

Through local economic development, neighbourhoods can initiate and generate their own solutions to economic problems. Redevelopment in the East Victoria Park should enhance residents' individual capacities and to instill a sense of community pride through encouraging enterprises developed by and run in the neighbourhood that employs residents.

#### **Improve transit and connectivity**

Through the addition of the Green Line, Stampede LRT Station improvements, and new streets ensure active modes are supported and all designs of public infrastructure provide for sufficient space to move large numbers of people.

### **Planning culturally**

Calgary is welcome to everyone. The entertainment district will bring together residents and visitors to share in cultural experiences, whether it's visiting the Stampede, attending music performance or conference, or spending time together as a family in parks, open spaces, or along the river.

### **2.2.3 Plan outcomes**

The plan promotes the development of an arts, culture, and 24/7 entertainment hub – building on the success of this being the long-standing attraction to the area and adding to the cultural and entertainment ecosystem in the broader geographic area. To help sustain this vision and create more value for Calgarians, it encourages more mixed-use development with a focus on creating a community in which to live by encouraging more a more diverse array of uses.

The East Victoria Park Plan provides for a new arena/ event facility, new plazas, parks, open spaces, new streets, new underpass at 5th Street S.E., an extension of 17 Avenue S.E. into the community, as well as a festival street on 4th Street S.E. (Stampede Trail).



## 3 Land Use



## 3.1 Character areas

### What is a character area?

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

### Character area objectives:

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

Character areas in Map 4 identify the boundaries of the character areas. Details on the context and design objectives for each area are discussed below. New character areas may be identified and added to the plan in the future. Detailed design guidelines may be developed for each of the character areas.

### Riverfront residential

The neighborhood is envisioned as a mid-scale, residential neighborhood designed for children and families to live and thrive in an urban environment. It is characterized by mid-scale urban living with easy access to transit, downtown, regional trails, and the Elbow River. This lively character area provides a transition between the growing Beltline and East Village to the quieter quaint streets of Ramsay. A range of housing types, sizes and price points will be provided in order to allow a variety of people of various ages, incomes and family sizes to live here in order to create a diverse, active neighborhood that fosters social connections.

### Neighborhood Center

Adjacent to the Green Line LRT station, the Neighborhood Center is the 'knuckle' where Riverfront Residential, Warehouse District, East Village, and the Entertainment, Cultural and Educational neighborhoods merge. It is envisioned to include a mix of uses including residential, office, hotel, neighborhood retail, restaurants and services. This high density, high intensity, mixed-use area offers excellent transit access and proximity to entertainment and cultural amenities.

### Warehouse district

The continuation of the warehouse district located between 1st Street S.E. and 4th Street S.E. is a mix of commercial, office and residential lofts uses. Characterized by the scale and materials of restored historic warehouse buildings, the warehouse district scale and massing should be reflected in any new development as to not detract from its existing character. The form and character of the warehouse district should be continued along 11 Avenue S.E. and 10 Avenue S.E. through to the Neighbourhood Centre and Riverfront residential neighbourhoods to create a unique street experience.

### Transitional mixed-use

Macleod Trail is the gateway to Calgary from the south. High density residential mixed-use development exists between the Beltline and East Victoria Park. The area will incorporate high density residential towers with a mix of restaurants, commercial and office uses, which will line the busy arterials of Macleod Trail S.E. and 1st Street S.E. Signature development along the Elbow River between 1st Street S.E. and Macleod Trail S.E. should signify arrival into downtown Calgary.

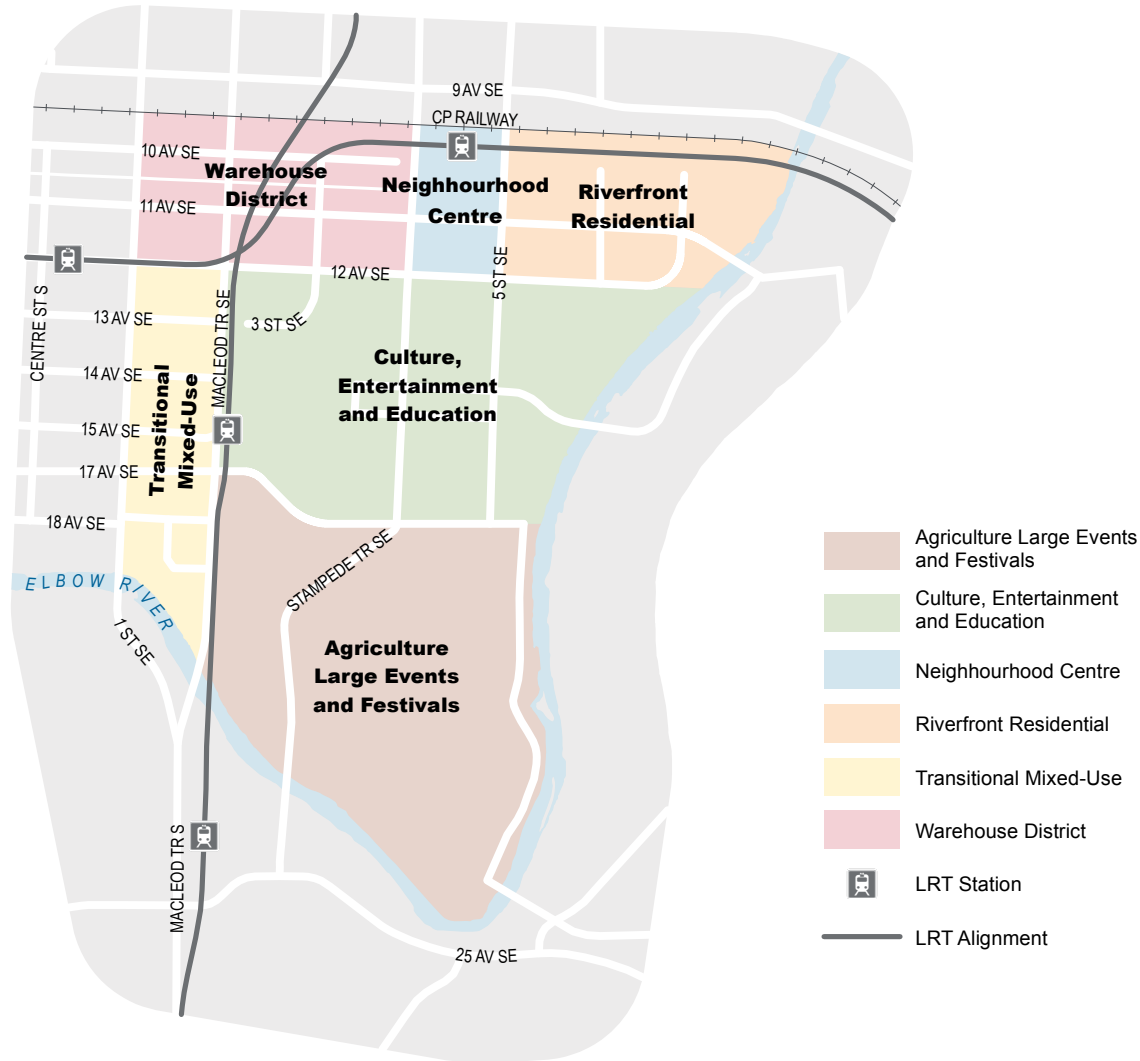
### Culture, entertainment and education

This character area is the heart and soul of East Victoria Park. The expansion of the Stampede Convention venue and the potential for a new events facility could reinvigorate this district as a center of national importance, attracting visitors from across the city, region, country and continent. This district thoughtfully integrates long standing agricultural, convention and sports venues with emerging cultural facilities, arts and education, event and performance space, shopping, entertainment, and hotels. Organized around a network of festival streets, urban plazas, and riverfront parks, this district will become a hub of activity.

### Agriculture, large events and festivals

Cradled by the Elbow River and home of the Calgary Stampede, Petroleum Expo, Comic and Entertainment Expo, and a growing agricultural event and exposition business, this district is intended for flexibility that allows for large festival and event functions. The vision for this Character Area builds upon the Calgary Stampede Master Plan.

**Map 4 Character areas**



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

**Map 5 Land Use Concept**



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

## Objectives

- Support a wide range of uses that generates activity throughout the day, week and year.
- Provide a variety of local open spaces and amenities.
- Support the development of community amenities that provide public benefit for East Victoria Park.
- Allow for development that varies in building scale and intensity to reinforce policy areas.
- Achieve a transition from the Elbow River to the existing Victoria Park area.
- Integration of the Green Line to the neighbourhood.
- Supporting expansion and development of new cultural and entertainment facilities.

### References

- Municipal Development Plan
- Centre City Guidebook

## 3.2 Land Use

The East Victoria Park Plan accommodates up to 15,000 residents and 23,000 jobs<sup>1</sup>. It provides for a wide range of uses, including important cultural and civic amenities, event and conference space, and is home to the Calgary Stampede. It will continue to function as a local, regional, and international destination for a wide variety of activities, and will be a community in which existing and future residents live, work, and play.

A higher intensity of mixed-use development is envisioned surrounding the new green line stations. Active frontages are required along Stampede Trail where a new festival street will develop, which will require wide sidewalks to ensure sufficient space for before and after event traffic.

The land use concept for East Victoria Park implements the vision established in the Rivers District Master Plan created by Calgary Municipal Land Corporation, as well as realizing the goals of the Municipal Development Plan.

### 3.2.1 Mixed-Use High-Density

#### Intent

Mixed-Use High-Density accommodates a wide range and mix of compatible uses in a compact development form. It represents a typical mixed-use area with pedestrian-scaled building forms that are oriented towards the street, and it accommodates non-residential activity at lower levels to activate the street, as well as at grade residential units facing the street.

The Mixed-Use High-Density building block has a base set of land use policies that apply to any parcel located within the East Victoria Park plan area (see Map 4: Land Use Concept).

Policies in this section are intended to apply in addition to the mixed-use high-density policies in the CCG.

#### Policies

1. Land use designations should be consistent with the general land use identified on Map 4: Land Use Concept and the scale of development identified in Section 3.4: Density and composition.
2. No new drive-thru facilities will be allowed.
3. Promote an equal distribution of care facilities and shelters in an area. Where a care facility or shelter is proposed in the plan area, cumulative impacts of the facility on the surrounding neighbourhood should be assessed when evaluating the application.

<sup>1</sup> \*\* These numbers are estimates only and represent several development scenarios permitted by the policy. In all cases, optional bonus density was included and used for residential development. The blended scenario assumes 50% of the maximum allowable commercial FAR and residential development up to the total maximum.



4. To encourage higher density development and promote street-level pedestrian activity, large non-residential uses should be integrated with other uses when located in the plan area.
5. Wherever applicable, a direct control land use district approved prior to the date of approval of the East Victoria Park Plan may be transitioned to a land use district aligned with the ARP; however, there is no requirement for redesignation.
6. Main floor use restrictions in the Land Use Bylaw may be relaxed. Active frontages may be allowed for uses such as daycare, fitness facilities, micro-retail units.

