



CENTRE • CITY • PLAN



M A Y 2 0 0 7

Note: This office consolidation includes the following “Adopt by Resolution” items:

<u>Amendment</u>	<u>Council Agenda #</u>	<u>Date</u>	<u>Description</u>
1	CPC2008-108	2008 October 6	a. Add new section 4.1.13. b. Add new section 4.1.14. c. Add new text to the end of Appendix A.
2	CPC2015-064	2015 May 11	a. Add new text in Section 7.6 Sunlight Preservation (Class 1), after Policy 1, and renumber subsequent policies accordingly.

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The preparation of this Plan required the contributions of many business units at The City of Calgary. In particular, the following are recognized for their significant involvement during the public participation and policy formulation phases of the process:

- Community and Neighbourhood Services
- Calgary Transit
- Transportation Planning
- Parks
- Recreation
- Roads

Due to the number of groups, organizations and individuals involved in the public participation process, we could not list you all. However, your input has been the inspiration for this Plan and your involvement and participation will be essential in the coming years as we work together to create a livable, thriving and caring Centre City.

TABLE OF CONTENTS

Table of Contents

EXECUTIVE SUMMARY	9	4.2.6 VICTORIA CROSSING CENTRE.....	58
1.0 INTRODUCTION.....	11	4.2.7 CONNAUGHT CENTRE.....	60
1.1 HISTORY OF CALGARY'S CENTRE CITY PLANNING & DEVELOPMENT	11	4.2.8 WEST CONNAUGHT	62
1.2 THE CENTRE CITY PLAN INITIATIVE.....	13	4.2.9 WEST PARK/LOWER SUNALTA	64
1.3 DEMOGRAPHICS AND STATISTICAL CONTEXT	16	4.3 SPECIAL AREAS.....	66
2.0 VISION & PRINCIPLES	20	4.3.1 STAMPEDE PARK POLICIES.....	68
2.1 FUNDAMENTAL PRINCIPLES	20	4.3.2 CANADIAN PACIFIC RAILWAY SPECIAL AREA/ CORRIDOR POLICIES.....	70
2.2 IMPLEMENTATION PRINCIPLES	24	5.0 OPEN SPACE AND THE RIVERFRONT.....	78
3.0 SUSTAINMENT STRATEGY	26	5.1 PARKS	78
3.1 IMPLEMENTATION	26	5.2 RIVERFRONT.....	82
4.0 URBAN STRUCTURE	30	6.0 MOVEMENT AND ACCESS SYSTEM.....	86
4.1 DOWNTOWN.....	36	6.1 PEDESTRIAN NETWORK	86
4.2 NEIGHBOURHOODS.....	41	6.2 BICYCLE NETWORK	92
4.2.1 WEST END	44	6.3 TRANSIT NETWORK	94
4.2.2 EAU CLAIRE	48	6.4 VEHICULAR TRAFFIC MANAGEMENT.....	98
4.2.3 CHINATOWN	52	6.5 PARKING MANAGEMENT.....	100
4.2.4 EAST VILLAGE	54	7.0 CENTRE CITY DESIGN	104
4.2.5 EAST VICTORIA CROSSING	56	7.1 BROAD CONTEXT	104
		7.2 SKYLINE	104
		7.3 GATEWAYS	105
		7.4 VIEWS	105

TABLE OF CONTENTS

7.5 LANDMARKS	106	8.10 INFORMATION EXCHANGE AND COMMUNICATION	154
7.6 SUNLIGHT PRESERVATION	108	8.11 LIGHT EFFECTS FEATURES.....	154
7.7 PUBLIC REALM	111	9.0 COMMUNITY BUILDING	158
7.7.1 LINKAGES.....	112	9.1 ADDRESSING CRIME, SAFETY, AND SOCIAL DISORDER	158
7.7.2 PLACES.....	131	9.2 HELPING HOMELESS PEOPLE	159
7.7.3 BUILT FORM.....	137	9.3 AFFORDABLE HOUSING	159
7.7.4 SPECIAL FEATURES.....	138	9.4 FOSTERING SOCIAL INCLUSION	160
7.8 ARCHITECTURE	140	9.5 CLEANLINESS.....	160
7.8.1 CONTEXT	140	APPENDIX A: DOWNTOWN DESIGN GUIDELINES.....	162
7.8.2 QUALITY	140	APPENDIX B: DENSITY BONUSING IN THE CENTRE CITY.....	168
7.8.3 PRESENCE.....	141	APPENDIX C: SUMMARY OF EXISTING SHADOW POLICY GUIDELINES	173
7.9 URBAN ECOLOGY	143	APPENDIX D: GLOSSARY	179
8.0 VITALITY	146		
8.1 ECONOMIC DEVELOPMENT	146		
8.2 TOURISM	146		
8.3 ENTERTAINMENT.....	147		
8.4 ARTS AND CULTURE.....	147		
8.5 RECREATION	148		
8.6 PUBLIC ART	151		
8.7 RETAIL.....	151		
8.8 EDUCATION	152		
8.9 HERITAGE RESOURCES	152		

TABLE OF CONTENTS

List of Concepts

CONCEPT 1: PREVIOUS URBAN STRUCTURE	31	CONCEPT 15: WEST PARK/LOWER SUNALTA.....	65
CONCEPT 2: NEW URBAN STRUCTURE	33	CONCEPT 16: SPECIAL AREAS.....	67
CONCEPT 3: URBAN STRUCTURE – NEIGHBOURHOOD BOUNDARY REVI- SIONS	35	CONCEPT 17: STAMPEDE PARK	69
CONCEPT 4: DOWNTOWN.....	37	CONCEPT 18: CPR SPECIAL AREA	71
CONCEPT 5: MIXED-USE TRANSITION EDGES	39	CONCEPT 19: OPEN SPACE.....	79
CONCEPT 6: CENTRE CITY NEIGHBOURHOODS	43	CONCEPT 20: RIVERFRONT	83
CONCEPT 7: WEST END	45	CONCEPT 21: PEDESTRIAN NETWORK	87
CONCEPT 8: EAU CLAIRE	49	CONCEPT 22: +15 NETWORK.....	89
CONCEPT 9: CHINATOWN.....	53	CONCEPT 23: BICYCLE NETWORK.....	93
CONCEPT 10: EAST VILLAGE.....	55	CONCEPT 24: TRANSIT NETWORK.....	95
CONCEPT 11: EAST VICTORIA CROSSING.....	57	CONCEPT 25: PARKING MANAGEMENT	101
CONCEPT 12: VICTORIA CROSSING CENTRE	59	CONCEPT 26: GATEWAYS, LANDMARKS AND VIEW CORRIDORS...107	
CONCEPT 13: CONNAUGHT CENTRE.....	61	CONCEPT 27: SHADOW SENSITIVE AREAS	109
CONCEPT 14: WEST CONNAUGHT	63	CONCEPT 28: STREETScape CHARACTER	115
		CONCEPT 29: PUBLIC ART STRATEGY	153
		CONCEPT 30: SPECIAL DENSITY BONUS AREAS.....	169

List of Maps

MAP 1: STREET NETWORK	114
MAP 2: RECREATION FACILITIES.....	149
MAP 3: HERITAGE SITES (AS OF JUNE 2006)	155



Executive Summary

The Centre City is expected to undergo significant change over the next thirty years in order to accommodate the addition of up to 40,000 new residents and over 60,000 new employees by 2035. Many new services, buildings and public spaces will be required to successfully integrate this dynamic growth.

The Centre City Plan (the Plan) presents a new vision for the Centre City. The Centre City will be a livable, thriving and caring place. Achieving a great Centre City requires that attention is paid to all three of these components as they are interconnected and mutually supportive. Focusing on only one area can lead to neglect and deterioration in other areas, thereby taking away from the success of the whole. Addressing all three areas with equal attention will result in the creation of a great urban place.

Throughout the Plan, references are made at the beginning of each section that identify which of the three components are being addressed by the section. In many cases, all three components are addressed, illustrating their interconnectedness.

The Plan addresses the following main topic areas:

Overall Urban Structure: A broad policy framework is provided for the structure of the Centre City, featuring a strong Downtown, surrounded by vital mixed-use neighbourhoods.

- **Neighbourhood Planning:** General planning policies and concept plans for all Centre City Neighbourhoods and the Downtown are provided.
- **Special Area Policies:** Several special areas, such as Stampede Park, 17 Avenue and the CPR Corridor are identified and supported by unique policies and guidance.
- **Open Spaces:** An overall framework for a complete open space system is provided including opportunities for creating new parks and new types of parks and outlining special guidance for the future of the riverfront area.
- **Movement and Access Systems:** A long term vision for a comprehensive movement and access system is presented that includes pedestrian, bicycle, transit and motor vehicle networks as well as guidance for future parking arrangements.
- **Urban Design, Architecture and the Public Realm:** The Plan addresses design from a broad perspective, such as shaping the overall skyline and protecting important public spaces and views, to details of public and private space and building design.
- **Vitality:** The Plan provides a broad framework for those aspects of the Centre City that provide the intensity, activity and excitement that set the Centre City apart from the rest of the city. Policies, strategies and actions are presented

or proposed that cover the areas of: economic development, tourism, entertainment, arts and culture, recreation, public art, retail, education, heritage resources, information exchange and communication and light effects.

- **Community Building:** The Plan covers a wide range of issues that were identified through stakeholder sessions that addressed social issues in the Centre City. Those issues include: crime, safety, social disorder, homelessness, affordable housing, social inclusion and cleanliness. The Centre City Plan proposes some actions on these issues, however, greater detail will be provided through the companion Centre City Social Plan and Action Strategy.

Summary of Key Themes and Ideas

Fostering Creativity and Risk Taking: The Plan recognizes that greatness is achieved by allowing for creativity in all areas of endeavour, be it the livable, thriving or caring components of the Centre City Plan. Inherent with creativity is risk taking and an understanding that sometimes there will be failures – but that over time, creativity leads to excellence. It was this spirit that built Calgary, and it will be this spirit that leads the Centre City into the next century.

A Call to Action for Design Excellence: The Plan provides a platform for increasing appreciation for the importance of the design and quality of public and private spaces and buildings in creating a beautiful and vital Centre City. This is achieved both

EXECUTIVE SUMMARY

through design guidelines as well as through the facilitation of an ongoing community dialogue on achieving excellence in design.

New Central Transit “Station”: A proposal for a major regional facility located on 2 Street SW that will bridge the Canadian Pacific Railway (CPR) tracks from 10 Avenue to 9 Avenue, linking the Beltline and Downtown and connecting multiple transit options including the Southeast LRT, Regional Rail/High Speed Rail, 8 Avenue Subway, 7 Avenue Transit Mall and the 5/6 Avenue Bus Corridors. The station will integrate these various lines using both below and above ground linkages.

CPR Corridor Development: A new system is proposed to develop a system of +30 public parks and places that bridge the tracks and are connected along the corridor. Underpasses are enhanced through both redevelopment and improvement projects to make them more pedestrian focused. A new bonus system is proposed to assist in building this new system.

West Park Eco-Neighbourhood: A proposal for a major new park west of 14 Street SW and north of the CPR tracks that provides significant open space while integrating residential, cultural and commercial activities using a “model” ecologically sensitive approach.

East Victoria Crossing Urban Village: A proposal to undertake a multi-stakeholder planning exercise that will create a vision and implementation strategy to redevelop the lands at the east end (including the

former CPR lands and the Victoria Park Transit Facility site) of the Beltline into a thriving urban village that includes residential, commercial and park and open spaces.

Create Great Streets: The Plan proposes the development of new conceptual street designs for all streets and avenues within the Centre City that will be achieved over the long term, but policies are also included to provide immediate guidance in the short term through redevelopment and infrastructure projects. A new system for “Urban Braille” is also proposed to assist in way-finding and navigation for the visually impaired.

Designation of Entertainment and Cultural Districts: The Plan identifies several areas that have a focus on entertainment and cultural activities and calls for the development of strategies to further define and animate these areas. Flexibility and creativity will be hallmarks of these areas to allow for their own unique evolution and to foster and encourage experimentation and creativity.

Aligning with Related Centre City Plans and Strategies: The Plan recognizes that it is not the final word on Centre City issues. Through related plans and strategies such as the Centre City Social Plan and Action Strategy, the Centre City Open Space Management Strategy and the Olympic Plaza Cultural District Strategy, more topic or area-specific plans will assist in achieving the broad vision for the Centre City.

A New Model for Implementation: The Plan proposes a new model for implementation that includes:

- input and guidance provided by a Centre City Vision Congress composed of the Mayor, Centre City Aldermen and key community leaders and stakeholders.
- detailed implementation by a new Centre City Integrated Action Committee that includes all relevant internal City business units and, where appropriate, external partners and stakeholders. Within the context of this Committee, “action” teams will be established to address specific areas and issues.
- community partners are invited to “sign on” to the Centre City Vision and take action on their own, or in a collaborative fashion, in a way that is aligned with the overall Vision.
- the development of targets and indicators, including those that address sustainability objectives, in order to establish clear goals and monitor progress.

This implementation model is intended to maintain the vision and generate momentum while delivering on action and implementation in an integrated and cooperative manner.

1.0 Introduction

1.1 History of Calgary's Centre City Planning & Development

Early History

The earliest known settlement of the Calgary area was 12,000 years ago. Before European settlement, the area was home to the First Nations tribes of the Blackfoot Confederacy: the Peigan, the Blood, the Blackfoot and the Tsuu T'ina.

1875 - Fort Calgary founded by North West Mounted Police

1883 – CPR arrives in Calgary and ultimately established Calgary's townsite when it built its station west of the Elbow and south of the Bow Rivers and laid out the Centre City in its grid street system.



Fort Calgary

Mawson Plan of 1914

A grand plan for Calgary that incorporated elements of the Garden City and City Beautiful Movement. Though not implemented due to cost and a dramatic downturn in Calgary's economy, the plan has inspired and continues to inspire plan making in the Centre City. Ideas from the Mawson Plan that continue to resonate today include:

- Developing major landmarks and activity nodes in the city for orientation and recognition;
- Customizing the street designs to fit their functions;
- Providing for street car extensions;
- Creating a complete park system;
- Developing a two-sided CPR Station to service and connect the north and south side of the tracks; and
- Recommending a market in the Victoria Park area.

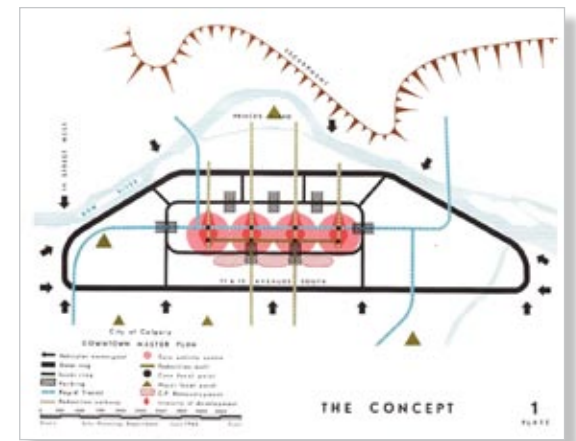


Mawson Plan

1966 Downtown Master Plan

Award winning plan that re-asserted Downtown's role as the pre-eminent and central organizing principle for the entire city.

- Reinforced the Downtown as Calgary's major office employment centre.
- Proposed a rapid transit system converging on 7 Avenue South.
- Created a pedestrian mall on 8 Avenue South (Stephen Avenue).
- Set parking rules and standards promoting public transit.
- Introduced a new development control concept and the use of a bonus system to achieve higher development standards and build the +15 system.



1966 Plan

1 INTRODUCTION

1979 Downtown Plan

A non-statutory, but comprehensive plan that:

- Reinforced the linear core along the 7 Avenue transit corridor with highest development intensity along the corridor;
- Proposed lower density on the Downtown periphery;
- Integrated retail at-grade and at the +15 level to form a continuous retail core;
- Restricted vehicle traffic on Downtown's primary roads;
- Reinforced the building and completion of the +15 system;
- Introduced the Restricted Parking Area policies to achieve a desired transit/vehicle modal split; and
- Managed the location of parking to optimally serve the retail core and minimize impacts on residential areas.

Area Redevelopment Plans (1980 - 2006)

Various Area Redevelopment Plans (ARP's) have been approved and implemented to provide detailed guidance for development on a community scaled basis. This has included plans for Connaught, Victoria Park, Beltline, Chinatown, Eau Claire and East Village.

The 1982 Core Area Policy Brief

- Developed a comprehensive strategy for Public Systems and Improvements including Transportation, Open Space and Pedestrian Circulation. The Transportation system incorporated the Downtown Street Network Plan that classified the Downtown roadway network into primary, secondary and local roads.
- Introduced environmental standards relative to sunlight, wind and the riverbank.
- Refined the bonus system to include provisions for heritage conservation, off-site public improvements and public art and allowed for projects up to 20 Floor Area Ratio.
- Attempted to reinforce the linear east-west office core and protect the surrounding residential areas from office encroachment.

The Inner City Transportation System Management Strategy- 2000

Reviewed the role and function of major streets and network collectors that serve the downtown and inner city area. It also made suggestions to improve transit and bicycle connections within the inner city. This study recommends balancing mobility for road users and the quality of the residential environment for adjacent communities.

Blueprint for the Beltline – 2003

A collaborative community and City initiative that:

- Advocated increasing densities while improving the quality and diversity of development in the Beltline area;
- Merged the former communities of Connaught and Victoria Park into one community known as Beltline; and
- Included the lands between the CPR tracks and 12 Avenue into the Beltline Community for planning purposes.

2005 – Centre City Plan

Initiation of this Plan resulted in the creation of the "Centre City" area for planning purposes, including both the Downtown and Beltline.

1.2 The Centre City Plan Initiative

In 2007, Calgary is at a pivotal stage in its development as a city. Having reached a population of one million people and experiencing one of the most dynamic and possibly enduring eras of economic growth it has ever seen, Calgary has the potential to remake the Centre City as a great urban place. In order to “seize the moment”, a new kind of plan is required.

In addition to critical aspects of physical planning, the Centre City also needs direction on all those areas that give life, vibrancy and meaning to the Centre City including social, economic and environmental dimensions. For these reasons, the Centre City Plan Initiative focused on three key themes during the public input process; the Livable Centre City, the Thriving Centre City and the Caring Centre City. This broad scope led to many ideas from diverse areas including, architecture, transportation, culture, tourism, economic development and safety, to name a few. In the working groups and public discussions, it became apparent that all these things were interconnected and, in many cases, mutually supportive. This diversity of responses has resulted in a holistic and wide ranging plan.

In order to achieve the objectives of the Centre City Plan (“the Plan”), collaborative and coordinated action will be required from The City, its partners and many other groups and organizations. No one group will be able to do it all. For this reason, implementation over time will seek partners and groups to “do their part” and contribute their

passion and ideas. This will be an ongoing dialogue with our citizens that will ensure the relevancy of The Centre City Plan over time.

Lastly, the Plan, and the process leading to it, embraced the mantra of “creativity” in all aspects of Centre City life. Encouraging the development of new ideas and more importantly, having the confidence and entrepreneurial spirit to try new ideas. Taking risks are a necessary part of achieving greatness and Calgary has the ability to achieve greatness. It doesn’t just happen on its own. We have to strive for it and make it happen!

The Role of the Centre City Plan

The Centre City Plan is a comprehensive and strategic long term vision for the future of Calgary’s Centre City. It was developed through extensive consultation with Calgarians. The Plan contains long-term visions and opportunities as well as specific, short and medium-term actions.

The Plan will be used in the following ways:

1. A guide for making long-range planning decisions.

When major new infrastructure projects, programs or policy initiatives or land development projects are being proposed and evaluated, the Plan can be used as a non-statutory guide in assessing both short and long-term impacts of the proposal on the future of the Centre City. The objective is that all actions will work toward the achievement of a common vision.

2. An input into the development of Corporate Work Programs and Budgets.

Each year as City Departments and Business Units prepare their work programs and budgets, the Plan will be used as a guide to assist in prioritizing actions. It will also be used to assist in the coordination and alignment of work programs and budgets to allow for effective and timely implementation.

3. A source of ideas and inspiration for community action and collaboration.

Achieving the vision of the Plan will require the involvement and participation of many citizens, community groups and stakeholders. The Plan will serve as a source of ideas and inspiration for actions that will be aligned with and mutually supportive of the Plan’s vision and principles.

Legal Basis

The Centre City Plan replaces both The Core Area Policy Brief and the Downtown Handbook of Public Improvements (both approved by Council on October 29, 1982). Like the documents it replaces, the Centre City Plan is a non-statutory policy document and does not supercede any other existing approved Area Redevelopment Plans, Policy Consolidations or Bylaws. Specifically, the following documents remain in effect:

- Beltline Area Redevelopment Plan;
- East Village Area Redevelopment Plan;

1 INTRODUCTION

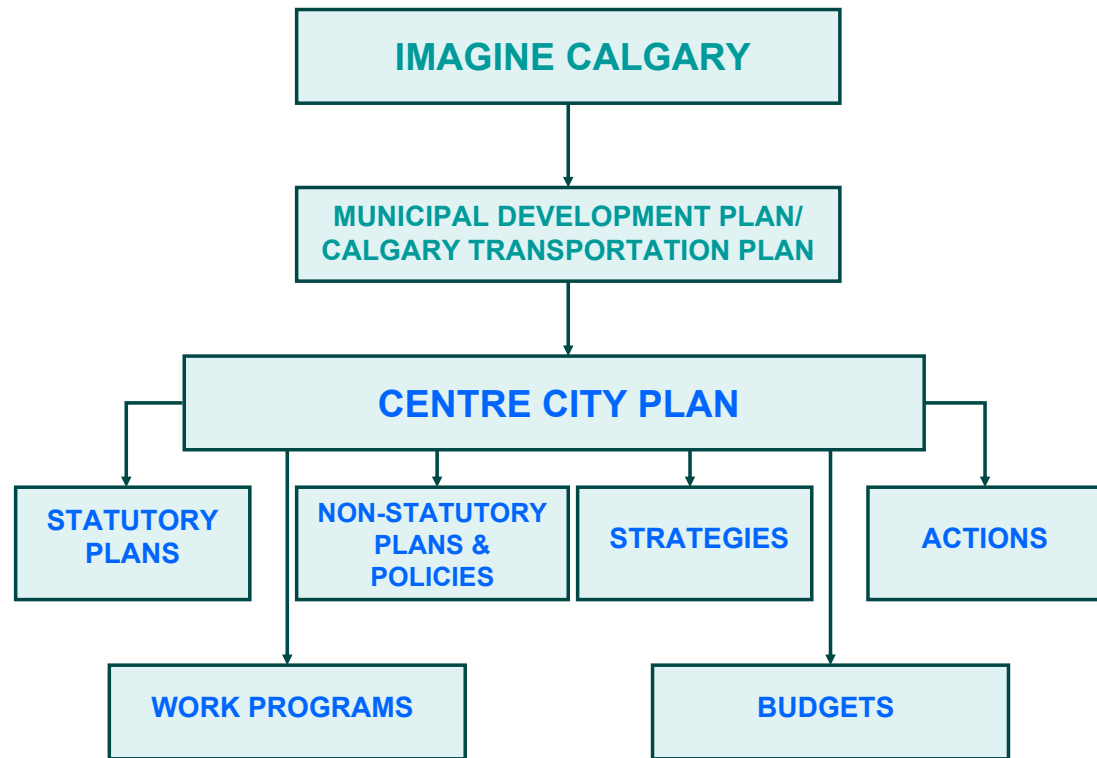
- Chinatown Area Redevelopment Plan;
- Eau Claire Area Redevelopment Plan;
- West End Policy Consolidation; and
- Land Use Bylaw 2P80.

The Plan will be used as a guide to the on-going review and amendment of these documents, where required, in order to implement specific policies or actions. It will also be used as the principal guide for the integration of the Downtown area into the new Land Use Bylaw 1P2007.

Relationship to Other Plans, Policies and Strategies

The Centre City Plan will be consistent and aligned with the imagineCALGARY Long Range Urban Sustainability Plan (2006), the Municipal Development Plan, and Calgary Transportation Plan (both currently under review). The Centre City Plan is the pre-eminent document for planning and action within the Centre City. It will be implemented through both statutory and non-statutory plans, polices, bylaws, strategies and actions. The Plan provides a broad framework for the acknowledgement of existing or preparation and development of more detailed area-specific or topic-specific plans and strategies. Examples include the Centre City Open Space Management Plan, the Centre City Social Plan and Action Strategy, a new Centre City Transportation Plan/Strategy, the Olympic Plaza Cultural District Strategy, and the 17 Avenue Urban Design Strategy. See Hierarchy of Plans,

Policies, Strategies and Actions Diagram. These plans and strategies have had or will have their own development processes and may be approved and implemented in a variety of ways.



Hierarchy of Plans, Policies, Strategies and Actions Diagram

The Role of the Images in the Centre City Plan

The policies and actions within the Plan are supplemented with two-dimensional concepts and maps and three-dimensional illustrations and photos. For this Plan, a map is a factual two-dimensional drawing. The concept is a two-dimensional drawing that generally represents the intent of the policies and actions that make up the vision for the Centre City. It is intended that the images will provide the reader with a visual picture and better understanding of the ideas in the Plan. A common understanding of the Plan will result in more effective and timely implementation.

requirements and the operating and capital budget process.

Financial and Budget Implications

Being a visionary and strategic document, the Plan does not include specific financial cost estimates for individual projects or initiatives. Costing will be done at the time of further reporting to Council on specific actions or initiatives or through the budget process. The financial implications of any action will be one of the key determinants in any future decision making. Preliminary costing of some essential services and infrastructure was undertaken as part of work on the Centre City Redevelopment Levy. The Centre City Redevelopment Levy is proposed to be one of the tools used to fund the implementation of the Plan. Other funding may come from: the density bonus system, partnerships, local improvement bylaws, community revitalization levies, development permit

1 INTRODUCTION

1.3 Demographics And Statistical Context

Population

In 2005, the Centre City was home to approximately 30,000 people. This has been the result of slow, but steady increases over the last decade. However, the trend is currently in a significant upswing that will likely see tremendous growth over the next 30 years. The Centre City is expected to receive an additional 20,000 to 40,000 residents by 2035, for a total resident population of between 50,000 and 70,000. This increase assumes the continued overall growth of Calgary and the continuance of a trend to multi-dwelling housing as a principal housing choice.

In terms of household composition, it is expected that the vast majority of new residents will be one or two person households without children. A wide range of ages is expected, but with an emphasis on young or empty nest households. An emerging trend to watch will be the increase in households with children. Recent research has shown that young, urban households are increasingly receptive to multi-dwelling, apartment living as a viable environment for the raising of children. As a result, the needs of families and children should be considered in all Centre City planning initiatives.

Housing

Given the population potential above, and assuming an average household size of 1.5 persons per unit,

the Centre City can expect to see the development of an additional 13,000 to 26,000 dwelling units by 2035. To picture this magnitude of growth, if we assume an average unit size to be 100 square metres and an average floor size to be 650 square metres, 26,000 dwelling units would require 123 new 30 storey towers to be constructed.

Employees

The Centre City currently has approximately 120,000 employees and could increase to as much as 180,000 employees by 2025. This estimate is largely based on an assessment of the office employment market. Additional jobs will also be created in the service industries such as retail, hospitality, entertainment and cultural industries. While the precise number is not important, the magnitude of the potential growth is significant.

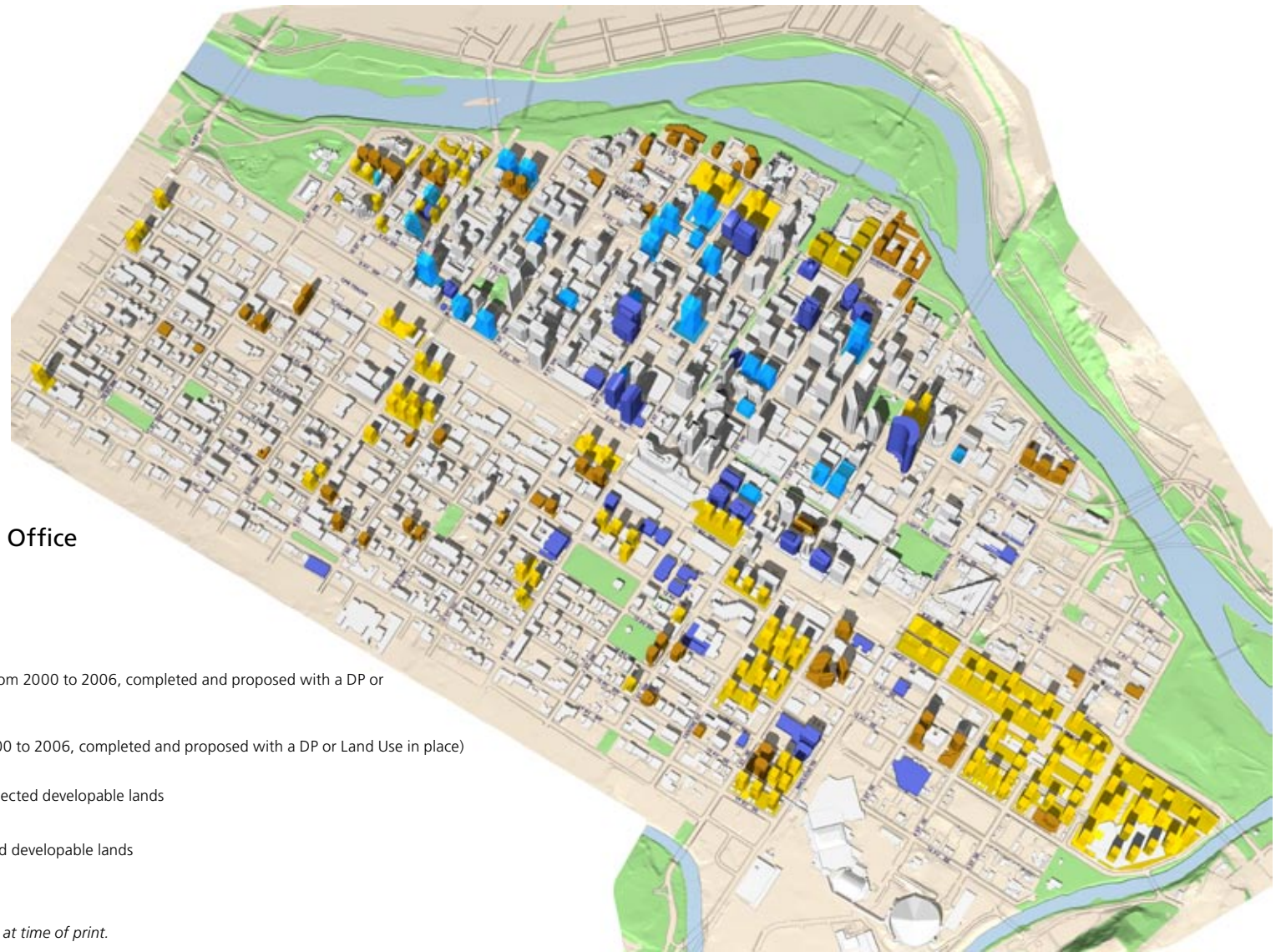
The Centre City land base still has more than adequate inventory to accommodate this amount of growth. However, in the longer 30 to 50 year time frame, the picture becomes less certain. If growth continues according to current trends, land supply for employment will likely become constrained by the lack of easily developed land. This will be due to the expected growth in both the residential and office markets. This trend will need to be monitored in order to inform land use policy decisions into the future.

Office Floor Space Requirements

Based on the employee forecasts, the Calgary

Economic Development Authority reports that the Centre City will require between 490,000 and 790,000 square feet of new office space per year. If office construction can keep pace with this demand, it is possible that, based on an average floor size of 20,000 square feet, the Centre City could see the equivalent of 16 to 26 new 30 storey office towers by 2025. This magnitude of growth requires the continued strength of the energy and business services sector into the future.





1 INTRODUCTION

The Centre City will be a livable, thriving and caring place.

Throughout the Plan, references are made at the beginning of each section that identify which of the three components (livable, thriving and caring) are being addressed by the section. In many cases, all three components are being addressed, illustrating their interconnectedness.



Thriving



Livable



Caring

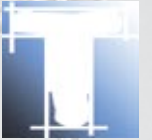
2

VISION & PRINCIPLES

VISION

To make Centre City a livable, caring and thriving place:

- That is a premier urban living environment;
- That is a national and global centre of business;
- That is a centre for the arts, culture, recreation, tourism and entertainment; and
- That welcomes people, in all their diversity, to live, work and visit here.



2 VISION & PRINCIPLES

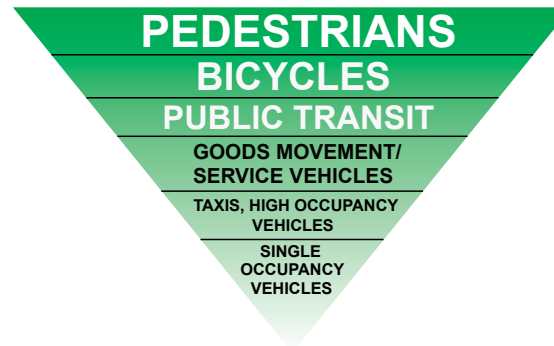
2.0 Vision & Principles

2.1 Fundamental Principles

1. Build Livable, Inclusive and Connected Neighbourhoods

As the population of Calgary grows, it is desirable that the Centre City share a significant component of that growth. Providing for significant residential growth in the Centre City reduces the pressure to develop at the edges of the City. However, allowing for the growth is not enough.

In order to attract new residents, the Centre City will be a residential environment of the highest quality. Residents will feel connected to and included in their neighbourhoods that contain a wide range of housing options, have a high quality public realm and a full range of both public and private services and amenities. Without these elements, the Centre City may not achieve its full population potential. The Centre City Plan provides a model for achieving excellence in creating high density, urban living environments. The model demonstrates the appeal of such environments as the City strives to increase the density of the urban environment over time.



The Green Transportation and Public Realm Hierarchy

2. Put Pedestrians First

The Centre City Plan embraces the principle of putting pedestrians first. Regardless of how someone travels to the Centre City, they will at one point be a pedestrian during their visit. This principle is best expressed by The Green Transportation and Public Realm Hierarchy illustrated below. Pedestrians and cyclists are given the highest priority because of the vitality they add to the public realm and because of their low environmental impact. Further, pedestrians feed into the transit system. Transit is given a high priority because of its ability to move people directly and efficiently with a low environmental impact. Commercial vehicles and trucks, including emergency vehicles, are a higher priority than personal vehicles because of the essential services they provide to the economic life and safety of the Centre City. Single occupant vehicles are placed at the bottom of the hierarchy because of their significant environmental impact and high physical space needs per person served. This hierarchy will be used when reviewing or developing new plans, policies and strategies and when designing the public realm, including streets, sidewalks, open spaces and the +15 system. Further, it will be used when reviewing plans for new buildings and public facilities, ensuring that they support the development of a walkable, “green” and vibrant Centre City.

3. Create Great Streets, Places and Buildings – for People

Ultimately, a city is its citizens – its people. When designing a city, it should be designed for people. In designing streets, places and buildings, full consideration must be given to the people who use them including residents, employees, tourists, pedestrians, cyclists, transit riders and vehicle operators.

Great public spaces and buildings do not happen by chance. Intentional acts of design and the coordination of public and private places are necessary for the realization of the full potential of the urban environment. A great building on its own may be a great building. However, a great building on a great street beside a beautiful park, all integrated and adding to one another makes for a great urban environment – a great city. While all these elements may not be achievable at the same time, making a long term commitment to this principle will produce a truly great Centre City.



4. Support and Enhance Centre City as Calgary's Centre of Culture, Information Exchange and Communication

Culture, information exchange and communication occur in all parts of Calgary, but it is in the Centre City where they occur in their greatest intensity. It is this level of intensity that makes the Centre City an exciting and stimulating environment. The Centre City will increase in excitement, by building on the existing strong cultural foundation through support of existing elements while attracting and developing new initiatives. This will include the pursuit of new information and communication technologies to inform and engage the public in the affairs of its City.

The Centre City is home to many of Calgary's major cultural institutions, historic resources and festivals, as well as a growing number of smaller and alternative cultural facilities and events. A City's culture represents the achievements of its people and encompasses diverse fields including music, theatre, dance, sport, visual arts, architecture, education, fashion and the culinary arts. The Centre City will be a place where these achievements can be showcased and nurtured. In order to achieve this, the Centre City will provide the physical and creative environment to allow for the growth and development of culture in all its varied forms.

2 VISION & PRINCIPLES

5. Ensure the Centre City Remains and Grows in Reputation as a Location of Choice for Business

The Centre City is a business centre of national and global importance. The underlying strength of the Centre City is the intense concentration of the energy sector and the business and financial services that support it. Calgary's importance is only expected to grow over time. In order to realize this potential, the Centre City must provide the necessary environment, services and amenities to ensure that the Centre City remains a location of choice for both small and big businesses operating on the local, national and international stage.



6. Create and Maintain a Caring and Safe Centre City Environment

A true measure of a great city is how it treats its citizens. Providing a safe and caring environment where citizens are able to pursue their aspirations and to become fully engaged in the community is essential for the creation of a great Centre City. A very diverse population will work, live, and visit the Centre City. The Centre City will be a place where diversity is considered a strength and where people feel safe and secure.

People must have access to the necessary goods and services to meet their basic needs of health, shelter and safety. Unless these basic needs are met, people cannot reach their full potential or contribute to the community in which they live. As a result, a community cannot achieve its full potential. The Centre City will provide the necessary support and services to ensure a safe environment and that citizens have access to the services they need.

7. Create a Lively, Active and Animated Environment

The Centre City will be the liveliest area of the city, a place where there is always activity to engage people and where the environment is animated, delights the senses and lifts the spirit.

This environment will be achieved through strategies such as public activities and events, public art, architecture, retail services, lighting, landscaping, signage and other techniques that contribute to a vital urban environment. The Centre City will be a place where creativity and risk taking in achieving this principle will be encouraged and supported.



8. Be a Model of Urban Ecology

The Plan recognizes climate change as one of the major issues of our time. The intent of the Plan is to foster an ecologically sound and sustainable environment. Ecology is the study of the interaction of people with their environment. In the Centre City this means both the natural and built environments. To be a model of urban ecology, the Centre City will embrace and actively promote new technologies and ideas that either make a positive contribution to or reduce the human impact on the natural environment. The desire is to achieve this in the context of a very urban place. This principle will be

implemented both through new development and through remediation and retro-fitting of the existing built environment.



2 VISION & PRINCIPLES

2.2 Implementation Principles

In striving to achieve the Vision and honour the Fundamental Principles, the implementation stage of the Centre City Plan will use the following principles as a compass:

It's About People

A city is its people. People are at the core of why we do things and how we do things in the Centre City. People should be involved and engaged in the community. Any action taken in the Centre City is intended to leave people better off than they were before implementation.

It's About Creativity

Creativity must be fostered and supported in order to excel and achieve great things. Along with this comes an element of risk taking. Playing it safe will not result in a great place. It is accepted and expected that sometimes initiatives or projects may not achieve the desired result. However, valuable learning and experience is always a positive outcome of any creative endeavour.

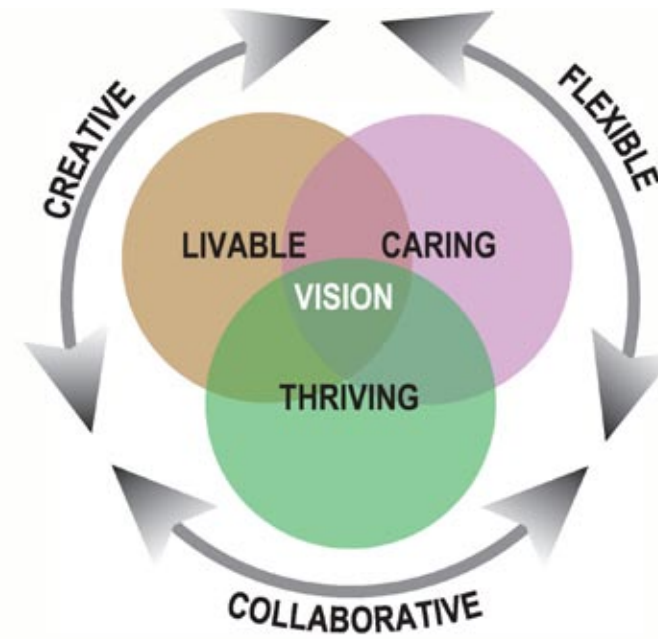
It's About Flexibility

No matter how well a plan is thought out or researched during its preparation, there will always be new information, circumstances, opportunities or ideas that present themselves that may require a different approach than originally planned. The implementation of the Plan will be flexible to achieve

the best possible outcome that is consistent with the Vision and Fundamental Principles.

It's About Collaboration

Great things can be achieved when the talents and resources of many work together toward common objectives. The scale and scope of what is envisioned in the Centre City will require collaborative efforts involving diverse interests, including government, education, business, arts and culture, community and the non-profit sector.



Vision Model

3

SUSTAINMENT STRATEGY



3 SUSTAINMENT STRATEGY

3.0 Sustainment Strategy

3.1 Implementation

The Centre City is of great importance to Calgary's overall health and image. The Centre City Plan therefore requires a high level implementation body that can champion the Vision and provide input regarding the strategic direction and priorities. To this end, the Plan proposes the following new bodies to guide implementation.

Centre City Vision Congress

This new body will convene at least once annually to receive an update on progress made toward implementation of the Centre City Plan and to provide input, support and advice to Council and Administration. Other more topic-specific panels or groups may be established under the auspices of this Congress. One specific sub-group may be a Committee on Design. The sub-group may meet more often depending on the activities in any given calendar year. The City will provide administrative support to keep the group running and informed.