#### Railway Corridor Policy

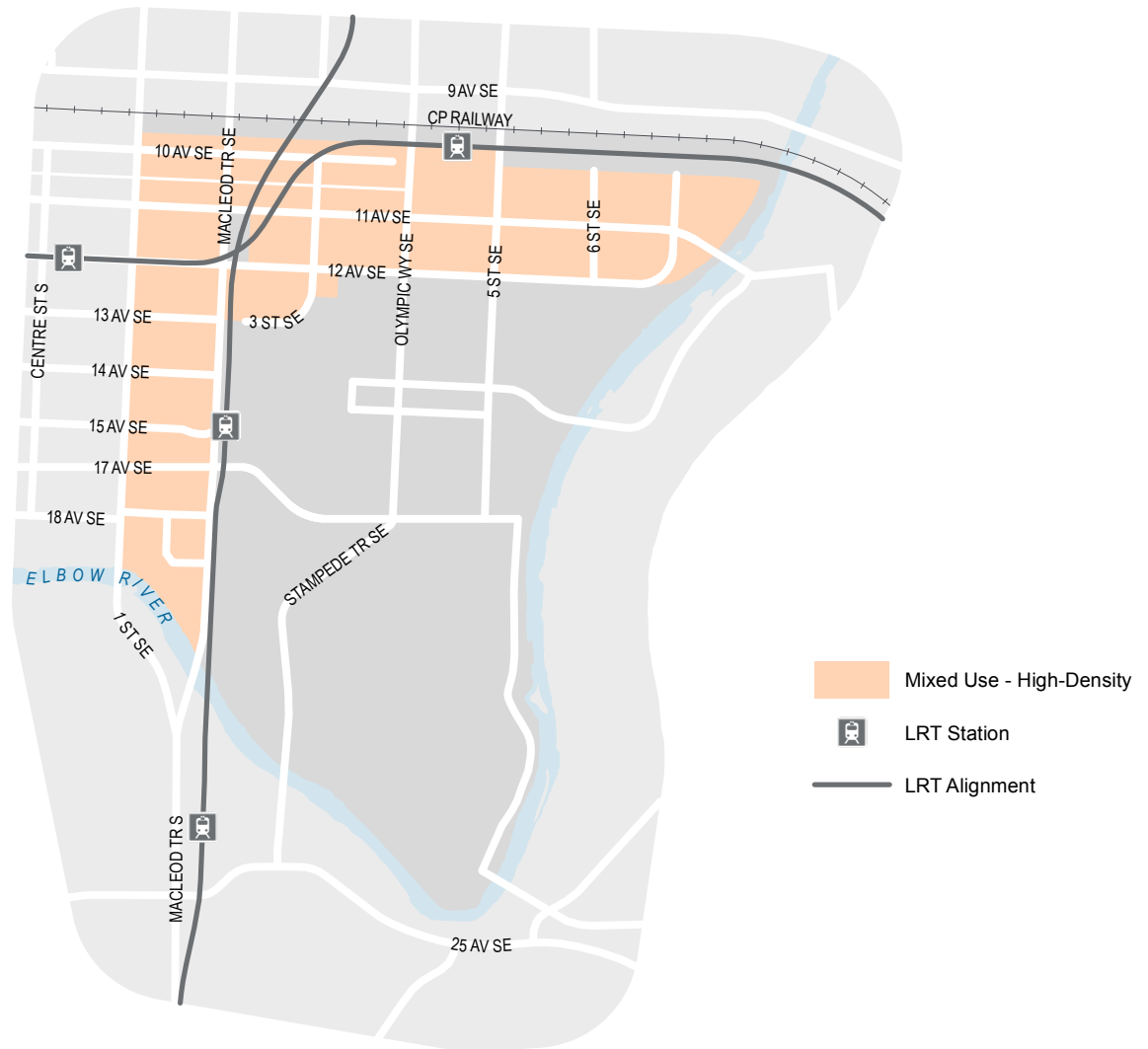
The Rail Corridor Policy is to manage the risk of development in these areas and ensure a high quality of life and facilitate responsible development. The northern boundary of East Victoria Park abuts an active railway corridor.

#### Policies

7. Any development in proximity to a railway corridor must conform to all requirements of The City at the time of application and mitigate risks and impacts associated with railway operations, all to the satisfaction of the Approving Authority.
8. Development on parcels located adjacent to the railway corridor should be consistent with policies for this area. Additional discretion may be considered by the Development Authority to ensure developments conform to all City requirements and to mitigate risks and impacts associated with railway operations.

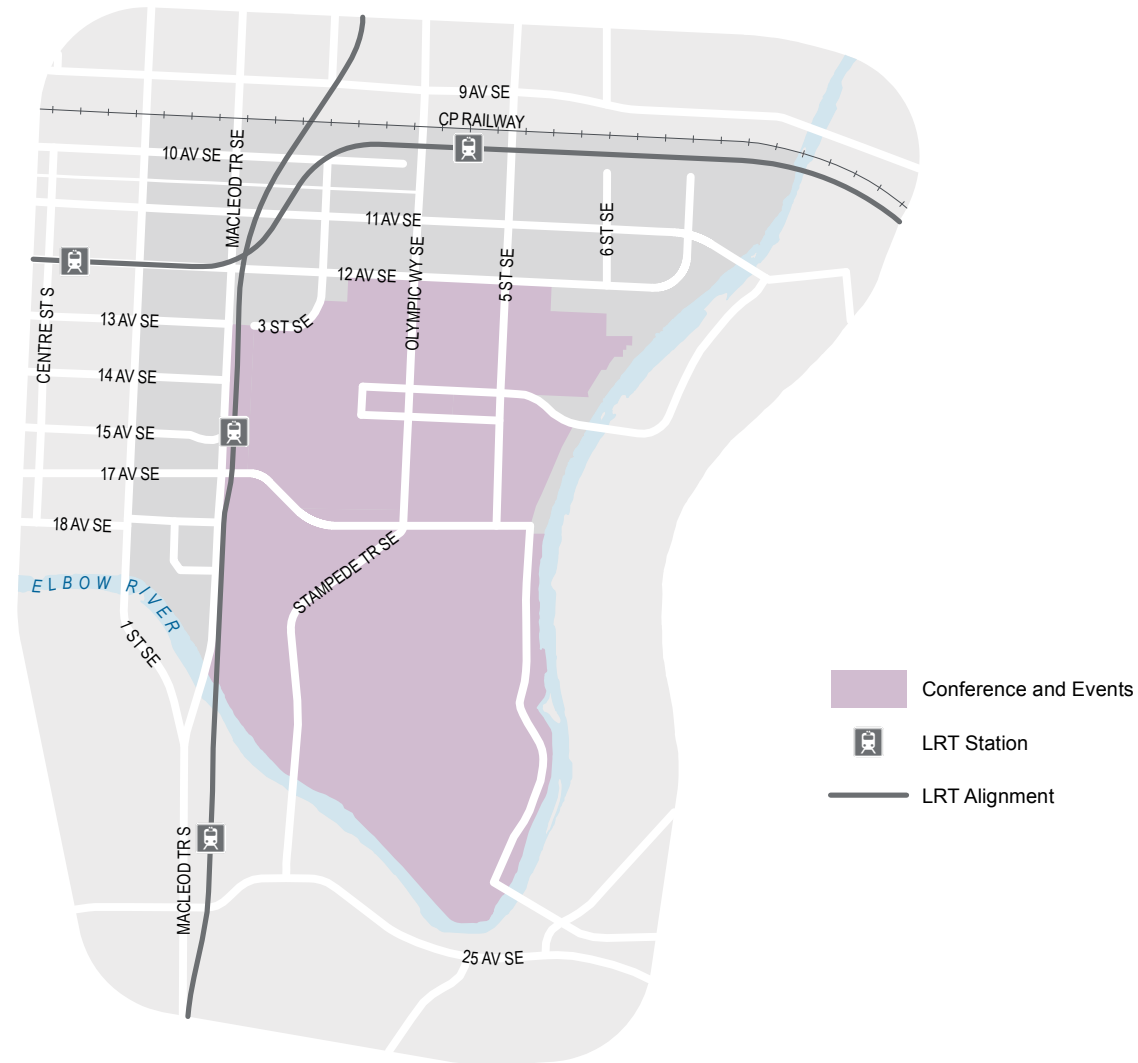
This map is conceptual only. No measurements of distances or areas should be taken from the map.

**Map 6 Mixed-Use High-Density**



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

## Map 7 Conference and events



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

## 3.2.2 Conference and events

### Intent

The Conference and events area accommodates the conference centre and Stampede Park facilities. It represents an area where a diversity of indoor and outdoor activities occur throughout the year. The area intended to provide for a variety of complementary commercial and event uses, including hotels, retail, and restaurants.

### Policies

1. Land use designations should be consistent with the general land use identified on Map 4: Land Use Concept and the scale of development identified in Section 3.4: Density and composition.
2. Active frontages should be provided along the locations as identified on Map 6: Active frontages.

### 3.3 Special areas

Special areas form part of the land use concept for East Victoria Park. These special policy areas provide site specific policies for some sites.

#### 3.3.1 Neighbourhood Centre

The Neighbourhood Centre area is located next to the future Green Line LRT station, in the heart of Victoria Park. It represents an area that will have a high level of pedestrian traffic, with mixed-use high-density development with active frontages throughout. Strong pedestrian connections on the west side of the neighbourhood centre is encouraged to connect to the festival street envisioned on 4th Street S.E., south of 12 Avenue S.E.

##### Policies

1. Land use designations should be consistent with the general land use identified on Map 4: Land Use Concept and the scale of development identified in Section 3.4: Density and composition.
2. Development Applications that propose non-standard designs for access and loading may be supported subject to the discretion of the Development Authority.
3. Development in this area should achieve the highest possible density and mix of uses.

#### 3.3.2 Special policy area 2

Dafoe Terrace has had a density transfer arrangement adopted by City Council. The following policies apply:

##### Policies

1. Notwithstanding Section 3.5 of this plan, a maximum of 9 FAR may be allowed within site 1 of special policy area 2 (Map 2) provided the Dafoe Terrace is designated by bylaw as a Municipal Historic Resource pursuant to normal City process.
2. Any unused surplus density from site 1 of special policy area 2 (Map 2) must only be transferred to site 2 of special policy area 2.

##### Bylaw 19P2016

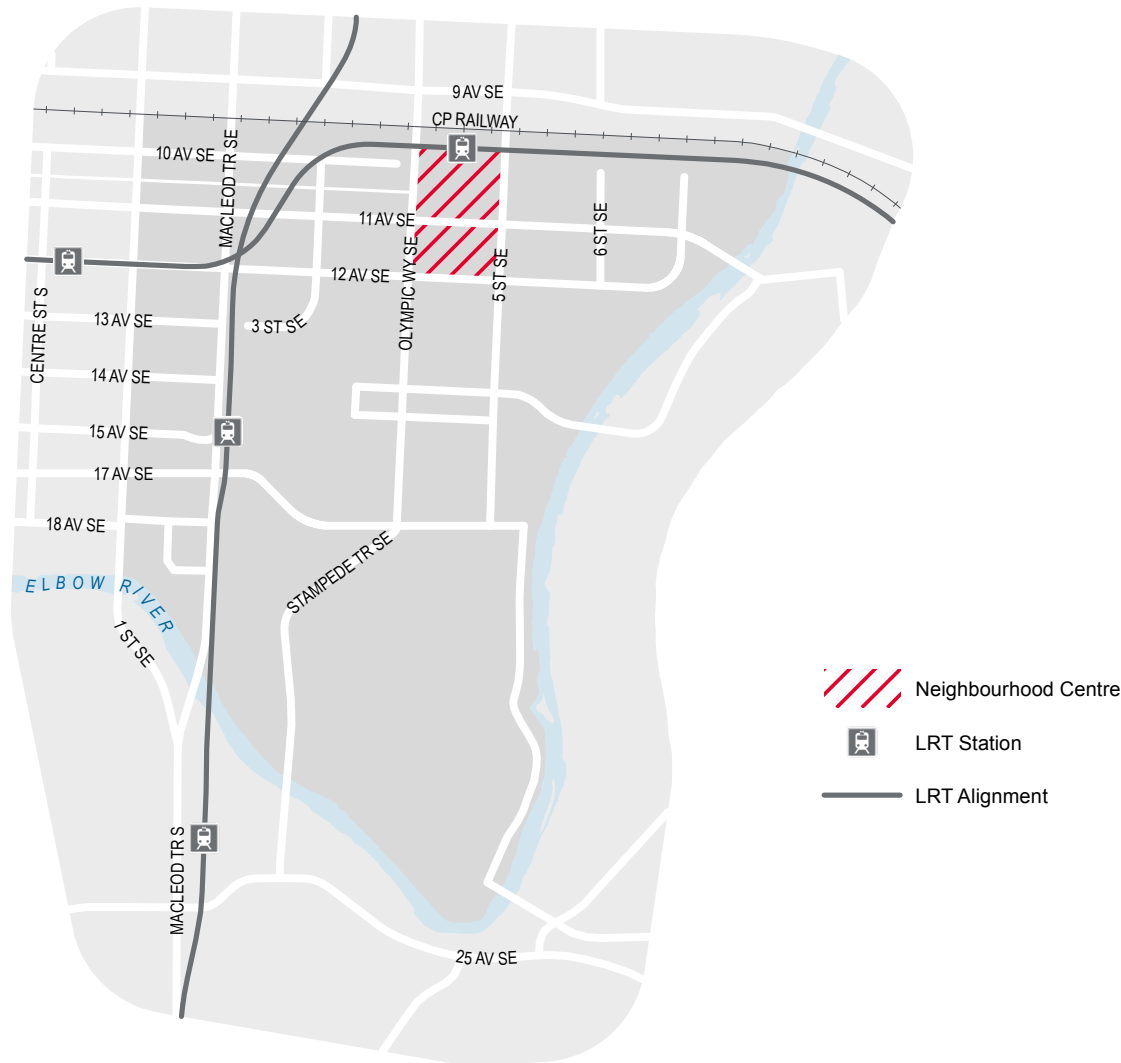
#### 3.3.3 Potential events centre site

This area is designated for a major event facility, such as an arena. It could become the major sports and events venue in the pan area.

##### Policies

1. Primary building entrances should be accessible and should be located in strategic locations such as on 4th Street S.E., 14 Avenue S.E., and 12 Avenue S.E.
2. Scramble crosswalks should be provided near building entrances.
3. Any events facility should provide commercial retail units such as restaurants and patios along the active frontages along 4th Street S.E.
4. +15 connections are discouraged in the plan area.

## Map 8 Neighbourhood Centre



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



## 3.4 Density and composition

### 3.4.1 Density areas

The land use concept is supported by 7 density areas. The different areas are shown on Map 10: Density areas, with greater detail provided in Table 1: East Victoria Park density by area.

#### Area A

Area A is intended for riverfront development which will not provide or density bonusing, and will need to step-down towards the river. It also Applies to the Event and Entertainment Area and acknowledges a lower FAR for large format uses through flexibility and support for Residential/Mixed-use options.

#### Area A1

Area A1 applies to the potential Events Centre Site and Urban Plaza, and provides for flexibility to add mixed-use in and around large format buildings such as the conference centre and potential other large buildings.

#### Area B

Area B contains the historic warehouse district and is envisioned to be a mixed-use area that preserves it's historic character.

#### Area B1

Area B1 is appropriate for higher density mixed-use developments with active ground floor uses because of their proximity to transit and location to major north-south pedestrian and cycle routes into downtown.

**Table 2** East Victoria Park density by area

Area	Base Density (FAR)	Max. Allowable (CR) Density* (FAR)**
A	5.0	3.0 for Commercial 5.0 for Residential/Mixed-use
A1	5.0	5.0 for Commercial 7.0 for Residential/Mixed-use
B	5.0	7.0
B1	3.0 for Commercial West of Macleod Trail 5.0 for Commercial East of Macleod Trail 5.0 for Residential/Mixed-use	3.0 for Commercial West of Macleod Trail 8.0 for Commercial East of Macleod Trail 9.0 for Residential/Mixed-use
C	7.0 for Residential/Mixed-use	7.0 for Commercial 9.0 for Residential/Mixed-use
D	5.0 for Commercial 8.0 for Residential/Mixed-use	8.0 for Commercial 12.0 for Residential/Mixed-use **12.78 for Residential/Mixed-use for the legal parcel known as Plan A, Block 71, Lots 1 to 8

**Note:** The maximum densities listed in Table 2 may be exceeded by up to 10% through a transfer of heritage density rights.

\* Site constraints and/or sunlight protection requirements may prevent maximum allowable (CR) densities from being achieved.

\*\* Maximum allowable (CR) densities include gross floor area, as calculated under the Land Use Bylaw.

#### Area C

Area C is adjacent the Green Line station, and is appropriate for the higher density mixed-use residential developments, accommodating high rise residential development with ground floor retail and services. A transit plaza and pedestrian thoroughfare are also envisioned in this area.

#### Area D

Area D provides for the highest density area of the Beltline. Its proximity to the downtown and along major transportation corridors makes this area appropriate for high density levels. Hotels and Residential mixed use buildings are strongly encouraged within this area.

### 3.4.2 Maximum density

Density or scale of development and the mix of residential and non-residential uses are expressed as floor area ratio (FAR). Maximum densities\* are applied by parcel and are intended to regulate the following variables:

**Base density:** Establishes a density threshold up to which a parcel may be developed without providing public amenities.

**Commercial (C) and residential (R) density:**

The intensity of commercial (C) and residential (R) density is regulated by limiting the amount of non-residential and residential development that can occur on a parcel. The distribution of commercial and residential densities are intended to support the land use concept.

**Maximum allowable (CR) density:** The overall density to which a parcel may be developed. It may be a combination of commercial and residential density and includes provision for bonus density earned by providing public amenities (see Section 3.5: Methods for increasing density).

\* **Note:** Regardless of the maximum density included in the table, developments should incorporate site design and building massing strategies to mitigate shadow impact on surrounding public realm (including Fort Calgary, Riverfront Promenade, and urban plazas).

### 3.4.3 Density

The following density policies apply to any parcel located within East Victoria Park.

#### Policies

1. Maximum densities (FAR) for Areas A, B, C and D vary as shown in Map 8: Density areas and Table 1: East Victoria Park density by area.
2. Sites may be developed up to the base density as shown in Table 1: East Victoria Park density by area.
3. The Development Authority may consider density up to the maximum allowable density as shown in Table 1: East Victoria Park density by area where a development provides, for example in perpetuity, a public amenity in exchange for density. For details, refer to Section 3.5: Methods for increasing density.
4. The Development Authority may consider maximum commercial or maximum residential densities that exceed those shown in Table 1: East Victoria Park density by area where the development includes commercial and/or residential uses combined with educational, sport, leisure or cultural uses and complies with other commercial density policies in Section 3.4.3: Density.

### 3.5 Methods for increasing density

The base density of a parcel may be exceeded up to the maximum allowable density by employing the following methods for increasing density. These methods are:

- heritage density transfer
- density exclusion for community support facilities
- bonus density:
  - district energy connection ability
  - active arts space
  - cultural support space
  - community support facilities
  - indoor public hotel space
  -

#### 3.5.1 Heritage density transfer

Calgary's historic resources are an important public asset. They provide a unique opportunity to recognize Calgary's history and should be protected where possible.

##### Policies

1. Maximum allowable density as shown in Table 1: East Victoria Park density by area may be exceeded (through land use amendment) on a receiving parcel by up to a maximum of 3.0 FAR for the purposes of accommodating a heritage density transfer. Additional density must be appropriate and supportable given the local site context.
2. Heritage density (calculated as gross floor area) may be transferred from a parcel that is legally protected as a Municipal Historic Resource (donor parcel) to a receiving parcel located within the East Victoria Park plan area.
3. A Direct Control Land Use District will be required for both the donor parcel and the receiving parcel to track the transfer of heritage density.

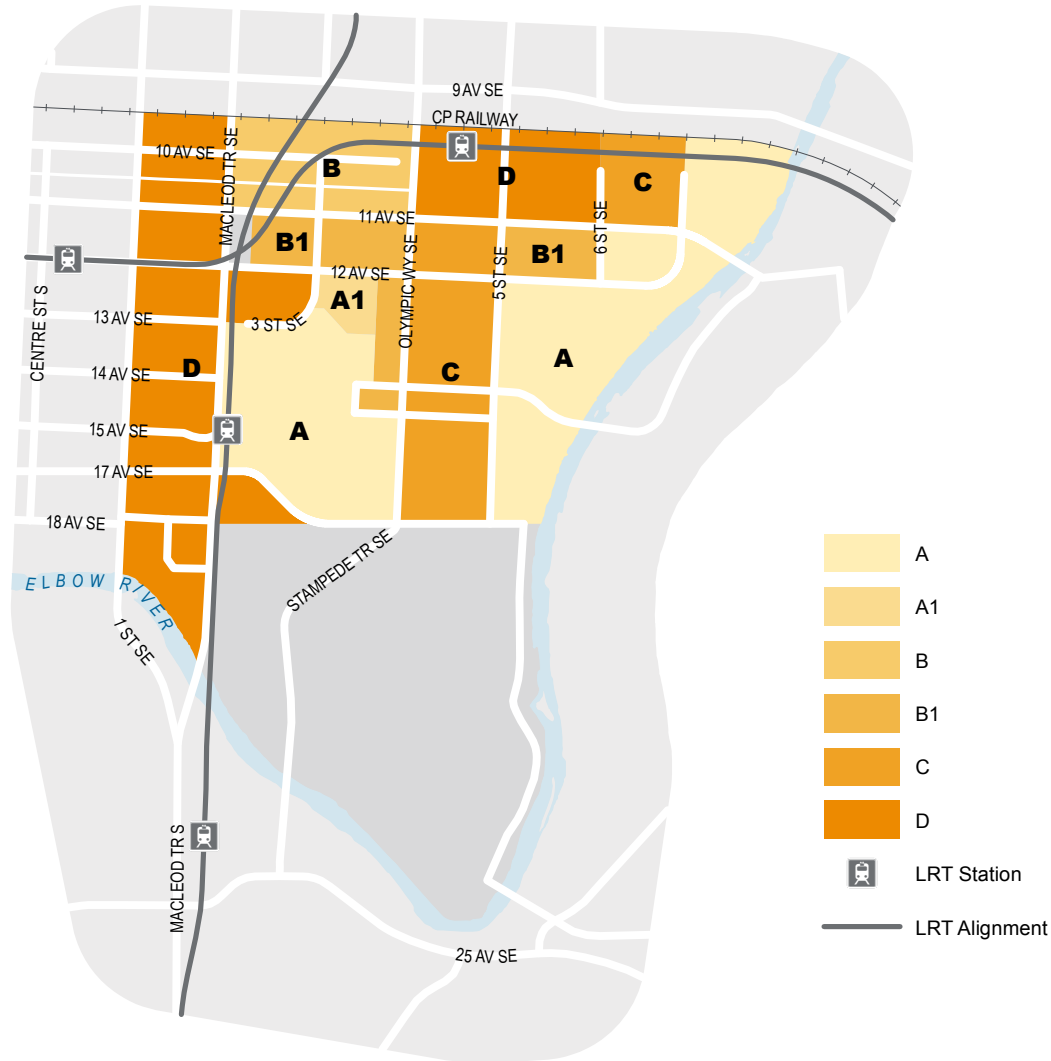
#### 3.5.2 Density exclusion for community support facilities

To encourage developers to incorporate specific uses without compromising existing development potential, the following community support facilities are incentivized through density (FAR) exclusion in East Victoria Park.

##### Policies

1. Density for these uses should be excluded from the FAR calculation by up to 1.0 FAR for each use (FAR is calculated at a ratio of 1:1):
  - child care service
  - community recreation facility
  - community cultural amenity
  - conference and event facility
  - indoor recreation facility
  - library
  - museum
  - performing arts centre
  - place of worship – small
  - protective and emergency services
  - school – private
  - school authority – school
  - service organization
  - social organization
  - utilities
2. Density for a post-secondary learning institution should be excluded from the FAR calculation by up to 3.0 FAR (FAR is calculated at a ratio of 1:1).

**Map 10** Desity areas



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



### 3.5.3 Bonus density

Bonus density is a voluntary method for a landowner to obtain additional Floor Area Ratio (FAR) in exchange for the provision of public amenities that support the greater activity and larger population that increased density brings. Bonus density in East Victoria Park will be implemented through the bonusing system that is currently in place.

#### Policies

1. The bonusing provisions provided in Part 1 Section 5.3 apply to the East Victoria Park plan area.
2. The following bonusing provisions may be applied at the discretion of the Development Authority using the incentive provisions provided in the Land Use Bylaw:
  - a. District energy connection ability  

District energy connection ability is the preservation of site areas from physical obstructions that would preclude or make unviable a connection to district energy infrastructure in the future. The maximum FAR for this item is 0.5.
  - b. Active arts space  

Active arts space is publicly accessible, internal space that provides accommodation for one of the various branches of creative activity concerned with the production of imaginative designs, sounds or ideas. Active arts space is intended for activities that require public accessibility, e.g. performances, exhibitions. The maximum FAR for this item is 4.0.