Congress delegates should come from people and groups with significant interests in the Centre City and may include the following:

- Mayor
- Centre City Ward Aldermen

- imagineCALGARY Representatives
- Calgary Economic Development
- Calgary Downtown Association
- Tourism Calgary
- Post Secondary Education Institutions
- Calgary Transit
- Calgary Parking Authority
- Calgary Stampede
- Calgary Arts Development
- Arts and Culture Groups
- School Boards
- Business Revitalization Zones
- Chinatown Leaders
- Community Association Leaders
- Building Owners and Managers Association
- National Association of Industrial and Office Properties
- Chamber of Commerce
- Civic Partners (such as Fort Calgary)
- Calgary Public Library
- Alberta Association of Architects
- Alberta Association of Landscape Architects
- Alberta Association of the Canadian Institute of Planners
- Association of Professional Engineers, Geologists and Geophysicists of Alberta
- Calgary Region Homebuilders Association
- Urban Development Institute
- Calgary Heritage Authority

Centre City Integrated Action Committee

In 2005, arising out of a need to address pressing social issues in the Downtown area, The City established an Integrated Action Team of key people in The City administration to address Centre City issues and discuss policies under development. Chaired by Community and Neighbourhood Services, this team has been highly effective and well supported by the Business Units involved. It has produced concrete results and has served as a vehicle to ensure cross Business Unit alignment. It is proposed to more formally entrench this group within administration to ensure its ongoing success and evolution.

Sponsored by the key General Managers, this team will be comprised of all administrative departments with a major role in the Centre City. This will be a working committee that will engage in cross Business Unit actions and coordination in order to achieve the Centre City Vision. Again, there may be sub-groups or "action teams" that focus on particular issues such as public realm design and construction or social issues. This group will meet on a monthly basis. Action teams will meet as required depending on work programs and initiatives underway and report as required to the Action Committee on project status or to seek direction and advice.

Membership:

- General Managers (or delegates)
- Community and Neighbourhood Services
- Land Use Planning and Policy
- Corporate Properties & Building
- Calgary Housing Company
- Calgary Transit
- Transportation Planning
- Parks
- Recreation
- Roads
- Urban Development
- Utilities (such as Enmax, Telus, Shaw)
- Finance
- Police
- Fire
- EMS
- Animal and Bylaw services
- Key External Stakeholders and Partners (as required)
- Aldermanic Office, Ward 7
- Aldermanic Office, Ward 8
- Mayor's Office

Centre City Partners

This will be a "virtual" group of organizations that "sign-on" to undertake projects or initiatives consistent with the Vision of the Centre City Plan. Partners will be invited to attend the annual Centre

City Vision Congress meeting/conference and will be invited to participate on "action teams" where appropriate. Partners will also receive regular communication updates on what is happening in the Centre City. It is expected that many partners will be drawn from those organizations involved during the public engagement process.

Centre City Website

This is proposed to be a new website that coordinates all information regarding the Centre City. This includes information on City projects or initiatives, but also those of other stakeholders, partners and private developments. It is meant to be a "one-stop" visit to find out about the Centre City. As it stands now, information is scattered all over the City and other websites, making it very difficult for the general public or "outside" interests to find out what is happening in the Centre City. One possibility is that the website is developed to be externally hosted, but linked to The City website. This communication tool will be essential during the implementation phases of the Centre City Plan to demonstrate progress, sustain momentum, inspire ideas, celebrate achievements and foster communication, collaboration and coordination. The website should include opportunities for "blogging" and real time communication.

Monitoring

This Plan has not established specific targets or monitoring indicators. However, in order to measure progress toward achieving the objectives of the Plan, it is essential to do so. It is recommended that the

Centre City Integrated Action Committee develop a series of targets and indicators as a priority item and to report back to Council. Consideration should be given to aligning with the targets established through imagineCALGARY. In addition, it is proposed that a regular report be prepared (perhaps on an annual basis) that will be used as the basis for the Centre City Vision Congress that will highlight successes and issues and can include a summary of the targets and indicators.

Action Items

- Establish a permanently funded resource to organize the annual Centre City Vision Congress and facilitate and coordinate the operations of the Centre City Integrated Action Committee.
- Develop a formal "Partner" program to recognize and reward those who come forward to undertake actions that are aligned with the Centre City Plan Vision.
- Develop a series of targets and indicators to monitor progress on achieving the objectives of the Plan.

3 SUSTAINMENT STRATEGY

4

URBAN STRUCTURE



4 URBAN STRUCTURE

4.0 Urban Structure

Preamble

A livable Centre City is one where the nature of the housing, the physical environment and the amenities and services required for day to day living are of a quality, quantity and frequency that living in the Centre City is equal to or better than the quality of life outside the Centre City. This benchmark must be achieved and maintained if the Centre City is to have sustainable residential growth in the long term, fulfilling its part in the City's overall smart growth strategy. The Centre City will serve as the model of how to achieve high density residential environments while ensuring a high quality of life.

Livability is most often perceived and achieved through a focus on the quality of the physical components. Such physical components include the function and design of the public realm, open spaces, buildings, and movement systems, often times referred to collectively as "urban design". Although not exclusive of vitality and community building components that contribute to livability, policies for the urban structure, open spaces, riverfront, movement systems, public realm and architecture comprise a significant portion of the Centre City Plan.

In the past, the area now known as the Centre City was identified as the Downtown with the Beltline, primarily residential community, to the south of 12 Avenue S. See Concept 1: Previous Urban Structure.

The Centre City Plan shifts from this previous urban structure of a Downtown and Beltline community to one of a Downtown (the commercial/office core) surrounded and supported by eight mixed-use neighbourhoods and Stampede Park. The new urban structure is to support achieving the vision of meeting the needs of a series of unique neighbourhoods of approximately 10,000 people while continuing to retain and enhance the vital role that the Downtown and Stampede Park contribute to the entire City of Calgary. See Concept 2: New Urban Structure.

To complement the structure of the Centre City, boundary revisions and associated policy work will be required to the West End and East Village to both address voids in policy and achieve more complete neighbourhoods. See Concept 3: Urban Structure Neighbourhood Boundary Revisions.

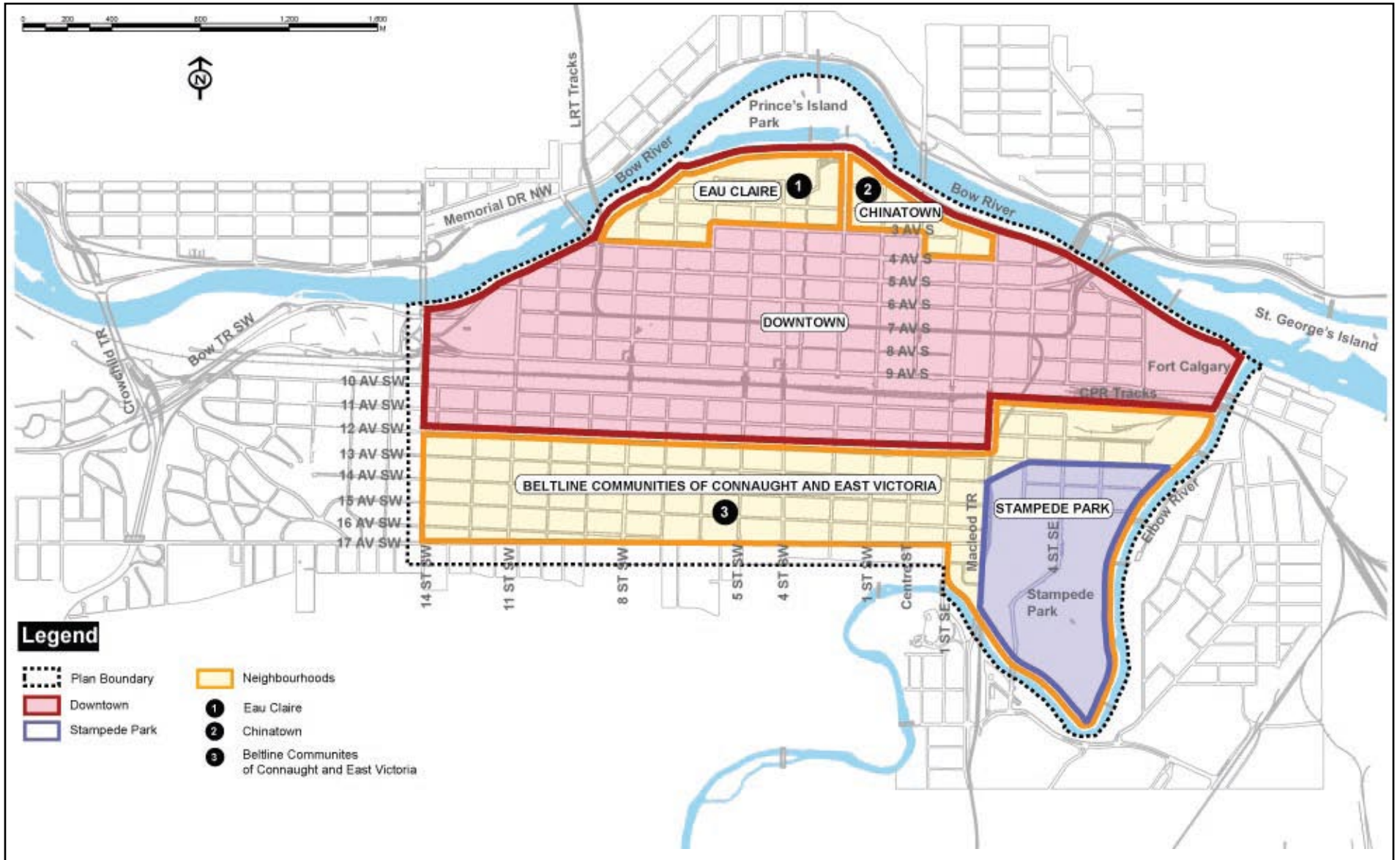
To implement the concept of integrated neighbourhood planning for the Centre City, the Plan considers policy boundaries both internal and external to the Centre City.

Policies

1. Establish the following as the Organizing Principles of the Centre City's Urban Structure:
 - A complete and dynamic Downtown that incorporates unique Districts;
 - Diverse and integrated mixed-use neighbourhoods that focus on a Neighbourhood Centre; and

- Special places such as Stampede Park, Shaw Millennium Park, Eau Claire Plaza, Prince's Island Park, Fort Calgary, Central Memorial Park, Olympic Plaza, a possible new West Park, etc. See Special Areas section.
2. Recognize existing approved land use and density policies contained within the existing Land Use Bylaw and Area Redevelopment Plans. Any changes to land use or density will require amendments to these documents.
 3. Encourage the development of vacant lands and surface parking lots.
 4. Preserve existing and future lands for civic and cultural facilities in the Centre City such as parks, museums, libraries and any other creative venues that will enliven the Downtown as a destination for residents, employees and visitors to the City.
 5. Support the location of educational institutions and related uses throughout the Centre City, not just in one location. Advantages of this policy include:
 - Making efficient use of transit service;
 - More vitality/active uses day and night; and
 - Opportunities for student housing which would animate all areas of the Centre City day and night.
 6. Use a variety of traditional and non-traditional planning tools/processes to achieve the planning polices within the Plan.

Concept 1: Previous Urban Structure

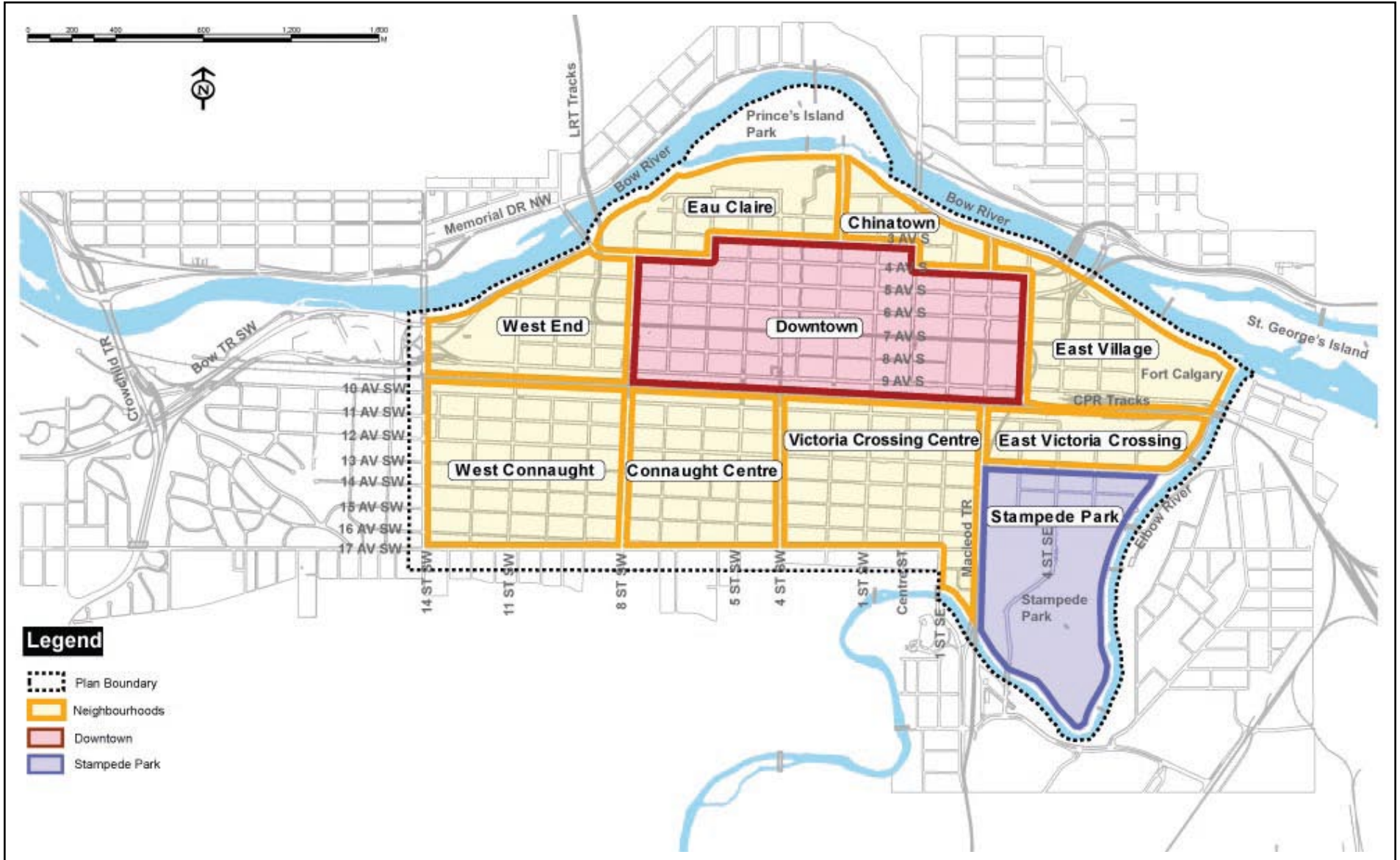


4 URBAN STRUCTURE

Actions

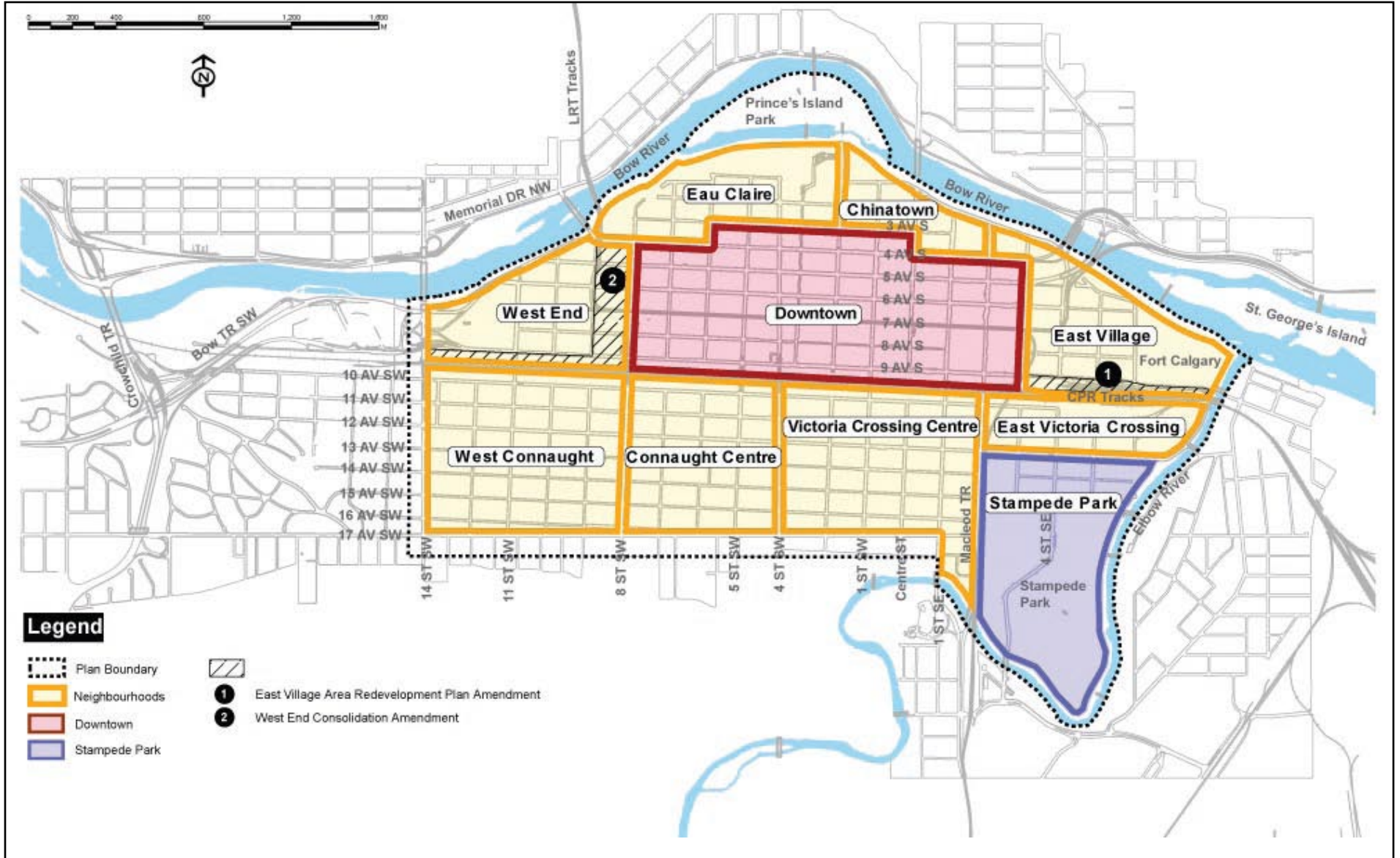
- Review the Centre City Land Use Districts and density bonus systems to achieve the policies in the Plan. Special emphasis shall be placed on the area north of 9 Avenue and the Canadian Pacific Railway (CPR) corridor between 9 and 10 Avenues. A new density bonus proposal is included in Appendix 'B'.
- Develop a Vacant Lands Strategy that establishes incentives (e.g. higher taxes for vacant lands, tax surface parking lots, etc.) for the development of vacant lands.

Concept 2: New Urban Structure



4 URBAN STRUCTURE

Concept 3: Urban Structure – Neighbourhood Boundary Revisions



4 URBAN STRUCTURE

Downtown

4.1 Downtown

Preamble

The Downtown will remain the foundation of the Centre City because of the economic role that it plays for Calgary as a whole. The Downtown has the potential to evolve substantially and contribute to the Centre City's overall vitality and livability. The perception of Downtown has been that of a workplace; vibrant and thriving by day yet closed down at night. The Plan seeks to change that perception by achieving a vital day and night environment.

The foundation of vitality lays in the ability to create a livable and safe Downtown through implementing quality public realm and architecture policies and ensuring Downtown connects to the surrounding residential/mixed-use neighbourhoods. The livability of the Downtown should be reinforced by supporting residential development and associated amenities that will generate day and night activity. See Concept 4: Downtown.

Policies

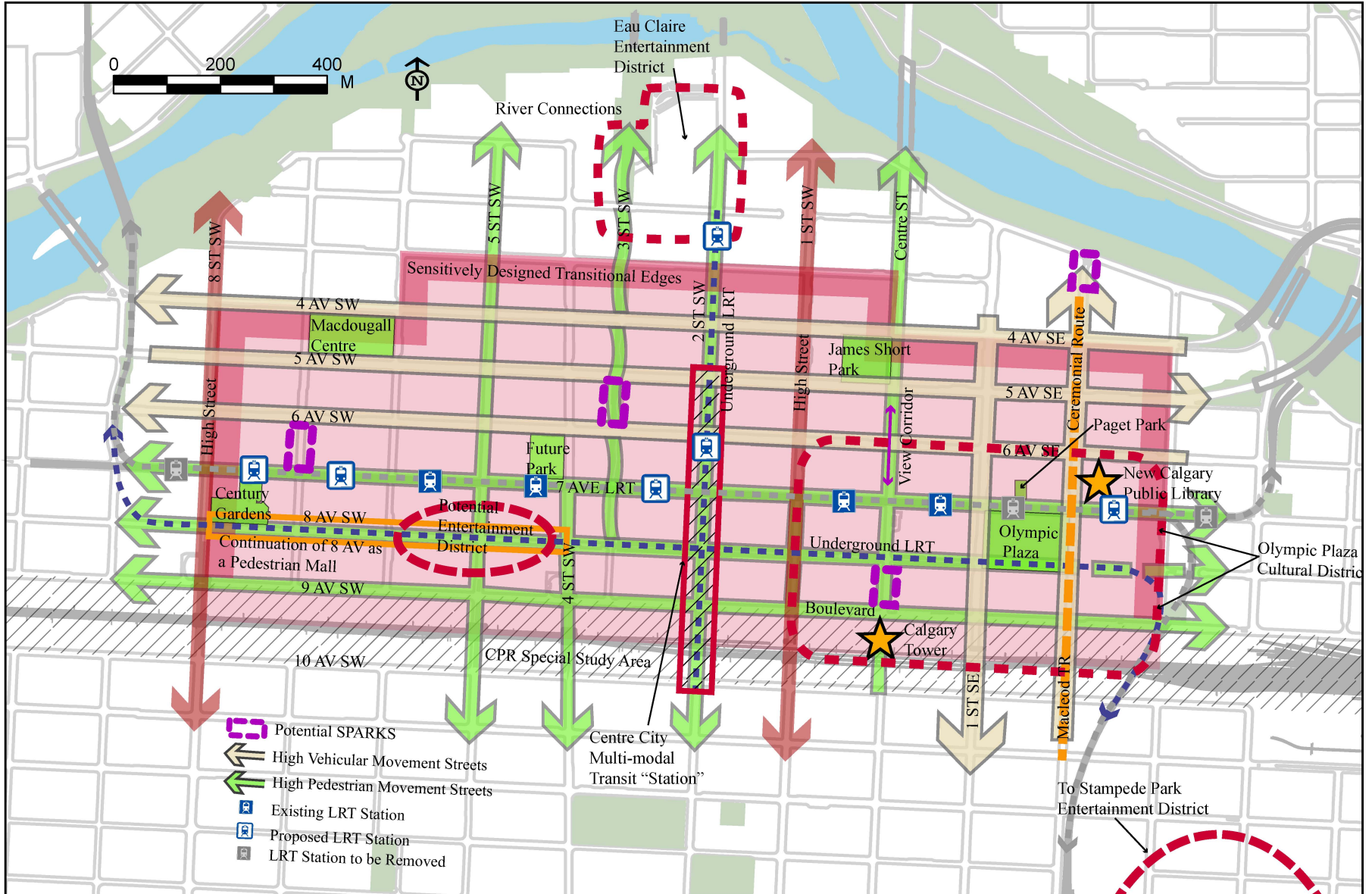
1. Enhance the Downtown as a primary office location through the provision of a quality public realm and supportive amenities and services.
2. Strengthen Downtown by ensuring it is well-connected and integrated with each of the surrounding neighborhoods such that movements between the Downtown and

residential/mixed-use neighbourhoods are legible and safe.

3. Establish Downtown as a series of unique Districts that:
 - Reinforce and enhance the role that the Olympic Plaza Cultural District contributes to the civic and cultural vitality of the Downtown through its programmatic and artistic opportunities;
 - Recognize the opportunities for Entertainment Districts, where appropriate, and that such Districts may relocate over time. Such examples include Stampede Park, Eau Claire Market area, and the Globe/Uptown Theatre area along 8 Avenue SW;
 - Provide flexibility in development guidelines to allow these areas to evolve and grow into unique and exciting places;
 - Undertake visioning and strategic planning exercises to clearly articulate the aspirations of a District; and
 - Provide support and a process for future Districts to evolve over time and/or relocate over time.
4. Reinforce the presence, value and opportunities that heritage resources (buildings and landscapes) contribute to the Downtown by ensuring that heritage resources are considered as a part of the evolution and development that takes place in the Downtown. Opportunities to celebrate heritage resources shall be considered
5. Support a high priority on transit service for the Downtown. See Movement and Access System section.
6. Support the development of a New Central Public Library that meets the diverse needs of the Downtown and neighbourhoods within the Centre City as well as the city as a whole.
7. Encourage new residential developments in the Downtown by:
 - Encouraging mixed-use projects by implementing any Land Use Bylaw changes that better accommodate residential developments;
 - Providing incentives to adapt obsolete office buildings to residential;
 - Supporting the refurbishment of older existing residential buildings;
 - Considering the use of smaller or narrower floor plates and taller buildings to reduce shadowing impact, create more light for residential units, and allow for easier conversion of office buildings to residential; and
 - Providing incentives to encourage residential in the Downtown such as:
 - ◆ An exemption of residential floor area from the Floor Area Ratio calculation;

a priority in reinforcing the Downtown's sense of place and identity. See Heritage section and Map 3: Heritage Sites.

Concept 4: Downtown



4 URBAN STRUCTURE

Downtown

- ◆ Establishing a favourable Downtown property tax rate for residential floor area;
 - ◆ Providing direct financial incentives per unit of new residential development;
 - ◆ Waiving any redevelopment levies for residential floor area; and
 - ◆ Considering incentives (e.g. permitted use status in existing buildings or floor area exemptions) for local, neighbourhood scale amenities such as cafes' and food stores that cater to a day and night vitality.
8. Upgrade or redevelop open spaces with an emphasis on Century Gardens, James Short Park and Olympic Plaza.
 9. Support opportunities in the Downtown that promote additional open space and public realm vitality such as sPARKS. See Open Space section and Appendix D: Glossary.
 10. Ensure an adequate supply of short-stay parking.
 11. Ensure mixed-use transition edges between the Downtown and the surrounding neighbourhoods that are sensitive to the objectives for the Downtown and each neighbourhood. See Concept 5: Mixed-Use Transition Edges and Appendix D: Glossary. This will include:
 - Additional discretion and design requirements on land uses that create noise, odour, vibration, heat, high illumination levels or waste. (e.g. restaurants, drinking

establishments and entertainment establishments)

12. Appendix A: Downtown Design Guideline shall be used in the review of Development Application.
13. Encouraged the location and development of retail and restaurant uses on the ground floor level of buildings that are within the Stephen Avenue Mall Retail Area, as illustrated in Part 10, Section 42.3(5)(d)(iv), Map 1 Stephen Avenue Retail Area of Bylaw 1P2007, including properties fronting onto Stephen Avenue and side streets within the area. Office entranceways and lobbies along this corridor should be limited to no more than 10 metres or 15% of the site frontage, whichever is greater.

Financial institutions and offices should not be located on the ground floor of buildings within the Stephen Avenue Mall Retail Area, These uses are better situated as ground floor uses outside of the area or on floors above-grade within the area.

In Order to encourage the retention and productive reuse of the structure, special consideration for financial institution uses may be given to the following buildings along the Stephen Avenue Mall Retail Area that are on the City Inventory of Evaluated Historic Resources and that were originally constructed to accommodate a financial institution:

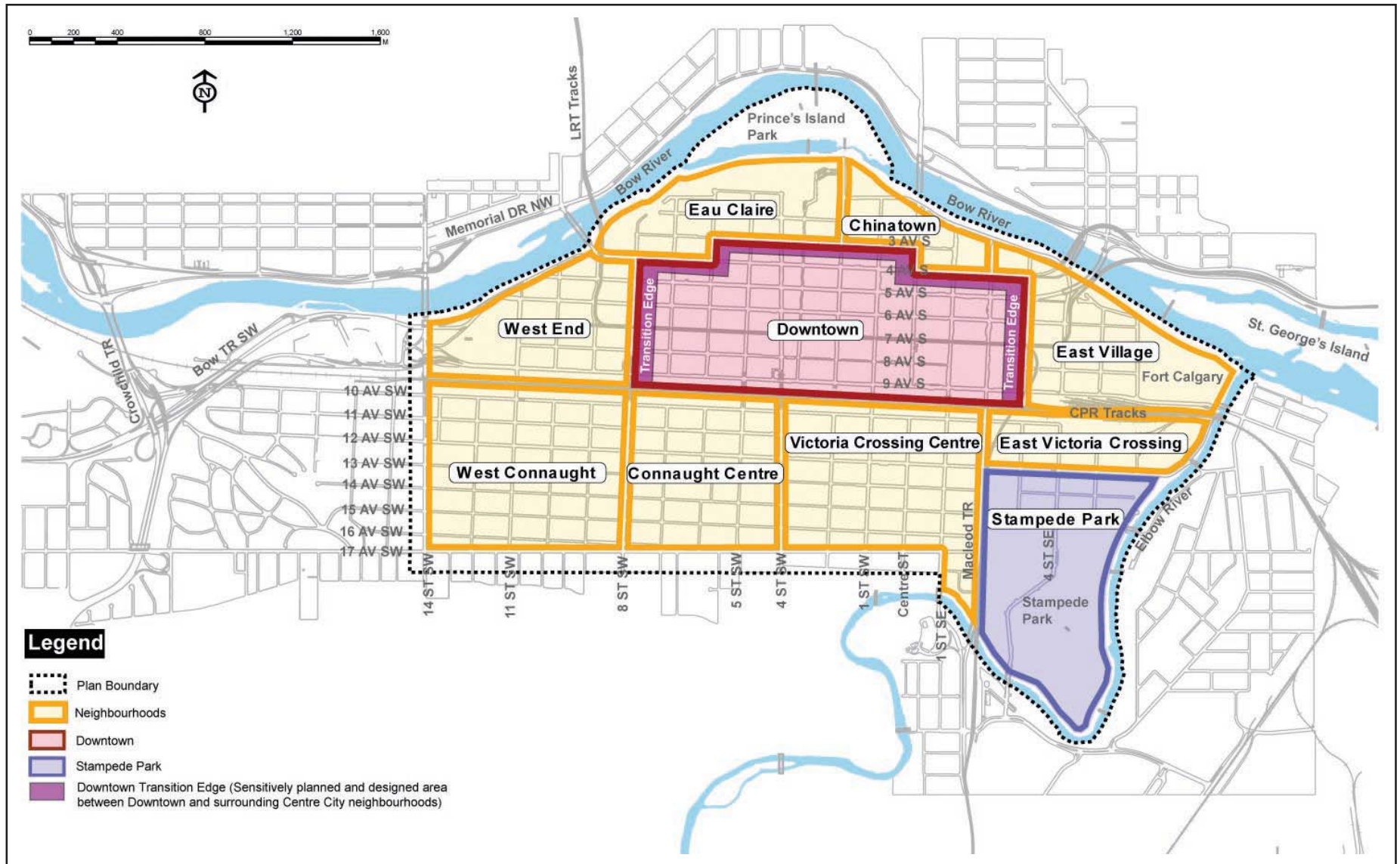


1. Dominion Bank Building - 200 8 Avenue SW
2. Imperial Bank of Canada - 100 8 Avenue SW
3. Molson's Bank - 114 8 Avenue SW
4. Criterion Block* - 121 8 Avenue SW
*This building was converted to a bank in 1903 when the existing facade was built.
5. Bank of Nova Scotia - 125 8 Avenue SW
6. Bank of Montreal - 136, 140 8 Avenue SW
14. Encourage arts, culture and entertainment uses along Stephen Avenue Mall Retail Area to have active edges and entranceways that encourage transparency and pedestrian interaction.

4 URBAN STRUCTURE

Downtown

Concept 5: Mixed-Use Transition Edges



4 URBAN STRUCTURE

Neighbourhoods

Actions

- Prepare new Land Use Districts and a density bonus system that moves away from the focus of the +15 system to achieve the policies for the Downtown. See Appendix B: Density Bonusing.
- Building on work undertaken to develop the Centre City Redevelopment Levies, prepare a comprehensive list of desirable amenities to be located within the Downtown over the long-term and address business, residential and tourism populations. The amenities list should include: recreation services, community association facilities, elementary schools, daycares, libraries, policing and bylaw enforcement services, fire protection, social services, health services, transit services, identification for possible civic/cultural facility sites, educational institutions, parks, pedestrian and bicycle facilities, places of worship, retail shops and personal services that serve local/business/tourist convenience needs, supermarkets/food stores, and other City services such as recycling collection facilities.

4.2 Neighbourhoods

Preamble

The Centre City has a unique mix of existing and the potential for new, quality residential/mixed-use neighbourhoods. A key policy in the Plan is to reinforce the value of complete and integrated neighbourhoods within the Centre City and to ensure they are well-connected to the Downtown such that they support the vitality of the Downtown yet function as vital and livable neighbourhoods themselves. Appropriate amenities and aesthetic qualities within each neighbourhood are essential to achieving complete and unique neighbourhoods that have their own identity.

The Plan seeks to establish organizing principles that would “complete” each neighbourhood. Such principles include supporting existing and/or creating new neighbourhood centres, identifying and incorporating missing amenities, and enhancing the open space/public realm system within each of the neighbourhoods. See Concept 6: Centre City Neighbourhoods.

Policies:

1. Establish Neighbourhood Centres for each residential/mixed-use neighbourhood that:
 - Include principles of creating a “neighbourhood place” to meet local needs and foster a sense of unique identity for each neighbourhood;
2. Reinforce the presence, value and opportunities that heritage resources (buildings and landscaping) contribute to each of the neighbourhoods by ensuring that heritage resources are considered as a part of the evolution and development that takes place within each neighbourhood. Opportunities to celebrate heritage resources shall be considered a priority in reinforcing a sense of place and identity for each neighbourhood. See Heritage section and Map 3: Heritage Sites.
3. Establish strong pedestrian and bicycle connections between the neighbourhood centres of each neighbourhood and the Downtown.
 - Allows this principle to be achieved in different ways that are unique to that particular neighbourhood;
 - Ensures basic needs such as open spaces, grocery, health, community association facilities, childcare and seniors amenities are achieved within walking distance for each neighbourhood;
 - Seeks to include creative neighbourhood centre opportunities such as adaptive building uses and where possible, closure of roads to create sPARKS as identified in the Open Space section;
 - Provides access to transit; and
 - Accommodates short-stay parking options and incorporates shared parking arrangements to encourage new local retail development in neighbourhoods.
4. Ensure appropriate land use and design interfaces between the Downtown and the surrounding neighbourhoods.
5. Support the development of housing to accommodate a diverse population in the neighbourhoods by:
 - Adequately funding and financing infrastructure improvements (e.g. sidewalks, lighting, roads, landscaping, and benches, etc.) and, where the possibility exists, upgrade entire or large portions of the infrastructure of neighbourhoods simultaneously;
 - Supporting family-oriented housing by:
 - ◆ Encouraging townhouse development on streets that are pedestrian-friendly, with relatively low traffic volumes and high-quality streetscapes;
 - ◆ Identifying future sites for innovative and non-market housing types in neighbourhood planning exercises for East Victoria Crossing and West Park/Lower Sunalta neighbourhoods; and
 - ◆ Providing recreational open spaces that appeal to families with children.
6. Encourage opportunities for daycare centres as part of residential developments.
7. Ensure livability of residential units in new and existing buildings is maintained in terms of access to sunlight, privacy and near and distant views.

4 URBAN STRUCTURE

Neighbourhoods

8. Ensure a good supply of motor vehicle and bicycle visitor parking is provided within each individual residential development.
 9. Maintain and plan for schools within the Centre City by:
 - Supporting the continued operation and use of Connaught School and ensuring future opportunities for additional elementary schools through such means as adaptive building design. This includes recognizing the importance of Safe and Active Routes to School Initiatives;
 - Ensuring coordination between The City and public, separate and private school providers to identify forecast numbers of students in the Centre City, establishing location criteria, ensuring acquisition opportunities for future elementary school needs in the Centre City, and locating new school facilities within the Centre City, as need is determined; and
 - Considering innovative ways to deliver school space through building design.
 10. Identify public and private recreation facilities required to meet the needs of the residents of the Centre City by:
 - The City providing recreational services to the public with an emphasis on families, youth and low-income households;
 - Supporting and, where appropriate, collaborating with the Eau Claire YMCA, the YWCA and the Talisman Centre (Lindsay Park Sports Society) to provide a full range of recreation services to the residents and workers, including those with limited incomes; and
 - Recognizing the importance of the private sector in providing recreation services to a wide variety of residents and patrons, particularly the mid to higher income market. See also Recreation section for further details.
 11. Linkage to the Downtown +15 system is discouraged in all the neighbourhoods in order to achieve a vital and livable public realm for residents. Other +15 connections may be considered on their own merits where they can meet specific intent and policies of the Centre City Plan. One example would be to link buildings to LRT stations.
 12. Recognize the impact noise has on residential livability and consider measures to minimize the impact.
- Actions**
- Conduct regular surveys/studies (similar to the Downtown Housing Study) to monitor the health and desirability of the Centre City as a residential location. The survey should include surveys of both Centre City residents and purchasers of units outside of the Centre City.
 - Undertake a study to determine the acceptable and appropriate decibel levels in residential neighbourhoods and the methods in which to enforce them.

Concept 6: Centre City Neighbourhoods



4 URBAN STRUCTURE

Neighbourhoods

Individual Neighbourhood Policies and Actions

4.2.1 West End

Preamble

Situated between 8 Street SW and 14 Street SW and between the Canadian Pacific Railway (CPR) tracks and the Bow River, the West End is a neighbourhood that is still evolving in its identity. Although a Downtown West End Policy Consolidation Plan was completed in 1993, greater potential exists to enhance it into a unique and integrated neighbourhood given the qualities of open and special spaces that currently exist and contribute to the West End. The West End also exhibits a unique mix of heritage resources (e.g. Mewata Armoury, the Kerby Centre and the Planetarium) that provide the opportunity to create a sense of identity for the neighbourhood.

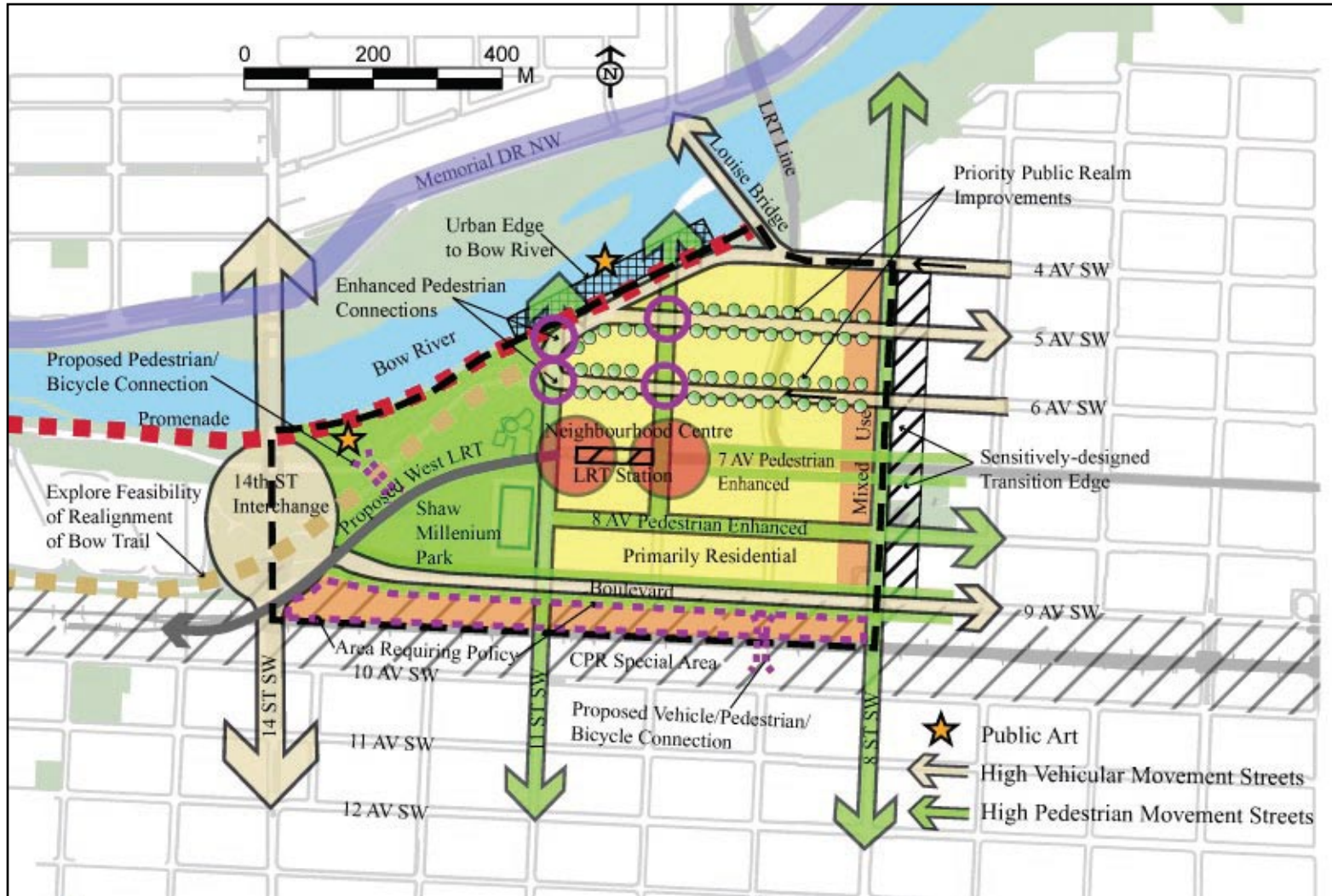
The West End is special for the presence of Shaw Millennium Park and its adjacency to the Bow River. In recent years, the West End has experienced a significant amount of residential development however; it stands as an island at the west end of the Centre City, lacking the qualities of amenity and integration that would provide a stronger sense of identity. The West End, although strong in its adjacency to the Bow River, it is not well-connected for pedestrian movements to the Bow riverfront, surrounding neighbourhoods and the Downtown. The substantial amount of east and west vehicular

movements bisect the neighbourhood therefore, not fully achieving the components of an integrated neighbourhood. The policies for the West End seek to provide a stronger sense of place and better integrate it as a neighbourhood both within and as a part of the Centre City. See Concept 7: West End.