- c. Cultural support space

Cultural support space is an internal space that provides accommodation for one of the various branches of creative activity concerned with the production of imaginative designs, sounds or ideas. Cultural support space is intended for activities that do not require public accessibility, e.g. administration, rehearsal space, storage. The maximum FAR for this item is 4.0.

- d. Community support facilities

Community support facilities are spaces allocated to specific uses that have been determined by The City to support community activity and functionality. The maximum FAR for this item is 2.0.

- e. Indoor public hotel space

Indoor public hotel space is publicly accessible indoor space that can be used by hotel guests, conference attendees and the general public without having to be guests of the hotel or customers of a use within the building. Restaurant, lounge, café, retail and conference use areas, when located at grade and at the +15 Skywalk System level in the building – and one storey above for conference facilities – and open to the public are considered to be indoor public space. The maximum FAR for this item is 4.0.

- f. Public or publically accessible private open space

Public and publically accessible private open spaces are outdoor park spaces that will act as gathering points, places for recreation and enjoyment for the community. Provision of open space pursuant to bonus density should occur either through voluntary dedication of lands to The City or through registration of public access easements on the subject lands.



## 4 Urban design

## Objectives

- Provide for a variety of building forms.
- Understand, value and celebrate the history of East Victoria Park.
- Support the mixed-use vision with buildings designed with active uses at grade that can evolve with the neighbourhood over time.
- Establish a consistent street wall and reduce the impact of large, tall buildings on the public realm.
- Ensure adequate privacy, daylight and amenity space for residents and employees.
- Create comfortable, safe and accessible pedestrian experiences.
- Ensuring public safety in an active entertainment area.

### References

- Municipal Development Plan
- Centre City Guidebook
- Centre City Plan
- Centre City Urban Design Guidelines
- City of Calgary Access Design Standards
- Calgary's Municipal Emergency Plan (MEP)
- 2017 Status of Emergency Preparedness Report.
- Calgary's Flood Resilient Future
- Victoria Park Density and Diversity
- Calgary Stampede Concept Plan
- Cultural Plan for Calgary
- Rivers District Master Plan

## 4.1 Site design

### Intent

Buildings should be designed to frame the streets with entrances that are easily accessed. Additional policies may apply along key frontages and in special policy areas. In addition to the site design policies in the Land Use Districts, the following policies apply.

#### 4.1.1 Block design

1. Developments within a block should be designed comprehensively to ensure thoughtful connections and increased pedestrian permeability. An example of this may include a mid block crossing.
2. Service areas should be located internal to buildings or along shared exterior loading corridors.
3. Physically separated retail units may be allowed on the arena site, and are encouraged along 4th Street S.E.

#### 4.1.2 Building setbacks and grade separation

### Intent

The area should have well integrated open space amenities and support active uses as well as a high quality pedestrian realm. Building setbacks are encouraged, especially along the key pedestrian corridors of 4th Street S.E. and 17 Avenue S.E. to achieve the urban design objectives of the plan.

1. Residential units located at ground level should consider a setback from a public street or a lane.



- Where appropriate, building setbacks at grade should be designed to facilitate the use of private and public outdoor amenity spaces (e.g., park, plazas, patio or porch). Where appropriate, building setbacks at grade should be designed to facilitate the use of private and public outdoor amenity spaces (e.g., park, plazas, patio or porch).
- Where landscape screening is proposed, the planting medium should be of adequate depth to support the healthy development of plants.

#### Ground level residential units

Residential development is encouraged throughout East Victoria Park, including ground level residential units facing streets, lanes and mid-block pedestrian connections or courtyards.

#### Flood hazard areas

Parts of East Victoria Park are located in both the Overland Flow and Flood Fringe flood hazard areas. Developments located within flood hazard areas will be subject to municipal flood proofing, setback and building design requirements.

#### Policies

- Where grade separation is required to address potential flood hazards, developments should consider incorporating building setbacks at ground level to accommodate accessible ramps and/or stairs that are better integrated with the sidewalk.

#### 4.1.3 Site access and loading

Site access is intended to provide minimal disruption to pedestrians and to maintain continuity in the sidewalk.

#### Policies

- Access to off-street parking and loading should be provided from lanes where possible. Where standards could not be met, innovative designs may be considered for accessing and servicing a development.
- Where an on-street bicycle route is built or proposed, access to off-street parking and loading should be avoided.

#### 4.1.4 Wayfinding

#### Intent

Wayfinding is an important element in East Victoria Park to ensure residents and visitors know where to find buildings, transit facilities, pathways, cultural and recreational resources and other key locations.

#### Policies

- Wayfinding signage should be located along in high pedestrian traffic areas such as pedestrian corridors and urban plazas.

#### 4.1.5 Crime Prevention through Environmental Design (CPTED)

#### Intent

Development application in the East Victoria Park area are required to be circulated to Calgary Police Services (CPS) for a CPTED audit. In addition to any comments provided by CPS during an application review, the following policies have been developed to help ensure a safe area for future residents and visitors. are required to be circulated to Calgary Police Services (CPS) for a CPTED audit. In addition to any comments provided by CPS during an application review, the following policies have been developed to help ensure a safe area for future residents and visitors.

#### Policies

- Public restrooms should be thoughtfully placed in highly visible locations along main pedestrian linkages.
- It is strongly recommended to consider interim uses/developments where required, to continue encourage street-level activities and maintaining the notion of “eyes on the street”.

#### Vehicle barriers

#### Intent

Due to the nature of East Victoria Park being an area for large gatherings and crowds, attention must be paid to the design and protection of residents and visitors to the area from hostile vehicles. Development of the public realm should ensure adequate barriers to protect the public while complimenting good urban design principles.



#### 4.1.6 Stampede Trail ( 4th Street S.E.)

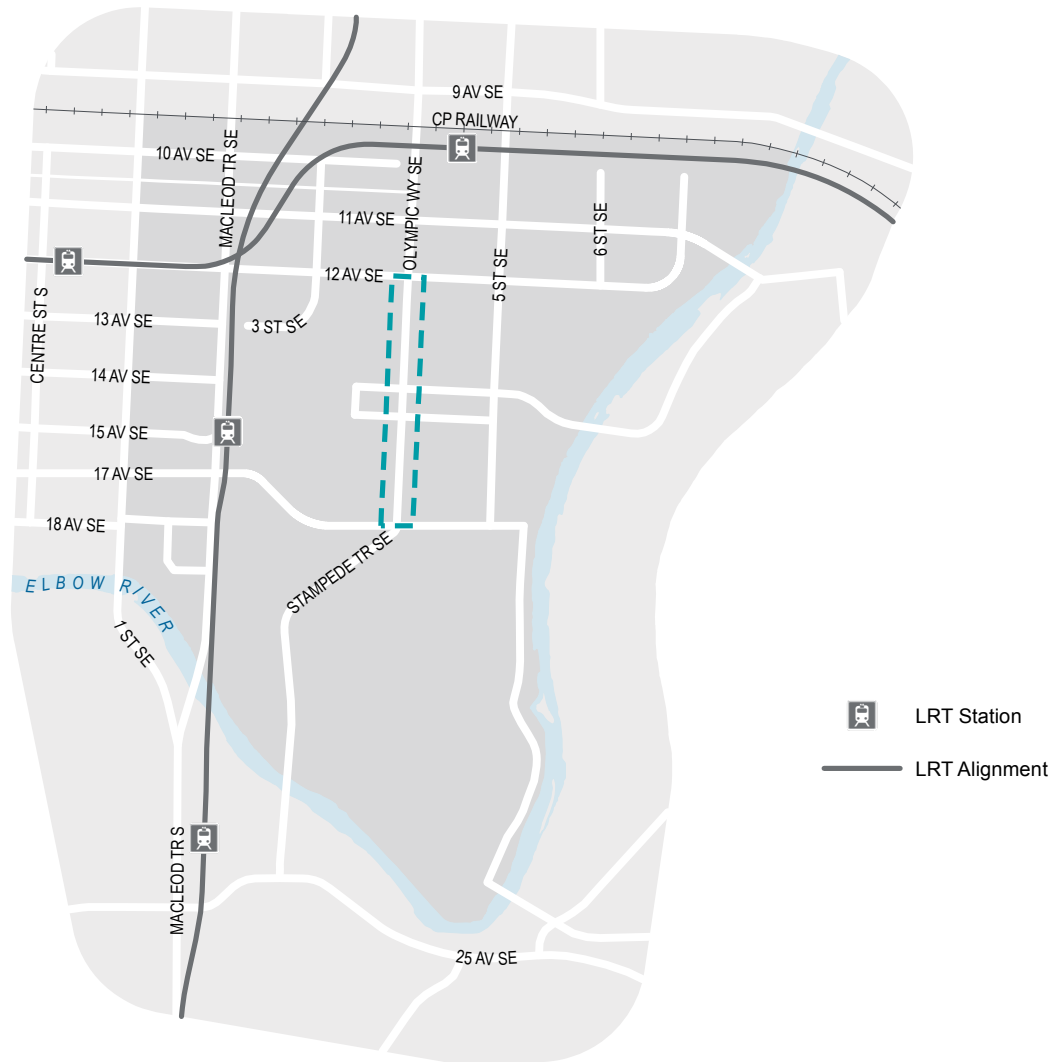
##### Intent

4th Street S.E. is envisioned to become a high street in the location identified on Map 9. It will be the heart of the Stampede culture and entertainment district. This unique corridor is designed to be a flexible multi-modal urban street with a mix of venues, bars, restaurants and retail that can be closed to pedestrians for events and street festivals. Special design elements such as surface treatments, public art, and street furniture can highlight arrival and enhance the character of the high street.

##### Policies

1. Where the opportunity exists, rooftops on podiums along the street should be used for amenities or as rooftop patios.
2. Buildings should be designed to animate the pedestrian realm (e.g. greater façade articulation, transparent and unobscured glazing, outdoor patios. Frequent entries of 7.5m to 20m is considered a useful benchmark).
3. Emphasis should be placed on architecture at the intersection of 12 Avenue S.E. and 4th Street S.E.
4. Building heights should be limited on the west side of the high street for solar access at ground level.

Map 11 High Street



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

## 4.2 Building design

Policies in this section place particular emphasis on the design of the street wall and how building massing impacts the pedestrian experience on the street.

### 4.2.1 Building massing

#### Intent

Buildings should be designed to create high-quality living and working environments, accommodate a variety of uses, and foster a vibrant and active streetscape. They should reinforce the neighbourhood scale of development in East Victoria Park and help define and frame the streets. In addition to the building massing policies.

#### Policies

1. Consideration may be given to accommodate smaller separation distances between buildings in comprehensive developments and infill sites, provided the objective to ensure adequate daylight and privacy can be achieved to the satisfaction of the Development Authority.

### 4.2.2 Street wall

The design and massing of a building, particularly at the base of the building or street wall, helps to break down bulk and create a sense of enclosure for the public realm.

#### Intent

Buildings in the Plan area may be developed with higher street walls to reflect the transition in scale from the Transition Mixed-use character area, to

accommodate larger office or institutional buildings and to provide a greater proportion of non-residential uses within the base of a building.

In addition to the street wall policies in the Centre City Guidebook, the following policies apply.

#### Policies

1. Avoid having blank facades and sheer towers extend directly onto adjacent sidewalks.
2. Articulate the podium or mid-rise buildings that exceed 60.0m in length should be articulated to reduce the perception of building bulk at the street level.

### 4.2.3 Digital signs

#### Intent

The area surrounding 4th Street S.E. is intended for the most activity and flexibility for a variety of uses, where exciting architecture and animation through lighting is encouraged. The following policies are designed to minimize a proliferation of digital signage in the plan area.

#### Policies

1. Digital signs may be integrated as part of the façade of a building, provided:
  - Digital signs should not cover an entire facade and;
  - digital signs are limited to the first three storeys of a building.

### 4.2.4 Illuminated buildings

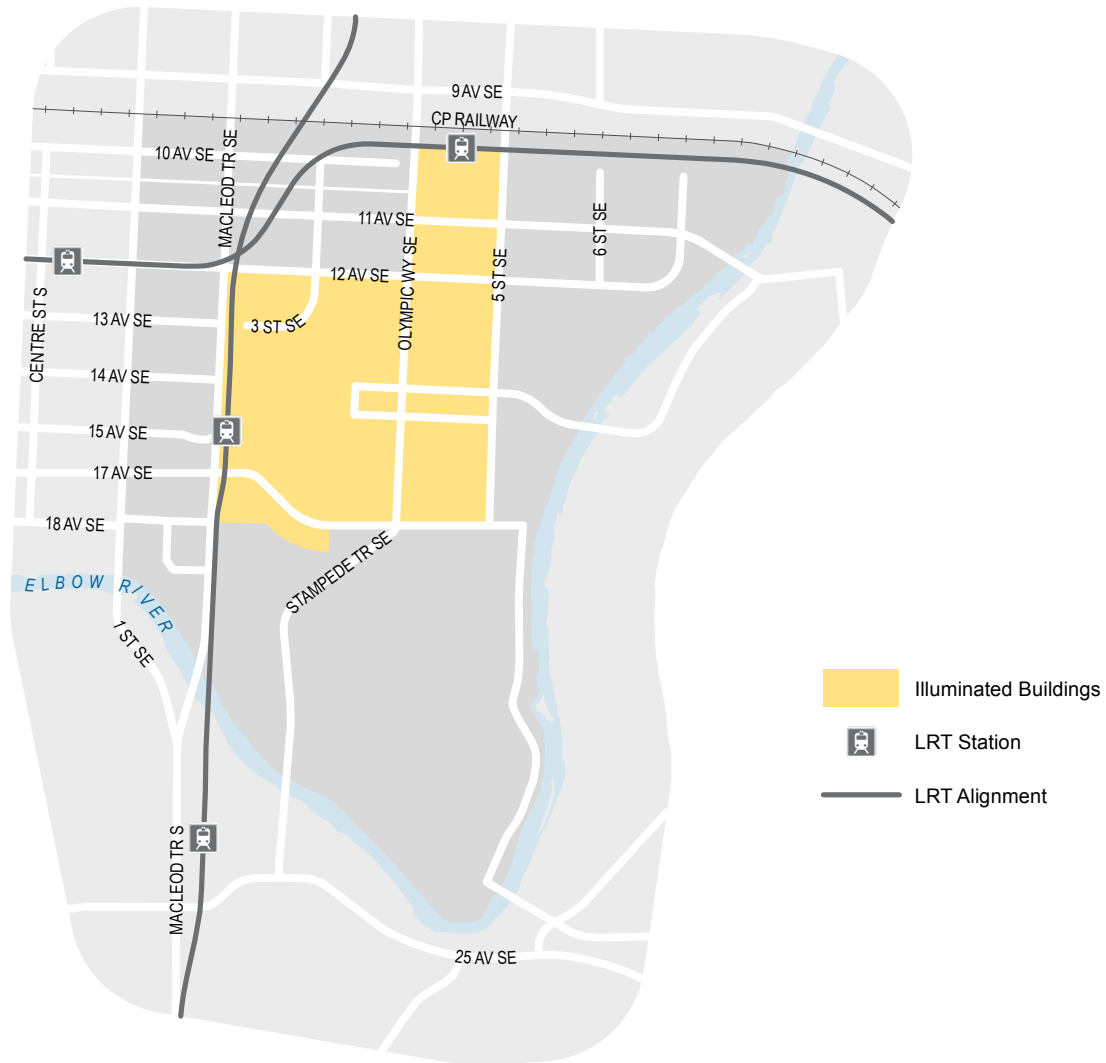
#### Intent

Illuminated buildings are encouraged in this area to provide for a dynamic and vibrant environment. A variety of technologies can be used to create a unique and exciting environment.

#### Policies

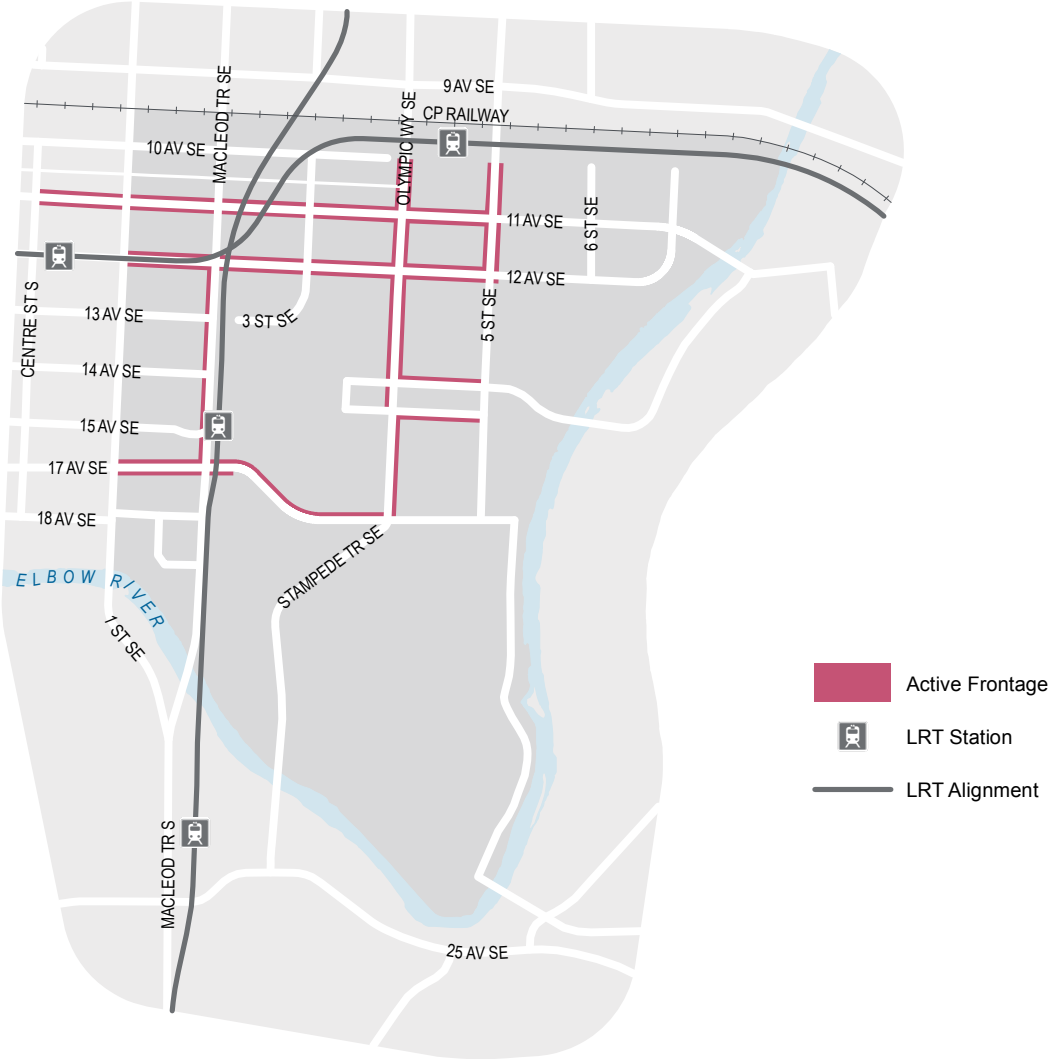
1. Building illumination should follow the Centre City Illumination Guidelines.
2. Illumination may consist of lighting and animation.
3. Accent lighting should be explored where appropriate to accentuate architectural features and to create visual interest during nighttime.

**Map 11** Illuminated Building



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

**Map 12 Active frontages**



Stampede Lands are privately owned, publicly accessible and all roadways, pedestrian and bike routes are subject to closure. This map is conceptual only. No measurements of distances or areas should be taken from the map.



## 4.3 Building frontages

Building frontages contribute to shaping the overall streetscape character.

### 4.3.1 Active frontages

#### Intent

To create a high-quality and vibrant pedestrian environment, active frontages have been identified for which building frontages should be designed to animate the sidewalk or pathway, prioritizing pedestrian comfort movement, and minimizing interruptions for access and loading. Less active uses, such as residential, office and institutional uses, are encouraged behind these more active uses or on upper floors.

In addition to the frontage policies in the CCG, the following policies apply.

#### Policies

1. Continuous ground floor spaces composed of active uses (e.g. restaurants, retail, services and amenities) should be provided on building frontages as identified on Map 11: Active frontages.
2. Residential and office uses should be located above the first storey or behind more active ground floor uses when identified as active frontages.

### 4.3.2 Open space frontages

#### Intent

Building frontages facing or abutting public or private open spaces have the potential to create safer gathering places by generating activity and providing for visual surveillance.

In addition to the frontage policies in the Centre City Guidebook, the following policies apply.

#### Policies

1. Where developments face a plaza, ground floor units should be designed to accommodate a wide variety of uses over time such as retail and restaurants.
2. Encourage outdoor seating and other opportunities for ground floor uses on private lands adjacent to the open space.
3. Developments adjacent to parks should capitalize on views by providing active ground floors.

## 4.4 Historic resources

### 4.4.1 Heritage conservation approach

Historic resources, such as heritage buildings, are a defining characteristic of communities and should be preserved, or protected, where appropriate. The Victoria Park neighbourhood within the community of Beltline is rich with history. The policy objective is to encourage redevelopment in the community, while conserving, enhancing and celebrating the community's heritage character and heritage resource.

Many of the community's significant heritage sites and properties have been formally acknowledged and documented on Calgary's Inventory of Evaluated Historic Resources. Additionally, many other properties in the area have significant heritage character and merit inclusion on the inventory and conservation. A number of these properties are on the Inventory and are protected by the City of Calgary, Province of Alberta, or both.

#### Policies

In addition to the policies of the Centre City Guidebook and the density bonusing and transfer options specified in the plan, the following policies apply:

1. Historic 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 historic environment.



## 5 Open space

The plan envisions East Victoria Park as having a variety of new and enhanced public open spaces that are well connected by active, high-quality streets and pedestrian paths (see Map 13: Open spaces). The details about the open spaces in plazas will be provided at a later date, with continued collaboration between stakeholders. These areas are important local and regional amenities and are complemented by publicly accessible spaces and enhanced streetscapes. Together, they create a network of open space for community gathering, active and passive recreation, and cultural celebration.

## Objectives

- Provide a variety of well connected open spaces and amenities that support local and regional activity year round.
- Provide open spaces, plazas, and community amenities that are well integrated with adjacent building uses.
- Balance pedestrian access to nature with preservation of biodiversity and protection of the riverfront zones along the Elbow River.
- Encourage the integration of arts and culture into some public and publicly accessible open spaces.

### References

- Municipal Development Plan
- Centre City Guidebook
- Bird-Friendly Design Guidelines

Shadow sensitive areas and sunlight preservation requirements are identified in the Land Use Bylaw. The Elbow River requires similar protection from Shadow to protect this natural environment. Section 4.2 guides the design of adjacent buildings in order to protect portions of these areas from shadow. While other public open spaces are not specifically protected from shadow, buildings in East Victoria Park should be designed to optimize sunlight access to streets, open spaces and plazas. In addition to the open space policies in the Centre City Guidebook, following policies apply.