Policies

1. Evolve the West End neighbourhood as a vibrant primarily residential neighbourhood by diversifying the opportunities for local amenities and its integration with surrounding neighbourhoods.
2. Establish a Neighbourhood Centre along 10 Street SW between 6 and 8 Avenues SW. The Neighbourhood Centre should take advantage of its proximity to the new West End LRT station, provide for local retail amenities (e.g. grocery, coffee shops, etc.) and provide a neighbourhood gathering place in the form of urban public open space.
3. Establish stronger physical and visual connections to the Bow riverfront by innovatively-designing pedestrian intersections along 10 Street SW and 4, 5 and 6 Avenues SW as well as at 11 Street SW and 6 Avenue SW. Investigate design solutions to provide a more comfortable and safe intersection crossing for pedestrians (e.g. pedestrian safety features and scramble/diagonal crossings, etc.). See the Movement and Access System section and Appendix D: Glossary.
4. Establish stronger cycling connections to the Bow riverfront along 11 Street SW at 5 and 6 Avenue SW and along 8 Street SW and 8 Avenue SW.
5. Better connect the West End neighbourhood with the Bow riverfront by developing innovative design solutions to minimize the impact of transportation mobility through and surrounding the neighbourhood (e.g. investigate the feasibility of moving major roadways away from riverfront, create an enhanced pedestrian environment along 9 Avenue SW, etc.).
6. Ensure the appropriate pedestrian movements are maintained and enhanced within Shaw Millennium Park. This should include consideration of a visually creative pedestrian overpass over Bow Trail to the riverfront.
7. Maintain the only at-grade CPR track crossing at 11 Street SW for the important north/south pedestrian/bicycle and vehicular movement system that it provides to move people and goods between the north and south side of the CPR tracks.
8. Consider pedestrian and bicycle opportunities over the CPR tracks at 9 Street SW and improve north/south pedestrian and bicycle movement along 14 Street SW.
9. Extend the pedestrian-oriented and enhanced public realm of 8 Avenue SW between 8 Street SW and 11 Street SW.

Concept 7: West End



4 URBAN STRUCTURE

Neighbourhoods

10. Incorporate opportunities for a Recreation Facility. See Recreation section.

a focus for neighbourhood integration and enhancement.
11. Implement urban edge and public art opportunities to take people down to or onto the river west of the Louise Bridge. See Public Art Strategy in Vitality section and the Riverfront section.
 - Establish a comprehensive planning, parks and transportation process for implementation of the LRT/Transportation directives through Shaw Millennium Park.
12. Ensure a strong retail/pedestrian edge on 8 Street SW that provides for compatible land uses and appropriately-scaled development within the mixed-use transition edge to the Downtown.
 - Explore the feasibility of realigning Bow Trail/14 Street interchange to improve the functional and aesthetic design of the riverfront parks spaces.
13. Identify the Science Centre Site as a significant site for a major public facility.

Actions

- Amend the West End Community District boundary to include the area between 8 and 9 Street SW as well as between 9 Avenue SW and the CPR tracks and 8 Street SW and 14 Street SW. See Concept 3: Urban Structure - Neighbourhood Boundary Revisions.
- Amend the West End Policy Consolidation Plan to provide policy direction for the appropriate mixed-use land uses along the north side of the CPR tracks between 8 Street SW and 14 Street SW.
- Undertake a comprehensive Public Realm Improvement Plan for the West End neighbourhood in order to address deficiencies in the quality of public space and to provide

4 URBAN STRUCTURE

Neighbourhoods

4 URBAN STRUCTURE

Neighbourhoods

4.2.2 Eau Claire

Preamble

As per the Eau Claire Area Redevelopment Plan (ARP), 1995, Eau Claire continues to be envisioned as a primarily residential neighbourhood along the Bow River. Eau Claire is situated between 2 Street SW and 9 Street SW and between both 3 and 4 Avenues SW to the south and the Bow River and lagoon to the north.

Similar to the other Centre City's northern neighbourhoods along the riverfront, Eau Claire has the opportunity to establish its identity via the riverfront/pathway system and such regional draws as the Eau Claire Plaza and Market. The Eau Claire neighbourhood is evolving as a very livable neighbourhood however; such livability is challenged by an increased desire to develop Downtown scale commercial/office. The Centre City Plan seeks to reinforce the vision of the Eau Claire Area Redevelopment Plan and provide sensitive and integrated transition edges along 3 and 4 Avenues SW. See Downtown section for details on the mixed-use transition edges policy. See Concept 8: Eau Claire.

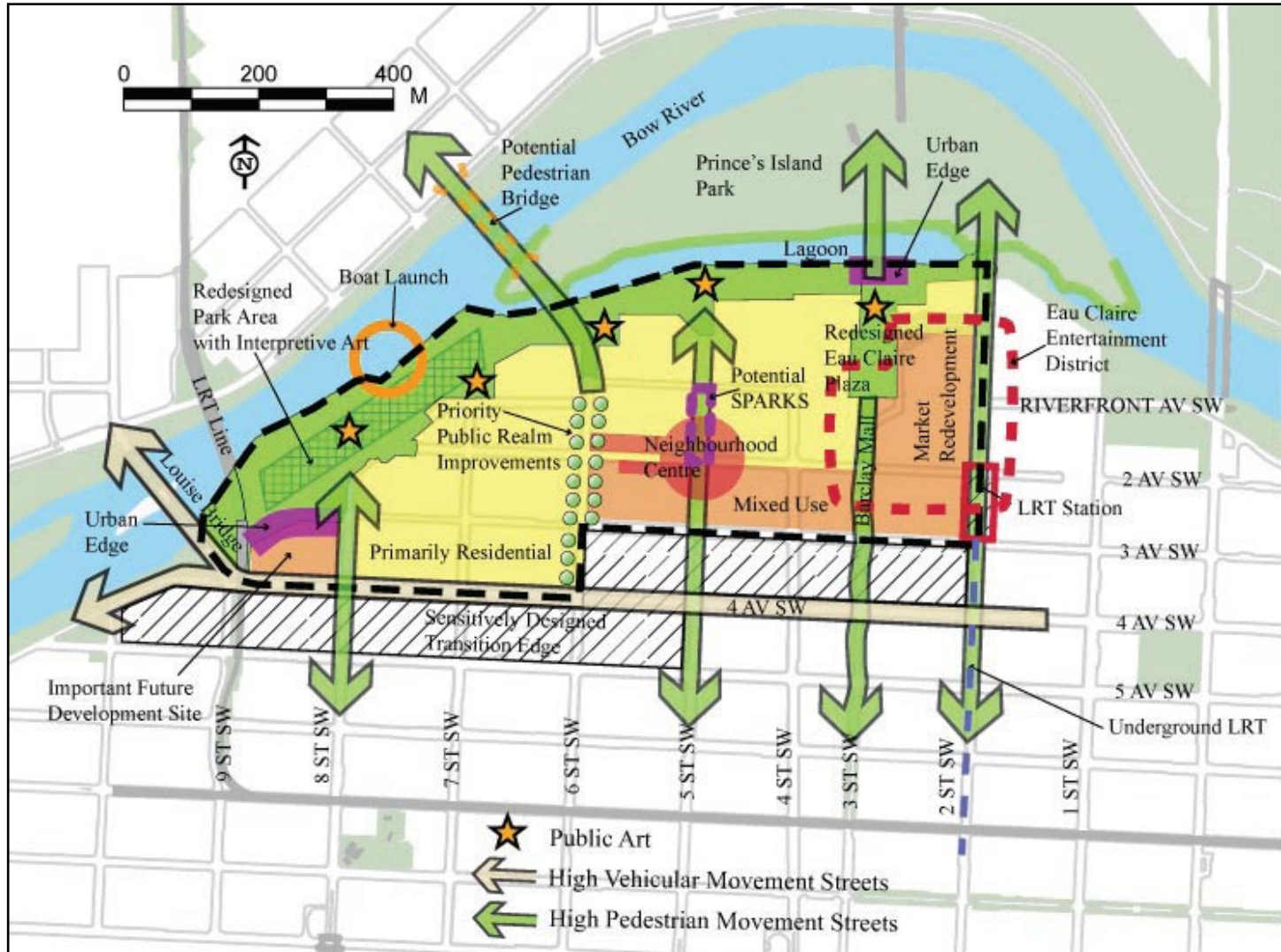
Policies

1. Facilitate the Eau Claire neighbourhood vision in the ARP as a primarily residential neighbourhood with sensitively-designed mixed land uses near the Eau Claire Market on the eastern edge and

the Barclay Mall on the southeastern edge of the neighbourhood.

2. Support the redevelopment of the Eau Claire Market as a vital mixed-use redevelopment that appropriately interfaces with the Eau Claire Plaza, riverfront and surrounding residential.
3. Establish a new local Neighbourhood Centre in the vicinity of 2 Avenue SW and 5 Street SW to reinforce and provide a local gathering and amenity area for the residents of the neighbourhood. The Neighbourhood Centre should incorporate the following components:
 - Local retail;
 - Neighbourhood-scale green open space;
 - A potential opportunity for sPARKS along 5 Street SW; and
 - A clearly integrated linkage to a transit loop. See Concept 24: Transit Network.
4. Protect existing open space along the riverfront by transferring it Parks inventory and designating it with the appropriate Land Use District.
5. Due to the ultimate increase in residential development and population in the Eau Claire neighbourhood, a review of the need for and/or possibility of alternative sites for the heliport pad within the Centre City should be undertaken. Should the heliport be removed/relocated then the area it occupies shall become parks open space.
6. Given it is the only active recreation area along the Centre City's riverfront, protect this existing active recreation area by the heliport in any upgrading of the riverfront.
7. Reinforce all pedestrian and bicycle-oriented, physical and visual connections to the riverfront and across to Prince's Island Park and the Bow River as well as improve key bicycle routes through this neighbourhood. See Concept 23: Bicycle Network.
8. Integrate all development along 2 Street SW with the future LRT station and transit and pedestrian/bicycle movements along 2 Street SW. See Concept 23: Bicycle Network and Concept 24: Transit Network.
9. Pursue the possibility of a bike station facility in the vicinity of the Eau Claire Plaza.
10. Provide a pedestrian bridge crossing between Prince's Island Park (at 6 Street SW) and the Bow riverfront along Memorial Drive.
11. Provide opportunities to link the pedestrian to the Bow riverfront between 7 and 8 Street SW. Considerations should include: a boat launch along the riverfront and interactive/interpretive public art.
12. Incorporate, when needed, innovative traffic control and calming measures and the Public Improvements Plan (as per the Eau Claire ARP) in order to create a pedestrian-scale environment, reduce or slow traffic, and enhance the

Concept 8: Eau Claire



4 URBAN STRUCTURE

Neighbourhoods

streetscape while maintaining the same amount of on-street parking.

13. Ensure an appropriate land use is proposed for the Louise Crossing site (north of 4 Avenue SW, between 8 and 9 Street SW). The land use and design should provide consideration of the value of this important site as a gateway to the Centre City. See Concept 26: Gateways, Landmarks and View Corridors.
14. Ensure appropriate mixed-use transition edges along 3 and 4 Avenues SW where the Eau Claire neighbourhood interfaces with the Downtown.

provides a land use that enhances its role along the Bow riverfront and at this important visual Eau Claire location. The study should consider economics and land use (e.g. active land uses that provide an urban edge to the riverfront).

Actions

- During the review of the Downtown Street Network Standards, review the Eau Claire Area Redevelopment policies related to traffic control and calming measures and the Public Improvements Plan in order to ensure a pedestrian-scale environment, the reduction or slowing of traffic, and enhancement of the streetscape while maintaining the same amount of on-street parking.
- Undertake an urban design exercise for the lands between 1 and 2 Avenue SW and 4 and 6 Street SW. The exercise should include consideration for the Neighbourhood Centre and integration of the residential and mixed-use/commercial developments with a transit loop.
- Initiate a Potential Redevelopment Study for the Louise Crossing site (north of 4 Avenue SW, between 8 and 9 Street SW); to ensure the site

4 URBAN STRUCTURE

Neighbourhoods

4 URBAN STRUCTURE

Neighbourhoods

4.2.3 Chinatown

Preamble

Of all the Centre City neighbourhoods, Chinatown has the most clearly distinct and defined identity due to the cultural and physical aspects that have evolved over the years. Chinatown is situated between Macleod Trail SE to the east and 2 Street SW to the west and between 3 and 4 Avenues S and Riverfront Avenue.

In 1986, the Chinatown Area Redevelopment Plan (ARP) was approved that would guide direction for this medium/high density mixed-use neighbourhood. Currently a vibrant neighbourhood, Chinatown has the opportunity to further enhance its identity through development of its edges and how these interface with the Downtown, Bow riverfront, and surrounding neighbourhoods. It is anticipated that over time, Chinatown will evolve in a manner that reinforces its significant role as a mixed-use and culturally significant neighbourhood in the Centre City. See Concept 9: Chinatown.

Policies

1. Facilitate Chinatown's evolution as a unique residential/mixed-use and cultural neighbourhood within the Centre City.
2. Reinforce the Chinese Cultural Centre, Sien Lok Park and 1 Street SW as a Neighbourhood Centre and local gathering place for the residents.

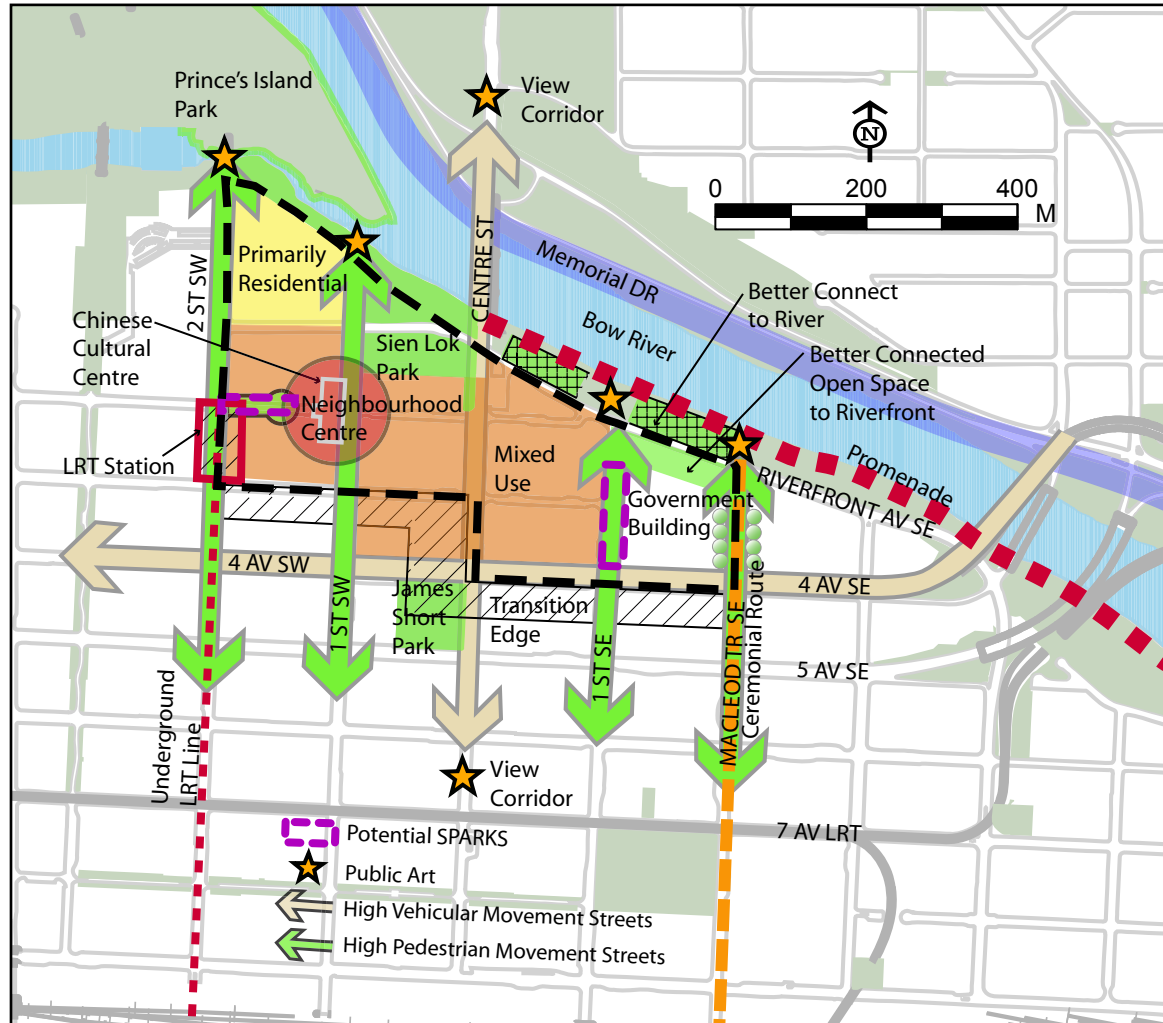
3. Preserve views to the Chinese Cultural Centre along 2 Avenue both easterly and westerly.
4. Upgrade the design, quality and accessibility of Sien Lok Park.
5. Integrate all development along 2 Street SW with the future LRT station and transit and pedestrian/bicycle movements along 2 Street SW. See Concept 23: Bicycle Network and Concept 24: Transit Network.
6. Reinforce the significance of pedestrian movements along all of the north/south streets through the Chinatown neighbourhood given their direct connection between the Downtown and the Bow riverfront. Such considerations should include clear sidewalk paths, landscaping, and transparent and active land uses.
7. Enhance Riverfront Avenue for bicycle travel.
8. Better connect the pedestrian physically and visually to the Bow River along the pathway system east of Centre Street. This should include an enhanced promenade with lighting, urban features, public art and active land uses along Riverfront Avenue to provide vitality along this area of the pathway system.
9. Redevelop open space and building features on the north side of the Harry Hays Building to better integrate with the Bow riverfront enhancements and provide "eyes on the riverfront" in this location.
10. Ensure appropriate transition edges between residential developments in Chinatown and the Downtown.
11. Consider the potential for sPARKS and/or a woonerf along Macleod Trail SE and 1 Street SE between Riverfront Avenue and 4 Avenue SE. See Section 6: Open Space and Appendix D: Glossary.

Actions

- As a priority, design and implement the public realm enhancement of Centre Street.
- Implement the promenade concept between Centre Street and MacLeod Trail SE along Riverfront Avenue SE.



Concept 9: Chinatown



4 URBAN STRUCTURE

Neighbourhoods

4.2.4 East Village

Preamble

East Village has significant potential as a new mixed-use neighbourhood for the Centre City via the newly approved East Village Area Redevelopment Plan (ARP), 2005. The opportunity exists to develop a complete neighbourhood between Macleod Trail/3 Street SE to the west and the Elbow River to the east. East Village is bound by the CPR tracks to the south and the Bow River to the north.

The neighbourhood is unique in that it includes, on its eastern edge, the Historic Fort Calgary and its associated open space, several important heritage buildings (e.g. St. Louis, King Eddy and Simmons warehouse) and is at the confluence of the Bow and Elbow Rivers. The Centre City Plan policies for East Village support the implementation of the urban/human-scale village ARP vision as well as ensure the neighbourhood is well integrated with the Downtown, Fort Calgary, and surrounding neighbourhoods. See Concept 10: East Village.

Policies

1. Support the redevelopment of East Village as a primarily residential/mixed-use neighbourhood with associated local amenities.
2. Ensure development of a vital village Neighbourhood Centre at 4 Street SE between 6 and 7 Avenue SE per the Area Redevelopment Plan. The Neighbourhood Centre should include

opportunities for local grocery/market amenities to serve this area of the Centre City.

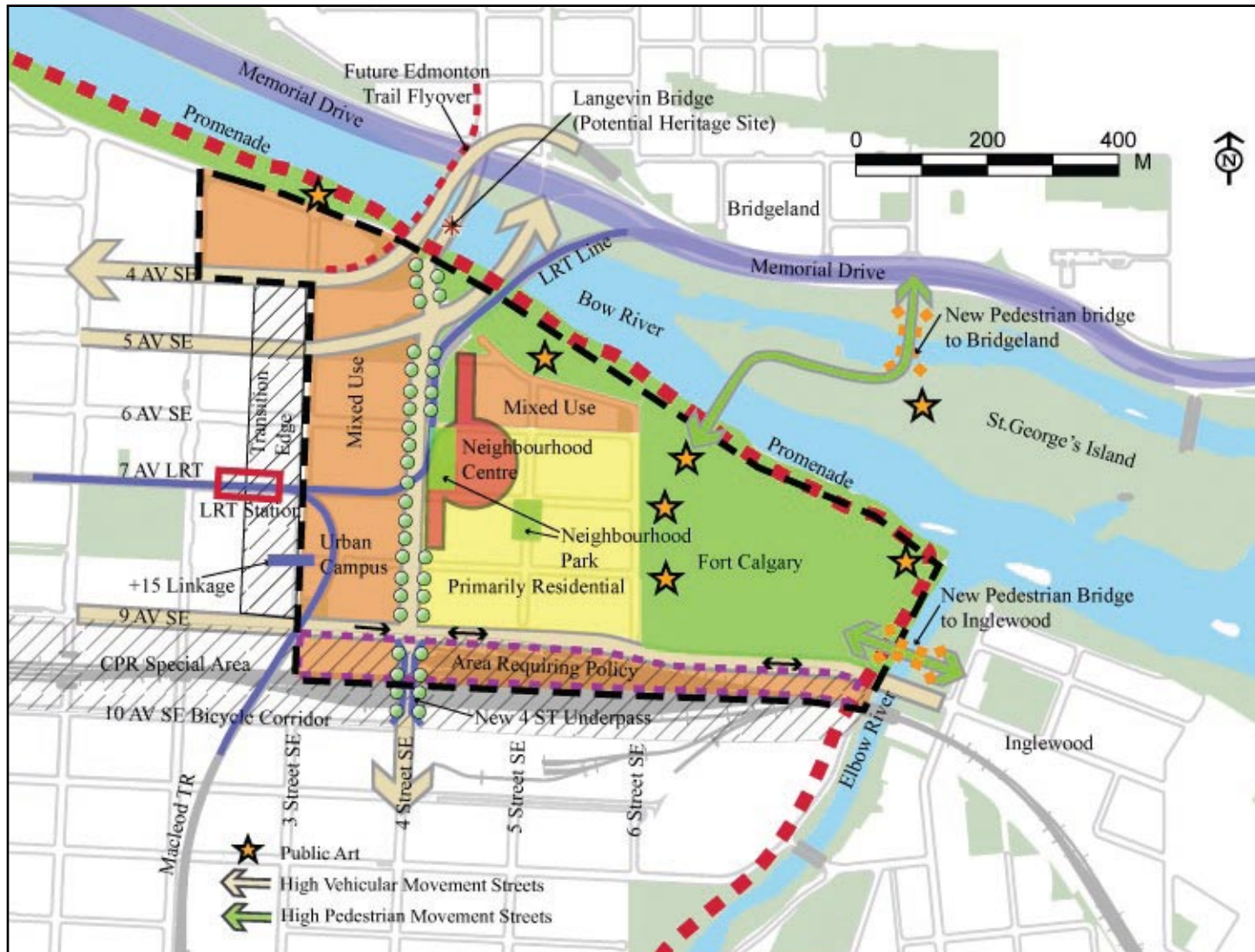
3. Sensitively integrate any new major public buildings.
4. Ensure that the plans for the Urban Campus Initiative are integrated with City Hall and the village atmosphere of East Village.
5. Design and implement the +15/pedestrian linkage east of the Municipal Building at 8 Avenue SE such that it is direct and appropriately integrated into the future development of the urban campus and/or other development east of the Municipal Building.
6. Ensure Fort Calgary is a key part of the open space system for the Centre City.
7. Incorporate public art along the riverfront and as the Avenues intersect with Fort Calgary.
8. Ensure legible connectivity for pedestrians as they move between East Village to the Downtown, East Victoria Crossing neighbourhood to the south, and Bridgeland community to the north.
9. Support the design and implementation of the 4 Street SE underpass to enhance pedestrian, bicycle and vehicular connectivity.

Actions

- Amend the East Village Area Redevelopment Plan to include:

- Policy for the area between 9 Avenue SE and the CPR tracks. The policy work should be included as a part of a neighbourhood planning exercise for the lands south of the CPR tracks between 4 and 6 Street SE and 12 Avenue SE and the CPR tracks; and
- Fort Calgary.
- Implement the vision for a promenade along the riverfront of East Village and Fort Calgary.

Concept 10: East Village



4 URBAN STRUCTURE

Neighbourhoods

4.2.5 East Victoria Crossing

Preamble

The East Victoria Crossing neighbourhood is guided by policy within the Beltline Area Redevelopment Plan (ARP), 2006. Similar to East Village and the West Park/Lower Sunalta neighbourhood, East Victoria Crossing is considered a new mixed-use neighbourhood given the substantial amount of undeveloped lands within the neighbourhood and therefore, potential to become a neighbourhood with its own unique identity. East Victoria Crossing is situated between the Elbow River to the east and MacLeod Trail SE to the west. It borders the north edge of Stampede Park along 12 Avenue SE and has the CPR tracks as its northern boundary.

East Victoria Crossing will evolve into a unique urban neighbourhood given the existing special qualities of the Warehouse District and its close proximity to the Elbow River, Stampede Park, Fort Calgary and Olympic Plaza Cultural District to the north. It is anticipated that with the new pedestrian/bicycle/vehicular underpass at 4 Street/Olympic Way SE that East Victoria Crossing will be a complete urban neighbourhood that is well integrated with the surrounding neighbourhoods and Special Areas. See Concept 11: East Victoria Crossing.

Policies

1. Support the development of East Victoria Crossing as a complete residential/mixed-use neighbourhood that is well-integrated with its unique location along the Elbow River, Stampede

Park, East Village and its historical context.

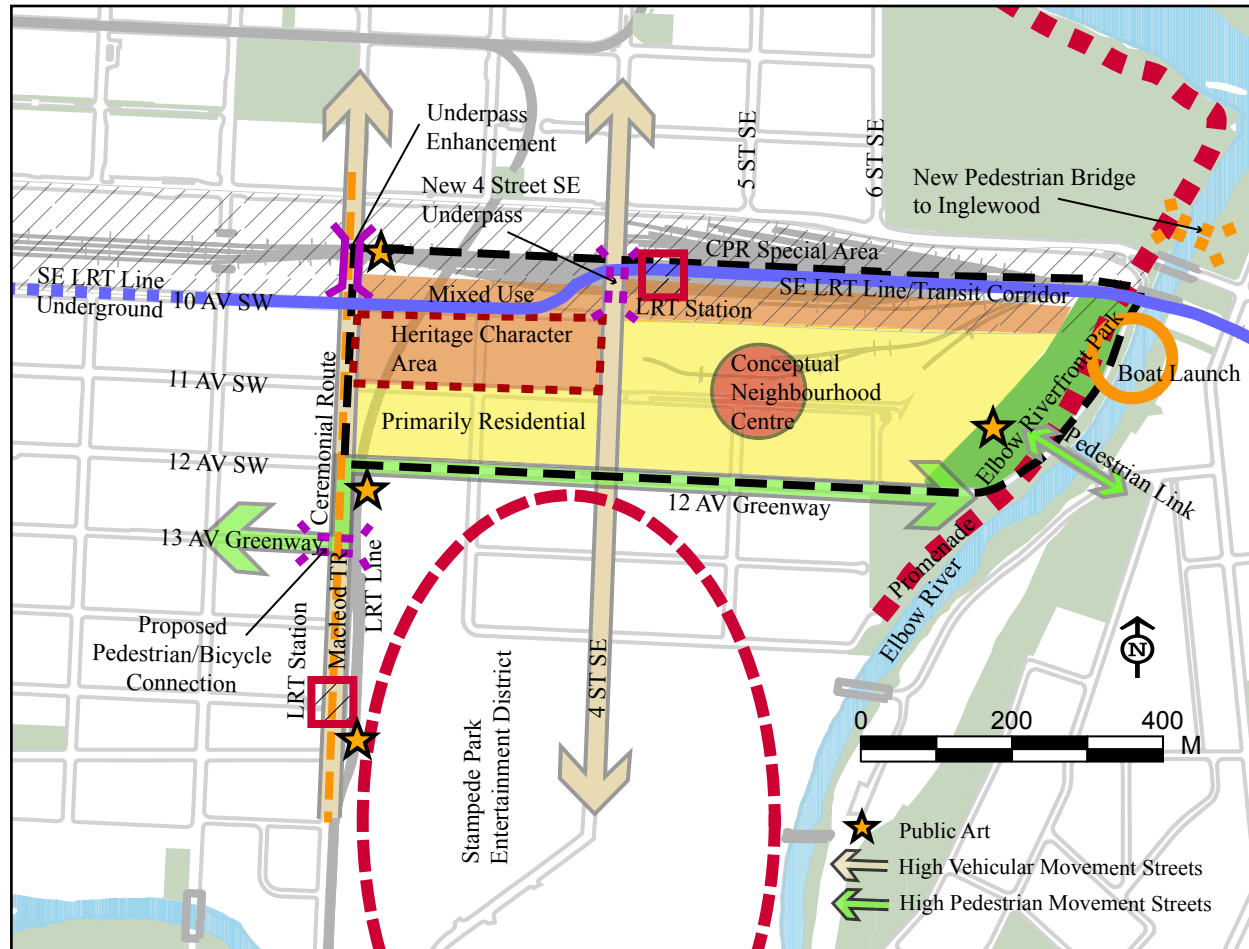
2. Develop a significant Elbow Riverfront Park that provides adequate active recreational space and good street frontage for pedestrian access. The park should incorporate urban edges and active land uses for enjoyment by a diversity of residents.
3. Reinforce the Heritage Character Area within this neighbourhood. See Beltline Area Redevelopment Plan for details.
4. Ensure that the western edge of the neighbourhood along MacLeod Trail SE is appropriately-interfaced with an enhanced pedestrian-scaled streetscape and land uses that will integrate East Victoria Crossing with Victoria Crossing Centre.
5. Ensure that the Southeast LRT line is appropriately-integrated to meet the physical and functional needs of the neighbourhood.
6. Establish a strong pedestrian and bicycle linkage for East Victoria Crossing to the Elbow riverfront via the 12 Avenue SE Greenway and 4 Street/Olympic Way SE northwards to the Bow River.
7. Support the design and implementation of the 4 Street SE underpass to enhance pedestrian, bicycle and vehicular connectivity.
8. Close 7 Street SE to provide adequate pedestrian Elbow riverfront connections to Fort Calgary and the Bow River.

9. Maintain the pedestrian linkage on the MacDonald Bridge between East Victoria Crossing and Ramsay community.
10. Provide a significant public art opportunity in the new Elbow Riverfront Park.
11. Consider the technical feasibility and the financial merit of burying the south west LRT line adjacent to Stampede Park south of 25 Avenue.

Actions

- Undertake a neighbourhood planning exercise between the Elbow River and 4 Street/Olympic Way SE and the CPR tracks and 11/12 Avenue SE to address opportunities for a diversity of multi-family housing types, non-market housing and mixed-land uses as well as:
 - Location of a new Neighbourhood Centre with local retail amenities;
 - A neighbourhood park to meet the needs of the local population. Ensure adequate functionality of the open space with an optimal size of 0.2 hectares;
 - Identification of sites for non-market housing;
 - Street pattern with an emphasis on extending the grid;
 - Incorporation of an Elbow Riverfront Park and associated connections and amenities;
 - Opportunities to model urban sustainability. See Urban Ecology section; and
 - Incorporation of transit including integrating the proposed Southeast LRT line.

Concept 11: East Victoria Crossing



4 URBAN STRUCTURE

Neighbourhoods

4.2.6 Victoria Crossing Centre

Preamble

Victoria Crossing Centre is evolving into an exciting, vital residential/mixed-use neighbourhood. Its proximity to Stampede Park and the Downtown provide a special urban interface for the neighbourhood which is guided by the Beltline Area Redevelopment Plan (ARP), 2006. Victoria Crossing Centre is situated between MacLeod Trail SE and 4 Street SW and between the CPR tracks and 17 Avenue South.

The neighbourhood's unique features are the pedestrian and bicycle-friendly 1 Street SW and most recently the proposed streetscape enhancements for Centre Streets/Volunteer Way. The sensitivity to the human-scale of these two streets and similar potential on 17 Avenue establishes the foundation for creating special neighbourhood places. Given the potential for high densities and a mix of uses in Victoria Crossing Centre it will be important to reinforce a comfortable human-scale in the public realm and architecture throughout the neighbourhood. Similarly, the neighbourhood will need to provide amenities that foster a complete neighbourhood for residents.

Similar to Connaught Centre and West Connaught, Victoria Crossing Centre does not have the opportunity of a direct connection to the natural and aesthetic attributes of the Bow and Elbow Rivers. For this reason it will be important to place emphasis on the public realm and open spaces within the

neighbourhood as well as provide a strong pedestrian connection to the surrounding neighbourhoods and natural features within the Centre City. See Concept 12: Victoria Crossing Centre.

Policies

1. Reinforce 1 Street SW and 17 Avenue SW as the Neighbourhood Centre. These streets provide an exciting mix of residential, commercial and open space that can ensure neighbourhood gathering places.
2. Reinforce the Heritage Character Area within this neighbourhood. See Beltline Area Redevelopment Plan for details.
3. Explore and support opportunities to attract a grocery/market.
4. Establish a strong pedestrian linkage to the Elbow riverfront via the 13 Avenue and 12 Avenue SE Greenway and to the Bow River via 1 and 4 Street SW. The pedestrian linkage should provide ease of access for pedestrians and cyclists to the riverfront pathway and regional parks.
5. Improve the 10 Avenue S pedestrian/bicycle interface along the CPR tracks south of the Downtown.
6. If required, support Downtown office expansion north of 12 Avenue S.
7. Redesign Humpy Hollow Park to better integrate with the vision for Centre Street/Volunteer Way and the eastern end of 17 Avenue S.

8. Support the implementation of the redevelopment of Central Memorial Park and Haultain Park including ensuring active land uses surround the parks for vitality and safety.
9. Given the heavy pedestrian usage of 4 Street SW, investigate ways to improve and support an enhanced pedestrian realm.

Actions

- Identify and acquire open space between MacLeod Trail SE and 1 Street SW to meet the needs of the local population. Ensure adequate functionality of the open space with an optimal size of 0.2 hectares.
- Prepare an Urban Design and Revitalization Strategy along 4 Street SW between the CPR tracks and 17 Avenue SW.

Concept 12: Victoria Crossing Centre



4 URBAN STRUCTURE

Neighbourhoods

4.2.7 Connaught Centre

Preamble

Situated between 4 Street SW and 8 Street SW and between the CPR tracks and 17 Avenue SW, the Connaught Centre falls within the Beltline Area Redevelopment Plan, 2006.

As a neighbourhood, Connaught Centre has several unique components such as the Lougheed House and Tomkins Park along the heart of 17 Avenue SW. The opportunity exists to complete this neighbourhood through enhancement of the area north of 12 Avenue for residential and open space as well as better integrate the open space and pedestrian movement corridors through the neighbourhood. See Concept 13: Connaught Centre.

Policies

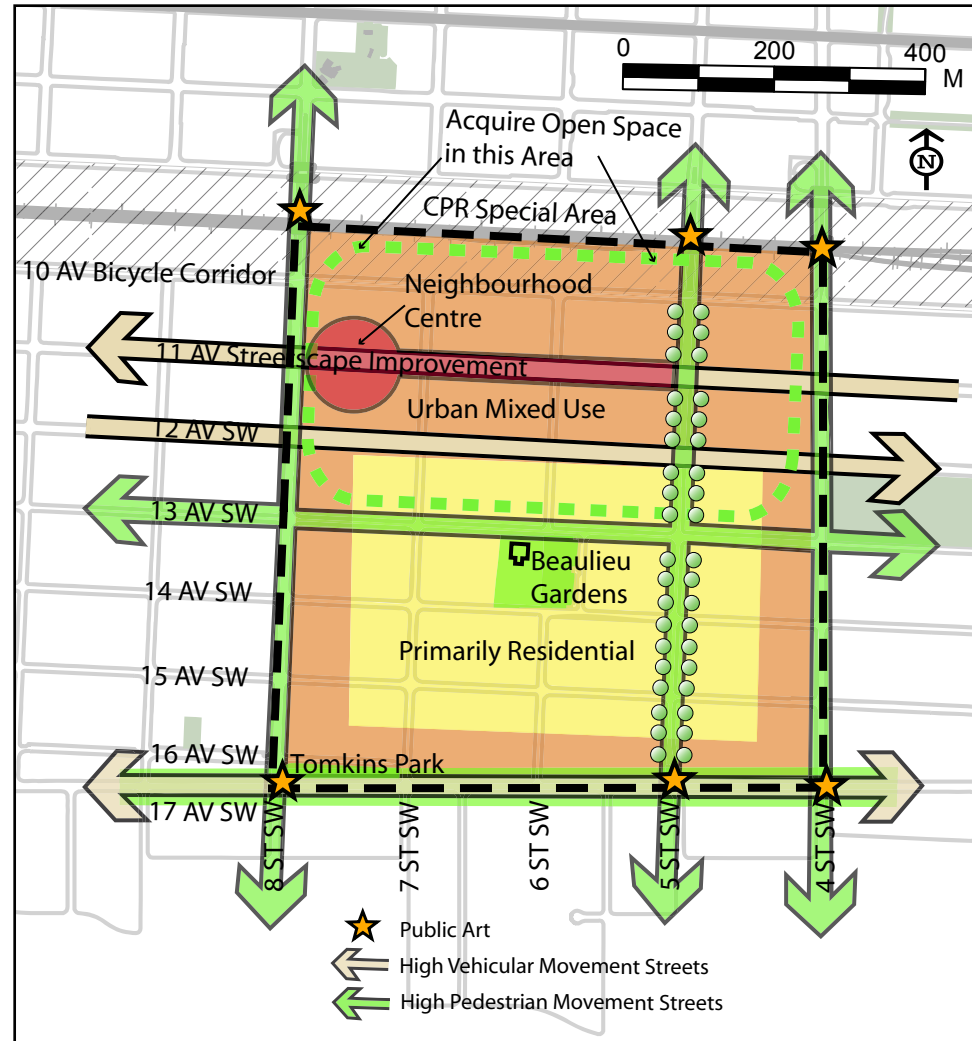
1. Pursue opportunities to enhance and integrate residential and local amenities, including open space, such that there is a stronger residential/mixed-use neighbourhood identity.
2. Establish a new Neighbourhood Centre internal to the neighbourhood that has the local amenities of open space and community facilities/functions. 8 Street SW and 17 Avenue SW serve as commercial neighbourhood centres yet the opportunity exists to create another unique gathering place within the neighbourhood such as in the area of the Lougheed House/Beaulieu Gardens.

3. Establish a strong pedestrian/bicycle connection for Connaught Centre to the Elbow riverfront via the 13 Avenue Greenway and to the Bow River via 4 and 8 Street SW, 10 Avenue S as well as +30 opportunities over the CPR tracks given the lack of a central neighbourhood connection for pedestrians to link to the north.
4. If required, support Downtown office expansion north of 12 Avenue.
5. Incorporate a transit loop into the public realm plans for 8 Street SW and 17 Avenue SW.
6. Explore unique public art/open space opportunities for this neighbourhood to integrate the open space and pedestrian movement corridors.

Actions

- Identify and acquire open space between 4 Street SW and 8 Street SW to meet the needs of the local population. Ensure adequate functionality of the open space with an optimal size of 0.2 hectares.
- Prepare an Urban Design and Revitalization Strategy along 4 Street SW between the CPR tracks and 17 Avenue SW.
- Complete the 11 Avenue Urban Design Streetscape Master Plan between 4 Street SW and 11 Street SW.

Concept 13: Connaught Centre



4 URBAN STRUCTURE

Neighbourhoods

4.2.8 West Connaught

Preamble

The West Connaught neighbourhood currently has the highest residential density in the city with the potential for more. Guided by the Beltline Area Redevelopment Plan, 2006, and situated between 8 Street SW and 14 Street SW and between the CPR tracks and 17 Avenue SW, it is currently a strong residential neighbourhood with the potential for more vibrancy through urban mixed-use and open space opportunities.

11 Street SW provides a special gathering and connection opportunity for the local residents to surrounding neighbourhoods and the Bow River to the north. West Connaught provides the greatest opportunity for families given Connaught Elementary School and the potential for enhancing the residential in the neighbourhood via amenities such as open space, recreation and strong connections to Shaw Millennium Park, the Bow River and future West Park. See Concept 14: West Connaught.

Policies

1. Emphasize West Connaught as a high-density urban residential/mixed-use neighbourhood that meets the needs of a mix of demographics/groups especially families.
2. Reinforce the existing Neighbourhood Centre along 11 Street SW by supporting local retail developments, and reinforcing and enhancing

the park/open spaces along 11 Street SW (e.g. redevelop Connaught Park adjacent to St. Stephen's Church).

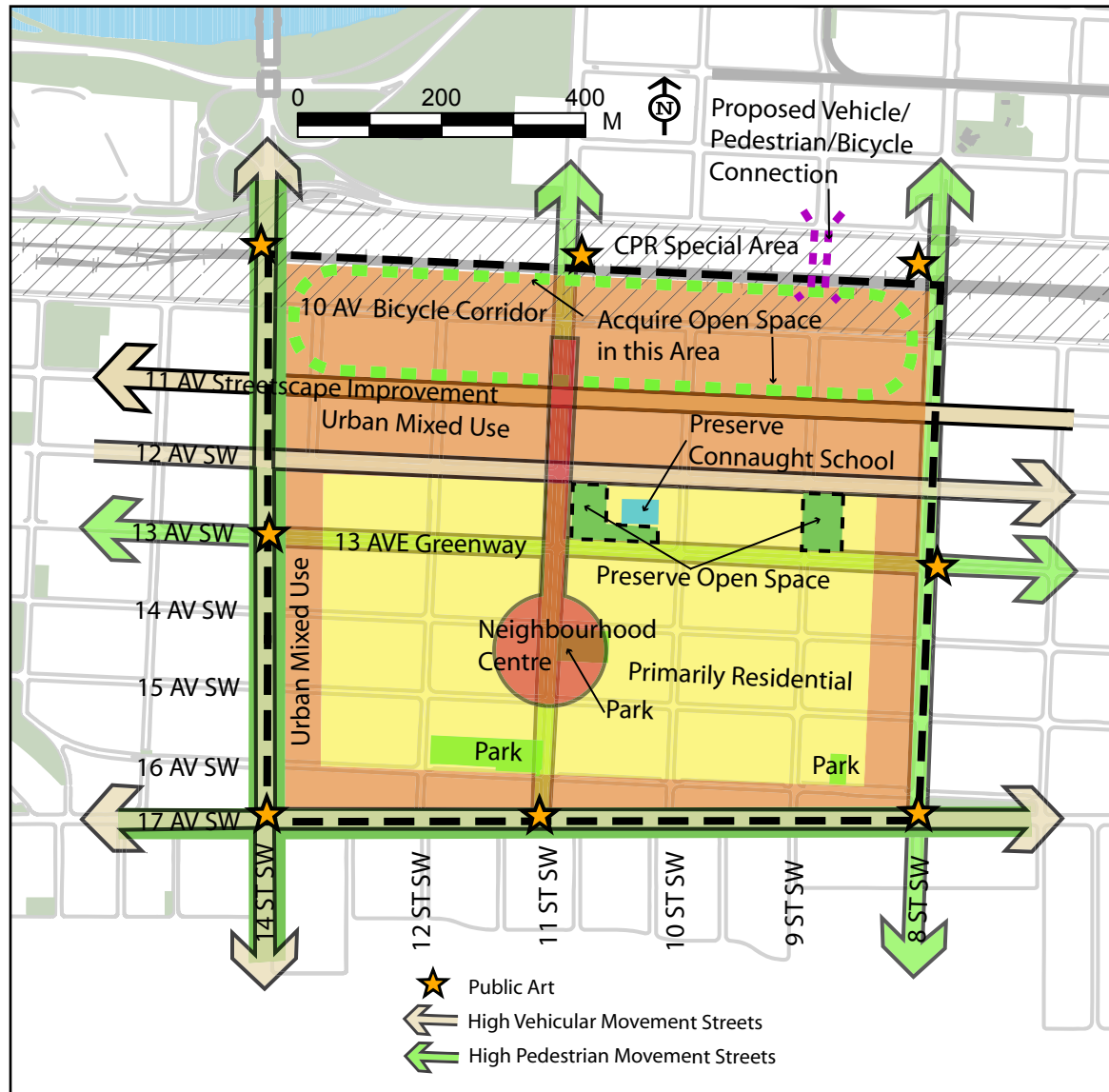
3. Support opportunities for daycares within West Connaught.
4. Upgrade the quality and function of existing parks to maximize their public use within this neighbourhood.
5. Establish a strong pedestrian/bicycle connection for West Connaught to the Bow riverfront via the 13 Avenue SW Greenway to the west and along enhanced 8, 11 and 14 Street SW pedestrian streetscapes. In addition to the traffic lights, enhance the pedestrian/bicycle crossing at 13 Avenue SW and 14 Street SW to ensure pedestrian/bicycle movements can move with ease and comfort (e.g. Urban Braille, pedestrian-scaled urban and landscape features at the intersection).
6. Support the continued operation of Connaught Elementary School.
7. Maintain the only at-grade CPR track crossing at 11 Street SW for the important north/south pedestrian/bicycle and vehicular movement system that it provides to move people and goods between the north and south side of the CPR tracks.
8. Accommodate pedestrian/bicycle movements in future plans for the 14 Street SW/Bow Trail interchange.

9. Improve the key route of pedestrian/bicycle travel along 10 Avenue SW with consideration of a pedestrian/bicycle connection over 14 Street SW at 10 Avenue SW.
10. Consider pedestrian/bicycle opportunities over the CPR tracks at 9 Street SW.
11. Explore unique public art/open space opportunities for this neighbourhood.

Actions

- Identify and acquire open space between 8 Street SW and 14 Street SW (inclusive) to meet the needs of the local population. Ensure adequate functionality of the open space with an optimal size of 0.2 hectares as well as be open to opportunities to reallocate existing under-utilized open space.
- Complete the 11 Avenue Streetscape Improvement Plan between 4 Street SW and 11 Street SW.

Concept 14: West Connaught



4 URBAN STRUCTURE

Neighbourhoods

4.2.9 West Park/Lower Sunalta

Preamble

Currently, the area defined as West Park/Lower Sunalta is guided by the Sunalta Area Redevelopment Plan, 1983. This area is bounded by 14 Street SW and Crowchild Trail to the west and is between the Bow River and 12 Avenue SW. It is outside the official Centre City boundary however, several stakeholder exercises have indicated that it is appropriate to consider it within the Centre City Plan given the potential to improve its integration with the Centre City along the Bow riverfront, with a future LRT station and as a unique urban neighbourhood.

An exciting opportunity exists for a large regional open space (e.g. West Park) north of the CPR tracks that interfaces with the Bow River and Transit-Oriented Development near the future LRT station. A grand vision of a regional Centre City "Central Park" is proposed as a part of the West Park/Lower Sunalta neighbourhood and the overall Centre City vision. It is anticipated that the park would serve a significant need for open space for existing and new residents of the Centre City and surrounding neighbourhoods. See Concept 15: West Park/Lower Sunalta.

Policies

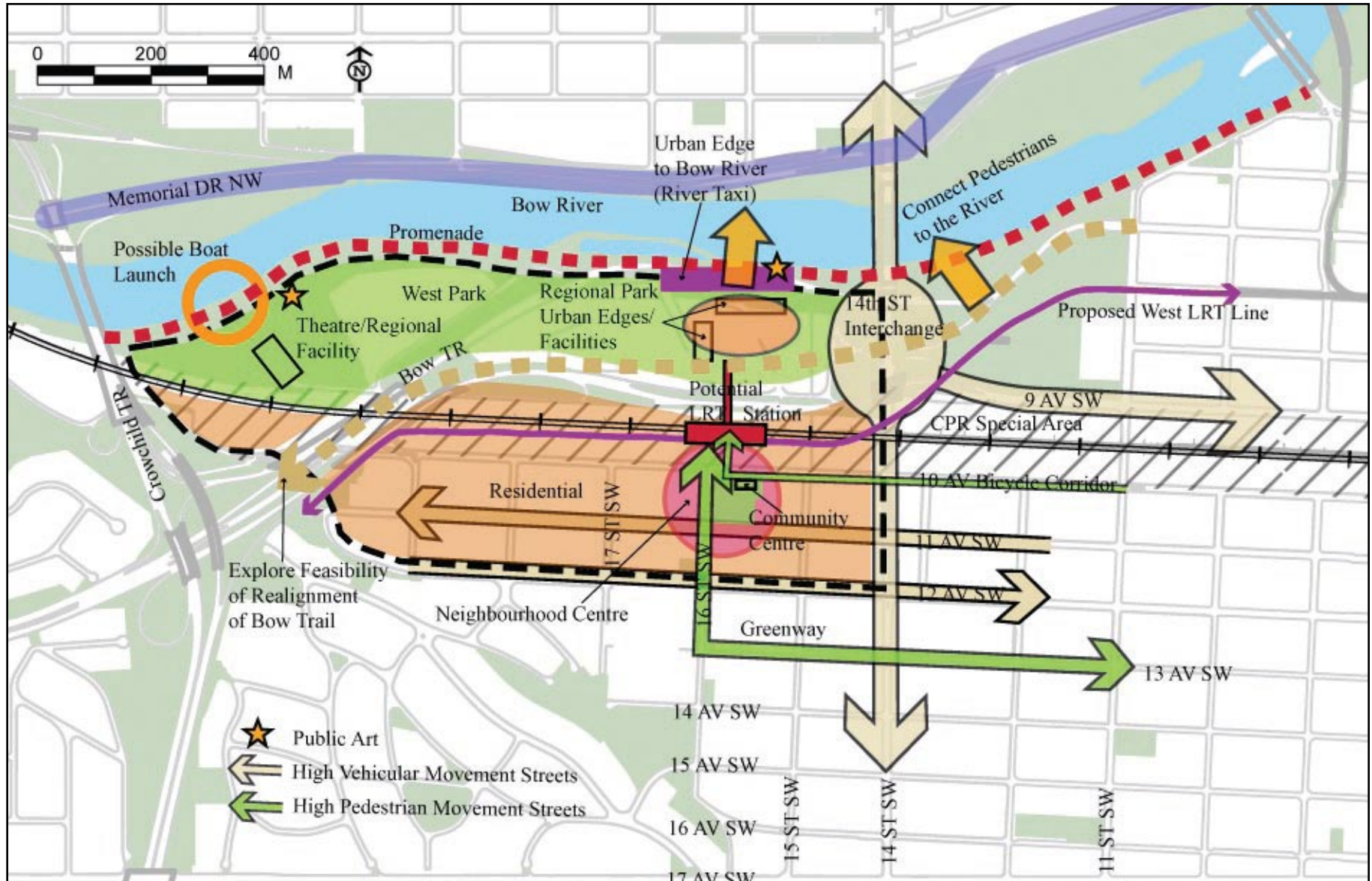
1. Review the potential of the West Park/Lower Sunalta area to provide Transit-Oriented Development and a regional scale park.

2. Planning for the area should include:
 - Involvement of all land owners and community stakeholders;
 - Exploring the possibility of relocating the roadway away from the Bow River to improve the quality and usability of the riverfront park space;
 - Consideration of the area as a Brownfield Redevelopment site with opportunities to model sustainability. See Section 7.9: Urban Ecology;
 - Exploration of opportunities for urban edges along the Bow riverfront in the form of restaurants, coffee shops, etc. and incorporation of active riverfront uses such as a boat launch area and river taxi;
 - Integration of residential and commercial uses within a park setting;
 - Future opportunities for regional recreational and/or cultural facilities that serve the regional area;
 - Opportunities for family-oriented housing;
 - An inland water feature for stormwater;
 - Incorporation of Centre City snow removal storage;
 - Interim and long-term strategies for the Greyhound Bus Depot;
 - Improve the key route of pedestrian/bicycle travel along 10 Avenue SW with consideration of a pedestrian/bicycle connection over 14 Street SW at 10 Avenue SW;
 - A direct and enhanced pedestrian/bicycle connection at 19 Street SW and 10 Avenue SW; and
 - Potential for a new Neighbourhood Centre in the vicinity of 10 Avenue SW and 16 Street SW. The Neighbourhood Centre would:
 - ◆ Integrate the existing Sunalta Community Centre and open space;
 - ◆ Integrate/connect the future LRT station in the vicinity of 10 Avenue SW and 16 Street SW; and
 - ◆ Incorporate the pedestrian/bicycle connection along the 13 Avenue SW Greenway (see Beltline neighbourhood sections) up 16 Street SW to the new West Park and Bow River pathway system.

Actions

- Investigate possibilities for non-statutory or statutory land use and urban design planning exercise(s) for this area.
- Undertake project scoping for a potential neighbourhood planning exercise for the West Park/Lower Sunalta area that addresses the policies listed above.
- Explore the feasibility of realigning Bow Trail to improve the functional and aesthetic design of the riverfront parks spaces.

Concept 15: West Park/Lower Sunalta



4 URBAN STRUCTURE

Special Areas

4.3 Special Areas

Preamble

Calgary's Centre City has a wealth of existing special areas that are unique for their contribution to the open space/public realm and vitality of the Centre City. Areas such as Shaw Millennium Park, Eau Claire Plaza, Prince's Island Park, Fort Calgary, Central Memorial Park, Olympic Plaza, Devonian Gardens, a new West and Elbow Riverfront Park provide a welcome relief to the Downtown's urban environment and meet local amenity needs for residents. Stampede Park, the Calgary Tower, Stephen Avenue Mall and 17 Avenue S are existing examples that provide vitality and energy to the Centre City.

The Centre City plans for three future special areas which are West Park, Elbow Riverfront Park and the Canadian Pacific Railway (CPR) Special Area/Corridor. Each of these new special areas are envisioned to contribute significantly to providing new open space, vital land uses, and innovative and exciting design of the public realm and architecture. A similar opportunity exists for unique Districts to become special areas as they evolve over time in the Centre City.

The CPR tracks have a history of being a barrier between the connectivity of the Downtown (and its neighbourhoods) and the Beltline neighbourhoods. The Plan envisions the CPR corridor evolving as a unique, comprehensive three-dimensional "zone". It is envisioned as a mixed-use space that integrates the

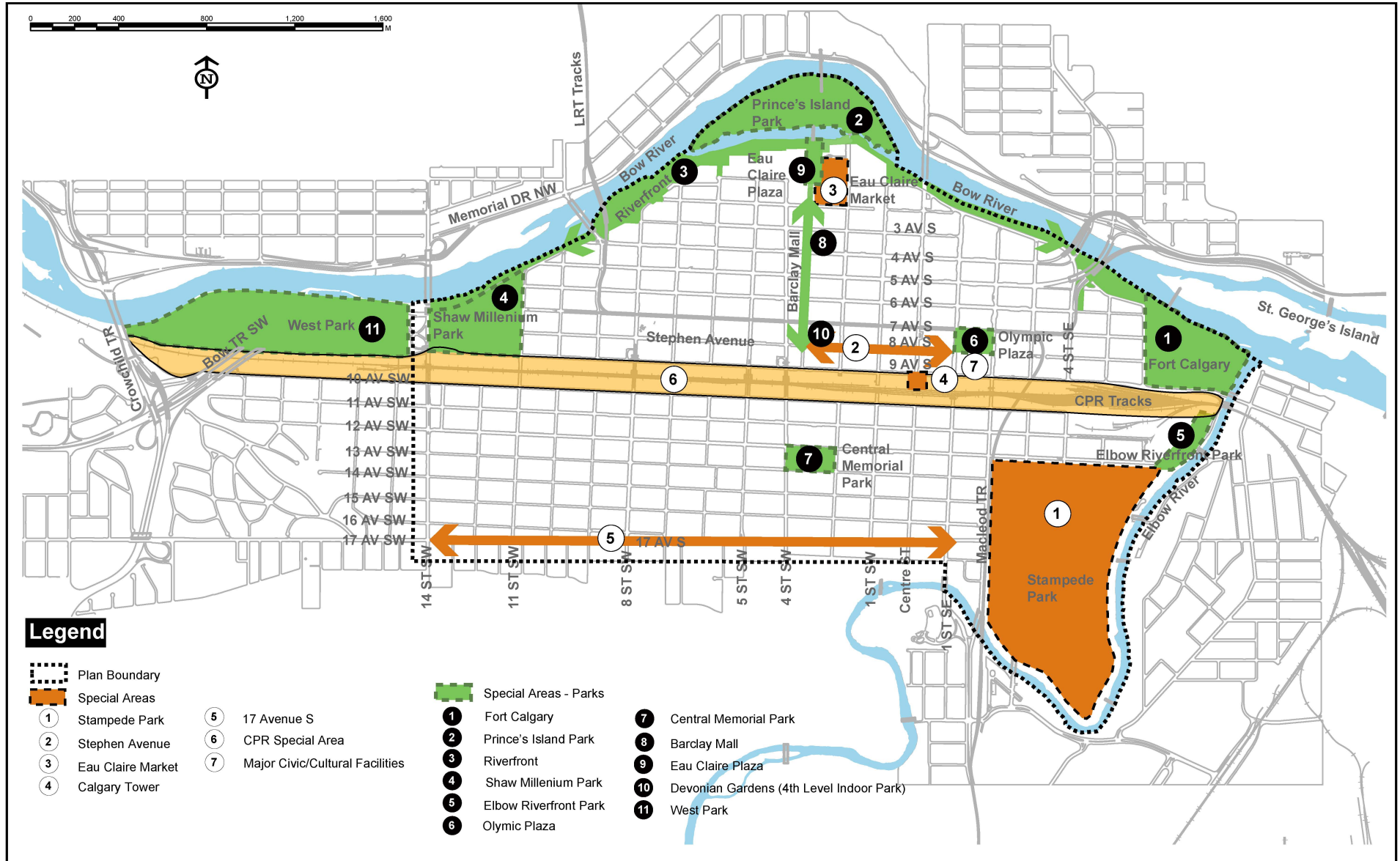
north and south sides of the tracks and has exciting linkages, places and landmark built forms.

The sustainability of each of the existing special areas will require an investment in enhancement, maintenance and operations to ensure these areas continue to provide quality space in the Centre City. The Centre City Plan endeavours to ensure vitality of all existing and future special areas is reinforced by enhancing pedestrian connectivity between each of them. See Concept 16: Special Areas.

Policies

1. Ensure the highest quality of development and appropriate land uses within/surrounding the Centre City's existing open space/public realm special areas of Shaw Millennium Park, Eau Claire Plaza, Prince's Island Park, Fort Calgary, Central Memorial Park, Olympic Plaza, Devonian Gardens, and new West and Elbow Riverfront Parks. Similarly, ensure that development/redevelopment of Stampede Park, the Calgary Tower, 17 Avenue S, Stephen Avenue Mall, the CPR Special Area and any other future special areas are of the highest quality in design and well-integrated with surrounding residential and mixed land uses.
2. Ensure the preservation of heritage resources and the character they contribute to each of the special areas in the Centre City. Creatively celebrate the history and high quality that such heritage resources can contribute to the evolution of special areas.
3. Support a comprehensive revitalization and implementation of the Eau Claire Plaza and Eau Claire Market.
4. Support the redevelopment and rejuvenation of Devonian Gardens and Olympic Plaza.
5. Ensure future transportation and transit opportunities associated to Shaw Millennium Park respect the high quality of design and redevelopment required to maintain this open space as a special area.
6. Reinforce Fort Calgary's historic contribution to the Centre City and the city as a whole by:
 - Supporting the Fort Calgary Master Plan; and
 - Ensuring public accessibility to Fort Calgary for open space purposes.
7. Ensure pedestrian/bicycle-friendly connections and way-finding from the Downtown and riverfronts to all existing and future special areas.
8. Establish sensitive and appropriate interfaces between special areas, the residential neighbourhoods, and the Bow and Elbow Rivers.

Concept 16: Special Areas



4 URBAN STRUCTURE

Special Areas

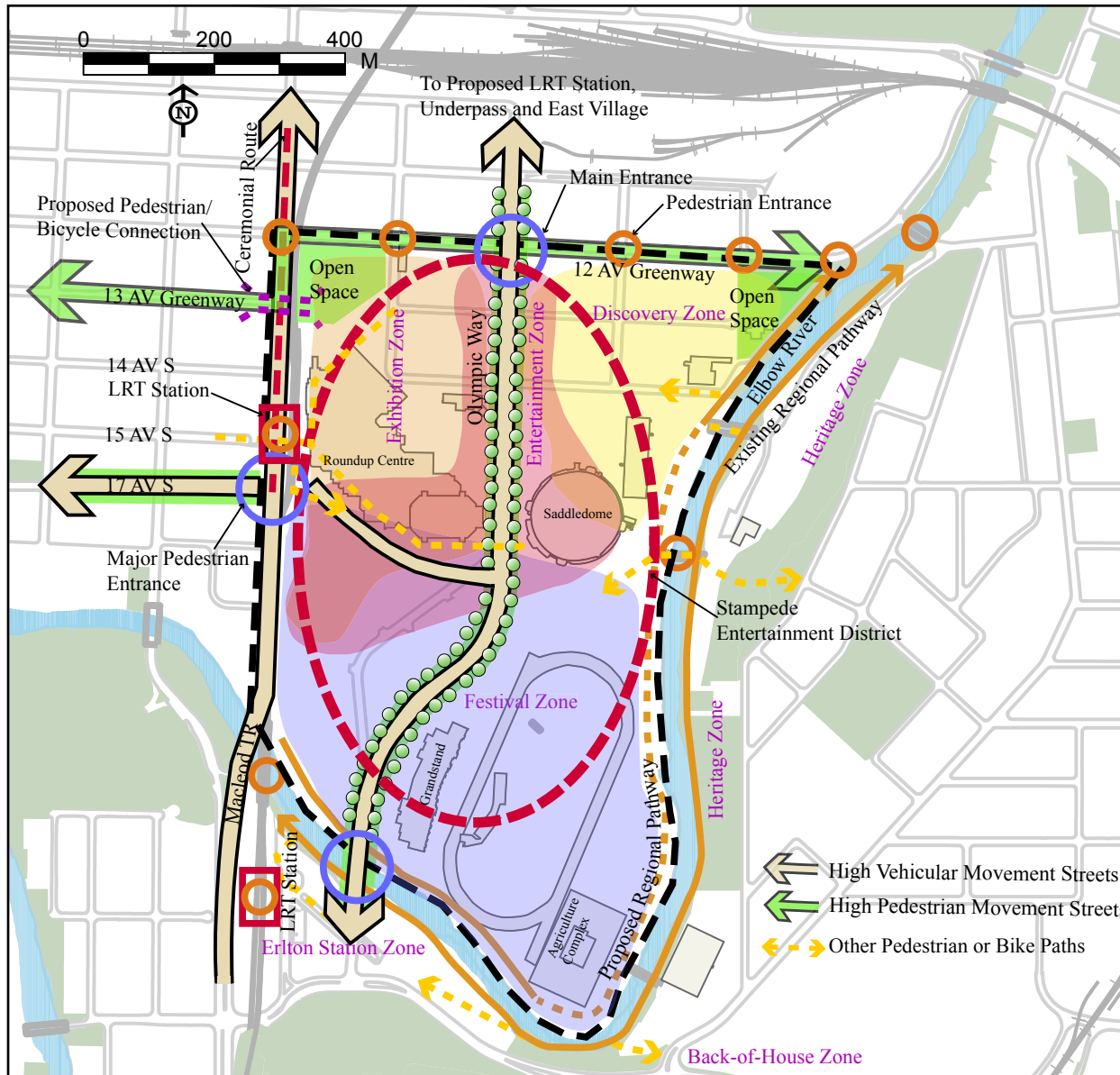
4.3.1 Stampede Park Policies

1. Reinforce the significance of Stampede Park to the Centre City and the city as a whole by:
 - Identifying Stampede Park as an Entertainment District within the Centre City;
 - Subject to detailed feasibility studies, consider an additional vehicular access to Stampede Park from Macleod Trail SE;
 - Providing a pedestrian/bicycle overpass at Macleod Trail SE and 13 Avenue SE;
 - Improving a key route of bicycle travel between 4 Street/Olympic Way SE and 25 Avenue SE.
 - Supporting the proposed Greenway along 12 Avenue SE to connect the 13 Avenue S greenway with the Elbow riverfront;
 - Enhancing the interface along Macleod Trail SE and 12 Avenue to ensure a pedestrian scaled, comfortable and safe connection between Stampede Park and the surrounding residential/mixed-use neighbourhoods; and
 - Reconstructing the Stampede LRT Station to accommodate a four car train.
 - Explore the feasibility of connecting 17 Avenue (from MacLeod Trail) East to Olympic Way through the Calgary Stampede Site and in conjunction with the Calgary Stampede.

See Concept 17: Stampede Park.



Concept 17: Stampede Park



Stampede Park Concept is for illustration only. The official concept Plan is approved as part of the Direct Control Districts applicable to Stampede Park.

4 URBAN STRUCTURE

Special Areas

4.3.2 Canadian Pacific Railway Special Area/Corridor Policies

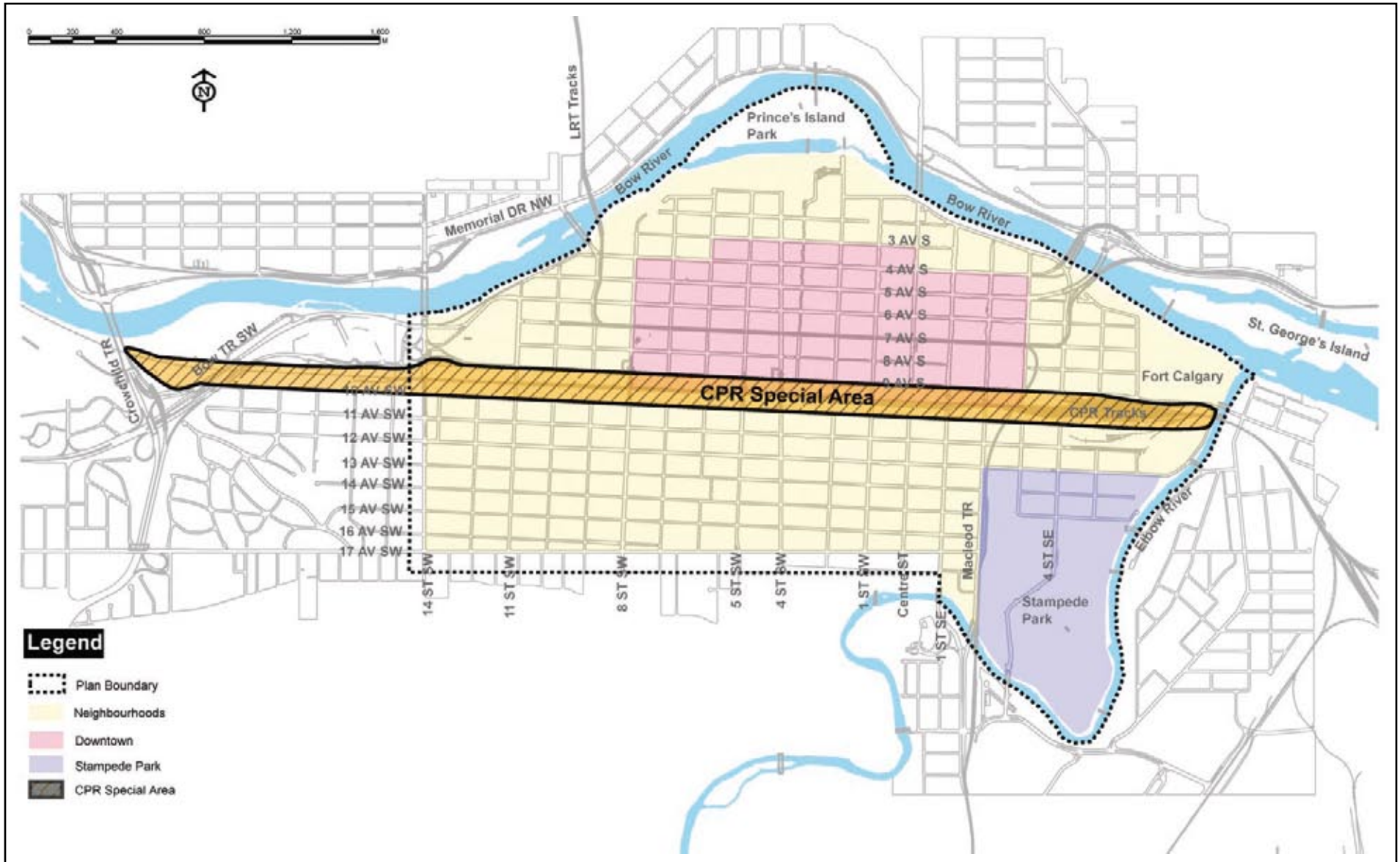
1. Establish a new CPR Special Area/Corridor between the Elbow River and Crowchild Trail SW and between 9 Avenue S and 10 Avenue S, inclusive of both sides of the street.
2. Ensure the CPR tracks remain long-term and at-grade as a catalyst for economic development.
3. Ensure that the CPR corridor innovatively bridges the CPR tracks between the Downtown and Beltline neighbourhoods.
4. Implement the CPR corridor vision over time with the following five main components:
 - +30 public spaces that bridge the CPR tracks;
 - East/west connections between the +30 public bridges to create a continuous east/west system;
 - At-grade plazas that serve as entrances to the +30 system;
 - Opportunities within new developments for active uses at the +30 level; and
 - Physical enhancements of existing and potentially new vehicular underpasses. See Underpasses section for policies related to enhancing the underpasses for pedestrian, bicycle and vehicular movements.

See Concept 18: CPR Special Area/Corridor.

Actions

- Prepare a more detailed handbook and create a bonus system for how the CPR Corridor can be built over time with short and long-term considerations.

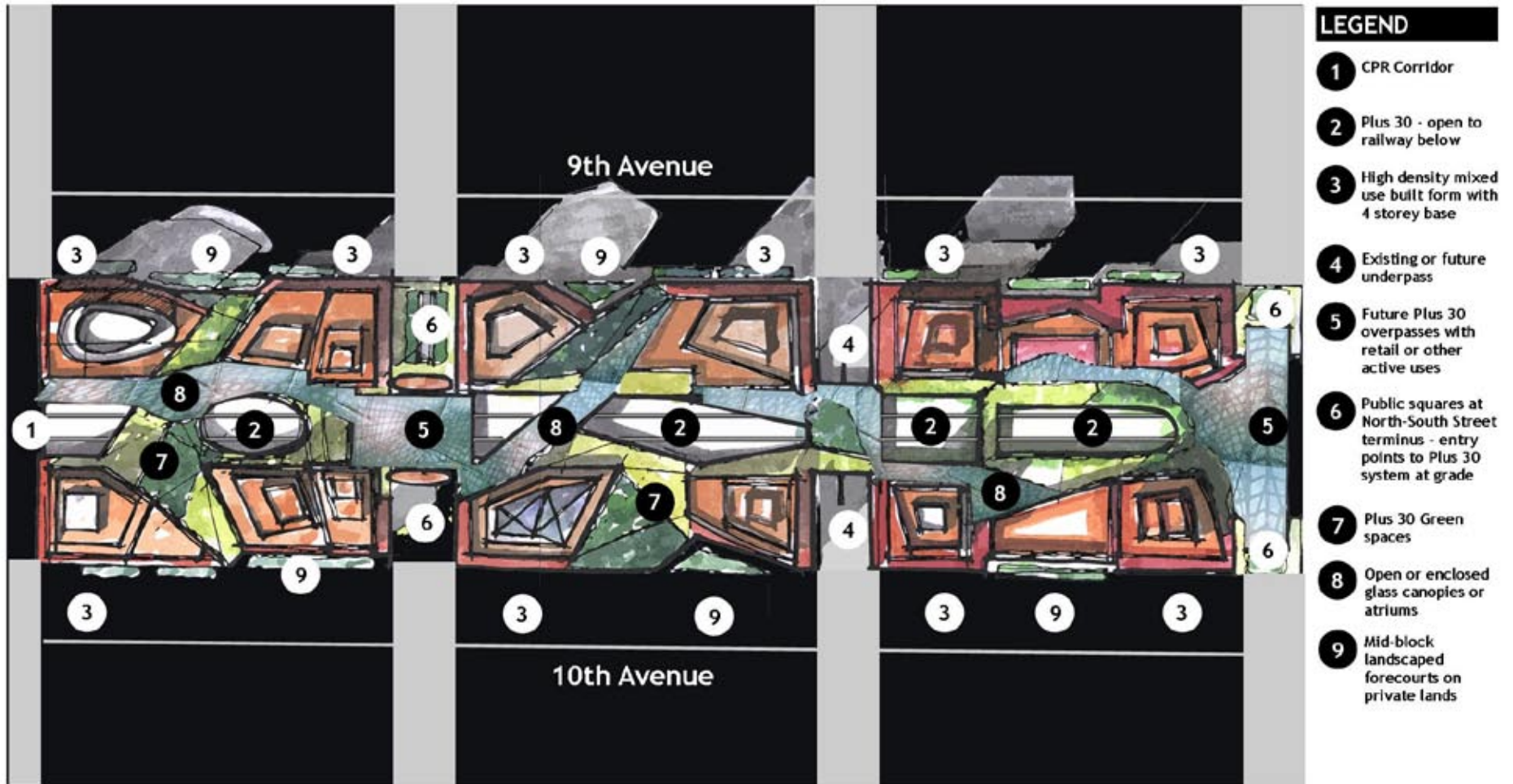
Concept 18: CPR Special Area



4 URBAN STRUCTURE

Special Areas

CANADIAN PACIFIC RAILWAY SPECIAL AREA CORRIDOR CONCEPT (3 blocks sample)



4 URBAN STRUCTURE

Special Areas

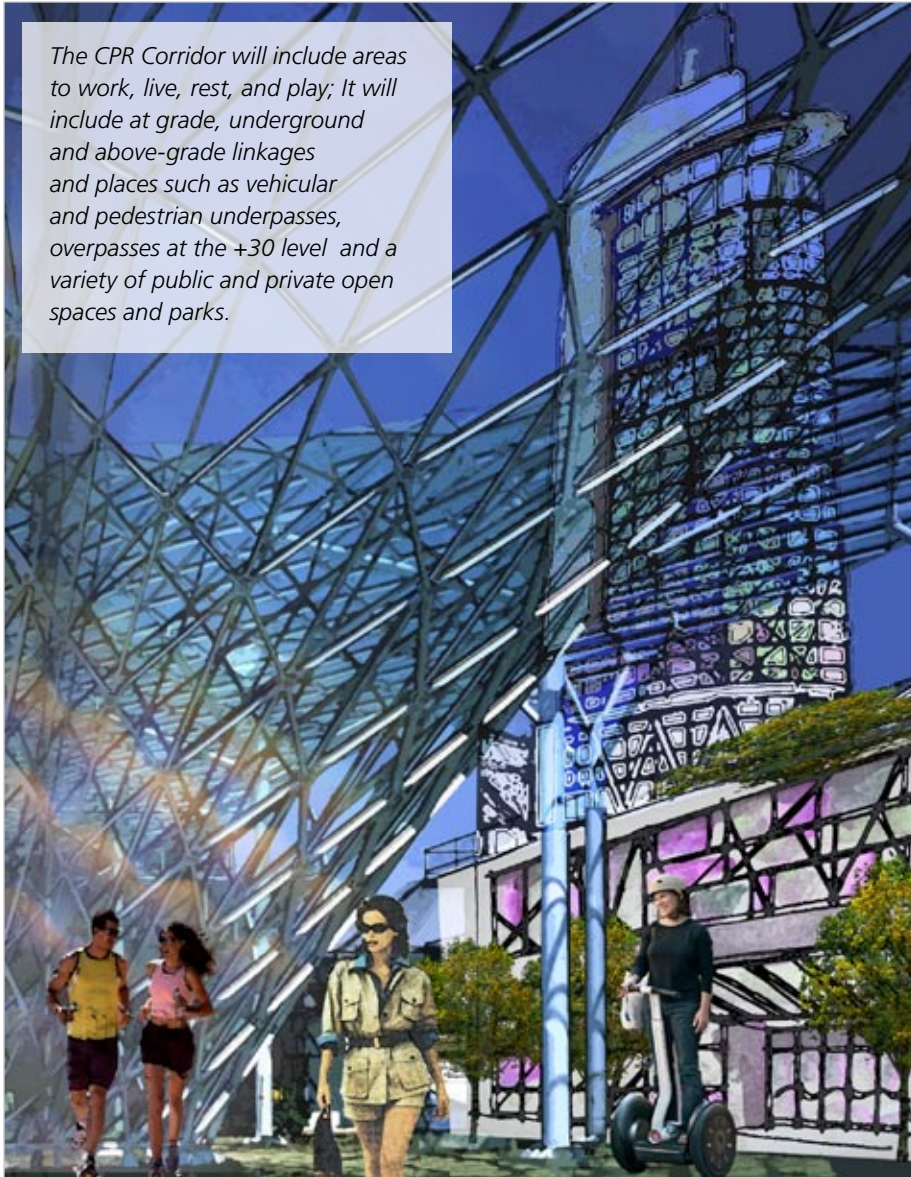
Canadian Pacific Railway Special Area Corridor is a bridging point between the past, present and future and between the Downtown and Beltline areas. It will be a vibrant and sustainable system within the city with a variety of land uses, exciting horizontal and vertical linkages, special places and iconic built form.



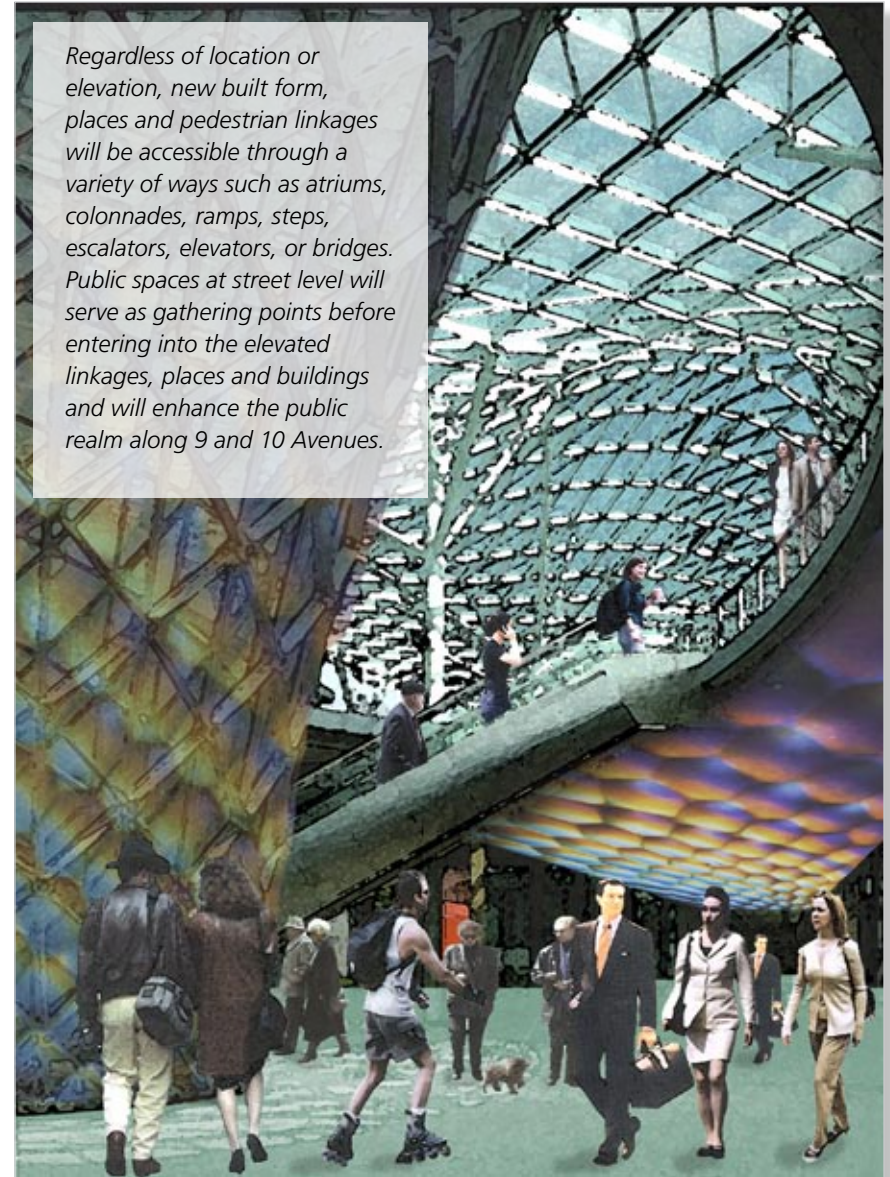
4 URBAN STRUCTURE

Special Areas

The CPR Corridor will include areas to work, live, rest, and play; It will include at grade, underground and above-grade linkages and places such as vehicular and pedestrian underpasses, overpasses at the +30 level and a variety of public and private open spaces and parks.