## 5.1 Riverfront Areas

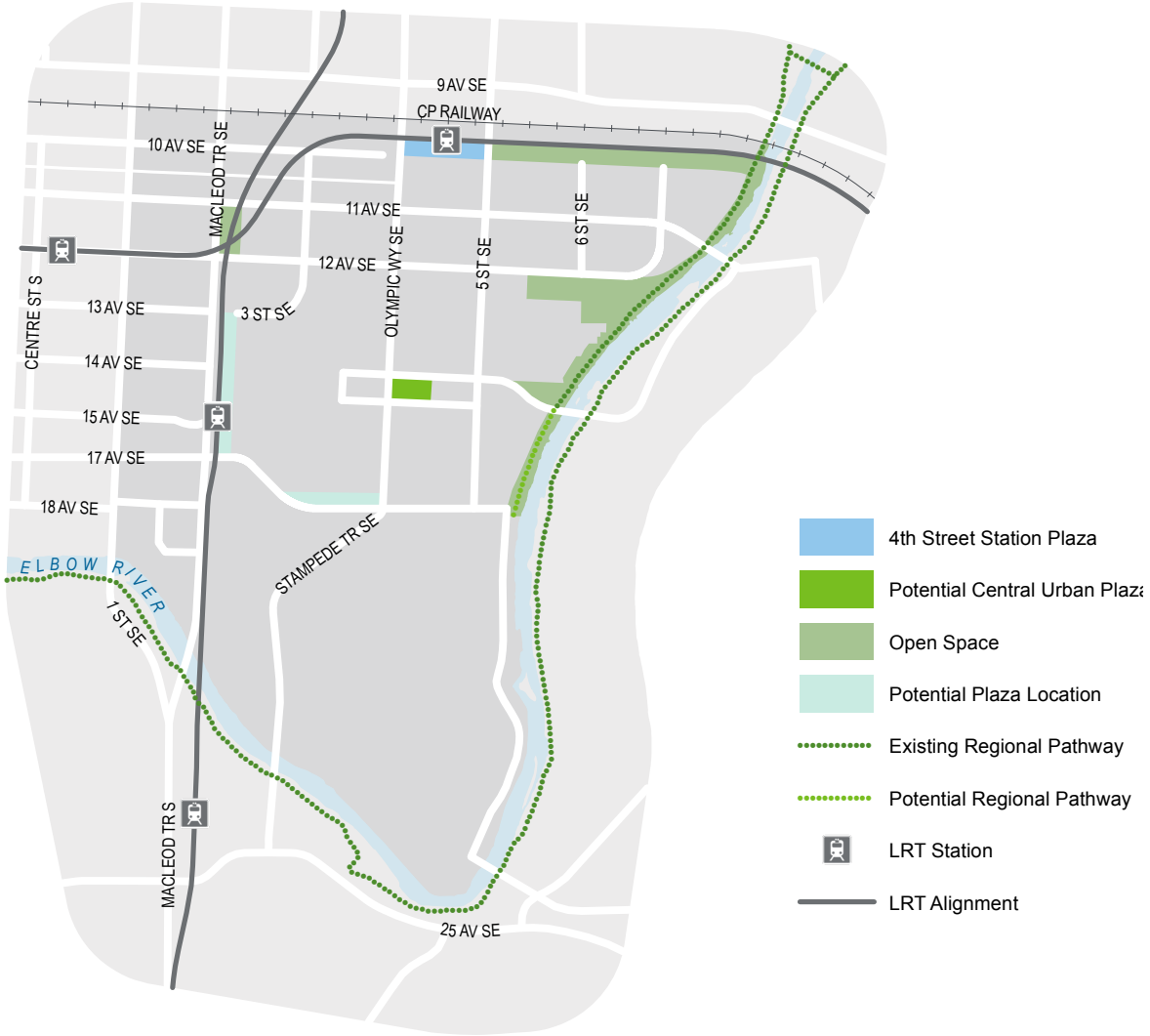
### Intent

The Elbow River is a significant cultural and community asset. The open space network provides a new riverfront park at the western bank which will allow Calgarians to have the opportunity to access nature in an urban environment while at the same time ensuring the protection of the existing biodiversity. A comprehensive riverfront park and pathway system up to 12 Avenue should be provided.

### Policies

1. The protection of the natural riparian environment associated with the Elbow River is important in any redevelopment or enhancement of riverfront open spaces.
2. Developments shall not cast shadows onto the riverbank within an area 10.0m in width abutting the west Top of Bank of the Elbow River between the hours of 10:00 and 16:00 as measured on September 21. Shadow studies may be required to ensure that shadowing is minimal on the Elbow River.
3. Small-scale buildings may be allowed in public open spaces (e.g., less than 100 square meters in size, less than 10 metres in height).

**Map 13** Open space



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





## 6 Mobility



## Objectives

- Design streets to be safe, attractive and well connected for pedestrians, cyclists, transit users and vehicles.
- Support mid-block connections, lanes and pedestrian-friendly streets and pathways.
- Manage local and regional parking demand and support commercial retail activity.

### References

- Municipal Development Plan
- Calgary Transportation Plan
- Centre City Guidebook
- Centre City Mobility Plan
- Calgary Access Standards

## 6.1 Pedestrian circulation

### Intent

The streets and lanes of East Victoria Park are intended to be places for large crowds. They should be designed to provide a vibrant and active urban environment and ensure pedestrian safety and comfort by balancing the efficient movement of people, bicycles, transit and personal vehicles. Connectivity between adjacent communities and within East Victoria park should be improved. Additional pedestrian connections may be considered as part of the Green Line LRT and potential high speed rail development.

In addition to the pedestrian circulation policies in the Centre City Guidebook, the following policies apply.

### Policies

1. Installation of temporary open spaces within the street right-of-way (e.g., street parks) may be supported on streets or lanes with low traffic volumes.
2. To improve public safety, pedestrian routes and public open spaces should be designed to direct pedestrian movement toward marked or signalized crosswalks.
3. Mid-block connections and crossings may be considered in locations where it can be demonstrated that they support a more comprehensive pedestrian network for the neighbourhood.

### 6.1.1 Pedestrian corridors

#### Intent

Pedestrian corridors function as high capacity multi-use pathways with enhanced landscaping that move people effectively and safely. These pedestrian thoroughfares connect to the larger pedestrian network and may be located on public or private lands.

#### Policies

1. Pedestrian corridors should be located as shown on Map 13: Open spaces.
2. Pedestrian corridors should have enhanced landscaping treatments.

## 6.2 Cyclist circulation

### Intent

Streets and pathways in East Victoria Park provide important connections within the city's cycling network. The following policies support Calgary's cycling strategy and encourage active modes. The plan encourages new connections for cycle tracks (off-street cycle lanes next to vehicle lanes),

In addition to the cyclist circulation policies in the CCG, the following policies apply.

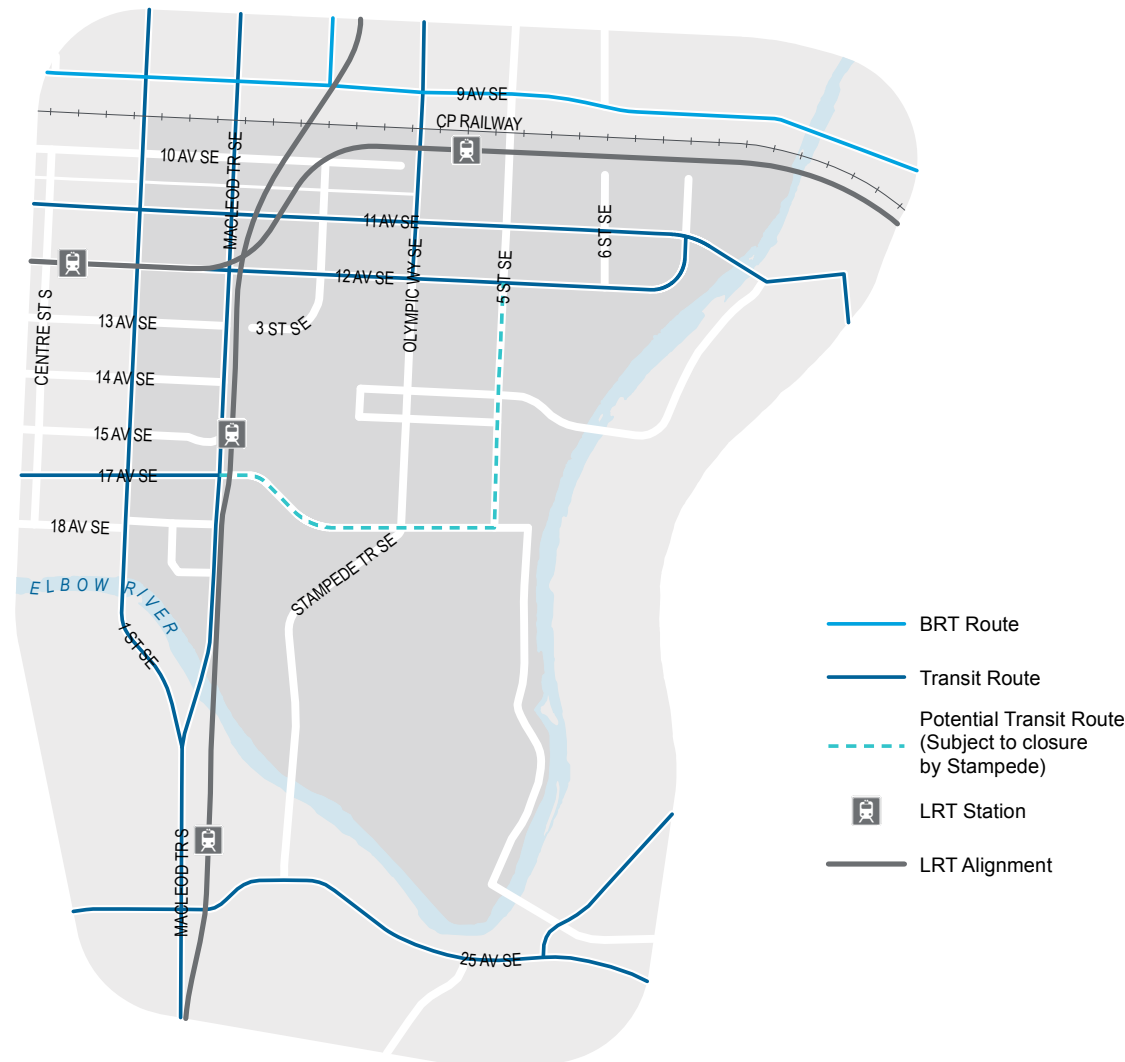
### Policies

1. Public bicycle amenities are encouraged in the conference and events character area.
2. Cycling routes through Calgary Stampede lands are subject to periodic closure during major events.

### Map 14 Cyclist circulation

Cycling routes will be identified after draft plan engagement is completed.

## Map 15 Transit network



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

## 6.3 Transit network

### Intent

Transit routes in East Victoria Park are part of the regional transit network. The Green Line LRT will travel along the CP railway tracks, with a station located between 4th Street S.E. and 5th Street S.E., as well as a potential high speed rail link at this location. A Bus Rapid Transit (BRT) line will also travel near the plan area on 9 Avenue S.E. Special transit routes will be considered in conjunction with Calgary Stampede. Additional transit services are also provided by the existing Red Line LRT and several bus routes in the plan area. Transit routes are shown in Map 15: Transit network.

In addition to the transit network policies in the Centre City Guidebook, the following policies apply.

### Policies

1. Streets identified as Transit Routes on Map 15: Transit network should be designed to support efficient and convenient transit services. This should include appropriate street design and protecting for transit stop locations (including space for amenities) as identified by Calgary Transit.
2. The potential Special Transit Route identified in Map 15: Transit network should meet all requirements of the above policy, but may be temporarily closed from time to time during major events on the exhibition grounds.
3. Transit routes through Calgary Stampede lands are subject to periodic closure during major events.

4. As resident and employment populations increase in East Victoria Park, transit service should be monitored and adjusted as required based on ridership, demand and funding.
5. Development Applications adjacent to the railway should not impede potential for a high speed rail station.

### 6.3.1 Victoria Park Transit Centre

The Victoria Park Transit Centre (VPTC) is critical to the efficient operation of Calgary Transit service for the city. This plan supports the medium to long term relocation and redevelopment of the VPTC site, but also recognizes its current importance for city-wide mobility.