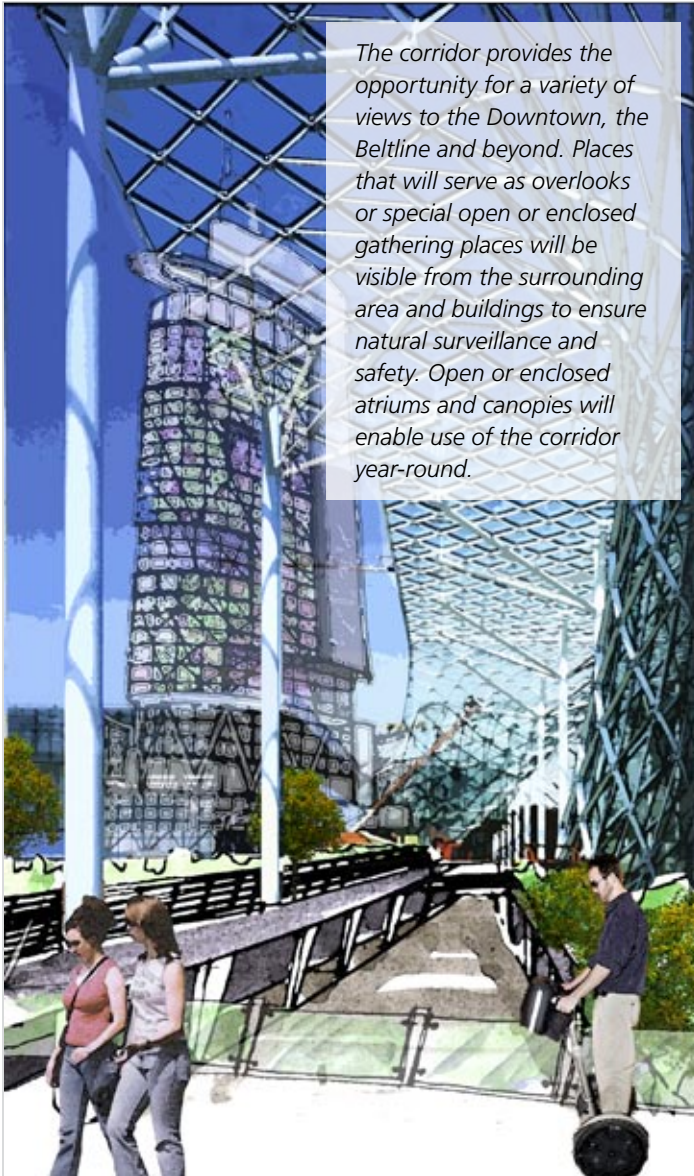


Regardless of location or elevation, new built form, places and pedestrian linkages will be accessible through a variety of ways such as atriums, colonnades, ramps, steps, escalators, elevators, or bridges. Public spaces at street level will serve as gathering points before entering into the elevated linkages, places and buildings and will enhance the public realm along 9 and 10 Avenues.

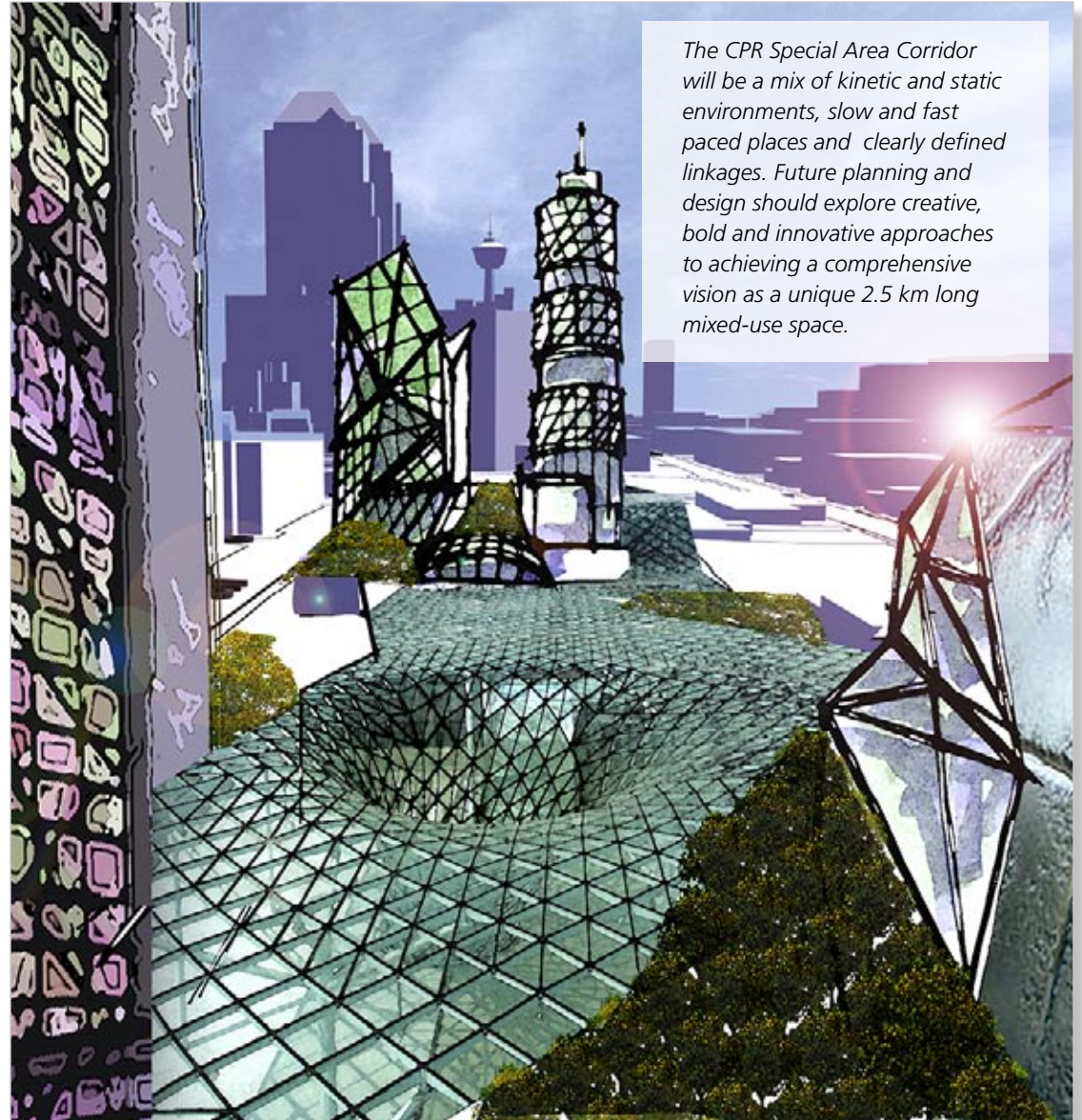


4 URBAN STRUCTURE

Special Areas



The corridor provides the opportunity for a variety of views to the Downtown, the Beltline and beyond. Places that will serve as overlooks or special open or enclosed gathering places will be visible from the surrounding area and buildings to ensure natural surveillance and safety. Open or enclosed atriums and canopies will enable use of the corridor year-round.



The CPR Special Area Corridor will be a mix of kinetic and static environments, slow and fast paced places and clearly defined linkages. Future planning and design should explore creative, bold and innovative approaches to achieving a comprehensive vision as a unique 2.5 km long mixed-use space.

4 URBAN STRUCTURE

Special Areas

5

OPEN SPACE & RIVERFRONT



5 OPEN SPACE & RIVERFRONT

5.0 Open Space and the Riverfront

Preamble

As Calgary seeks to enhance the livability and vitality of the Centre City, the open space system needs to be substantially strengthened in order to meet the passive and recreational needs of those living, working and visiting the Centre City. The pathway system along the Bow and Elbow Rivers or parks such as Prince's Island Park and Central Memorial Park have long been identified as regional recreational amenities rather than local neighbourhood parks. Currently, and as the Centre City evolves, the need to provide new and redevelop parks to meet the local amenity needs of residential neighbourhoods, create a sense of community, and foster social interaction will be essential to building complete and integrated neighbourhoods. Therefore, the opportunity exists to enhance the Centre City's open spaces and riverfront for residents, employees in the Downtown as well as be better linked to provide a legible system for tourists and residents moving between neighbourhoods and the Downtown.

The Centre City open space system relies on public streets to provide connectivity and continuity. Concept 19: Open Space shows those streets that ensure legibility of the open space system

and the role it plays in connecting the Centre City neighbourhoods and the Downtown. The Public Realm section addresses the character of these key streets to ensure they complement the open space system.

5.1 Parks

Policies

1. Strengthen the value that "quality" open spaces add to the legibility, livability and vitality of the Centre City.
2. Create a comprehensive and connected open space system that links parks/plazas, the riverfront, and special areas.
3. Ensure the future vision of Fort Calgary is integrated as a part of the open space system and special areas within the Centre City.
4. Enhance the riverfront as an active, livable, pedestrian/bicycle-oriented amenity for the Centre City neighbourhoods and the city as a whole.
5. Create an open space/linkage loop through and around the Centre City via the riverfront, 13 Avenue S and the CPR Special Area. Include opportunities to celebrate the historical significance that is found along 13 Avenue S and the role of the CPR to the City of Calgary.
6. Create a park/plaza within a five-minute walk for residents and employees in the Centre City. The parks/plaza shall meet the criteria set out in the Public Realm Policies and Parks criteria for the design or redevelopment of neighbourhood and urban open spaces.
7. Establish a new Centre City West Park as a regional amenity for Centre City and city-wide enjoyment.
8. Establish a new neighbourhood and riverfront park along the Elbow River in the East Victoria Crossing neighbourhood.
9. Establish and develop sPARKS as flexible and eco-friendly places/connections that complement neighbourhood centre activities and create places for localized civic celebrations and events. sPARKS shall:
 - Be located on north-south oriented streets that have low traffic volumes (e.g. less than 5,000 vehicles per day);
 - Be located in areas that already have active land uses at-grade or have the potential for redevelopment or significant improvement of existing building edges;
 - Accommodate slow-moving vehicular traffic and on-street parking in the winter and various active/passive pedestrian activities in the summer;
 - Ensure through-cycling;

5 OPEN SPACE & RIVERFRONT

Concept 19: Open Space



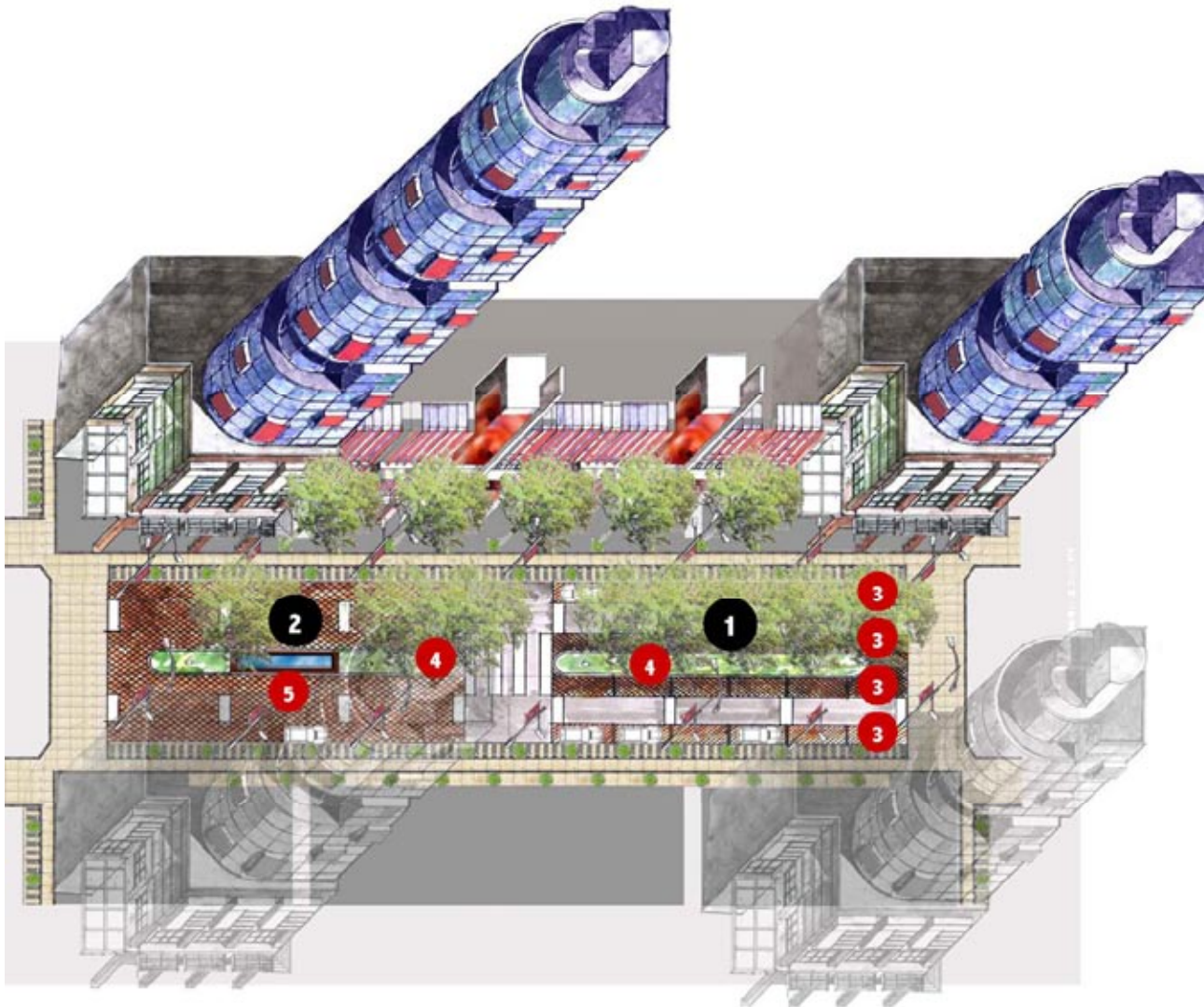
5 OPEN SPACE & RIVERFRONT

- Consider distinctive eco-paving (e.g. full or partial water retention or permeability), textures and colour treatments;
 - Provide distinctive, movable and multi-purpose street furniture to accommodate various pedestrian activities; and
 - Provide special lighting, water, landscaping or public art features.
10. Preserve sunlight access for all existing and new open spaces as per the Sunlight Preservation section.
 11. Plan for land uses that are supportive and enhance the vitality of both existing and new open spaces.
 12. Explore opportunities for incorporating bicycle facilities in Centre City parks.
 13. Emphasize all Centre City parks as locations for public art.
 14. Establish, as a priority, the portions of the Centre City Public Art Strategy that relate to the open space, riverfront and linkages system.
 15. Support and facilitate the implementation of the Open Space Strategy for Established Communities and the Centre City Open Space Management Plan.

Actions

- Acquire additional open space to provide open space amenities for residents/employees within a five-minute walk.
 - Develop a detailed action strategy that:
 - Defines/redefines the function/role of all existing Centre City parks in an effort to establish what is required in an acquisition of new open space for size and function;
 - Establishes the spatial distribution of parks relative to people;
 - Plans for a variety of open spaces with criteria that will create a sense of place to meet the needs of each neighbourhood and the Downtown;
 - Locates future parks such that view lines to and from the parks are reviewed to ensure vitality of the park;
 - Integrates with the pathway and linkage system; and
 - Recommends enhancement/revitalization of existing parks to better meet their role/function and create of a sense of place.
 - Acquire new park lands in the West Connaught, Connaught Centre, and Victoria Crossing Centre neighbourhoods to meet local open space needs. Ensure adequate functionality of the open space with an optimal size of 0.2 hectares.
- 
- Identify an opportunity to undertake a sPARKS pilot project. The project should include feasibility study, design and implementation of the sPARKS (e.g. Centre Street S/Volunteer Way).
 - Establish a comprehensive planning, parks and transportation process for implementation of the LRT/Transportation directives through Shaw Millennium Park.
 - Plan for significant new open space in the long term (10-30 years) in the following locations:
 - Lands between the Elbow River and 4 Street SE and the CPR tracks and 12 Avenue SE/ Victoria Park Transit Centre lands; and
 - New West Park/Lower Sunalta neighbourhood.

5 OPEN SPACE & RIVERFRONT



sParks Concept

LEGEND

- 1** SPARK 1—accessible year-round
Two-way traffic flow with special paving and trees, maximized on-street parking
- 2** SPARK 2—Accessible to vehicles only during the winter. In summer pedestrian space accommodates hospitality, special events, recreational, commercial and artistic activities. Special features may include water, light and sound and public art. In Winter months street performs as described in SPARKS 1.
- 3** 4 lanes of on street parking with options for temporary use of curbside parking stalls as a sidewalk.
- 4** LANDSCAPED MEDIAN (only for two-way streetscape option)
- 5** SPECIAL FEATURES (water, public art, light, sound)

5 OPEN SPACE & RIVERFRONT

5.2 Riverfront

Preamble

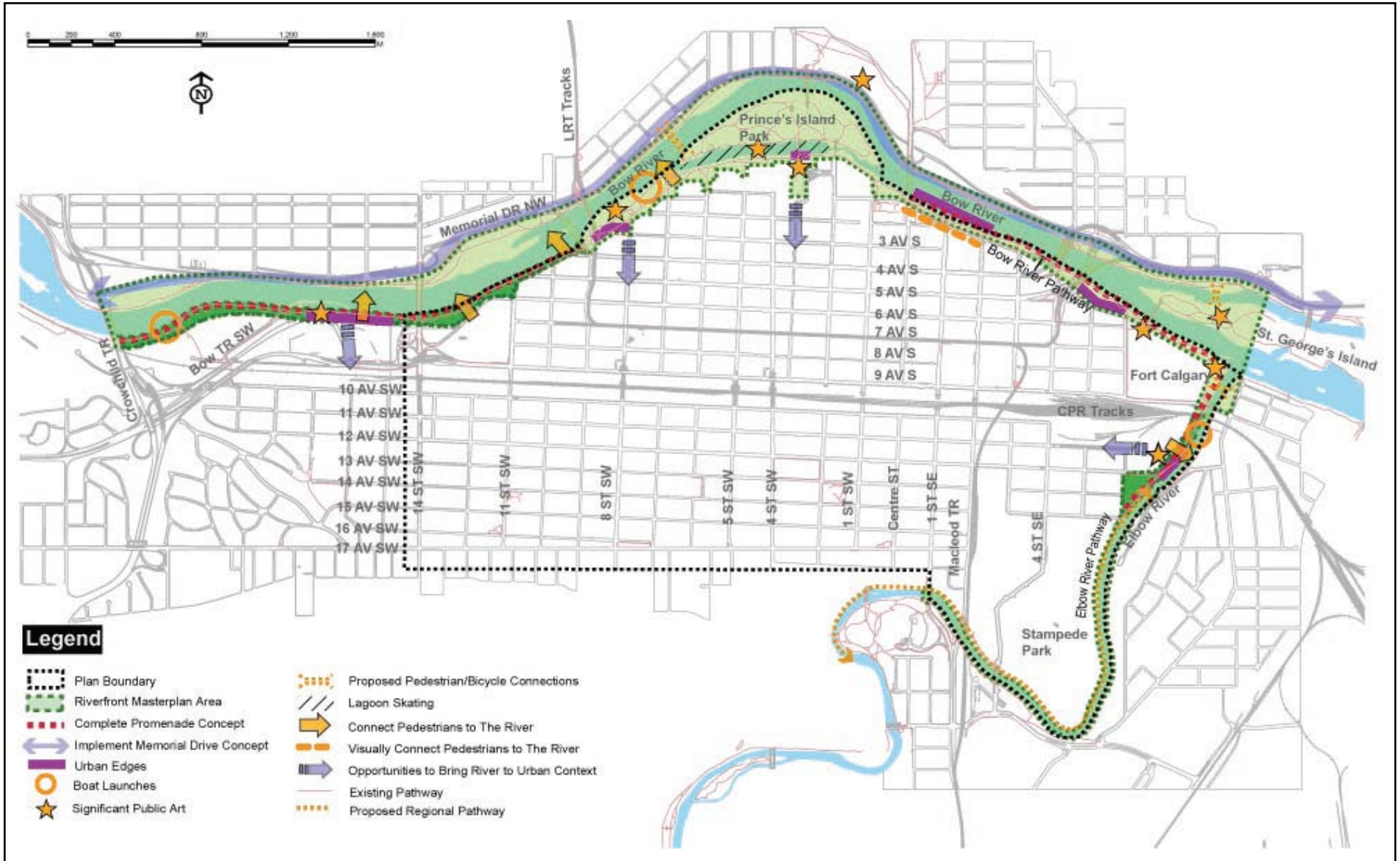
Calgary's Centre City riverfront is well-used and appreciated for the value it adds to the passive and recreational open space system for the city. Given this, the Centre City Plan endeavours to reinforce the value of the riverfronts along the Bow and Elbow Rivers by exploring opportunities to further enhance the potential that the riverfront can contribute to the livability and vitality of the Centre City and the city as a whole. It is the intent of the Plan to preserve the natural features of the riverfront while providing more opportunities for the rivers to be celebrated and experienced. See Concept 20: Riverfront.

Policies

1. Reinforce the riverfront as a premier open space component of the Centre City.
2. Protect existing open space along the entire riverfront by transferring it to Parks inventory and designating it with the appropriate Land Use.
3. Reinforce strong pedestrian connections to the riverfront to meet open space needs for the residential/mixed-use neighbourhoods in the following manner:
 - Establish a 12/13 Avenue S Greenway connection to the Bow and Elbow Rivers by connecting the new West Park and Elbow Riverfront Park; and
 - Reinforce the importance of the north/south pedestrian-enhanced connections to the riverfront.
4. Identify recreational and interactive art opportunities that better connect the pedestrian directly down to the river, onto the river and over the river.
5. Complete the comprehensive promenade concept along the Bow and Elbow riverfronts. The riverfront promenade should include the following:
 - Articulated, high-quality paved pedestrian areas;
 - Delineation of the pedestrian from other alternative modes of movement;
 - Fully accessible and employing partial Calgary Urban Braille System elements;
 - Pedestrian-scaled lighting that is of the highest quality of design and materials, integrated with other street furniture such as benches, trash receptacles and similar;
 - A pedestrian/bicycle-oriented way-finding system and other interpretive systems that educate and inform about the geographic, natural and cultural heritage of the Bow and Elbow Rivers, or inform about adjacent facilities, places and attractions; and
 - A celebration of the Bow and Elbow Rivers through two and three-dimensional public art features that are located at the areas of highest pedestrian traffic.
6. When required, due to an increase in pedestrian, bicycle and pedestrian-motorized vehicles, explore the separation of pedestrians, bicycles and in-line skaters along the riverfront pathways/promenade to ensure the pathway system remains comfortable and safe for both the pedestrian and cyclist's recreational and commuter needs.
7. Resolve the pathway/transportation conflict points between the Louise Bridge (9 Street SW) and the new West Park (Crowchild Trail SW) by twinning the pathway system from Nat Christie Park to the Pumphouse Theatre and/or other solutions that would minimize congestion for the pedestrian along this area of the riverfront.
8. Explore the feasibility and opportunities for three new pedestrian/bicycle bridges from Prince's Island Park/6 Street SW to the north side of the Bow River/Memorial Drive, between Fort Calgary and the St. George's Island and the Bridges Redevelopment, and between Fort Calgary and Inglewood (north of 9 Avenue to connect the pedestrian pathway system over the Elbow River).
9. Establish opportunities for an urban edge (e.g. restaurants/coffee shops) in appropriate locations along the riverfront such as the new West Park and Elbow Riverfront Park.

5 OPEN SPACE & RIVERFRONT

Concept 20: Riverfront



5 OPEN SPACE & RIVERFRONT

11. Create special places along the riverfront that connect with the north/south street intersections (e.g. public art, activity/interpretive opportunities such as where 6 and 8 Street SW connects to the river pathway system).
12. Enhance crossings and connections to the north side of the Bow River (including implementation of the approved Memorial Drive landscape design concepts) and through to the Zoo and the Bridges Redevelopment.
13. Preserve all pedestrian views and connections directly to the Bow and Elbow Rivers.
14. Implement the new Eau Claire Plaza Design Concept and its interface with Prince's Island Park.
15. Implement the Utilities & Environment Protection Public Art Master Plan along the riverfront.

Actions

- Prepare a Feasibility Study of the potential opportunities to better connect the pedestrian directly down to, onto, over and along the Bow River. The study should:
 - Identify recreational opportunities on the river such as rafting/boating launches and a river taxi;
 - Support implementation of skating on the Bow River lagoon in the Eau Claire neighbourhood; and
 - Resolve existing and future increased congestion points of pedestrian, bicycle, in-line skating and pedestrian-motorized vehicle movements along the riverfront pathway/promenade.
- Prepare a Feasibility Study on future pedestrian/bicycle bridges from Prince's Island Park/6 Street



SW to the north side of the Bow River/Memorial Drive, between Fort Calgary and the St. George's Island and the Bridges Redevelopment, and between Fort Calgary and Inglewood (north of 9 Avenue to connect the pedestrian pathway system over the Elbow River).

- Prepare and implement a comprehensive promenade design concept with lighting/street furniture and lookout points in the locations that currently do not have such a design (e.g. West Park and West End neighbourhood, East Village between Centre Street and Fort Calgary and along the entire Elbow River). Prioritize the Elbow River pathway extension through Stampede Park due to the flood-prone nature of the east bank pathway.
- Prepare Urban Design and Environmental Guidelines for future urban edges along the Bow and Elbow riverfronts.

6

MOVEMENT & ACCESS SYSTEM



6.0 Movement and Access System

Preamble

The movement and access system for the Centre City will be planned and designed using the Green Transportation and Public Realm Hierarchy as the guiding principle. For years, The City has placed a strong emphasis on supporting alternative access to the Centre City and has been successful in achieving over a 40 percent modal split between public transit and other movement modes. ImagineCALGARY has established a target that this split increase to 60 percent of all trips. In order to achieve this, the overall system needs to be planned around improving the efficiency and usability of pedestrian, bicycle and transit systems. The Plan has clearly laid out the land use and form of the Centre City. Densities are to be maintained as established under existing approved plans and policies. Now, the transportation system can be designed to serve the proposed land use pattern.

Action

Develop a Centre City Transportation Strategy to review existing policies and plans in order to support the vision of the Centre City Plan and implement the Green Transportation and Public Realm Hierarchy. As a starting point, the Light Rail Transit (LRT) system for the Centre City, known as the C-Train,

has already been established and approved by City Council (through the Downtown LRT Feasibility Study) and will serve as the building block for other transportation modes. Major areas of emphasis shall include:

- Review of the role and function of the right-of-ways within the Centre City;
- Expansion of the bus and LRT operations;
- The movement of goods and service vehicles in and out of the Centre City; and
- Exploring alternative modes and optimizing the existing infrastructure.

The balance of this section will serve as a further guide and framework for the preparation of the Transportation Strategy, the review of other existing policies and as an interim policy to guide major decision making.

6.1 Pedestrian Network

One of the objectives of the Plan is to make the Centre City a walkable place that is safe, secure, accessible, legible, interesting and enjoyable for pedestrians. Vehicular traffic and the CP Railway remain the major barriers to pedestrian accessibility. Strategies and policies must be developed to overcome these barriers and contribute to a seamless walking network of streets, avenues and pathways within the Centre City. See Concept 21: Pedestrian Networks.

In addition to sidewalks and pathways, the +15 Network is also part of the pedestrian system in the Centre City. It functions as a level of pedestrian circulation that has no conflicts with the vehicular and protects pedestrians from undesirable weather. In the past, the emphasis has been focused on building the network through a system of bonuses. However, the focus now is shifting towards sustaining, enhancing and animating the existing walkway system. The +15 Public Advisory Committee, which engages representatives from both the public and private sectors, will develop more detailed recommendations on the overall strategic direction of the system.

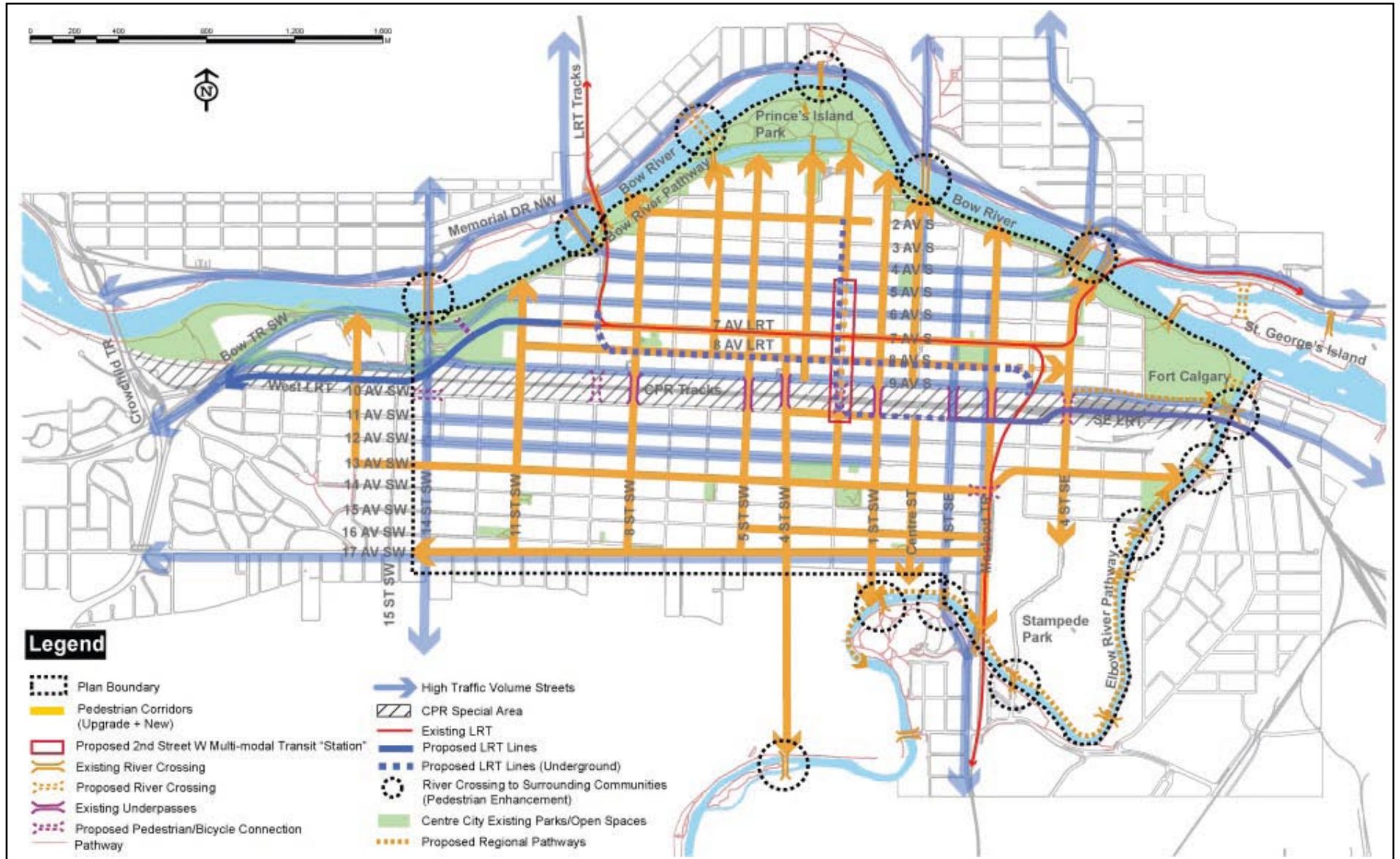
Policies

Sidewalks and Pathways

1. Provide for major pedestrian corridors, as shown on Concept 21: Pedestrian Network, that are unobstructed and interconnected, provide urban design interest and that facilitate accessibility among the Districts, neighbourhoods, and major Centre City destinations (e.g. offices, retail core, major cultural, open space facilities, and the river pathway system).
2. Enhance existing regional pathways and provide new pathways as shown in the Beltline Area Redevelopment Plan and including 9 Avenue SE from 4 Street SE to the Elbow River, and the Elbow River/Stampede Park pathway.
3. Integrate and connect major pedestrian corridors with regional pathways to ensure

6 MOVEMENT & ACCESS SYSTEM

Concept 21: Pedestrian Network



6 MOVEMENT & ACCESS SYSTEM

pedestrian access to regional open spaces, major Centre City destinations, and the surrounding neighbourhoods.

4. Encourage high-quality and consistent design treatments on all streets, but with particular emphasis along major pedestrian corridors as identified in the Public Realm Policies. Designs shall consider elements such as curb extensions, wider sidewalks, wheelchair ramps, transit stops, Urban Braille system, decorative paving surfaces and traffic calming treatments. Special emphasis shall be placed on the aesthetics, durability, safety and the effective long-term maintenance of the designs.
5. Establish north-south connections and overcome existing barriers (e.g., the CP Railway, the Bow River and the Elbow River) by facilitating the implementation of the proposed underpasses, overpasses, pedestrian bridges and other integrated design initiatives.
6. Consider how the design of pedestrian corridors can accommodate the needs of alternative transportation modes such as in-line skates, wheelchairs and personal motorized vehicles.
7. Improve horizontal and vertical linkages to provide better connections between the sidewalk and +15 system.
8. Minimize vehicular impact on the pedestrian realm through the use of a planned and

coordinated buffer zone between the curb and the main pedestrian route.

9. Support tree planting projects on major pedestrian corridors and encourage innovative tree planting techniques to ensure long-term tree health. Coordinate tree planting and utilities through the Centre City Integrated Action Committee.
10. Consider operational improvements to pedestrian priority streets and intersections.

Legibility

1. Recognize signage as an integral part of the pedestrian realm and:
 - Coordinate the design and installation of different signs and directional maps throughout the Centre City to ensure wayfinding legibility and consistency; and
 - Support the use of new technologies and innovative signage design and techniques that enhance the pedestrian experience.

+15 System

1. Continue to develop and maintain the +15 system within the revised +15 policy area as shown on Concept 22: +15 Network.
2. Ensure key links and bridges are provided through the development approval process in order to improve the overall continuity of the +15 system (including any + 30, -15 underground,

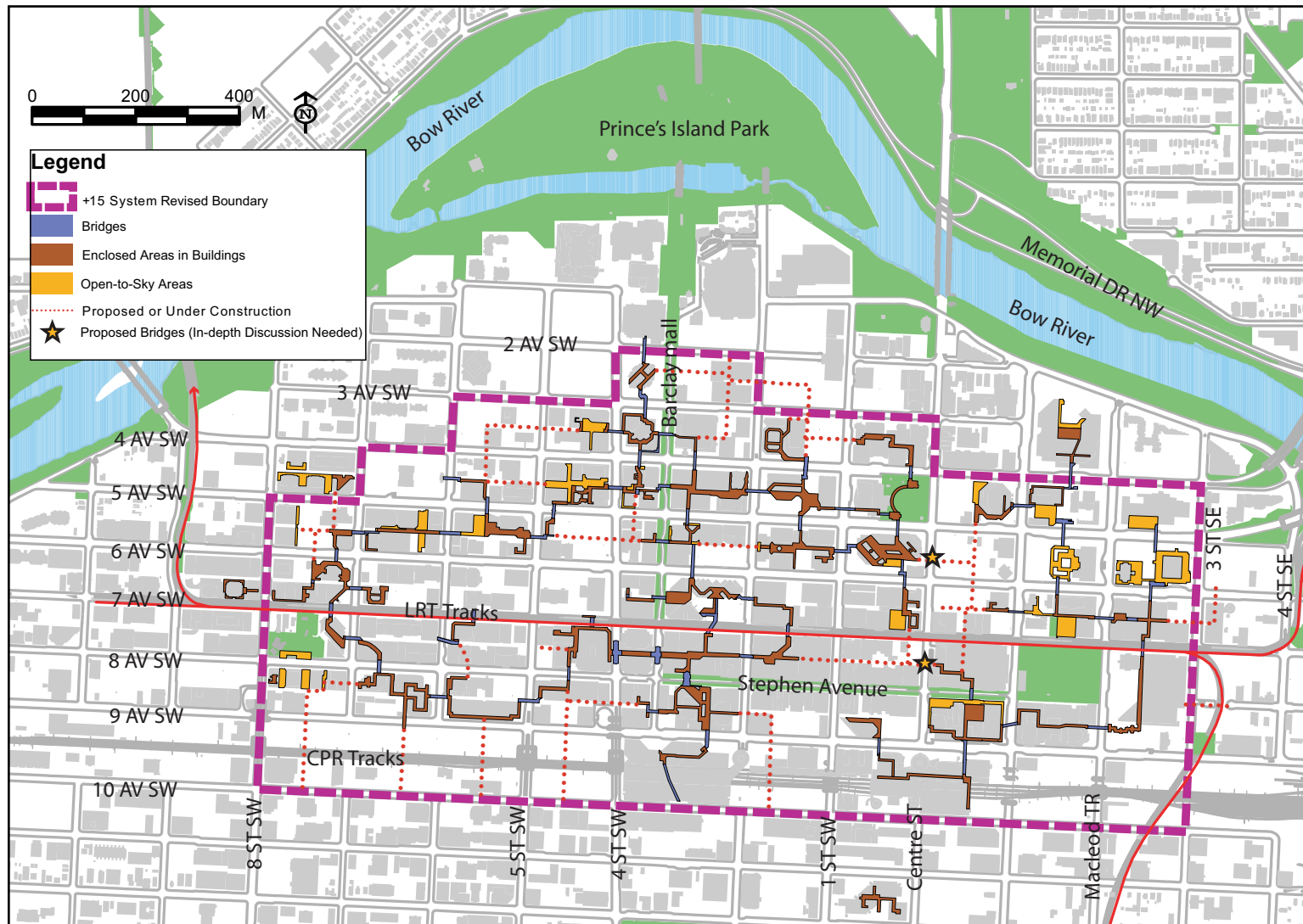


etc.). At the same time, bridge locations shall be balanced with the objective of maintaining key view corridors as identified on Concept 26: Gateways, Landmarks and View Corridors.

3. Encourage the sensitive and creative design of new and replacement +15 bridges. Depending on the immediate site context, consideration should be given to when the bridge should be a feature element and provide animation and visual delight to the public realm and when its visual impact should be minimized, so as not to detract from local views and surrounding buildings. To this end, The City should consider the use of design competitions in order to generate ideas and creative contextual solutions.
4. Recognize that +15 bridges can negatively impact the pedestrian realm below them in terms of microclimatic conditions. For this reason, the design of bridges should consider ways to

6 MOVEMENT & ACCESS SYSTEM

Concept 22: +15 Network



6 MOVEMENT & ACCESS SYSTEM

mitigate any negative conditions such as lighting, wind mitigation or improvements to the sidewalk level.

5. Enhance all components of the +15 Network to improve the attractiveness and usability of the system and better animate and activate the links to the ground level, which may include:
 - Design +15 entrances/public interfaces at street level to be visible, legible and aesthetically appealing; and
 - Animate the interior design and use of the +15 Network by including special features (e.g., museum overflow space, performance space, exhibition space, tourism advertisement, art work, plants, lighting, etc.) in order to create a dynamic and enjoyable walking experience within the network.

Actions

- Revise the existing +15 Policy to reflect the change of focus to the +15 system as outlined above.
- Create a new +15 Curator/Programmer position in order to facilitate and broker exhibitions and events within the +15 system. Consider funding this position through the existing +15 Fund. Such a position should be piloted for a minimum of two years in order to allow for sufficient time for a proper evaluation.

6 MOVEMENT & ACCESS SYSTEM

6 MOVEMENT & ACCESS SYSTEM

6.2 Bicycle Network

Cycling is an increasingly popular mode of travel for people either coming into the Centre City from the city's pathways and roads or getting around the Centre City. It is important that safe and convenient cycling facilities both on-street and off-street are provided for cyclists. To encourage the use of bicycles as a viable mode of travel, the following policies will apply.

Policies

1. Provide for a safe, convenient and well-connected bicycle network within the Centre City as shown on Concept 23: Bicycle Network.
2. Facilitate the implementation of bicycle-friendly designs, which may include wide curb lanes, bicycle lanes, signage, etc.
3. Wherever achievable, provide separate bicycle and pedestrian paths within the regional pathway system.
4. Enhance existing CPR tracks and river crossings. Provide additional access across the river and CPR tracks at key locations as identified on Concept 23: Bicycle Network.
5. Provide a smooth surface on roads, clear of obstacles (potholes, debris, sewer grates, uneven asphalt, gravel, snow, etc.).
6. Provide Class 1 and Class 2 bicycle parking facilities throughout the Centre City.

- Class 1 bicycle parking is secure and enclosed (e.g. bicycle cage, bicycle room, etc.)
- Class 2 bicycle parking is short stay and accessible by the public.

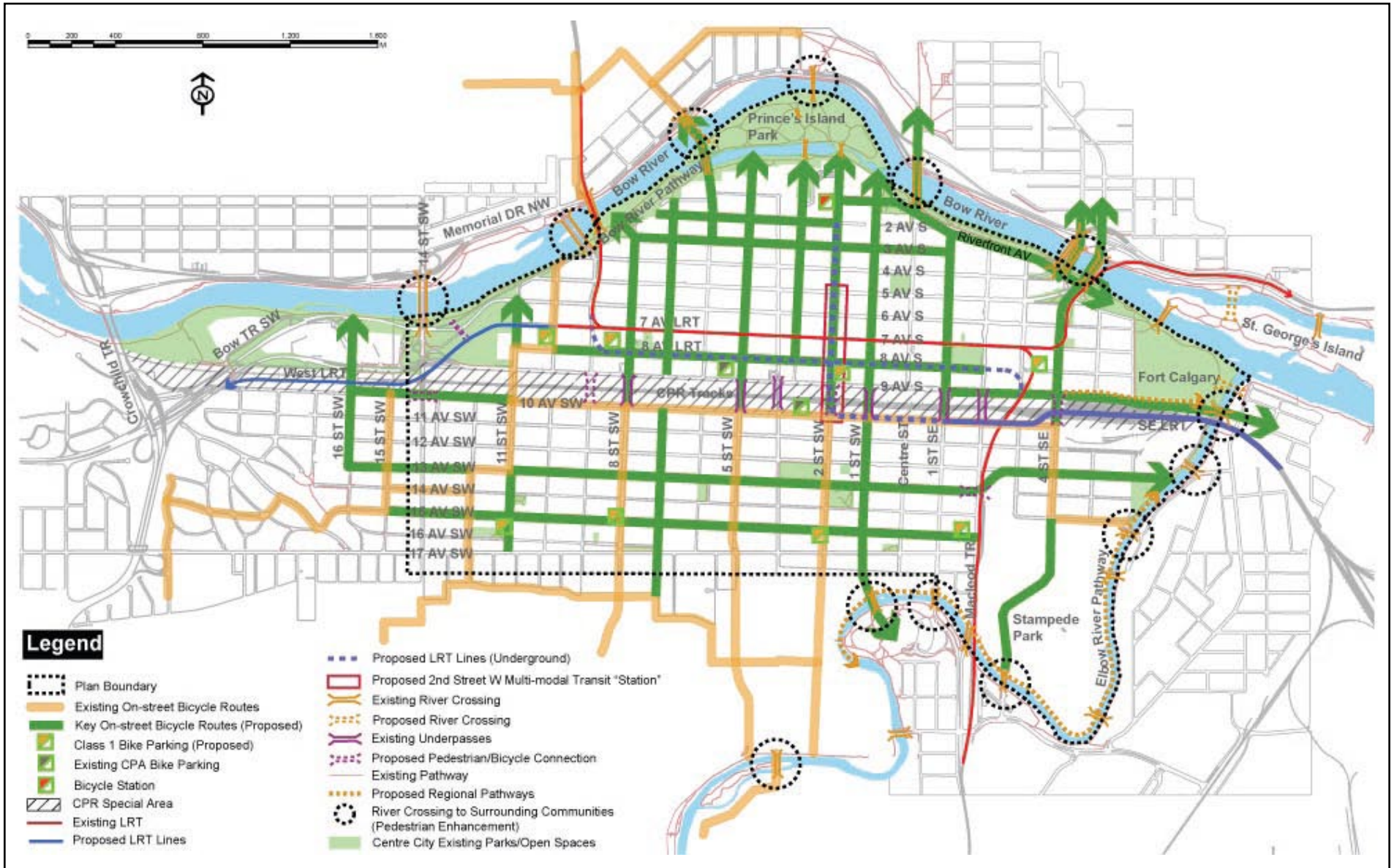
Actions

- Investigate the feasibility of the following bicycle improvements:
 - A pedestrian and bicycle-only crossing of CPR tracks at 2 Street SW;
 - A pedestrian and bicycle-only crossing over 14 Street SW at 10 Avenue S;
 - A pedestrian and bicycle-only overpass to connect the 13 Avenue Greenway over Macleod Trail and the LRT tracks into Stampede Park and connecting to 12 Avenue SE; and
 - Allowing cyclists on Stephen Avenue Mall during non-lunch hours.
- Improve 10 Avenue S from 14 Street SW to 4 Street SE.
- Encourage the development of a "bicycle station" in the vicinity of Eau Claire Plaza. A "bicycle station" incorporates, at a minimum, secure bicycle parking. It can also include showers, lockers, bicycle repair, service and sales, food and beverage sales, etc.



6 MOVEMENT & ACCESS SYSTEM

Concept 23: Bicycle Network



6 MOVEMENT & ACCESS SYSTEM

6.3 Transit Network

Given the limited road capacity for vehicles in the Centre City and the expected residential and office growth, transit systems must be expanded and enhanced to provide more and better transit services for the residents, employees and visitors of the Centre City.

The Strategic Development of Calgary's CTrain System Study has identified strategic areas for transit improvements including completion of the primary CTrain network, increasing network capacity, development of future CTrain corridors, and sustaining fleet and infrastructure.

The Downtown LRT Feasibility Study has determined the alignment of future LRT lines and provides a strategy to integrate future LRT operations within the Downtown.

In line with these strategies, and in an effort to make transit the first choice for people accessing and moving around the Centre City in the longer term, the Plan will support and provide for policies and initiatives related to transit service expansion, the improvement of transit accessibility, the provision of transit supportive land uses, and the enhancement of the transit corridors and transit stops.

The establishment of a Centre City multi-modal "station" is a key piece in achieving the above mentioned goals. Such a facility will provide connections at, under and above ground level for various transit modes including multiple LRT lines,

future high speed passenger rail and future regional commuter trains and buses. The "station" should also integrate supportive commercial land uses. The "station" may be a combination of purpose built structures and connections into private developments including the +15 system. See Concept 24: Transit Network.

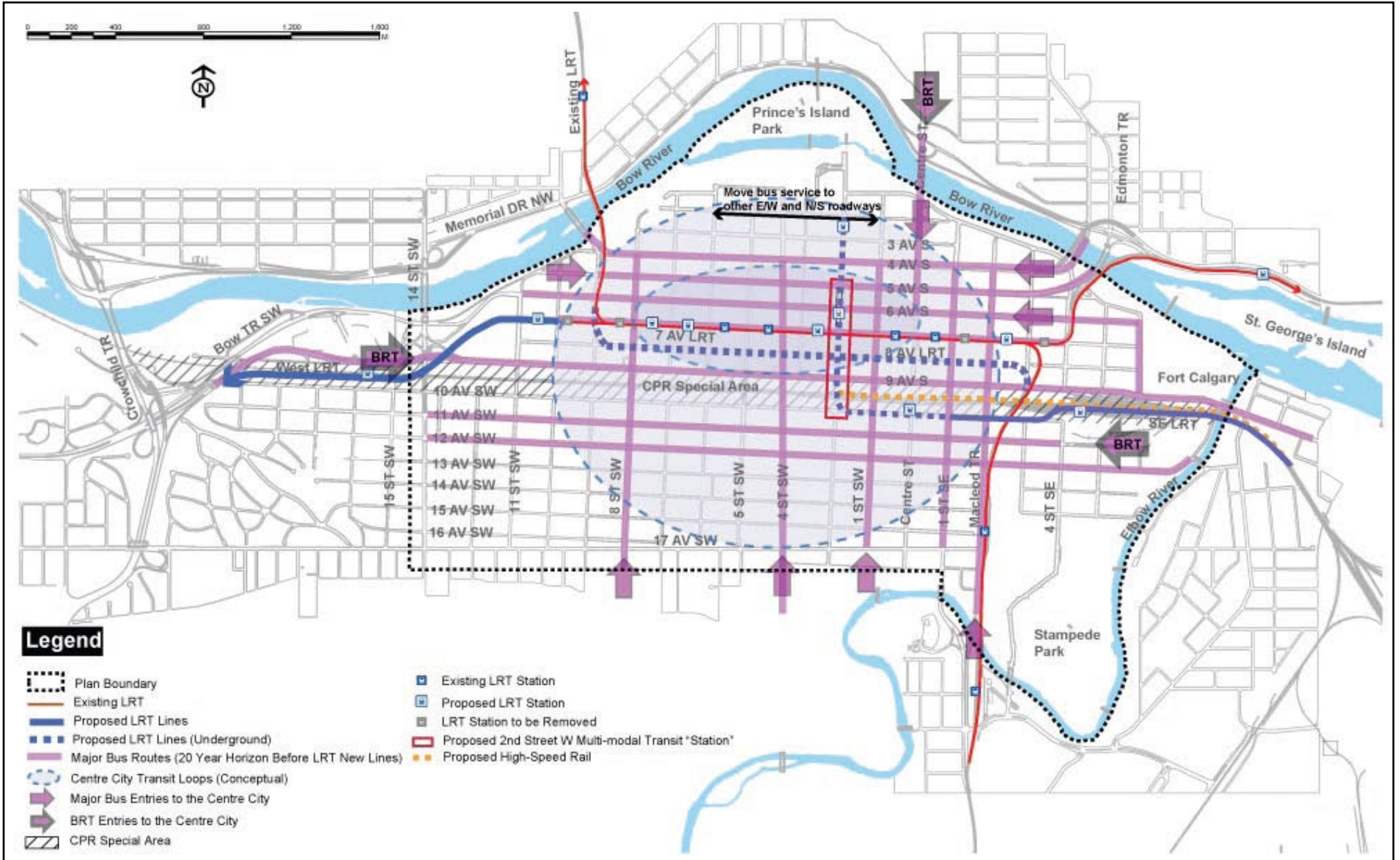
Policies

1. Support and place a high priority on implementing the following initiatives in order to increase transit capacity in the short-term and to accommodate increased demand for effective and reliable transit services:
 - Increase the frequency and capacity of CTrain services;
 - Upgrade CTrain platforms to accommodate four-car trains; and
 - Where possible, advance the timing for the completion of the 7 Avenue LRT Station Reconstruction & Pedestrian Environment Upgrades. This may include the use of the density bonus system.
2. Complete and develop a future Transit Network within and beyond the Centre City to accommodate ridership growth, which includes the following:
 - Improve transit service connectivity between Centre City neighbourhoods, particularly between the Beltline and the Downtown. This may include the development of one
- or more "loops" as shown on Concept 24: Transit Network;

- Plan for the 8 Avenue underground LRT tunnel;
 - Support the implementation of a future high-speed rail link to Edmonton;
 - Pursue other regional commuter transit connections (rail or bus) between Calgary and other surrounding population centres and tourist destinations;
 - Support the optimization of Downtown bus routings to include other east-west and north-south routes in addition to the main routes along 5 Avenue and 6 Avenue S; and
 - Support the use of BRT's (Bus Rapid Transit) to and from the Centre City in the north, west and east directions as an interim solution to accommodate increased ridership before new LRT routes are constructed on the same routes.
3. Plan for a multi-modal transit "station" at 2 Street SW between 5 and 10 Avenue SW that integrates underground and at-grade LRT lines, the BRT routes, high speed rail to Edmonton, regional commuter rail/bus lines, parking facilities for automobile and bicycle and the appropriate supportive land uses. A "station" may include purpose-built structures and connections (above, below or at street level) through other private and public facilities and structures. Taken together, these structures and connections will form an integrated "station" complex.

6 MOVEMENT & ACCESS SYSTEM

Concept 24: Transit Network



6 MOVEMENT & ACCESS SYSTEM

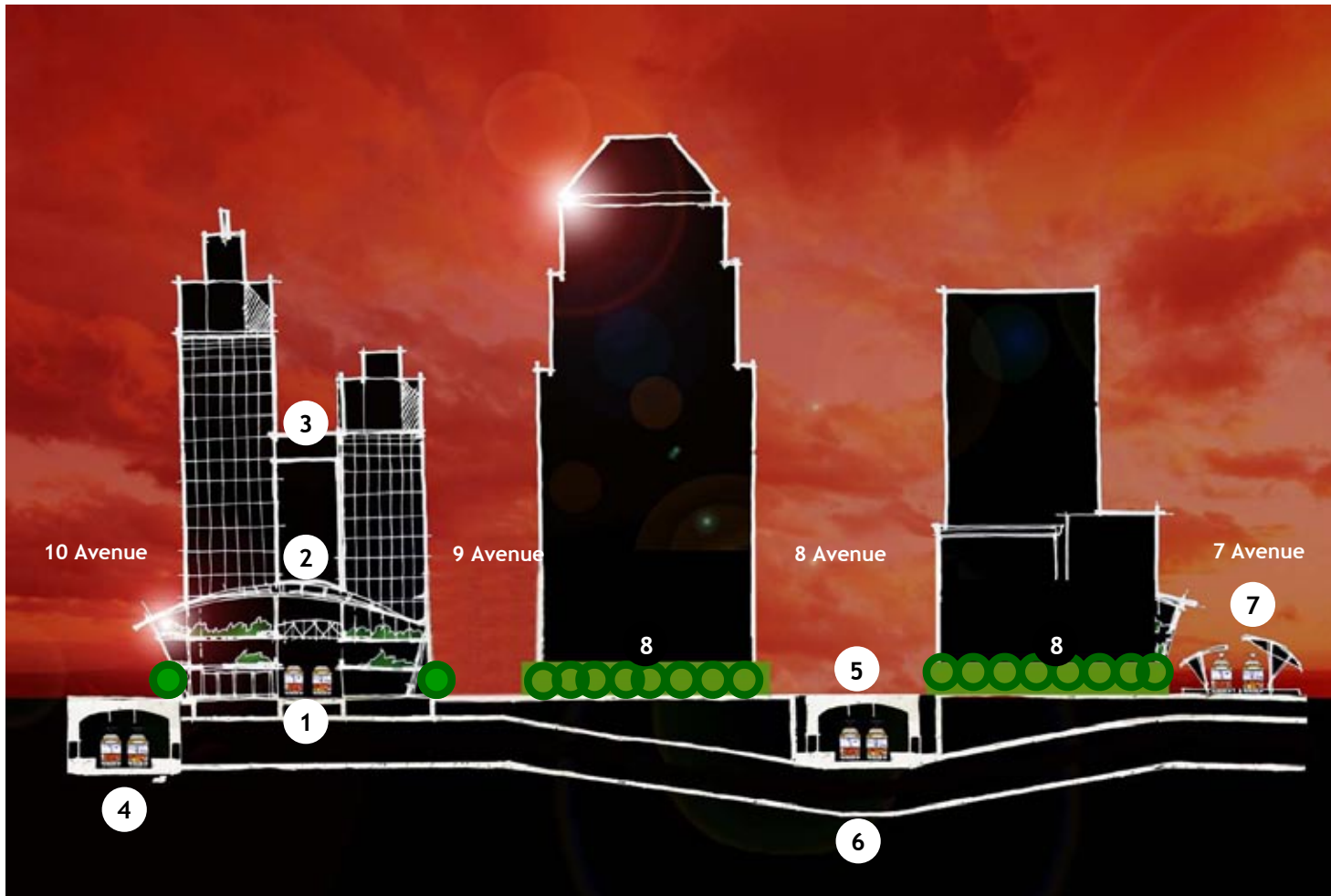
4. Ensure the provision of a high-quality pedestrian and bicycle realm in order to support the use, functionality and enjoyment of the public transit system.
5. Design transit stations and vertical and horizontal connections to transit stations that provide efficient access for pedestrians with all levels of physical abilities.
6. Provide adequate lighting, way-finding systems, electronic surveillance and public safety systems for the transit system.
7. Upgrade passenger information and communication systems within the transit corridors.
8. Ensure supportive land uses and densities along transit corridors.
9. Optimize traffic operations to address pedestrian conflicts and the needs of bus and LRT.
10. Support the continued use of the free-fare-zone along 7 Avenue S.
11. Optimize transit connectivity within the Centre City Plan area between the commercial core and neighbourhoods north of 9 Avenue S and the neighbourhoods of Connaught and Victoria Crossing.

Actions

- Calgary Transit to conduct a service review to improve transit service within the Centre City. The review will include the considerations of a variety of transit technology alternatives including buses, LRT and streetcars and their ability to meet identified service requirements and to enhance community development and experience. Special emphasis shall be placed on the Eau Claire area, 17 Avenue S and east-west travel along 11 and 12 Avenues S.
- Calgary Transit to undertake a functional planning study for the 8 Avenue S subway, including the identification of station locations.
- Initiate a study to determine the opportunities and feasibility of implementing the 2 Street W multi-modal transit "station". Such a study should consider both technical and financial dimensions and include all major stakeholders including The City, Canadian Pacific Railway, affected landowners and other transportation providers. Innovative partnerships and administrative structures may also be considered.

6 MOVEMENT & ACCESS SYSTEM

CONCEPTUAL ILLUSTRATION OF MULTI-MODAL TRANSIT "STATION"



LEGEND

- 1 CPR Tracks
- 2 Future Multi-modal Transit "Station"
- 3 Future Mixed-use development
- 4 Future South East LRT @ 10 Avenue and 2 Street SW
- 5 Future Subway
- 6 South East LRT subway
- 7 7th Avenue LRT Station
- 8 2 Street SW Enhanced streetscape

Multi-modal Transit "Station" is the focal point of the CPR corridor and is located in the heart of the Centre City, in close proximity to major businesses, entertainment and cultural amenities. It consists of multi-level (at-grade, underground, +15 and +30) interconnected and climate-controlled interface points between the CPR train, SE leg of the LRT on 10 Avenue S, Calgary Transit (buses and LRT) on 9 and 10 Avenues S, future 8 Avenue S and existing Transit Mall on 7 Avenue S.

6 MOVEMENT & ACCESS SYSTEM

6.4 Vehicular Traffic Management

According to the Inner City Transportation System Management Strategy, based on the Calgary Transportation Plan, 1995 and approved in 2000, increased travel efficiencies have to be achieved through management of existing infrastructure rather than major upgrading of roadways. Therefore, it is recognized in the Plan that the Centre City is the destination for people at a city-wide level and at a neighbourhood level. It is a place with different neighbourhoods and Districts with a limited amount of additional road capacity.

Studies have shown that when streets carry more than 16,000 vehicles per day, little interaction occurs between neighbourhoods on opposite sides of the streets. Therefore, heavily trafficked streets can potentially become major barriers for people to get around the neighbourhoods and Districts. In an effort to reduce the number of vehicle conflicts with major pedestrian corridors and sidewalks, Vehicular Traffic Management programs and strategies are critical to the Centre City.

Policies

1. Establish transportation mode priorities (e.g. pedestrian, bicycle, transit or vehicle) for major streets and avenues in the Centre City to assist in the development of traffic management solutions.
2. Review the feasibility of using two-way conversions to improve pedestrian and vehicular accessibility and mobility within the Centre City.
3. Study the possible benefits of using one-way vehicular streets along Green Streets where their use could expand opportunities for sidewalk widening and green streetscape enhancements, while still maintaining vehicle accessibility.
4. Where applicable, support road modifications as a solution to high-volume traffic conflicting with pedestrian mobility and with surrounding residential neighbourhoods, for example, the re-alignment of Bow Trail/6 Avenue SW west of 14 Street SW to enhance the access to and quality of the riverfront park system.
5. Encourage the use of Cumulative Traffic Impact Assessment when evaluating major Centre City projects, with details to be included in the Centre City Transportation Plan.
6. Identify, design and implement operational improvements for new and existing facilities to improve the efficiency of the transportation network.
7. Support and encourage environmentally responsible initiatives such as walking, cycling, transit, carpooling, flexible work hours, telecommuting, etc.

6 MOVEMENT & ACCESS SYSTEM

6 MOVEMENT & ACCESS SYSTEM

6.5 Parking Management

To adequately meet the needs of Centre City businesses and residents, and to support and encourage the use of transit and other transportation modes, parking must be efficiently managed. Council recently approved the Proposed Revisions to Downtown Parking Strategies (as amended January 27, 2006). As a result, the Restricted Parking Area has been expanded to include all land in the area lying north of the CPR tracks between 4 Street SE and 11 Street SW (excluding a portion of Chinatown) as shown on the Concept 25: Parking Management. Within the Restricted Parking Area, developments are limited to providing a maximum of 50 percent of their required parking on-site with a requirement to make a cash-in-lieu of parking payment to The City for the balance. The City will be responsible for the provision of future parking facilities. See Concept 25: Parking Management.

Considering the success of the cash-in-lieu parking policies in encouraging transit use over the years, and in line with the rationale behind the recent expansion of the Restricted Parking Area, the Plan proposes the further expansion of the Restricted Parking Area to include the area south of the CPR tracks up to 12 Avenue SW. This will only be considered if and when allowable office floor area is increased above the existing 8.0 Floor Area Ratio maximum. Further studies would be required to evaluate the benefit and impact of this proposal. Considerations to be taken into account in the evaluation process include: providing equal opportunity between development

sites, the economics of parking development and operation, the relationship between the Restricted Parking Area and the location of high density office development, the traffic impact on local road networks generated by new developments and adequate transit services. By extending the Restricted Parking Area for large office developments, it is expected that:

- The vacant and under-utilized lands on both sides of the CPR tracks would be developed with equal opportunities;
- Traffic congestion on local road networks could be mitigated;
- The mixed office developments along the CPR corridor will attract more transit users taking advantage of the existing and future LRT services;
- Funding will be generated for The City to continue providing publicly-controlled and managed parking facilities that support all Centre City activities; and
- More opportunities will be created for The City to explore different options of providing short-stay parking in order to ensure long-term vitality of the Centre City.

Policies

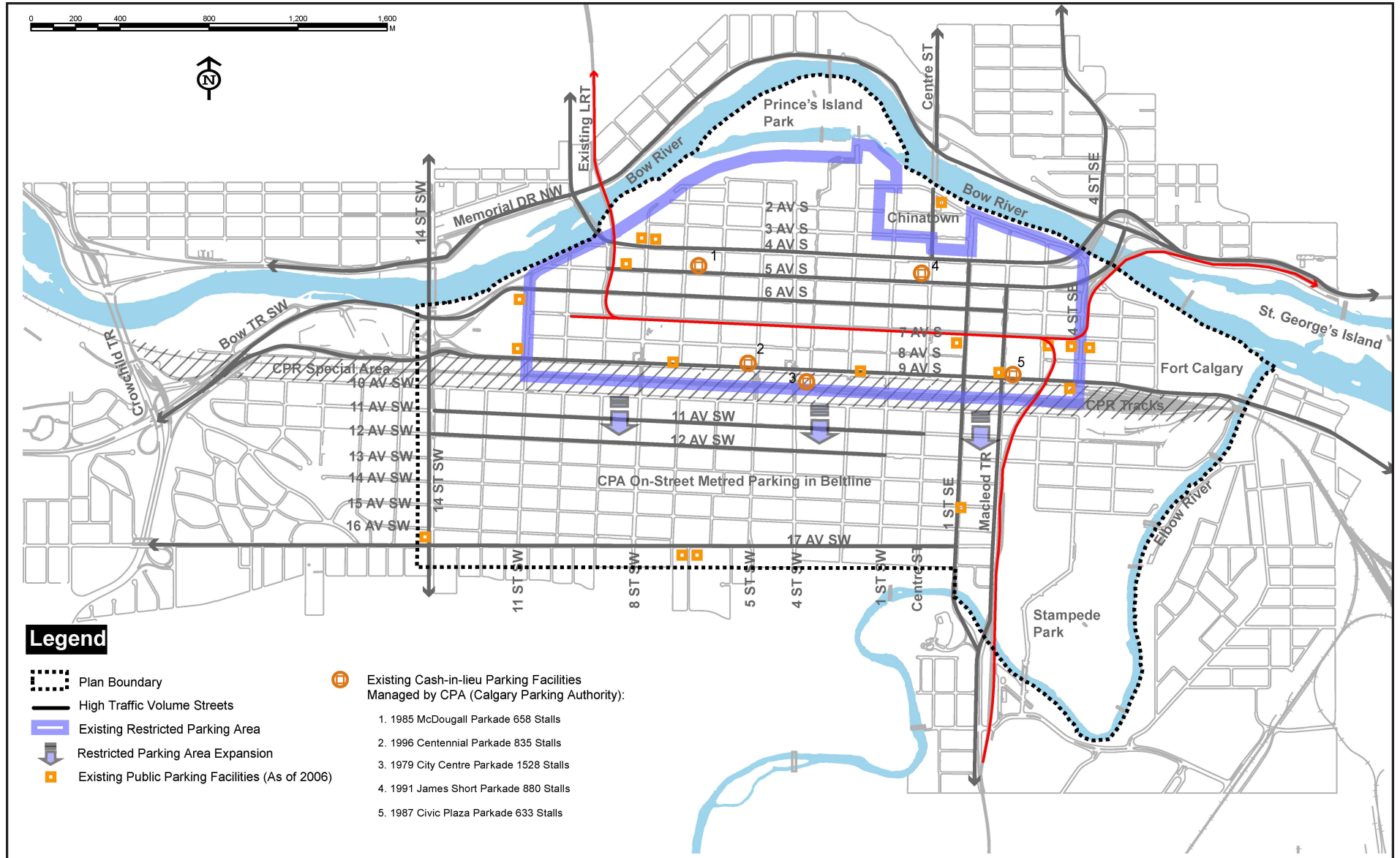
1. Consider the expansion of the Restricted Parking Area to the north edge of the 12 Avenue S at the time of a policy change to allow for office developments exceeding 8.0 FAR.

2. Encourage and investigate all options to increase short-stay on-street parking, especially during evening and weekend hours.
3. Encourage the inclusion of bicycle parking facilities in new commercial parking facilities.
4. In order to achieve the proposed transit/vehicle modal split of 60%, limit the creation of new permanent or temporary long-stay commercial parking facilities.
5. Support the implementation of reduced parking requirements for developments within 600 metres of an existing or proposed C-Train station.

Actions

- In the future, evaluate the benefit/impact of extending the Restricted Parking Area for large office developments to the north edge of 12 Avenue S.

Concept 25: Parking Management



6 MOVEMENT & ACCESS SYSTEM

7

CENTRE CITY DESIGN



7 CENTRE CITY DESIGN

7.0 Centre City Design

The City as a Work of Art

The Centre City will be beautiful, memorable, enduring and often surprising.

The Centre City shall be a consciously and comprehensively designed urban environment. Its new architecture and urban design shall be expressions of the desire to build upon and enhance the significant existing urban fabric in a distinctive, sustainable, and respectful manner. The architecture and design of the Centre City shall be expressions of our time, our place, our climate, and our aspirations.

7.1 Broad Context

Calgary's Centre City is rapidly evolving and changing as growth continues. The Centre City Plan provides the opportunity to guide this change through careful consideration of the opportunities and potential impacts of all development/redevelopment. The importance of design to the evolution of the Centre City shall be a high priority; design shall be the subject of evaluation at all levels, from the overall physical impacts to the detailed design of building facades and the public realm.

In the broadest context, design aspects subject to consideration and evaluation shall include skyline, views, gateways, sunlight preservation, landmarks,

the public realm components, architecture and the urban ecology. The importance of these overall concerns cannot be overstated. Calgary's skyline is part of its memorability, presenting an iconic image of the contemporary North American City. The views to and from the Centre City, as well as of its gateways, landmarks, public realm and architecture are an integral part of its character and central to people's enjoyment of it. Similarly, with continued development, careful attention to sunlight preservation and to the protection of important spaces from shadowing shall be critical to the creation of a livable Centre City.

7.2 Skyline

The Downtown skyline was formed over time by the organic growth of tall buildings within the Centre City. The skyline is the result of a variety of building heights, shapes, proportions, textures and colours. The unique aspect of Calgary's skyline is its high profile within the natural topography of the prairies and the mountains. The skyline is very prominent and can be seen from great distances within, and outside the City.

Depending on their size and proportions, tall buildings can have a positive or negative impact on the Centre City skyline. The skyline is shaped with tall buildings that require strategic management of their visual and environmental impact. In the existing and future context, it is impossible to shape a skyline in detail. The design intent of this policy is to encourage future design sensitivity to the impact

that the siting/built form of high towers will have in preserving and enhancing the unique character of Calgary's skyline for the city.

Policies

1. All buildings, especially high towers or landmark buildings (as defined under the Landmarks section) should be sited and designed with the following considerations:
 - The visual impact they will have on the existing positive skyline character;
 - The appropriateness of how they are clustered or located within the Centre City;
 - The proportions, massing and shape of the body and top of the building;
 - Textures, materials and colours and achieving visual lightness; and
 - Reflectivity of surfaces.



7.3 Gateways

Gateways represent thresholds between the Centre City and surrounding areas, as well as between Centre City neighbourhoods, Districts and the Downtown. Gateways symbolically represent entry to different areas and can be expressed through a combination of linkage elements (e.g. landscaping, upgraded sidewalk treatments, special lighting, seating, signage and public art, etc.) or built form (e.g. landmark buildings, special building massing and materials, etc.). Public realm and private development at gateway locations should be designed with a view to “marking” these important locations. See Concept 26: Centre City Gateways, Landmarks and View Corridors.

7.4 Views

One of Calgary’s most defining features as a city is its location at the confluence of the Bow and Elbow Rivers bordering the Rocky Mountain foothills. The extensive network of green spaces this siting provides, and the exceptional degree to which these areas have been preserved in a natural state differentiates Calgary from other cities of its size. The river parks/open space system and the escarpments beyond form the northern edge of the Centre City, wrapping it in green. The visual and physical relationships between the river edges, the escarpments, the distant mountains, and the skyline of the Centre City all contribute to the richness and uniqueness of Calgary’s urban experience and shall be protected.

As well, the interruption of Calgary’s grid street pattern by the surrounding natural features has provided a number of opportunities for the placement of landmarks and landmark buildings at the termination of long vistas. These elements act as markers for people, adding to the memorability and enjoyment of their experience of the Centre City as well as help people to orient themselves within it. The views toward these important structures must also be preserved, together with opportunities for future similar views. As a result, two approaches to the preservation and enhancement of views from within the Centre City should be considered, as follows:

Green Views

Views toward the park spaces and escarpment areas which border the Centre City are important to preserve the visual relationship of Centre City residents and workers to nature. Significant views are identified as:

- The north views along streets between 1 Street SW and 8 Street SW which end at the Bow River pathway system with glimpses of the escarpment beyond;
- The north views along the streets between Centre Street and 3 Street SE which are terminated by more dramatic escarpment views; and
- The east views along 6 and 7 Avenues S which are terminated by views of the Fort Calgary lands.

These views to park and natural areas shall be protected and, where possible, enhanced. See Concept 26: Centre City Gateways, Landmarks and View Corridors.

Landmark Views

Certain existing landmark structures are located such that they end long views/vistas, serving as key markers in the urban fabric. Examples which terminate long views/vistas include the Calgary Tower, St. Mary’s Cathedral, Mewata Armoury, Calgary Science Centre, Centre Street Bridge, and the Calgary Municipal Building, etc. As well, other sites exist, particularly along the CPR lands and along the river parks/open space system to the north and east of the Centre City, where monuments or public art may be located in the future, adding to the collection of urban landmarks. Views toward existing landmark structures, as well as sites which provide future opportunities shall be protected.

Policies

1. Evaluate and minimize the impact of all new +15 bridges on important views.
2. Preserve views to the Centre Street Bridge and the Calgary Tower by limiting +15 connections across Centre Street at a minimum distance of three blocks from each of these landmark structures/areas.
3. Minimize the impact of new developments on important green/landmark views and/or the enhancement of long views/vistas.

7 CENTRE CITY DESIGN

Actions

- Revise the +15 Policy to ensure that the impact of new +15 bridges is minimized on all important views.



7.5 Landmarks

In the Centre City there are many individually significant and visually distinctive buildings, sites, and objects which are memorable to Calgarians and therefore important to the public realm. Landmarks may be buildings of any type as well as other structures including bridges, memorials, public art, and even natural points of interest such as trees. Landmarks may have special historical, architectural, or cultural significance or may simply have, through location and appearance, assumed a prominent place in people's image of the city. Landmarks are identified here to underscore their importance and to ensure their appreciation, protection, and enhancement as the Centre City continues to develop. See Concept 26: Centre City Gateways, Landmarks and View Corridors and Map 3: Heritage Sites.

Landmarks have been divided into three categories: Heritage Landmarks, Contemporary Landmarks, and Scenic Landmarks.

Heritage Landmarks: include buildings of recognized historic, social and architectural merit, both designated and undesignated, which are particularly significant and occupy prominent locations.

Contemporary Landmarks: include buildings built after 1950 which may not be generally considered historic however have architectural and/or visual significance, often by virtue of their form and size.

Scenic Landmarks: encompass structures that are not buildings, such as bridges, parks, observation

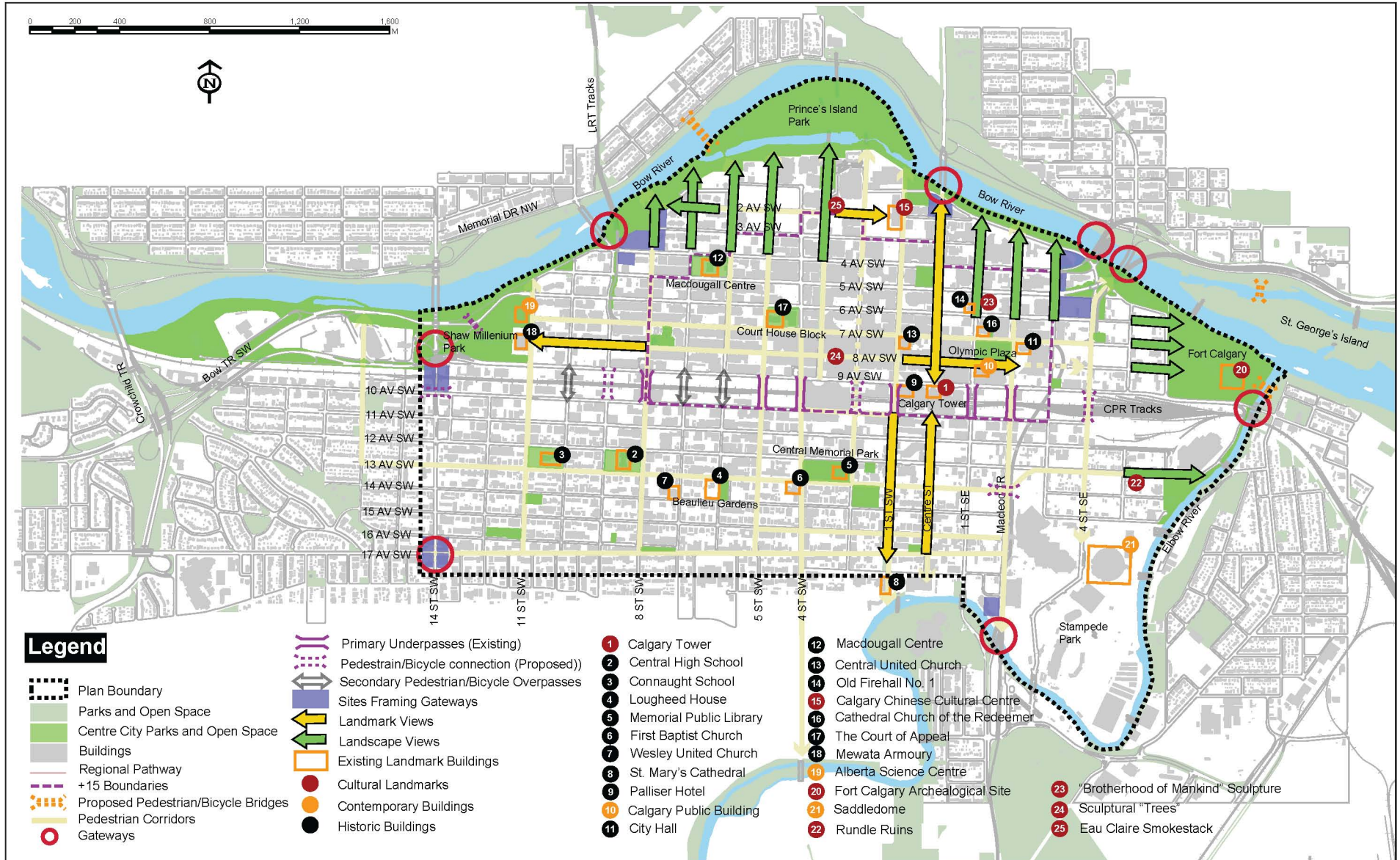
towers, ruins, public art, clocks, and trees which have historical and/or social importance and are prominent identifying features of the Centre City landscape.

Policies

1. Ensure that all new developments are reviewed for impact on sites and structures of historic or landmark quality as identified on Concept 26: Gateways, Landmarks and View Corridors or as may be identified over time.



Concept 26: Gateways, Landmarks And View Corridors



7 CENTRE CITY DESIGN

7.6 Sunlight Preservation

The Plan has placed great importance on providing functional open space within a five minute walk of anywhere in Calgary's Centre City. In order for these open spaces to be considered amenities and used by the public, it is imperative that appropriate guidelines be implemented to preserve direct access to sunlight. The sunlight preservation guidelines have been developed based on existing approved policies and an overall shadow analysis of the Centre City.

Policies

The Centre City Plan supports existing shadow protection guidelines that are summarized in Appendix C. In addition to the existing policies, Concept 27: Centre City Shadow Sensitive Areas summarizes the main areas to be protected and illustrates a new classification system that has been developed to aid in understanding the guidelines and providing an "at-a-glance" summary of important areas to be protected. The new system establishes 3 classes representing different levels of protection with Class 1 being the highest and Class 3 being the lowest. Class 4 relates specifically to the sunlight protection policies contained in the East Village ARP, and those applicable to Barclay Mall and Eau Claire Plaza.

General

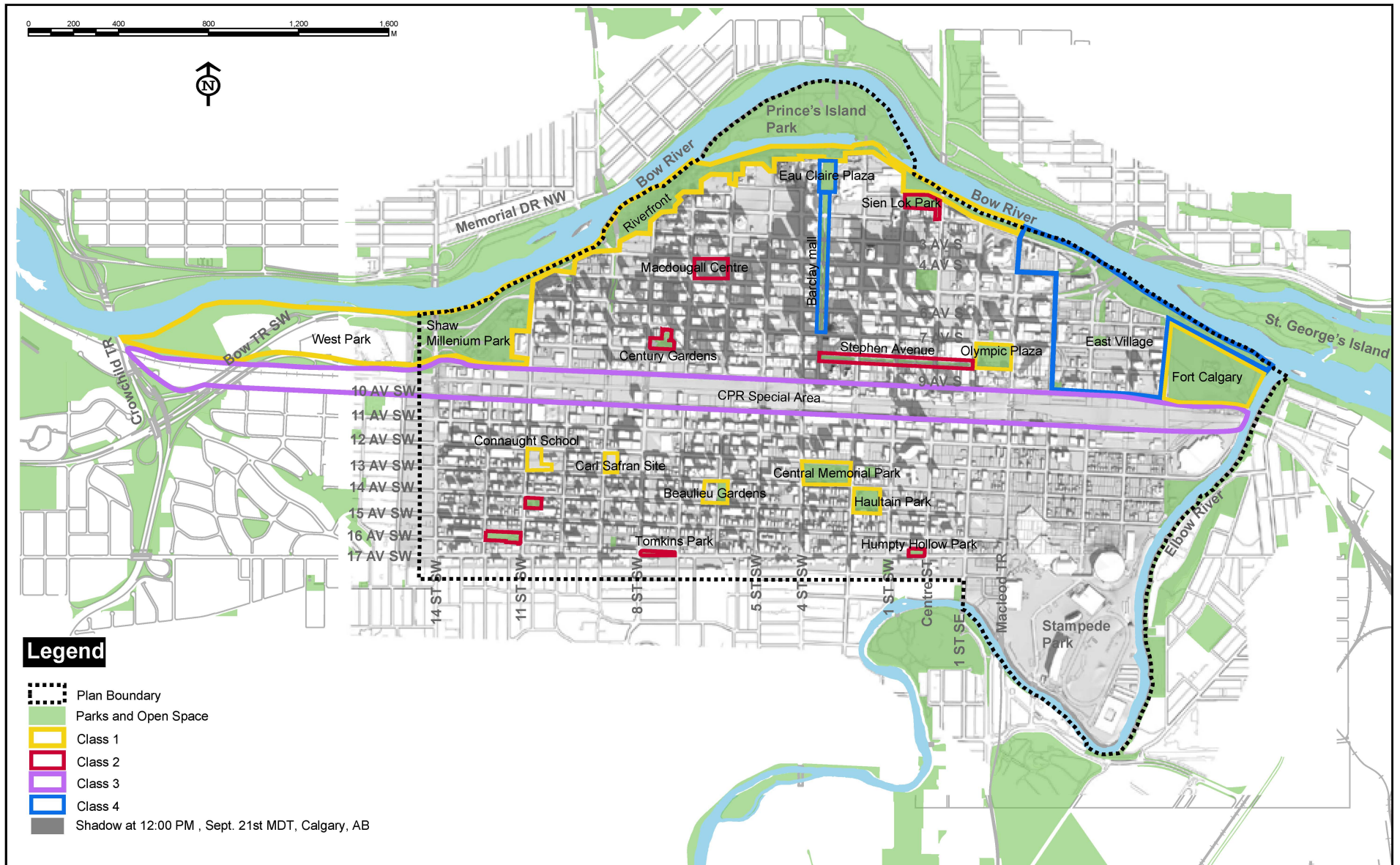
1. All development permit applications for buildings over two storeys in height are required to submit a shadow impact assessment for the proposed building(s) highlighting shadows between March 21 and September 21 between the hours of 10:00 a.m. and 4:00 p.m. Mountain Daylight Time.
2. The impact of shadows on historic landscapes or architecture that depend on sunlight for their significance, such as important natural features or vegetation or stained glass windows shall be considered and evaluated through the development application process.
3. Selection of future open space within the Centre City should give consideration to the amount of sunlight the site receives. At the time a park site is formally secured, consideration should be given to the level of sunlight protection required to serve the functions of the park.
4. Density transfers will be considered for sites that are prohibited from achieving the maximum allowable density due to sunlight preservation requirements.
5. Special consideration should be given to ensuring adequate sunlight access for rooftop gardens.