#### Policies

1. As an existing use in the plan area, the VPTC will continue to operate according to the needs and requirements of Calgary Transit.
2. The VPTC will remain in operation until a suitable new storage and maintenance facility is constructed to accommodate all roles and functions of the existing facility, in a location deemed acceptable to Calgary Transit.

## 6.4 Street network

### 6.4.1 11 and 12 Avenues

#### Intent

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

#### Policies

1. Develop a pedestrian/cycle enhancement plan along 10, 11 and 12 Avenues within the existing one-way operation and rights of way.
2. Develop new access roads to the former CPR lands and the site of the Victoria Park Transit Centre in order to allow for redevelopment.

## 6.5 Parking

To support neighbourhood services, businesses and amenities, public on-street parking is provided on the majority of streets throughout East Victoria Park. Over time, surface parking will be converted to structured parking through redevelopment in the area. Given the excellent access by cycling and transit connectivity, parking relaxations are encouraged in the East Victoria Park area.

In addition to the parking policies in the Centre City Guidebook district, the following policies apply.

#### Policies

1. To encourage the development of public amenities in the neighbourhood, parking requirements may be reduced for development application adjacent to Stampede Trail S.E., provided the following criteria are met:
  - a. Minimal impacts to the overall parking demand for the area can be demonstrated.
  - b. The proposed parking rate is supported by a parking study where necessary.
2. The City should work with Calgary Parking Authority on a case-by-case basis to accommodate off-street parking requirements for new developments.
3. Developments are not subject to minimum parking requirements of the Land Use Bylaw.
4. Parking structures within a development will complement or enhance streetscapes from both ground level and overlooking views.
5. Temporary surface parking may be approved temporarily at the discretion of the Development Authority for a maximum of 3 years.





## 7 Arts and culture

The East Victoria Park area is an important part of the arts and cultural landscape of Calgary. It links the Red Mile to the Music Mile, and has been the centre for major cultural, sport, and entertainment-focused events. The following policies are provided to help arts and culture to flourish in the community.

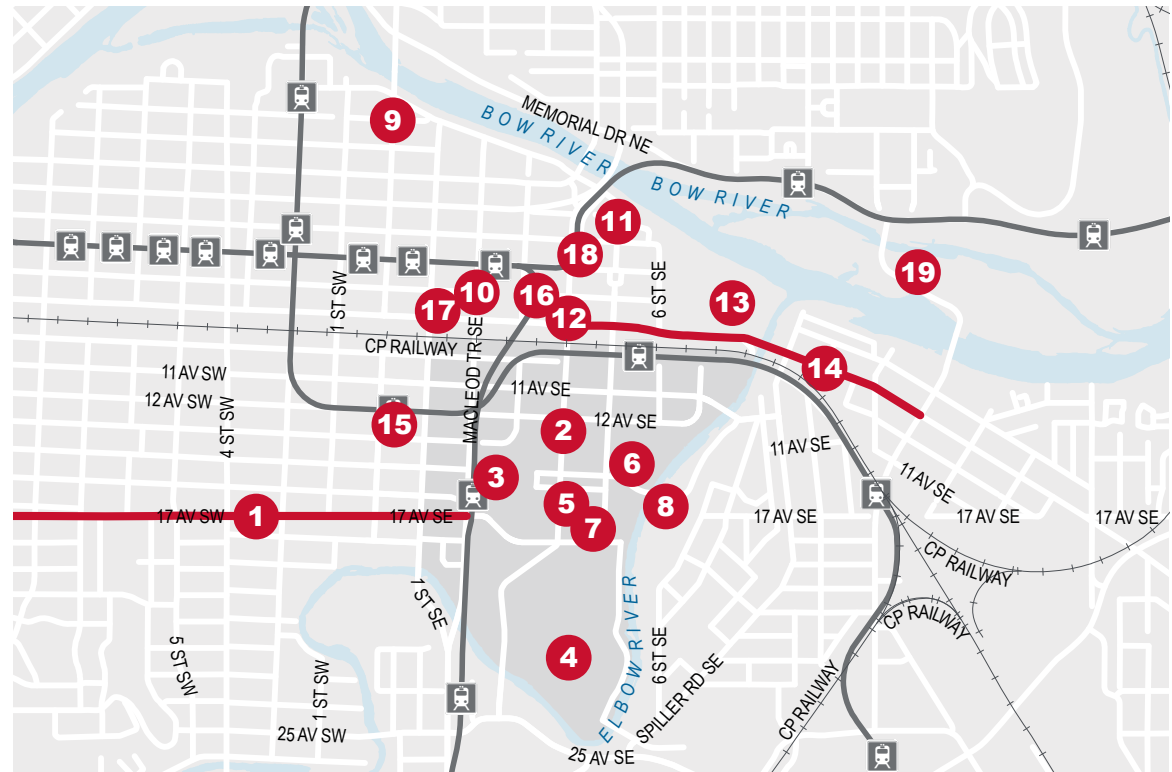


## 7.1 Promoting arts and culture

### Policies

1. Density bonusing for arts and cultural space is encouraged throughout the plan area as outlined in Section 3.5 Methods for increasing density.
2. Development should support the growth of cultural clusters (e.g. restaurants, art galleries, gathering spaces, park spaces) in close proximity.
3. Adjacent cultural and arts amenities such as the Red Mile (17 Avenue S.W.) and Music Mile (9 Avenue S.E.) should be well-connected through improved transit, pedestrian, and cycling connectivity.

Map16 Cultural map



- |                              |                                     |                               |
|------------------------------|-------------------------------------|-------------------------------|
| ● Cultural Point of Interest | 7, Saddledome                       | 14, Music Mile                |
| 1, Red Mile                  | 8, Elbow River Camp                 | 15, Decidedly Jazz Danceworks |
| 2, Festival Street           | 9, Chinatown                        | 16, New Central Library       |
| 3, BMO Centre/ Casino        | 10, Olympic Plaza Cultural District | 17, Arts Commons              |
| 4, Stampede Grounds          | 11, East Village                    | 18, CSquared                  |
| 5, Central Plaza             | 12, National Music Centre           | 19, Calgary Zoo               |
| 6, Youth Campus              | 13, Fort Calgary                    |                               |

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

## 7.2 Indigenous content

Content to be added after indigenous engagement is completed.



## 8 Infrastructure and environment

## 8.1 Water and sanitary servicing

As part of the Rivers District Community Revitalization Plan, significant public investment may be made in East Victoria Park.

In addition to the water and sanitary servicing policies in the CCG, the following policies apply.

### Policies

1. If the population projections or development intensity envisioned by the plan are altered through land use redesignation, a sanitary study may be required to determine adequate servicing requirements, and developments may be required to provide upgrades to existing infrastructure.

## 8.2 Stormwater management

Updated targets for stormwater release rates and volume control have been developed for the Bow River watershed. In addition to the stormwater management policies in the Centre City Guidebook, the following policies apply.

### Policies

1. The riverfront zone located along the Bow and Elbow Rivers should be maintained to encourage biodiversity and help manage stormwater runoff.

## 8.3 Energy and environmental impacts

Policies in this section are in place to reduce the environmental impact of future development. A district energy plant is located in East Village. It generates both heat and power in a combined facility more efficiently than conventional approaches and has the potential to expand and extend its service to more of the Centre City. These opportunities should be further explored and supported where they can demonstrate environmental (e.g., greenhouse gas reduction) and an economic benefit.

In addition to the energy and environmental impacts policies in the CCG, the following policies apply.

### Policies

1. Connection to district energy is strongly encouraged for all new developments in East Victoria Park.





## 9 Implementation

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 goals identified in the plan and is in accordance with Section 9.1.3: Policy interpretation.



## 9.1 Authority of the plan

An ARP is a statutory document, adopted by bylaw by City Council in accordance with Section 634 of the Municipal Government Act. The ARP sets comprehensive long-term policies to guide redevelopment within a defined area. The plan may also identify implementation work that needs to be undertaken to realize the policies.

### 9.1.1 Interpretation of the map boundaries

Unless otherwise specified in this ARP, the boundaries or locations of any symbols or areas shown on a map are intended to be conceptual only, not absolute, and will be interpreted as such. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined and/ or confirmed by City Administration at the time of application. No measurements of distances or areas should be taken from the maps in this ARP.

### 9.1.2 Illustration and photo interpretation

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

### 9.1.3 Policy interpretation

The plan uses language that is both general and specific. Where general direction is given, flexibility should be used in the interpretation of the policy. Where specific language is used, it is meant to give clear and unambiguous direction to both the Development Authority and the applicant.

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

Policies that use the word “should” are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of the Development Authority that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives must be to the satisfaction of the Development Authority with regards to design and performance standards and should support the policy intent.

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.

### 9.1.4 Plan limitations

Policies and guidelines in this ARP 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 as detailed site conditions or constraints, including environmental constraints, must be assessed on a case-by-case basis as part of an application for land use amendment, subdivision or development permit.

### 9.1.5 Amendments to the plan

The plan should have the flexibility to support innovative ideas, respond to prevailing market conditions and reflect community aspirations. As a statutory document, any changes to the policies require an amendment to the ARP. Minor variances may be considered by Council or the Development Authority, without requiring an amendment to the ARP, provided that the intent of the policy is met. Major amendments, however, will require an amendment to the ARP.

## 9.2 Implementation of the plan

Part 2 of the the Beltline ARP is a statutory document that depicts how the plan area is to be developed over the next 10 to 15 years and identifies a series of public and private sector initiatives.

### 9.2.1 Other applicable plans

The ARP is intended to be read in conjunction with the following plans, which provide city-wide policy direction as well as policy direction for the Centre City:

- Municipal Development Plan (MDP Volume 1, Part 1) and Calgary Transportation Plan (CTP)
- Centre City Guidebook (MDP, Volume 2, Part 2)

Additional policy and guidelines are provided for the Centre City area through plans such as the nonstatutory Centre City Plan, Centre City Mobility Plan, Bird-Friendly Urban Design Guidelines, Centre City Illumination Urban Design Guidelines, and the Centre City Urban Design Guidelines.

### 9.2.2 Centre City Guidebook

The Centre City Guidebook (CCG) has been developed as Volume 2, Part 2 of the MDP.

The CCG establishes a framework for development and policies to implement the vision for the Centre City. It is a statutory policy with the following three purposes:

- Translate the MDP, Volume 1 objectives into implementation policy at the community level.
- Provide a common framework for how the Centre City is planned and developed today and into the future.
- Provide general policy to shape a more compact urban form that is well connected and supported by amenities and services to meet daily needs.

The policies within the CCG will apply to the East Victoria Park plan area and must be read in conjunction with the Part 2 of the Beltline ARP. In the event that a policy conflict exists, the policy in this ARP will take precedence.

### 9.2.3 Coordination with the Rivers District

As stewards for the Rivers District Community Revitalization Plan, Calgary Municipal Land Corporation (CMLC) will continue to work with The City of Calgary to implement the plan for East Victoria Park. This will include: streetscape improvements, public realm improvements, and infrastructure.

### 9.2.4 District energy

Investment has been made to create and expand a very efficient District Energy system. In order to expand on the District Energy network throughout East Victoria Park, coordination between The City and Enmax is required. As the design and investment in infrastructure takes shape in the plan area, the following coordination is required:

- Line assignment for the District Energy pipes should be provided throughout the plan area.
- Streets should be designed to incorporate District Energy infrastructure.
- Construction for existing and new streets should be coordinated to allow for the installation of the District Energy.

In addition, development applications may achieve additional density through bonusing for connecting to the district energy system (Section 3.5 Methods for increasing density).

### 9.2.5 Emergency service coordination

Coordination should occur on an ongoing basis as facilities and events occur in the area. Therefore, it is recommended that the City, CEMA, and The Calgary Stampede coordinate and ensure emergency resources are efficiently dedicated to the area as needed.

In addition, coordination is needed on an ongoing basis as facilities and events occur in the area. Therefore, it is recommended that the City, CEMA, CMLC, and the Calgary Stampede coordinate for the programming of all future events in the area to ensure resources are efficiently dedicated to the area.