Class 1

New buildings proposed in the vicinity of a Class 1 Shadow Sensitive Area shall follow the guidelines set out in the relevant policy document. Where no current policy is in place, the following shall apply:

1. Along a riverfront pathway, new buildings shall not cast shadows into an area 20 metres wide throughout, abutting the top of a south bank of the river, as determined by the Development Authority from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time between March 21 and September 21; and
2. New buildings developed in East Village and adjacent to Fort Calgary open space, shall not cast shadows beyond a line measured 40 metres into the open space from the property line shared with 6 Street SE; shall not cast shadows beyond a line measured 20 metres into the open space from the property line shared with 9 Avenue SE; and shall not cast shadows into an area 20 metres wide throughout, abutting the top of the west bank of the Elbow River, as determined by the Development Authority, between the hours of 10:00 a.m. and 4:00 p.m. Mountain Daylight Time between March 21 and September 21; and
3. Near any other park or open space, new buildings shall not cast shadows beyond a line measured 20 metres into the park, parallel to any exterior property line between the hours of 10:00 a.m. and 4:00 p.m. between March 21 and September 21.

Concept 27: Shadow Sensitive Areas



7 CENTRE CITY DESIGN

Class 2

New buildings proposed in the vicinity of a Class 2 Shadow Sensitive Area shall follow the guidelines set out in the relevant policy document. Where no current policy is in place, the following shall apply:

1. New buildings shall not cast shadows into the open space between the hours of 12:00 noon until 2:00 p.m. Mountain Daylight Time between March 21 and September 21.

Class 3

New buildings proposed in the vicinity of a Class 3 Shadow Sensitive Area should be massed to minimize shadow impacts on adjacent or nearby public realm. Tall, slender buildings are encouraged, with corner sites being preferred for tall towers. Specifically:

1. Buildings on the south side of 9 Avenue S should be massed to allow for some sunlight penetration on the north side of the avenue; and
2. Buildings on the north side of 10 Avenue S should be massed to allow for sunlight penetration to the CPR corridor. Spatial separations between towers are encouraged to be 24 metres to 30 metres.

Class 4

This area refers specifically to the policies for East Village, Eau Claire Plaza and Barclay Mall.

Actions

- Add the Sunlight Preservation Guidelines and the Shadow Sensitive Areas Concept to the new City of Calgary Land Use Bylaw.
- Implement a density transfer option for those sites that are restricted from achieving full density potential due to Sunlight Preservation guidelines.

7.7 Public Realm

Preamble

A good public realm is the essence of creating a livable, thriving and caring Centre City. Over the years, a fragmented approach to new development and its contribution to the public realm have prevented the Centre City from achieving a public realm that has a strong sense of legibility and excitement. It is with this understanding that the Centre City Plan places a high priority on policies/conceptual ideas related to achieving a good public realm resulting in a sense of identity for the Centre City.

Urban design, as a professional discipline, emphasizes harmonious relationships between built form and open space, which in turn creates an identity, sense of place and feeling of belonging for those who experience it. It is these relationships that can be positively manipulated in the Centre City to respect local climate and cultural values while creating unique urban places where people want to live, work, learn and play. Urban design is about place-making and the creation of memorable, visually attractive, functional and safe places that have an inspirational architectural form.

This section provides a comprehensive urban design framework for components that make up the Centre City's public realm: linkages, places and built form. The Centre City consists of both the public and private realms whereby each influences the other in terms of function, access, spatial and aesthetic

relationships. These relationships must be clearly understood as they are fundamental to the creation of urban beauty. Therefore, the comprehensive urban design framework presented here will serve as a guide for long-term implementation of development in the Centre City.

Components of the Centre City's Public Realm

The public realm consists of three different domains: public, semi-private and private.

- The **Public Domain** consists of all publicly-owned and accessible spaces.
- The **Semi-private Domain** consists of the space between a building façade and a public sidewalk as well as any private spaces that may be accessible to the public such as the +15 system or enclosed atriums/gallerias. Semi-private space ties together linkages and built form in a comprehensive and connected public realm.
- The **Private Domain** consists of private space or buildings that are visually incorporated into the public realm and allows for limited or no physical access to the public.

Within any of these domains, the three building blocks of linkages, places and built form can be found.

- **Linkages** are linear systems that connect places and built form. Linkages allow for the movement of people and goods within the urban fabric.

Within a linkage are two specific zones:

- **Interface Zone:** the space between a building façade and a public sidewalk; and
- **Pedestrian Zone:** the space between a private property line and a curb face. This zone includes boulevards and sidewalks.
- **Places** are open spaces connected to and defined by surrounding linkages and built form.
- **Built Form** consists of buildings and structures.

General Public Realm Policies

1. When designing any component of the public realm, consideration should be given to the following factors:
 - Connectivity and Continuity;
 - Functional and Aesthetic Integration;
 - Legibility and Personal Safety;
 - Accessibility;
 - Place-making;
 - Enclosure and Human Scale;
 - Comfort;
 - Quality;
 - Vitality and Experience;
 - Adaptability; and
 - Sustainability.

7 CENTRE CITY DESIGN

2. Consideration of the “historical fabric and context” should be included in the design of the public realm. Preservation of historic buildings and sites, and on-site historic interpretation (e.g. kiosks, plaques by the sidewalk, incorporation of historic pavement that has stamped dates and street names, etc.) can contribute to the sense of place and animate linkages, parks, and the public realm generally.

7.7.1 Linkages

Preamble

Linkages are identified as a continuous and comprehensive system that connects people, places and buildings within the Centre City. The Centre City linkage system should be designed to be legible and clearly understood by users such that there is a perception of order. Strong edges, a sense of enclosure, and appropriate lighting levels are examples of components of the linkage system that will reinforce its legibility and create a unique character for the various streets that make up the movement and access system of the Centre City. Linkages are conduits for city life as their multi-functional character and mix of uses on the edges should create a high concentration of human activity and urban vitality.

Linkages are considered primary elements of the Centre City urban fabric. They provide mobility functions for a variety of travel modes at-grade, below or above-grade. The following linkage types shall be implemented in the Centre City:

- Boulevards;
- Commercial Streets;
- High Streets (vehicle accessible);
- Green Streets;
- Pedestrian Malls;
- Transit Malls;
- Residential Streets;
- Alleys;
- Mid-block connections; and
- Underpasses/overpasses.

This section provides policies that apply to all the linkage types and is followed by a description and conceptual drawing, illustrating the physical character to be achieved. The conceptual perspectives are intended to establish the components that are important to achieving the desired streetscape character that meets the needs of all movement modes, while enhancing the environment for the pedestrian.

Currently, the design and function of roadways within the Centre City is guided by the Downtown Street Network Plan, 1982 and the Inner City Transportation System Management Strategy (2000). These plans classified all roads as illustrated on Map 1: Street Network. Concept 28: Streetscape Character indicates the linkage types envisioned for roadways within the Centre City. In order to implement the proposed streetscape character, a review of the existing Plans is required. The ability to achieve the components of the streetscape concepts may be constrained by existing conditions

and functional requirements. These issues should be addressed at a detailed design stage on a block by block and corridor basis.

Concept 28: Streetscape Character does not include the conceptual linkage types such as alleys, underpasses/overpasses and mid-block connections. However, a description and individual policies for these three linkages can be found in this section. The opportunity to implement the new linkage types on the existing roadway network shall occur during the following scenarios:

- City of Calgary Roads special projects;
- City of Calgary lifecycle improvements;
- Private development/redevelopment; and
- Street improvements required through conditions of development permit approval.

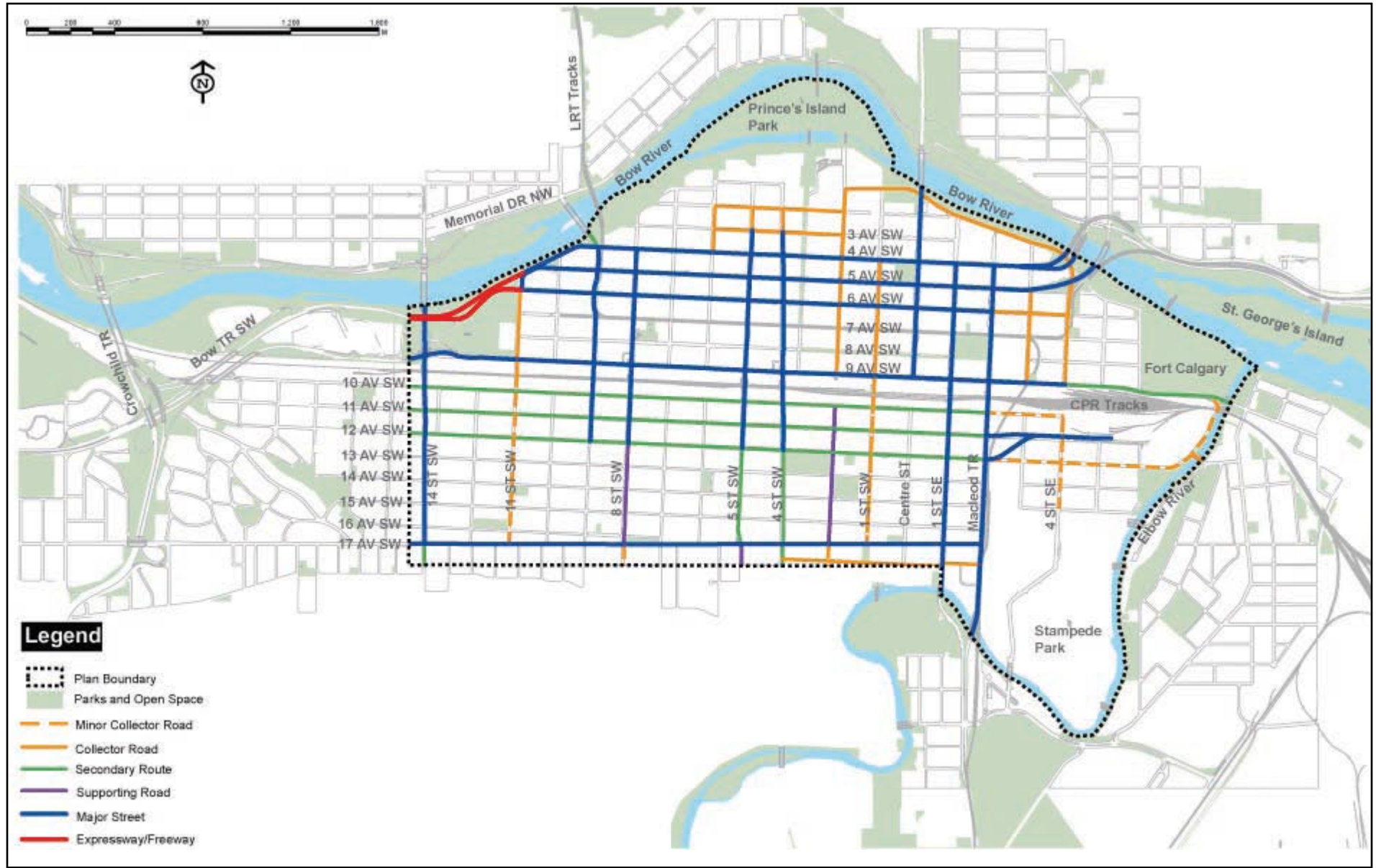
Policies

1. Retain and promote the street grid as a primary city form-maker.
2. Encourage the comprehensive design of linkages at the city block and/or streetscape scale.
3. Ensure the clear delineation of the public, semi-private and private domains is evident within the linkage system.
4. Ensure new development creates a human-scaled street wall and streetscape. The street wall height to street width ratios should be 1:1, 1:2, 1:3, 2:1 where “street wall” represents the

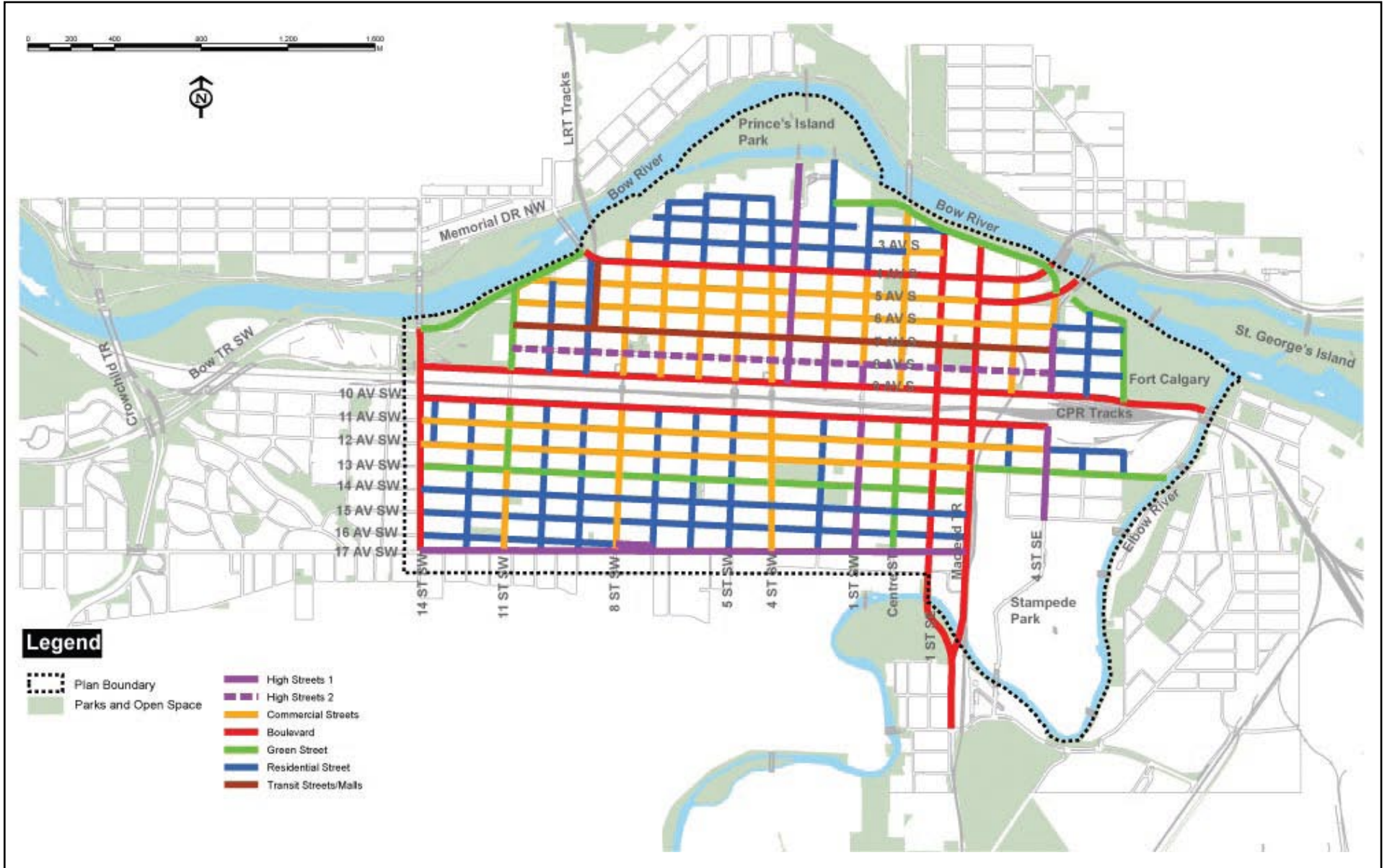
- base of tall buildings or the entire mass of low to medium-height buildings.
5. Complement the street wall with other streetscape elements such as a single or double row of trees, a denser rhythm of pedestrian-scaled street lighting or other special features that enhance the sense of human scale; or through fine articulation of building base/façade with attractive canopies, overhangs and similar architectural devices.
 6. Design linkages that satisfy aesthetic, safety and functional needs for a variety of human activities and travel modes.
 7. Provide design solutions for the efficient and safe transfer of people from the vehicular to the pedestrian realm.
 8. Reduce conflicts between the different movement modes that contribute to the linkage system.
 9. Where technically feasible, this plan encourages the conversion of one-way streets to two-way to stimulate commercial and pedestrian activity.
 10. Promote the pedestrian zone as a multi-functional space where people walk, do business, sit and watch.
 11. Ensure that all linkages have direct access to sunlight, at least on one side of the linkage, to support healthy landscaping at street level.
 12. Improve micro-climate conditions on shaded sides of a linkage by manipulating built form massing and through the use of reflective materials and façade angles to create brighter pedestrian environments.
 13. Discourage the cluttering of the pedestrian zone, especially the main pedestrian paths, with street furniture, commercial signage, etc.
 14. Ensure the appropriate level of pedestrian-oriented lighting is provided to improve legibility and increase a sense of personal safety in vehicular and pedestrian zones.
 15. Incorporate the principles for Calgary Urban Braille System (CUBS) and way-finding. See the Special Features section for further details.
 16. Incorporate elements of beauty in the vehicular zone through coordinated street lighting, traffic signalization, signage, way-finding features and public art.
 17. Ensure linkages are well-designed and use high quality materials and construction standards. This may include: durable materials such as granite and stone to lengthen infrastructure life cycle, permeable paving to minimize storm-water run-off, the use of solar energy to provide power where required (e.g. signage, lighting, etc.), the use of alternative eco-friendly paving materials that can be recycled, repaired or replaced with minimum energy consumption, and sustainable urban forestry practices.
 18. Use the appropriate materials to provide an attractive and safe pedestrian/bicycle infrastructure.
 19. Facilitate a coordinated approach to street furniture that responds to architectural theme/quality of a precinct/linkage and enhances pedestrian comfort in all seasons.

7 CENTRE CITY DESIGN

Map 1: Street Network



Concept 28: Streetscape Character



7 CENTRE CITY DESIGN

Linkage Types

Boulevards

Boulevards are major transit and traffic connectors between the Centre City neighbourhoods, the Downtown and other established communities. Boulevards are gateway streetscapes that create a first impression of the Centre City when entering from the east, west and south sides of the City. In addition, boulevards serve as civic processional routes for the Calgary Stampede parade and other major civic events. Boulevards are dynamic, high-quality streetscapes with high transit and vehicular volumes and an attractive pedestrian environment that is defined with generous landscaping, street furniture and public art features. They are also defined by high-density land uses and large-scale built form. Major elements of the boulevard right-of-way may include sidewalks, multiple rows of trees, multiple car lanes, medians with or without trees, bus lanes with bus stops, LRT lines, bicycle lanes, and limited on-street parking.



BOULEVARD STREETScape CHARACTER

LEGEND

- 1** 3-6 m wide sidewalks on public and private lands with or without colonnades, and with Calgary Urban Braille
- 2** Two-way vehicle traffic. Two travel lanes with on-street parking and with public transit stops. Outer lanes may be wider to accommodate public transit and emergency vehicles
- 3** Smooth surfaced crosswalks at the signalized intersections with Calgary Urban Braille elements
- 4** Minimum 2 m hardscaped or landscaped median with special vertical features (eg. public art, special light features)
- 5** New street lighting with integrated way-finding system
- 6** Single or double tree boulevards. Trees could be located either in public or private lands
- 7** Built form that creates sense of enclosure with articulation of base, body and top. Base of the building to be designed with active edge or other pedestrian traffic generators

7 CENTRE CITY DESIGN

Commercial Streets

Commercial streets are the major traffic connectors in Downtown and Centre City neighbourhoods. They are eclectic streets that provide for flexible transportation alternatives, medium to high public transit traffic, vehicular traffic and off-peak on-street parking. Commercial streets integrate a range of land uses – from high-density commercial office, hotel, convention centres and residential uses to hospitality, entertainment and retail uses at-grade level. Commercial streets should provide a comfortable, green or otherwise animated and safe pedestrian realm.



COMMERCIAL STREET STREETScape CHARACTER

LEGEND

- 1** 3-6 m wide upgraded sidewalks on public and private lands with street furniture and Calgary Urban Braille. Side Boulevards and interface zone on private land to accommodate street retail and other desirable activities.
- 2** Integrated street lighting, wayfinding, street furniture and public art columns
- 3** Pedestrian-oriented street lighting
- 4** Parallel on-street parking where possible on both sides of the street. Special paving treatment for sPARKS Concept
- 5** Medium and Large scale residential / mixed use / office developments with articulated base, body and top. Building base to accommodate variety of street level activities
- 6** One or two-way streets with selected shared bicycle paths. If two-way, min. two vehicle lanes per direction to accommodate public transit needs.
- 7** New bus shelters/waiting areas to be incorporated into private development (enclosed space, colonnades or canopies)
- 8** Standard or glass canopies for weather protection on private land
- 9** On both sides of the street, one row of trees on private land, second row in public land

7 CENTRE CITY DESIGN

High Streets (Vehicle Accessible)

High streets respond to areas with historic character or high-density retail areas with a high concentration of pedestrian movement. They represent a model of the traditional main street with mixed use, medium to high-density developments, and provide flexible transportation alternatives including on-street parking, appropriate plantings, and an animated and safe pedestrian environment. The pedestrian realm, especially the interface zone must accommodate a full range of activities from retail to hospitality (patios) as well as other activities.



HIGH STREET STREETScape CHARACTER

LEGEND

- 1 3-6 m wide upgraded sidewalks on public and private lands with Calgary Urban Braille and additional interface for patios. Street furniture to be located in Boulevard space.
- 2 Special vertical features (eg. public art, special light effects or way-finding features) combined with car-oriented street lighting and street furniture
- 3 Pedestrian scaled street lighting
- 4 Private realm—active interface treatment with restaurant patios and other retail activities.
- 5 Single tree boulevards primarily in private realm.
- 6 Pedestrian-scaled built form that creates sense of enclosure with articulation of base, body and top. Base of the building to be designed with active edge or other pedestrian traffic generators.
- 7 Parallel on-street parking with parking meters where possible on both sides of the street.
- 8 One or two-way vehicle traffic. Min. one wide lane per direction to accommodate public transit needs.
- 9 New bus shelters/waiting areas to be incorporated into private developments (such as enclosed space, colonnades or glass canopies).

7 CENTRE CITY DESIGN

Green Streets

Green streets tie together multiple open spaces/ places to the riverfronts. Their functional role, visual character and quality of landscaping are directly influenced by the need to provide a strong green environment for pedestrians and users of alternative transportation modes (e.g. bicyclists, motorized pedestrian vehicles, rollerblade users, etc.). Emphasis is on the recreational aspect of the street, pedestrian safety and existing natural qualities of the street.



GREEN STREET STREETScape CHARACTER

LEGEND

- 1** 6 m wide upgraded sidewalk on one side of the street with street furniture and Calgary Urban Braille. Bus shelters to be located in boulevard space.
- 2** 3-6 m landscaped interface (private realm) with minimum one row of trees
- 3** Pedestrian-scaled street lighting
- 4** Car-oriented street lighting
- 5** Parallel or angled on-street parking where possible on both sides of the street.
- 6** Pedestrian-scaled built form that creates sense of enclosure and allows for sun penetration to street level. Main entrances to be oriented to the street.
- 7** Large-scale residential or mixed-use developments with articulated base, body and top. Building base to accommodate street level activities.
- 8** One or two-way car driving lanes with shared bicycle paths. Min. one wide lane per direction to accommodate public transit needs.

7 CENTRE CITY DESIGN

Transit Malls

Transit malls are streets that exclusively accommodate high volumes of public transit, including Light Rail Transit (LRT), bus and rapid bus transit, or other similar public transit modes. Transit malls have the highest volumes of pedestrians and should be defined with mixed and commercial land uses at-grade, and in proximity to the highest office and residential densities. Transit malls must provide a comfortable and visually attractive streetscape environment, including safe public transit stops/stations.



TRANSIT MALL STREETScape CHARACTER Perspective / Artist rendering

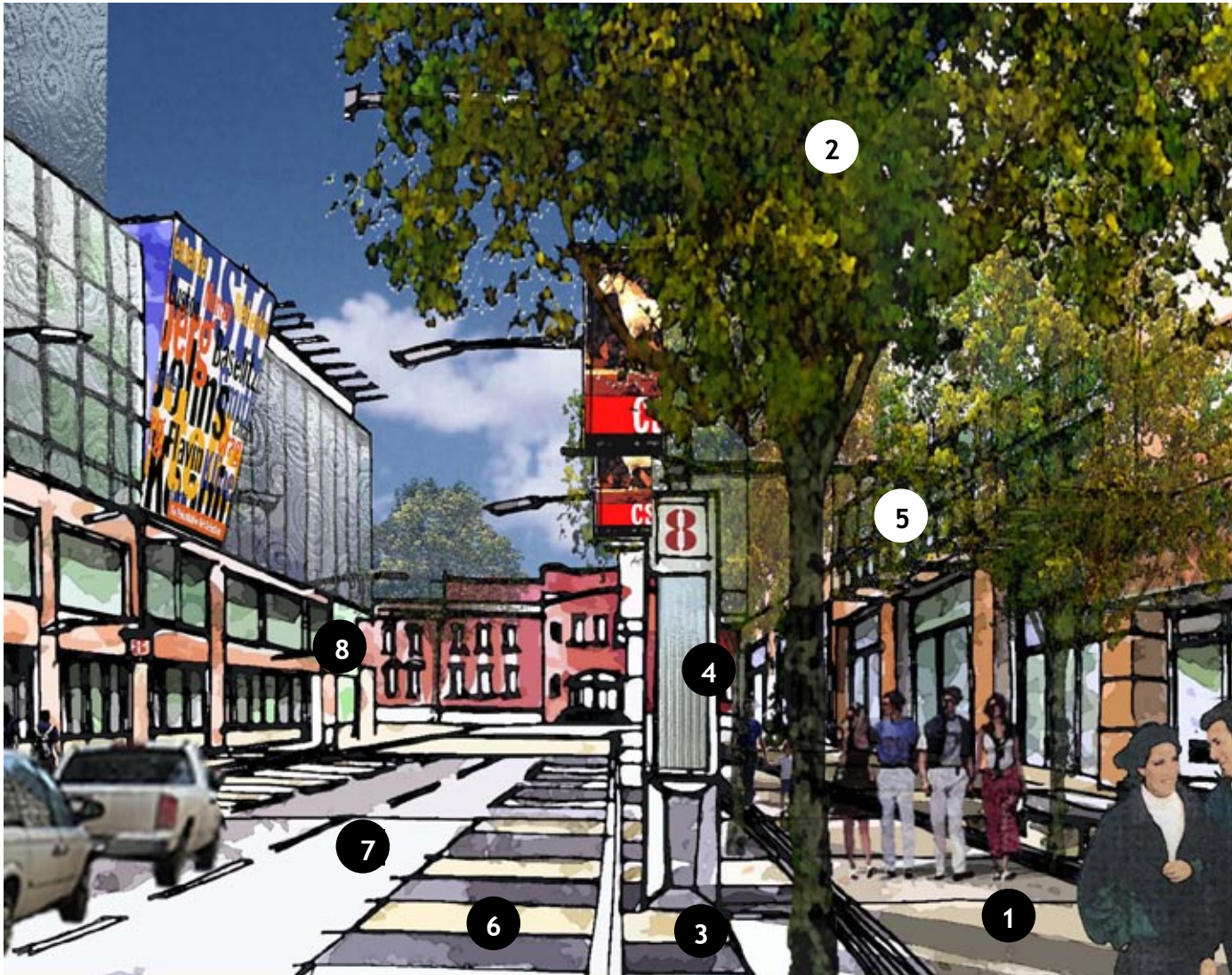
LEGEND

- 1** 3-6 m wide sidewalks on public and private lands with or without colonnades, and with Calgary Urban Braille
- 2** Transit Mall right-of-way accommodates LRT, Buses and Emergency vehicles only
- 3** LRT Stations / Platforms
Smooth surfaced waiting areas with Calgary Urban Braille and other safety elements. Weather protection (canopies, shelters, or waiting areas integrated into adjacent buildings)
- 4** Integrated lighting and way-finding system and public art features
- 5** New street lighting with integrated way-finding and electric power lines
- 6** Built form that creates sense of enclosure with articulation of base, body and top. Base of the building to be designed with active edge or other pedestrian traffic generators. Use of reflective façade materials to utilize sunlight at
- 7** Civic, Commercial advertising or digital public art (eg. Murals) in form of large animated electronic displays to add interest to streetscape.

7 CENTRE CITY DESIGN

Pedestrian Malls

Pedestrian malls are a unique street concept similar to high streets. They represent a model of the traditional main street with mixed uses, medium to high-density developments, with a priority emphasis given to pedestrians and alternative transportation modes. Pedestrian malls have the added characteristics of limited vehicle access and limited on-street parking. Pedestrian malls have a clearly delineated Interface zone that must accommodate a full range of activities from retail to hospitality (patios) as well as entertainment activities.



PEDESTRIAN MALL STREETScape CHARACTER

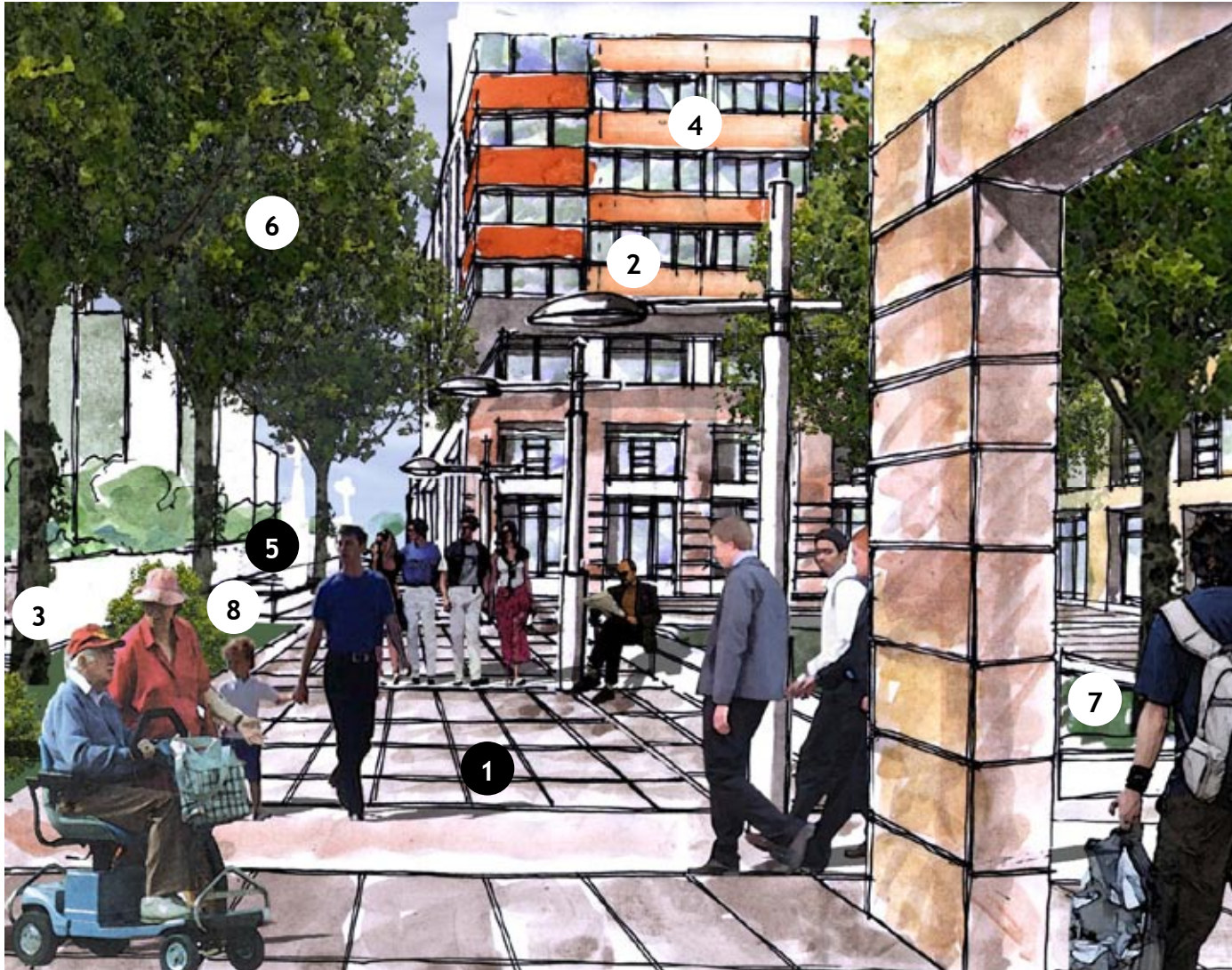
LEGEND

- 1** 3-6 m wide upgraded sidewalks on public and private lands with street furniture and Calgary Urban Braille. One row of trees on private land, second row in public land if possible.
- 2** Single or double row of trees on public and private lands
- 3** Hardscaped side boulevard with or without raised curb to accommodate street furniture
- 4** Integrated street lighting, wayfinding, street furniture and public art columns
- 5** Pedestrian-oriented street lighting
- 6** Parallel or angled on-street parking where possible on both sides of the street. Special paving treatment for sPARKS Concept where applicable
- 7** One or two-way traffic with driving lanes with shared bicycle paths. Min. one wide lane per direction to accommodate public transit needs. Special paving treatment on selected blocks for sPARKS Concept where applicable
- 8** Medium and Large scale residential / mixed use / office developments with articulated base, body and top. Building base to accommodate variety of street level activities

7 CENTRE CITY DESIGN

Residential Streets

Residential streets accommodate primarily residential uses with neighbourhood oriented mixed-use activities, provide flexible transportation alternatives, and a comfortable, green and safe pedestrian environment.



RESIDENTIAL STREET STREETScape CHARACTER

LEGEND

- 1** 2-4.5 m wide sidewalks with street lighting, furniture and Calgary Urban Braille on intersections
- 2** Pedestrian-oriented street lighting
- 3** Parallel on-street parking where possible on both sides of the street. Special paving treatment for sPARKS Concept where applicable
- 4** Medium and Large scale residential / mixed use developments with articulated base, body and top. Building interface to provide adequate landscaping for privacy or use at-grade
- 5** One or two-way streets with shared travel lanes or exclusive bicycle pathways where possible.
- 6** Single or double tree boulevards on public and private land
- 7** Urban parkettes on private lands integrated with public realm landscaping
- 8** 2-3 m wide green boulevards

7 CENTRE CITY DESIGN

Alleys

To ensure new developments contribute to the safety and attractiveness of alleys and their connection to adjacent streets and places.

Policies

1. Encourage an appropriate design (lighting, access, materials) and operations (cleanliness, maintenance) of all alleys throughout the Centre City, and further ensure that new buildings provide a safe alley environment by providing special design attention to:
 - the building interface with the alley;
 - pedestrian entrances;
 - loading docks and ramps; and
 - garbage access.
2. Explore opportunities to activate the entrances to alleys by wrapping at-grade uses at the corner and providing parking/servicing further away from the street that intersects with the alley.
3. Where possible, identify alleys, sections of alleys or blocks of alleys that could be developed to include public art, active uses, etc. such as the 7 Avenue gALLerY Project.

Mid-block pedestrian connections

Mid-block connectors are perpendicular or diagonal paths through city blocks at-grade or above-grade with connections to other public realm elements. They primarily accommodate pedestrian access, retail,

service retail, live-work or residential uses along the connections. These uses provide more activity, interest and safety. High quality landscaping and design treatments with layering and a clear definition of interfaces/edges are essential.

Policies

1. Encourage open mid-block pedestrian walkways on full block new/redevelopment projects.
2. Where feasible, north-south mid-block locations are preferred.
3. Active uses should be considered at-grade on the corners of and along mid-block connections.
4. The sidewalks shall provide appropriately-scaled and clear path widths and surface treatments.
5. Interfaces should include landscaped setbacks, storefronts, layered landscaping and full pedestrian access.
6. Safety shall be ensured through appropriate lighting and natural surveillance.

Underpasses/Overpasses

Underpasses provide vehicular and pedestrian connections under railway corridors and some roadways. Underpasses accommodate multiple movement modes or combinations of modes (e.g. cars, public transit, pedestrians, alternative modes and any combinations of these, etc.). Separation of modes can be provided horizontally or vertically.

Overpasses will provide pedestrian and alternative modes connections above the CPR tracks and/or roadways.

Policies

1. Regardless of elevation (underground, at-grade or above-grade) new built form, places and pedestrian/bicycle linkages related to an underpass/overpass should include the following considerations in their design:
 - Wherever possible, underpasses/overpasses shall have an active edge treatment that may include retail or community services, recreational or entertainment facilities;
 - Brighter colour schemes should be incorporated that create more inviting pedestrian environments;
 - Underpasses/overpasses should have full vertical and horizontal access for bicycles and the physically challenged including the full Calgary Urban Braille System (CUPS);
 - Underpasses/overpasses should be well lit and may incorporate electronic surveillance; and
 - Underpasses/overpasses should include embedded public art features.
2. In the case of an improvement or restoration of an existing underpass the following should be considered:
 - Appropriate treatments of retaining walls with public art celebrating the CPR heritage in the form of murals, 3-D sculptural elements or

- any new electronic media that would animate the pedestrian zone and be complementary to structural elements;
 - Painting the original metal structure white to create a more inviting pedestrian environment; and
 - Adding colour at night with special lighting features to lighten the underpass for safety.
3. When an entire redevelopment or replacement of an existing underpass is being proposed, key design considerations should include the following:
- Provision of space for alternative transportation modes (e.g. bicycles, skate boards and other modes, etc.);
 - Provision of vehicular access on a separate level from alternative transportation modes as listed above; and
 - Creation of structures which are imaginative in blending structural/engineering and architectural/artistic elements.

Actions

- Review the Downtown Street Network Standards within the context of the expanded Centre City Boundary. This will include the review of the role and function of each right-of-way. The review shall involve an inter-Business Unit team that can address both technical and urban design.
- Review the design of the right-of-way cross sections in relation to the Streetscapes Character concepts. The review shall involve an inter-

Business Unit team that can address both technical and urban design.

- Priority streets for detailed designs are:
 - Centre Street S/Volunteer Way;
 - 8 Avenue SW from 3 Street SW to 11 Street SW;
 - 11 Avenue SW from 5 Street SW to 11 Street SW;
 - 13 Avenue Greenway from Macleod Trail SE to 14 Street SW;
 - 8 Street SW from 3 Avenue SW to 17 Avenue SW; and
 - Centre Street from the Centre Street Bridge to 9 Avenue S.

7.7.2 Places

Preamble

Places are open spaces that are connected to and defined by surrounding linkages and built form. This section expands the public domain policies of the Open Space and Riverfront sections to include the semi-private and private domains (See Appendix D: Glossary, Public Realm). It is intended to reinforce the value of a variety of places that make up an essential part of a good public realm for the Centre City. The quality of places and the synergy between the physical aspects of place (e.g. attractive landscaping, active edges, building massing and heights, amount of direct sunlight, etc.) and cultural aspect of place (e.g. distinctive mood and meaning, cultural or

historic significance, flexibility to accommodate various activities, etc.) makes a generic open space a true and unique place. A variety of place types regarding size, type of activities, themes and special features in the Centre City will enhance urban vitality and year-around usage by all user groups.

The opportunity for enhancing and creating places within the Centre City should be evolved through a variety of place types previously identified within the Beltline Area Redevelopment Plan, the Centre City Open Space Management Plan and through new place types identified within this section. This section provides policies that apply to all the place types and followed by a description of each place type that should be considered in evolving the open space portion of the public realm. The identified places within the Centre City should consist of green place types:

- neighbourhood parks;
- urban parkettes/pocket parks;
- municipal school reserves;
- historic parks/cultural landscapes;
- regional recreation parks;
- natural environment parks;
- indoor winter gardens; and
- community vegetable/flower gardens.

and more urban plaza types:

- urban plazas;
- corner plazas;
- residential plazas;
- forecourts/mid-block; and
- landscaped/green roofs.

7 CENTRE CITY DESIGN

In the Beltline Area Redevelopment Plan, Appendix B provides design guidelines for place types that have been previously identified however, new place types such as sky-gardens and 'spaces between' have been described with policies in this section. New place types are a result of advances in architecture, technology, landscape architecture, as well as the result of existing and future Centre City densification trends. A lack of available, affordable land for the creation of standard urban parks is another significant reason for the creation of such places in the Centre City. Current trends in urban planning and design that advocate for sustainable and ecologically-friendly city-building and innovative opportunities for places should be encouraged as part of the vision of the Plan.

Policies

1. Within the Centre City, create a variety of places that include:
 - A clear purpose and use;
 - A design that supports the needs of expected users and activities; and
 - Especially within neighbourhoods, opportunities for use by children and seniors.
 2. Ensure the design/redesign of places is uncluttered, has good visible and physical connections to the street grid, linkages and pedestrian pathways.
 3. Discourage sunken plazas that have limited visibility from street level.
 4. Create places that can accommodate high intensity activity.
 5. Within large places, create smaller enclaves that support the creation of intimate, human scale spaces with different activities.
 6. Ensure that places are integrated with and complementary to surrounding built form by:
 - A continuity of uses and activities at the edges of places to ensure vitality at the street level;
 - The functional integration of activities at, below and above-grade; and
 - New development(s) surrounding places respecting the need for human scale and the creation of a sense of enclosure that does not compromise the environmental qualities (such as sunlight) of a place.
 7. Encourage innovative approaches to create exciting multi-level places integrated with a mix of uses along the CPR corridor.
 8. Design/redesign places to include the following components:
 - Accessibility for people with all levels of ability, including features such as Calgary Urban Braille System (CUBS);
 - The creation of intimate, smaller scale places to provide refuge from busy linkages;
 - The creation of smaller places that use the principle of "shared place" whereby there is a variation in texture, shape or colour of the place such that it can be easily re-configured for different events or respond to seasonal, micro-climate changes;
- The use of special features that allow for custom, temporary or limited use of water as part of play areas for children;
 - Architectural features that protect from heat, rain, snow and excessive cold;
 - Utilization of sun reflections to improve brightness and light quality;
 - Creative lighting strategies to improve legibility and safety of places during the night and winter season;
 - Special features and street furniture that are comfortable, can be used year round, and can interact with the local climate;
 - Soft and hard landscaping and special features that can adapt over time without the need for complete re-development;
 - Sustainable landscape design and improved standards/practices to support the growth and survival of the urban forest;
 - A variance in texture, shape or colour in relationship to seasonal changes or changes in technology and materials. This should include a variety of audio, video, kinetic or other types of experiential features that will change with seasons or interactively respond to place users;
 - An integration of technology that can be updated as required;

- Incorporation of local, natural and cultural history that is interpreted in a contextual design language. This may include the use of interpretive design features, such as digital technology, sustainable landscape features, textures, warm colour schemes, public art and appropriate water features;
- Usage of high-quality materials and construction standards. This may include: durable materials such as granite and stone to lengthen infrastructure life cycle, permeable paving to minimize storm-water run-off, the use of solar energy to provide power where required (e.g. signage, lighting), the use of alternative eco-friendly paving materials that can be recycled, repaired or replaced with minimum energy consumption, and sustainable urban forestry practices; and
- Dedicated funding for the continuous maintenance of special features such as water fountains, public art, light installations, etc.