### 9.2.6 Flood resiliency

Flood resilient communities should plan in advance for potential future floods that could affect the safety and wellbeing of the public. Developers should continue working with Water Resources to ensure the necessary flood resiliency measures are being taken.





## 10 Glossary

The following definitions shall apply. Where a term is defined in the glossary of the MDP or CTP, that definition applies in the interpretation of this ARP. The street classifications mentioned in this ARP refer to the street classifications of the Centre City Mobility Plan. Where a definition differs from The City of Calgary Land Use Bylaw (1P2007), the land use bylaw definition takes precedence.

**Accessibility:** Ease of access/egress to any location by walking, cycling, transit, and private or commercial vehicles.

**Activation/Active uses:** Types of non-residential uses on the floor adjacent to the sidewalk or the street that generate frequent activity of people moving in and out of the building or business entrance.

**Active modes:** Non-motorized travel, primarily walking and cycling, but also including roller-blading and movements with mobility devices.

**Adaptive re-use:** Process of renovating old structures for new uses.

**Amenity:** Common or private indoor or outdoor space provided on-site and designed for active or passive recreational use.

**Approving Authority:** The Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the context implies.

**Area Redevelopment Plan:** A statutory plan, as defined by the Municipal Government Act, that directs the redevelopment, preservation or rehabilitation of existing lands and buildings, generally within existing areas of the city.

**Articulation:** The manner in which the exterior of a building form is designed to include window patterns, materials, colours, textures or significant changes in planes that, together, create visual interest.

**At grade/At ground level:** The building floor level that is situated at, and accessed from, the grade level of the street or public realm.

**Bonus density:** A system that allows an increase in development density in return for providing permanent public benefits beyond typical requirements.

**Building frontage:** The linear length of a building along a property line that is shared with a street.

**Building massing:** The arrangement of the bulk of a building on a site, with consideration of its physical and visual impact on adjacent buildings and space.

**Building use/Land use:** The activity that occupies a building or parcel of land.

**Built form/Built environment:** The engineered surrounding that provides the setting for human activity such as buildings, streets and structures (including infrastructure).

**Care facility:** Any facility that provides overnight accommodation and care or supervision to residents of the facility. These include nursing homes, halfway houses, emergency shelters, safe houses, youth or recovery homes, and group homes for physically or mentally disabled adults.

**Character:** The distinctive qualities of a place, building or street.

**Commercial uses/Non-residential uses:** Uses that include retail shops, offices and live-work units.

**Connections:** The directness of links and the density of connections in a path or road network. A connected transportation system allows for more direct travel between destinations, offers more route options and makes active transportation more feasible.

**Cultural landscape:** Any geographical area that has been modified, influenced or given special cultural meaning by people, and that has been formally recognized for its heritage value.

**Density:** The number of dwelling units and live-work units on a parcel, expressed in units per hectare or in units per parcel. Density can also be expressed by floor area ratio (FAR).

**Development:** A change of use of land or a building, or an act done in relation to land or a building, that results in or is likely to result in a change in the use of the land or building or its density.

**Development Authority:** A person or body so appointed as contemplated by and in accordance with the Municipal Government Act.

**Development permit:** A document authorizing a development, issued by a Development Authority pursuant to the Land Use Bylaw, governing land use within the City of Calgary and including the plans and conditions of approval.

**District energy:** Infrastructure consisting of insulated pipes, pumps, metering systems and thermal production facilities capable of transferring heat energy through a controlled conductive medium carried between multiple sites for uses including, but not limited to, space heating, chilled water, domestic hot water heating and industrial processes. A district energy system may be designed to serve any group of buildings by means of one or more thermal or energy heat plants and pipe systems.



**Diversity:** An environment that offers a variety of experiences to patrons. Mix of land uses, architecture, street design and landscaping can all contribute to providing diversity.

**Enhance:** To augment an area, street or open space in quality, value, beauty or effectiveness.

**Flood hazard area:** The area near a river, typically divided into Floodway and Flood Fringe zones which may include areas of Overland Flow.

**Floodway:** The river channel and adjoining lands indicated in the floodway/flood fringe maps (of the Calgary Land Use Bylaw) that would provide the pathway for flood waters in the event of a flood of the magnitude likely to occur once in a hundred years.

**Floor Area Ratio (FAR):** The quotient of the total gross area of a building on a parcel divided by the gross site area of the parcel. FAR is one of the measures to direct the size and massing of a building in relation to the parcel of land it occupies.

**Frontage:** The linear edge of a property adjacent to the property line abutting a street or public right of way. This edge usually comprises an area between the property line and the façade of a building.

**Gateway:** Important transportation connections either to enter the city or to signify entrance into a specific part of the city. Well-designed gateways welcome people and provide a sense of arrival to an important place.

**Glazing:** The use of windows in building walls. At the street level, transparent glazing allows visual permeability between public and private spaces.

**Heritage building:** A building or resource that has an aesthetic, historic, scientific, cultural, social or spiritual importance or significance for past, present or future generations. The heritage value is embodied in its character-defining materials, forms, location, spatial configurations, uses and cultural associations or meanings.

**High street:** A street that responds to the special character of an area with historic resources or high density retail with concentrated pedestrian movement. It represents a model of the traditional main street with mixed-use, medium- to high-density developments that provide flexible transportation alternatives and comfortable, green, animated and safe pedestrian environments. The pedestrian realm must accommodate a full range of activities from retail to hospitality (patios), as well as other uses.

**Historic Resource Value:** Some lands within the ARP have been assigned a Historic Resource Value (HRV) by the province due to the presence of known historic resource sites, or potential for undiscovered historic resources. A Statement of Justification will be prepared, by a historic resource consultant, for review by Alberta Culture and Tourism, the provincial regulator of historic resources. Any requirements identified by the Province will be addressed as planning and development occurs in the area.

**Infrastructure:** The technical structures that support a society, including roads, transit, water, sewers, power grid and telecommunications.

**Intensity:** A measure of the concentration of people and jobs within a given area, calculated by totalling the number of people either living or working in that area.

**Interface:** The space between the building façade and the public sidewalk or boulevard. This semi-private space is an important part of the image and character of the public street.

**Inventory of Evaluated Historic Resources:** Is a list of sites that have been evaluated by the Calgary Heritage Authority according to the Council-approved policy. Preservation of these sites is considered to be to the greater benefit of Calgarians.

**Land use district:** The primary legal control on the use and intensity of development on a parcel of land.

**Landmark:** A structure such as a bridge, memorial, public art and/or landscape that has a special historical, architectural or cultural significance.

**Lane:** A roadway that is primarily intended to give access to the rear of buildings and parcels.

**Light rail transit (LRT):** Electrically powered rail cars, operating in sets of three to five cars per train, adjacent to or in the medians of roadways or rail rights-of-way. LRTs are generally at grade, with some sections operating in mixed traffic, in tunnels or on elevated bridge structures.

**Line/lined use:** A building use that fronts the street and screens undesirable views of internal uses, such as parking, from the street. Lined buildings may contain residential, retail, commercial or community uses.

**Link/linkages:** Linear systems that connect places and built form. Linkages allow for the movement of people and goods within the urban fabric.



**Live-work:** A land use and development strategy that accommodates both a commercial and a residential use within the same property.

**Local Area Plan:** See Area Redevelopment Plan.

**Mass/massing:** The arrangement of the bulk of a building on a site and its visual impact in relation to adjacent buildings.

**Mixed-use development:** Land, a building or a structure with two or more uses, such as residential, office and retail. Mixed-use can occur vertically within a building or horizontally on a site.

**Mode:** A method of travel, such as by auto, transit, cycling or walking.

**On-site:** The area within the development parcel and its property boundaries, including buildings, open space, and other features and amenities.

**Open space:** Green landscape and/or water area with its surface open to the sky, which provides active or passive recreational opportunities and structures urban development and form.

**Pathway:** A facility set aside for use by pedestrians, cyclists and persons using other wheeled conveyances for recreation and transportation purposes, but where motorized use is prohibited. The regional pathway system is Calgary's city-wide linear network.

**Pedestrian scale:** The height, proportions and comfort level that the street level and lower stories of buildings provide for pedestrians as they walk alongside them.

**Pedestrian-oriented/pedestrian friendly:** An environment designed to make travel on foot safe, convenient, attractive and comfortable for various ages and abilities. Considerations include directness of the route, interest along the route, safety, amount of street activity, separation of pedestrians and traffic, street furniture, surface material, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

**Plaza:** A community amenity that serves a variety of users, including building tenants, visitors and members of the public. This space may function as a pedestrian arrival point, a home for public art, a setting for recreation and relaxation, and an inconspicuous security feature for high-profile buildings. Plazas are a beneficial feature of any lively streetscape.

**Podium:** The base of a building (see Building massing).

**Public art:** Works of visual art, in any media, that have been planned and executed with the specific intention of being sited or staged in the public domain, often incorporating elements of site specificity, community engagement and collaboration.

**Public open space:** Open space situated in the public realm under public ownership and management, such as parks, plazas and courts.

**Public realm/public space:** The space around, between and within buildings that is publicly accessible, including streets, squares, parks and open spaces. These areas and settings support or facilitate public life and social interaction.

**Recreation facility:** A building that provides for leisure, sports, arts, and cultural and recreational programs and amenities for individuals, families, groups and organizations.

**Redevelopment:** The creation of new units, uses or lots on previously developed land in existing communities.

**Retail:** The sale of goods and services from individuals or businesses to the end-user.

**Right-of-way:** Publicly owned land containing roads, streets and/or utilities.

**Riverfront zone:** Riparian area/riparian zone between aquatic ecosystems (wetlands, rivers, streams or lakes) and terrestrial ecosystems where the plants and soils are strongly influenced by the presence of water.

**Screening:** The total or partial concealment of a building, equipment, structure or activity by a berm, fence, vegetation or wall.

**Servicing:** The space and facilities used for the delivery and/or removal of material to a residential, retail or commercial property.

**Sidewalk:** The area principally used by pedestrians and located to the side of a roadway within a right of way.

**Square:** A centrally located, animated gathering space predominantly hard surfaced with complementary landscaping.

**Storey:** The space between the top of any floor and the top of the next floor above it, or, if there is no floor above it, the portion between the top of the floor and the ceiling above it. It does not include a basement.

**Street level:** The elevation of the street where it meets a building or open space interface.

**Street wall:** The base height of a building that defines the vertical edge of the street it faces.

**Streetscape:** All the elements that make up the physical environment of a street and define its character. This includes paving; trees and vegetation; lighting; building types; style setback; pedestrian, cycle and transit amenities; and street furniture.

**Sunlight access:** The siting of buildings, including podiums and upper building levels, to maximize sun exposure to adjacent streets, open space and building façades.

**Top of bank:** The natural transition line or upper natural topographical break at the top of a valley, or at the top of a channel that contains a watercourse, between a slope where the grade exceeds 15.0 per cent and the adjacent upper level area where the grade is less than 15.0 per cent, and where the area that is less than 15.0 per cent in slope is at least 15.0 metres wide.

**Transit:** All components involved in providing public transportation to residents, workers and tourists. Transit includes various types of public transportation, routes and schedules.

**Transit-oriented:** The elements of urban form and design that make transit more accessible and efficient. These range from land use elements (e.g., locating higher density housing and commercial uses along transit routes) to design (e.g., street layouts that allow efficient bus routing). It also encompasses pedestrianfriendly features, as most transit riders begin and end their rides as pedestrians.

**Urban design:** The practice of giving form, shape and character to the arrangement of buildings, neighbourhoods or the city as a whole. At the more detailed level, it involves shaping the external spaces between buildings and designing their detail and finishes to respond to use, context, climate and building form.

**Urban structure:** The arrangement of land use in urban areas defined by various linkages between elements within its urban activity.

**Use:** See Building Use.

**Utilities:** Facilities for gas, electricity, telephone, cable, television, water, stormwater or sanitary sewer. Shallow utilities include gas, electrical, telephone and television cable services. Deep utilities include stormwater, sanitary and water pipes.

**Walkable:** See pedestrian-oriented.