7 CENTRE CITY DESIGN

Place Types

Neighbourhood Parks

A predominantly soft landscaped park of grass, trees and planting areas, usually located in a residential setting and detailed and furnished for a variety of active uses (e.g. children playgrounds/tot lots, basketball and tennis courts, walking, etc.) and passive uses (e.g. sitting, sun-bathing, resting, etc.). The details of use vary with the density and location and type of neighbourhood. Neighbourhood parks are sometimes connected to former or existing school sites.

Urban Parkettes/Pocket Parks

A small hard landscaped park for local pedestrian use within commercial districts, primarily during the lunch hours, usually used by office employees adjacent to the mini-park; and/or a small soft landscaped park for local pedestrian use within residential areas.

Municipal School Reserves

Reserve land used for educational sports fields, community recreational sport fields and school building sites.

Historic Parks/Cultural Landscapes

Historic parks are the oldest parks in the Centre City. Over time, these parks have been altered, repaired or rehabilitated, but generally retain their original characteristics.

Regional Recreation Parks

Parks developed for general recreation. May consist of either natural or constructed features, or both. Regional Recreation Parks are located and designed to serve more than one community but less than the entire city. They usually accommodate multiple activities for half or full-day outings.

Natural Environment Parks

A City-owned park, classified as Municipal Reserve and/or Environmental Reserve, where the primary role is the protection of an undisturbed or relatively undisturbed area of land or water, or both, and which has existing characteristics of a natural/native plant or animal community and/or portions of a natural ecological and geographic system. Examples include wetlands, escarpments, riparian corridors, natural grasslands and woodlots. Note: A relatively undisturbed Natural Environment Park would either retain or have re-established a natural character, although it need not be completely undisturbed.

Indoor Winter Gardens

Winter gardens are smaller or larger climate-controlled, fully enclosed spaces adjacent to sidewalks or the +15 system. They provide shelter from extreme cold temperatures and provide a pleasant environment for leisure and other recreational, commercial, and cultural activities during the winter.



Community Vegetable/Flower Gardens

Community gardens should be an integral part of the public realm. Urban agriculture and community gardens would greatly assist in meeting various social, economic and environmental objectives. They provide an opportunity for residents to learn about nature in the urban environment. The presence of people in community gardens also increases community safety.

Urban Plazas

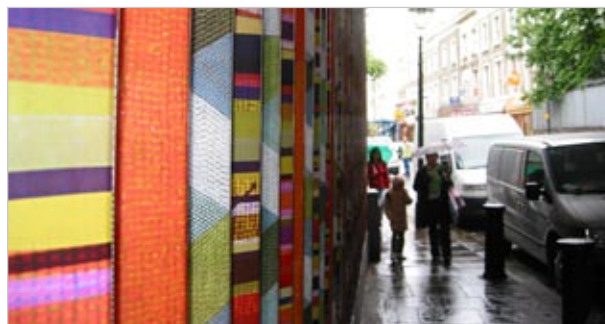
An open area fronting on a street or sidewalk widening which is accessible to the public at all times for the use and enjoyment of larger numbers of people. Urban plazas have less hard and softer landscaped areas.

Corner Plazas

Corner sites are one of the most prominent building sites. Landmark buildings of a distinct and memorable form should also create memorable and delightful public spaces. Corner plazas are public/private spaces where two adjacent streets are at approximately the same grade and enable the plaza to become an active meeting place, a place for commercial exchange, a place to pass through, and a place to watch the passers-by.

Residential Plazas

A neighbourhood public space with higher design and amenity standards. They are "living rooms" of residential neighbourhoods (e.g. open spaces that



are accessible, inviting, sunlit, safe and beautifully landscaped, etc.).

Forecourts/Mid-block

A mid-block location where the forecourt extends right through the block which will generate substantial pedestrian through traffic and may also become an oasis space or quiet sitting area, depending on its size.

Landscaped/Green Roofs

A rooftop area developed with a garden setting for sitting, walking and viewing. Green Roofs may also provide improved storm water management, smog reduction, energy efficiency, cost savings and an attractive amenity space.

Sky-gardens/3-Dimensional Parks

Sky-gardens are a publicly-accessible part of larger public or private structures in the Centre City such as the CPR corridor, parkades, municipal buildings, office buildings or bridges. Design of these spaces should consider the following:

- A 3-dimensional character should be achieved with multi-storey, floating vertical space that can be open or enclosed, climate controlled or not, and provide opportunities for small or large-scale landscaping features.
- Sky-gardens should be accompanied with active retail or recreational uses. The uses should be concentrated in nodes at the intersections of main pedestrian corridors.

7 CENTRE CITY DESIGN

- Sky gardens/ 3-dimensional parks should be considered for community gardens or other types of urban agriculture.

'Spaces Between'

"Spaces between" or "lost spaces" in the Centre City such as unused dark spaces under the transportation flyovers, remnant undeveloped spaces in public ownership, parking lots or unused spaces adjacent to the CPR corridor, should be reclaimed and improved.

Possible design solutions could include:

- Introduce alternative landscaping features combined with public art.
- Light levels, special lighting effects and vibrant colour schemes should be used to ensure increased public safety.

7.7.3 Built Form

Preamble

The quality of the public realm in the Centre City derives not only from the aesthetic qualities of linkages and places, but also from the creation of a continuous, attractive, visually and functionally integrated street wall/built form that directly interacts with linkages and places. The public realm is shaped by built form and in particular, with a properly-scaled street wall. Built form legibility relates to a mix of uses, range of building types, building massing, consideration of the role and design of a building's base, body and top, as well as the creative use of materials, textures and colours. While it is the base or street wall elements that are most critical to the creation of a quality public realm, all of the above noted components contribute significantly to the quality of the public realm.

The Centre City is a high density area developed with four generations of buildings. Dramatic change in the last 30 years has contributed to the eclectic character of building forms, variations in scale, height, massing and architectural detailing. This mix of lot sizes and building forms has had both positive and negative impacts on the environment. On the positive side, the variety of building forms and scale has created a dramatic prairie skyline. On the negative side, the large scale of developments has created in many locations dark and inhospitable street environments that in conjunction with

climatic conditions of winter months diminish the attractiveness of the Centre City.

The design of buildings and structures directly impacts the quality of the public realm and it is for this reason that this section provides policy direction to reinforce the relationship between the street wall/built form, linkages and places. In conjunction with these policies, the Beltline Area Redevelopment Plan, East Village Area Redevelopment Plan and the Eau Claire Area Redevelopment Plan provide built form policies and guidelines for each of those neighbourhoods. Appendix A proposes a set of design guidelines for the Downtown to be approved as a part of the Centre City Plan. The development application review process shall consider all these policies and guidelines in the review of individual development permit applications.

Where areas of the Centre City (e.g. West End, future new West Park/Lower Sunalta) are lacking in built form policy and/or guidelines, the Development Authority may use the Centre City Plan policies/guidelines, or adjacent community statutory plans for guidance.

Policies

1. Encourage development to create a continuous, active street wall along linkages and places.
2. Encourage the creation of an integrated interface zone that creates a continuous, legible and attractive streetscape.
3. Integrate activities within buildings with the design of the interface and pedestrian zones.
4. Locate and design main building entrances so that they are clearly visible and identifiable and provide easy access for all users.
5. Promote distinctive treatments of the building base through creative massing, articulation, use of textures, materials and colours that enhance the pedestrian experience.
6. The base of a building should create a human-scale street wall that provides a sense of enclosure on the street while being in proportion to the overall height of the building.
7. Encourage smaller floor plates for tall buildings in residential areas to ensure some sunlight access to the street and other residential units.
8. Encourage a minimum separation distance between a tall residential building and other tall buildings to allow for adequate sunlight penetration and distant views.
9. Require wind studies on all new development.
10. Encourage architectural features such as colonnades on the south side of avenues to provide extra protection from the weather.
11. Encourage weather protected or climate-controlled pedestrian environments at street level (e.g. gallerias, mid-block connectors, corners, etc.), appropriate to the local context.

7 CENTRE CITY DESIGN

7.7.4 Special Features

Calgary Urban Braille System (CUBS)

Calgary Urban Braille is a comprehensive, user-driven approach to the planning and design of the public realm. Calgary Urban Braille System (CUBS) is a system that engages other sensory channels, from tactile to audio, serving the needs of the partially and totally visually impaired. By utilizing both colour and texture contrast and audio devices it provides warning signals and clues related to orientation in a complex urban space.

Policies

1. Introduce a comprehensive Calgary Urban Braille System for all linkages, including public transit facilities.
2. Ensure that The City of Calgary works with other interested partners (e.g. CNIB, CDA, BOMA, etc.) in order to create a comprehensive Urban Braille accessibility policy, construction standards and implementation strategy for major pedestrian linkages.
3. Provide full Urban Braille treatment on linkages and places with the highest concentrations of pedestrian traffic.
4. Provide limited Urban Braille treatment (at intersections only) on all other linkages.
5. Improve accessibility to all categories of physically challenged users in the Centre City

when comprehensively re-developing existing streetscapes or partially re-developing individual sites.

6. Where possible, Urban Braille should be implemented at the block level. In cases of partial block redevelopment The City should consider funding the balance of the CUBS upgrade. If an individual redevelopment includes up to 30% of a block face, the CUBS system will be developed only in the front of the property. If a development includes more than 30% of the block face, the entire block/sidewalk should be developed at the time of re-development.
7. Remove all obstacles on sidewalks, and create an integrated system for locations of street furniture, traffic signalization and public transit infrastructure.
8. Standardize sidewalk treatment with elements of Urban Braille for individual streets to provide consistency and legibility.

Actions

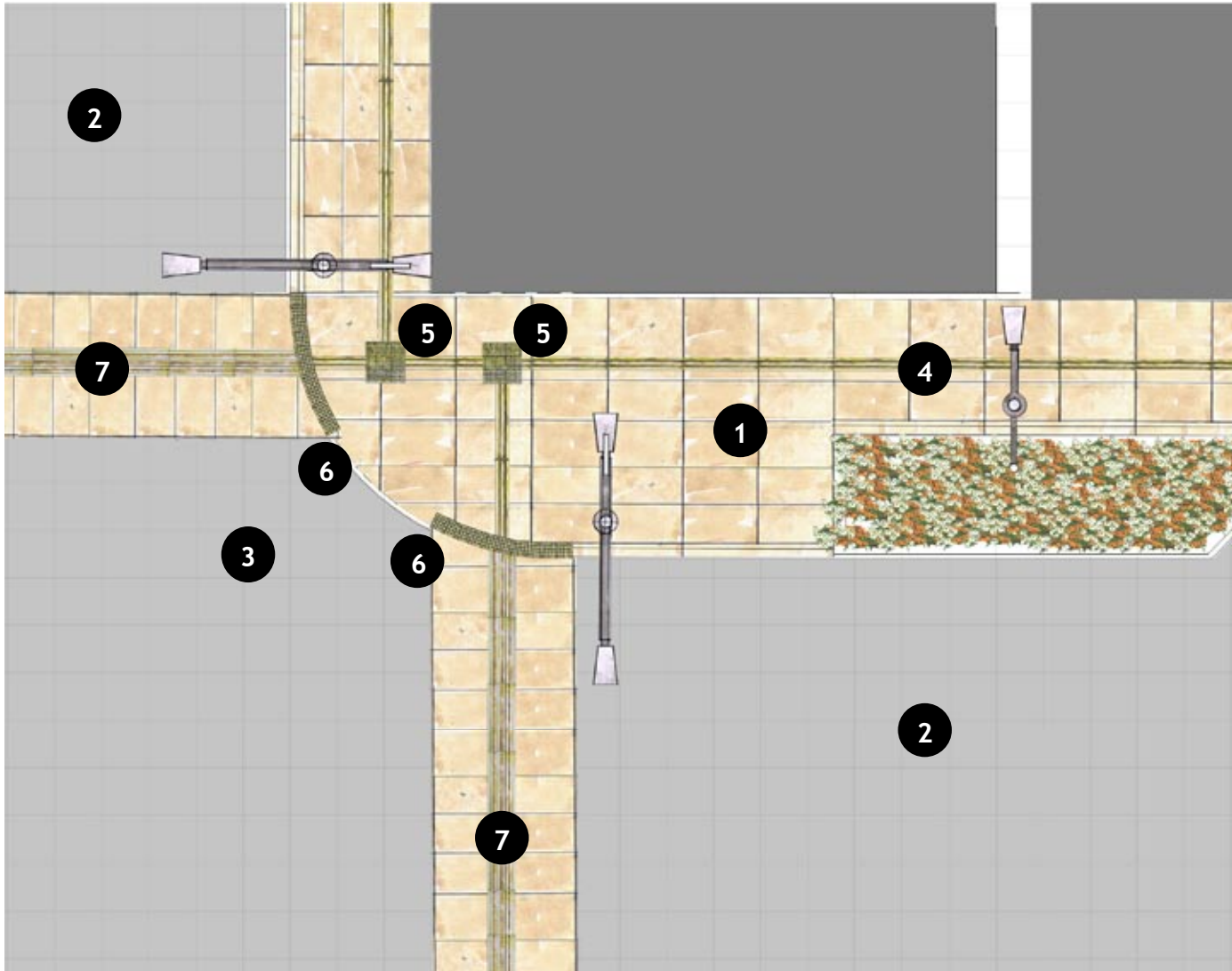
- Develop a comprehensive Urban Braille System.
- Implement an Urban Braille Pilot Study along Centre Street/Volunteer Way.

Way-finding/Signage

A new approach towards way-finding and signage in the Centre City is required to define new design criteria, improve existing approaches and facilitate the creation of new tools for evaluation and implementation. New guidelines are needed to ensure a functional, safe and visually pleasing signage treatment in the public realm. This section does not address private identification signs.

Policies

1. Reinforce the legibility and simplicity of way-finding and signage systems.
2. Integrate various signage types that integrate together to create less visual clutter.
3. Explore the use of digital technologies/interfaces for various way-finding/signage systems.
4. Promote high-quality graphic design for all way-finding/signage systems.
5. Continue to provide and enhance the integration of the traffic signalization and the street lighting system.
6. Create an attractive graphic design identity for public transit stops.



CALGARY URBAN BRAILLE Principles

LEGEND

- 1** 3-6 m wide upgraded sidewalks on public and private lands with street furniture and Calgary Urban Braille.
- 2** VEHICULAR REALM—Traffic lanes
- 3** Street intersection
- 4** 30 cm Sidewalk Direction Tile—basic prefabricated element, gives sense of direction on unobstructed path
- 5** Intersection Node Tile—informs about possible direction change
- 6** Edge Warning Tile (curb ramp)—basic prefabricated element that warns user about change from pedestrian to vehicular realm
- 7** 60 cm Crosswalk Direction Tile—prefabricated element that guides user and warns to take extra caution while in vehicular realm.

7 CENTRE CITY DESIGN

Actions

- Way-finding features shall be determined according to an overall Way-finding Plan that will determine locations, type, size and media appropriate for different uses. The Plan should address:
 - Primary way-finding information at the Centre City gateway locations for high-speed vehicular and public transit users;
 - Secondary way-finding information (general information) to slower vehicular, bicycle and pedestrian users; and
 - Tertiary way-finding information (detailed information) to pedestrian users.

7.8 Architecture

7.8.1 Context

Preamble

Calgary's site in the Foothills at the confluence of the Bow and Elbow Rivers is geographically, topographically, climatically and ecologically unique. The Centre City itself has an established urban form and a considerable collection of public spaces and significant buildings representing all periods of the City's development. As new development continues, care shall be taken to ensure that the best aspects and qualities of the City and the existing Centre City are retained and enhanced, and that each site is treated as an opportunity for appreciation, improvement and enrichment of the existing fabric and conditions.

Policies

1. New developments shall not negatively impact existing adjacent buildings, public spaces, sidewalks, and sites identified in the Landmark and Heritage sections.
2. New developments shall exhibit a diversity of massing, design, materials and detailing from that of adjacent buildings.
3. On the avenue orientation of large sites the stepping of tower forms away from the principal avenue (north and south) faces as height increases may be encouraged to open long views/vistas and avoid visual tunnel effects.
4. The "fifth elevation" or view of roof areas from above shall not impact neighbouring buildings; requirements may include landscaped usable space or full green roofs depending on roof heights, possible occupant benefits, and adjacent site potential.
5. Very large buildings, either in height or width, should consider massing that has "breaks" in height or is punctuated with architectural treatments that provide relief from the overall mass of the building. This may be achieved through setbacks, materials, gaps or "holes" in the facade, or other treatments.
6. In the Downtown, minimum tower separation and envelope guidelines may be introduced according to site specific and context specific criteria to promote substantial sunlight penetration throughout.

7.8.2 Quality

Preamble

The Centre City should be both impressive and enduring in the quality of its materials and design detailing. The design of new developments shall bring richness of experience to the users in a variety of ways, including through the quality of the spaces which they create, the excellence of the finish materials, their resolution throughout the development, and their ability to endure and adapt to changing conditions within the Centre City. New buildings should use materials and methods which meet objectives for sustainability by being climatically appropriate, long lasting, low maintenance, of comparatively low embodied energy and derived locally where possible.

Policies

1. Ensure that all buildings (both new developments and renovations to existing) enhance the Centre City by bringing new richness and vitality to the street and public realm.
2. New buildings shall provide an appropriateness, quality and durability of details and finishes. Aspects of the designs to be reviewed will include:
 - Quality and durability of finish materials and their placement on the building;
 - Appropriateness of materials with regard to context and building orientation; and

- Proportions of materials and colours, their visual impact on both the skyline and pedestrian experience.
- 3. Exterior feature lighting shall be utilized to distinguish buildings of importance, to accentuate character buildings and architectural elements, and to highlight specific areas within the Centre City.
- 4. The design of signage should be considered as part of the overall building design, integrated with the architectural concept. Signage shall be appropriately designed based on its function and location, as well as for its ability to add interest and animation to both the street and the skyline.

Actions

- Review existing Area Redevelopment Plans, Policy Consolidations and the Centre City Plan relative to architectural design guidelines and report to Calgary Planning Commission with a Discussion Paper regarding the need for more Architectural Design Guidelines.
- In consultation with artists and/or specialist designers working with lighting, devise guidelines for the use of special exterior lighting systems to accentuate civic buildings, cultural institutions, and heritage buildings. As well, provide guidance for the use of lighting on new and renovated commercial buildings that provide visual “punctuation” at specific sites and districts. (e.g. Olympic Plaza Cultural District)

- Commission and implement a bold (low energy use) new exterior lighting strategy for Historic City Hall and the Municipal Building to highlight their features and establish their importance as civic landmarks. This will serve as an illustration of the exterior lighting techniques proposed generally for historic and civic buildings throughout Centre City.
- Initiate a review/revisions of the existing Sign Bylaw to ensure that opportunities are provided for the use of signage as a means of animating specific areas of the Centre City, as well as to further define ways of successfully incorporating signage into architectural designs.

7.8.3 Presence

Preamble

The Centre City should exemplify Calgary’s brash self-assurance through architecture that is both memorable and distinctive. Every building in the Centre City should be seen as an opportunity to enhance the existing built fabric, to contribute to the distinctiveness of the skyline, to improve the quality of the pedestrian environment, and to impress, surprise, and delight the citizens of Calgary. Each new building should aim to gain the esteem of both its users and the public and to become a cherished piece of the Centre City.

Policies

1. Foster the culture of design and a greater appreciation of its importance through the encouragement of public/professional dialogue and engagement around design issues at every possible opportunity; create public excitement around the possibilities for improving the quality of the Centre City environment, stress the benefits of more creative and innovative approaches and allow the professional design community to show how they can champion these ideas in their work.
2. Ensure that all building applications are evaluated with regard to the visual and experiential qualities of the project. Aspects of the designs to be reviewed will include:
 - The building type and role (background or foreground);
 - The impact and importance of the site location;
 - The building’s distinctiveness from its neighbours;
 - The building’s respect for the adjacent context; and
 - The potential of the project to interest, excite, inspire, or delight the people of Calgary. Specific locations within the Centre City which have been identified as landmark (See Concept 26: Centre City Gateways, Landmarks and View Corridors) shall require a higher level of context-specific design response.

7 CENTRE CITY DESIGN

3. All new City of Calgary building developments in the Centre City shall set an example by achieving the highest standards of architecture. projects, and coordinate all design aspects of the Centre City.
4. All public facilities (libraries, museums, galleries, firehalls, recreation centres, etc.) are to be considered important landmarks and shall require a landmark location and design.
5. Key civic and cultural short and long-term developments should be identified and considered. A master plan should identify sites, strategies, and opportunities to champion catalytic developments and partnerships which will animate the Centre City, serve all of the citizens of Calgary, and act as illustrations of the principles of landmark buildings. See Concept 26: Centre City Gateways, Landmarks and View Corridors (e.g. Civic Art Gallery; Museum of Petroleum History & Technology; Museum of Civic and Cultural History, etc.).
6. Consultant selection for the design of significant City of Calgary developments shall be through open architectural competitions to ensure a high level of creativity and the stimulation of public discussion and engagement.

Actions

- Formalize a Centre City Design Action Team as a subset of the Centre City Integrated Action Committee (See Section 3.0: Sustainment Strategy) that will implement the shared design vision, initiate and manage specific creative

7.9 Urban Ecology

Preamble

The Centre City shall exemplify a responsible approach to city building.

A central goal of the Centre City Plan is the creation of a balanced, complete community which is environmentally, economically and socially sustainable. A new diversity of uses, increased green space and an enhanced pedestrian focus should combine with a new generation of energy conserving, responsive and responsible buildings to make the Centre City a healthy and vital place for all Calgarian's.

Calgary is a green and healthy city. The Centre City must exemplify this valuable quality by taking advantage of strong growth and development to both protect and enhance the current environmental advantages and natural qualities in recognition of their central role in the creation of a distinctive character for Calgary as a Foothills City. Every new and renovated building should be seen as an opportunity to meet this objective and to take responsibility for the future of the City.

Green roofs should be part of the urban ecology - softening views, improving energy consumption, assisting in the management of peak storm water, and providing an additional layer of green open space throughout the Centre City

Policies

1. Encourage specific green building design initiatives on all new and renovation developments throughout the Centre City. These initiatives may be based on and equivalent to the Leadership in Energy and Environmental Design (LEED) System but will be specific to the Calgary context and will promote the reduction of resource use and building emissions as well as the creation of healthy indoor environments.
2. Require, for all developments, a description/ accounting of design measures included to reduce the developments environmental footprint below current industry standards in keeping with the objectives of imagineCalgary and the Calgary Climate Change Action Plan.
3. Require all new City of Calgary developments in the Centre City to meet the Centre City Green Design standards (equivalent to LEED Gold or better).
4. Fully integrate green design considerations into the approvals process; simple evaluation criteria should be collaboratively developed to ensure a clear and consistent application of the objectives.
5. Wherever possible, strongly encourage the retention of existing buildings or portions thereof (except when referring to heritage where the preference is to preserve the whole building) to lower the total embodied energy of new structures while reducing the impact on the City Landfill.
6. Reduce the effect of "Urban Heat Islands", created when dark coloured roofing and paving materials absorb and radiate heat, raising building and ambient temperatures and affecting building cooling loads.
7. Be aware of and informed of the impacts of the built environment on the migration of birds.
8. Develop/adopt incentives and create opportunities to encourage recycling of all building materials.
9. Encourage the remediation and redevelopment of Brownfield sites.
10. Require that all existing City of Calgary facilities within the Centre City be renovated to meet an energy efficiency/air quality standard equivalent to LEED EB Gold or better.
11. Investigate alternate heating and energy supply technologies, such as district energy or geothermal, as a source for new developments within the Centre City. Where demonstrated to be environmentally beneficial and practical, encourage implementation on a site by site or comprehensive basis. Implementation may include partnering with the utilities or providing incentives to private developers.

Actions

- Initiate the development of a set of "green design principles", in consultation with industry and the community, to become requirements

7 CENTRE CITY DESIGN

on all new and renovation developments throughout Centre City. These green building design requirements may be based on and equivalent to the LEED System but will be specific to the Calgary context and will promote the reduction of resource use and building emissions as well as the creation of healthy indoor environments. The result will be a checklist for all building applications tailored to building types and contexts and including pass/fail prerequisites.

- Initiate the “green” renovation of the Municipal/ Public Buildings to illustrate Sustainable Building Design principles (meeting the equivalent of LEED EB Gold or better) while improving energy consumption, indoor air quality, day lighting; and a demonstration green roof.
- Initiate a strategy for the redevelopment of an “Eco-neighbourhood” in the West Park/ Lower Sunalta area, combining housing with open space as a demonstration of Brownfield site remediation, storm water and grey water management, and the best principles of sustainable neighbourhood design at a large urban scale.
- Report to Council on options and incentives to encourage the “green” renovation/retrofit of existing buildings. An example would be tax relief for existing buildings that achieve certification under the Building Owners and Managers Association’s (BOMA) Go Green Program.
- Develop a set of key targets and indicators to measure progress on achieving ecological and sustainability goals and report back to Council.
- Investigate and report back to Council on the impact of built form on the migration of birds within the specific Calgary context. The report should propose specific mitigation techniques if warranted and achievable.

8

VITALITY



8.0 Vitality

Preamble

A vital Centre City is one where there are a myriad of opportunities to work, play and learn for a diverse range of people. Business and non-profit ventures flourish and grow to provide economic opportunity to all Calgarians as well as excitement, stimulation and fulfillment in a wide range of interests. This can only be achieved and maintained with the creativity, support, commitment, energy and ideas of people and organizations from all facets of the Centre City, working toward a common vision and goal.

A vital Centre City is in itself a strong marketing and economic development vehicle to attract more residents, businesses and visitors from the local and international markets.

This section offers a framework on which many strategies and actions may be developed over time. While some specific actions are suggested, it is hoped that through future public dialogue, various groups will come forward to propose and implement specific action items.

8.1 Economic Development

Policies

1. Monitor the economic health of the Centre City in order to identify emerging issues that

may pose challenges or threats to its long-term sustainability.

2. When issues are identified, action strategies should be promptly developed to ensure that the Centre City remains a location of choice for business.
3. Ensure the business community is provided the environment, infrastructure, services and amenities necessary to flourish and prosper within the Centre City and remain competitive in the international marketplace.
4. In order to meet future office demand, support the expansion of the Downtown office core south of the CPR tracks to 12 Avenues when land supply in the Downtown becomes constrained.
5. Support the development and growth of local businesses, both large and small to ensure that the Centre City retains its local character.

Actions

- Prepare a regular report (annual or bi-annual) on the competitiveness of the Centre City office market relative to other locations in the Calgary Economic Region, the Province, Canada and the world. The report should contain specific recommendations for action that can be considered for implementation by The City or its partners.
- Conduct regular surveys on the satisfaction of Centre City employees with their Centre

City location, including their likes, dislikes and suggestions for action.

8.2 Tourism

Policies

1. The Centre City is a major destination for visitors to the Calgary and Rocky Mountain region. Accordingly, plans, designs, initiatives and actions in the Centre City should consider and incorporate the needs of visitors.
2. Retention of existing and development of new tourist and visitor attractions within the Centre City is encouraged in order to attract more visitors who will in turn support local businesses.
3. Ensure efficient and direct transportation connections from the Centre City to other tourist attractions and destinations outside of the Centre City including, the Zoo, Canada Olympic Park, the new Telus World of Science location and the airport.
4. New systems of wayfinding and information systems to direct visitors to and inform them about key destinations and attractions should be developed. This may include creative physical signage approaches as well as the use of new communication technologies including wireless and other electronic and digital methods.
5. The +15 system should be recognized both as a service to and destination for visitors. Tourism

stakeholders should be involved in planning for the future of the +15 system.

6. A high quality-public realm is recognized as a major factor in the visitor experience. Therefore, investment in the public realm should be seen as an investment in the tourism industry.
7. Work with various partners to develop high calibre walking tours throughout the Centre City. (e.g., heritage, public art and +15 walking tours).
8. Encourage convention organizers to consider ways to subsidize visitors transit use travelling between the Downtown and Stampede Park, particularly during large scale conventions.

Actions

- To be developed

8.3 Entertainment

Policies

1. The Centre City will be the major entertainment centre in Calgary. New entertainment concepts and activities will be embraced and encouraged.
2. The City will consider the feasibility of establishing defined Entertainment Districts where mutually supportive entertainment uses are encouraged to locate and where special strategies, design guidelines and incentives are developed to create an exciting and energetic environment. Stampede Park and

vicinity is considered to be an Entertainment District. Other possibilities include a Film and Entertainment District centred on 8 Avenue SW and 5 Street SW and an entertainment area around Eau Claire Market and Plaza and Prince's Island Park. Linking the districts through strong pedestrian connections and wayfinding should also be examined. Stakeholders within these areas are encouraged to develop District Strategies to develop the Entertainment District concept within their area, such as the Olympic Plaza Cultural District Strategy.

3. New development and redevelopment projects, particularly within any defined Entertainment Districts, are encouraged to provide physical space opportunities for entertainment venues such as below grade and upper level spaces for such things as restaurants, nightclubs, and performance venues.

Actions

- Work with the local BRZ's to determine the feasibility and possible locations of designated Entertainment Districts for the purpose of creating positive synergies for the entertainment industry, while minimizing the impacts on residential areas.
- Prepare a feasibility study or District Strategy for the potential of creating a Film and Entertainment District with its epicentre located at 5 Street SW and 8 Avenue SW. Such study shall include consultation with the film and

hospitality industries and other stakeholders within the general area.

- Develop building design guidelines and incentives to create spaces suitable for night clubs and other entertainment venues within new and existing development located within a designated Entertainment District. Specific examples include below grade, second storeys and even top floor spaces.

8.4 Arts and Culture

Policies

1. The Centre City contains many of Calgary's major cultural institutions and festivals. The City, in collaboration with Calgary Arts Development, will actively support these institutions and festivals to ensure their long-term sustainability and growth within the Centre City.
2. The Centre City should become a place where new and alternative cultural groups and venues are developed and supported. The City, in collaboration with Calgary Arts Development, will be an active partner and enabler to nurture the growth of culture in the following ways:
 - Administrative and financial support;
 - Support the establishment of an organization to champion the brokering of partnerships and arrangements to connect cultural groups with facilities and spaces;
 - Flexible and supportive land use and design policies and regulations; and

- The use of City-owned lands and buildings, including heritage buildings.
3. The Olympic Plaza Cultural District (OPCD) is recognized as the City's flagship cultural area, housing many of the major cultural institutions including the Epcor Centre for the Performing Arts, The Glenbow Museum, The W.R. Castell Central Library, Vertigo Theatre and The Grand Theatre. The area also includes many eating and drinking establishments and retail stores. The OPCD is the recognized voice for the institutions and businesses in the area. The City will continue to work with the OPCD to develop and enhance the area as a major destination in the following ways:
- Involving the OPCD in the development application review process for developments within their boundary, including, where appropriate, the development of specific design guidelines for the area;
 - Identifying appropriate and effective ways to implement the OPCD Strategy, including through formal land use and design regulatory tools, other City policies and procedures and through the Centre City Integrated Action Committee; and
 - Working toward a comprehensive exterior building lighting strategy for the area.
4. In addition to the OPCD, cultural facilities are encouraged to locate in all areas of the Centre City. This helps promote neighbourhood diversity and pedestrian movement.

Actions

- Prepare a Centre City Arts and Culture Master Plan to include both facility and programming strategies.
- When reviewing the Downtown density bonus system, specifically include the provision of cultural facilities as a key objective.

8.5 Recreation

Preamble

Note: This section represents The City's official Centre City Arts and Recreation Plan. However, additional policy and action items, related to the arts, are found in Section 8.4 Arts and Culture.

A livable, caring and thriving Centre City includes health and wellness opportunities for all citizens. These opportunities allow people to replenish themselves through physical, cultural, creative, social and intellectual leisure activities. A livable, caring and thriving Centre City offers much-needed social, community and leisure services to its valued citizens.

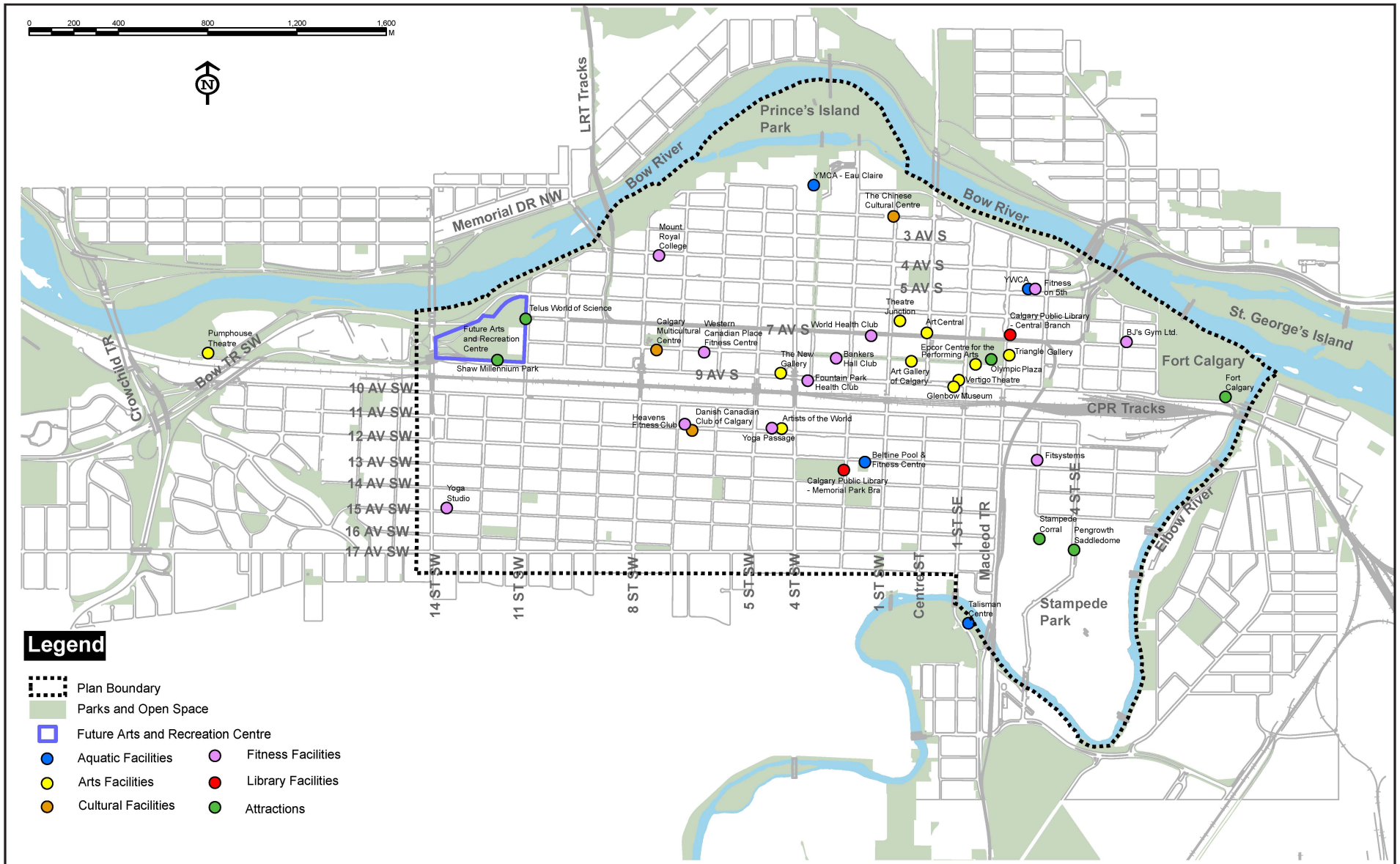
Recreation and leisure play a significant role in the health and stability of communities and is integral to developing healthy, resourceful, active, creative, and involved citizens. The Centre City Recreation Plan provides for a dynamic sport, culture, arts and recreation environment for all Calgarians, and enables them to experience and enjoy involvement in leisure to the extent of their abilities and interests. Within this context, The City of Calgary not only provides

direct service provision, but also partners with public, private and not-for-profit organizations to encourage community, recreation and economic development, and to provide the best possible quality of life for all Calgarians.

The City of Calgary is currently undertaking a study to determine the recreational needs and preferences of residents in the Centre City. Once completed, these studies will provide the basis for recommendations regarding the future provision of recreational programs and services, and will enable The City, in concert with their public, private and the not-for-profit partners, to coordinate, support, and provide a diverse and wide-ranging blend of sports, arts, culture and recreational opportunities.

Given the existing menu of publicly-accessible recreation and arts opportunities in the Centre City, and the density of those opportunities on the eastern side of the Centre City, the development of a multi-purpose recreation and arts venue on the western edge of the Centre City is a key component to a balanced, dynamic leisure delivery system. Located on the existing site of the Calgary Science Centre, the former site of Calgary's first swimming pool (Crystal Pool, 1939), and encompassing existing recreational and heritage lands, the future centre will be a place for workers, residents, visitors of various ages, abilities and interests to rest, rejuvenate and recreate. The vision for this facility includes a variety of active and passive opportunities, including exciting amenities such as: a multi-media arts and culture centre; an aquatic feature including a spray park or

Map 2: Recreation Facilities



8 VITALITY

outdoor wading pool that converts to a outdoor pleasure rink in the winter; multi-purpose fitness, wellness and sport amenities; riverfront and natural area access for outdoor pursuits; as well as the existing and well used outdoor skateboard park and family festival area. See Map 2: Recreation Facilities

Policies

1. Encourage artistic, cultural, sport and recreational enrichment to promote a more vibrant, healthy, safe and caring community.
2. Provide, facilitate and enable services and programs that support active and creative lifestyles; and which lead to community health and wellness.
3. Assure access to introductory and basic skill development recreation programs and services for all Centre City residents and workers, in particular children, youth, families and those who have low incomes.
4. To foster an environment where opportunities for recreation programming are available to all citizens, provide, advocate, encourage and promote recreation programs, services, admissions and spaces that are accessible, safe and affordable.
5. Develop at least one publicly-accessible recreational facility, in partnership with the local community, in any areas where the residential population base exceeds 100,000 people.

6. Cultivate and support the leisure delivery system through strengthened relationships within sports, culture, arts and recreational organizations and associations, businesses, the community and government.
7. To provide leadership to Calgary's leisure delivery system, support collaborative relationships with other recreation program providers in order to meet community need, avoid unnecessary competition, discover gaps in the delivery of services, leverage resources, and establish compatible service delivery plans.

Actions

- In order to ensure the coordinated and cooperative provision of recreational programs, service and amenities to all of the Centre City's diverse population, a collaborative planning team with the major public recreation providers in the region (including The City, YMCA, YWCA and Talisman Centre) will be developed. Collectively this group will:
 - Evaluate, analyze and plan for the necessary recreational facilities and services to support the current and future population;
 - Design a cooperative regional delivery model to meet future and existing recreational needs and preferences;
 - Expand programs, processes and partnerships to meet recreational demand; and
 - Develop strategies to address the needs of low income residents in the Centre City.

- Complete a recreational needs and preferences study in the Centre City (in conjunction with the Regional Planning Studies Initiative and other Centre City partners) to protect and enhance existing recreation services for local residents, workers and the general public in the Centre City. Once done, The City will use the results to:
 - Validate the service delivery plans for the eastern and western sides of the core and develop, plan and deliver appropriate arts, culture, sport and recreational opportunities and infrastructure; and
 - Provide guidance to the recreation partners to develop strategies to address key issues and priorities for actions, including recreation facility use, re-use, redevelopment, and acquisition proposals.
- Proceed with the planning of a West End arts and recreation centre, including the completion of a fully developed concept plan and the acquisition of the required land surrounding the existing Science Centre, Shaw Millennium Park and Mewata Armory.
- Evaluate the existing City-operated recreational facilities in the Centre City, including the Beltline Aquatic and Fitness Centre, to assess its current usage and potential for re-use and/or repurposing. Initiate plans and develop partnerships with the local community to pursue re-use and repurposing opportunities.

8.6 Public Art

Public art is becoming increasingly recognized as an inclusive, innovative and culturally vibrant way to impact the aesthetic, social, economic and cultural quality of life in Calgary. The City of Calgary Public Art Policy, and the Plans developed as a result of that policy, ensure that our visual environment and identity is as intentional, deliberate and carefully considered as other civic infrastructure systems.

Policies

The Public Art Strategy within the Centre City Plan involves:

1. Capitalizing on the opportunities afforded within the Centre City for strategic and thoughtful public art projects and initiatives that celebrate the area's unique characteristics, mixed-use neighbourhoods, history, and urban and natural environment;
2. Creating a culture of excellence in regards to public art by encouraging collaboration and cooperation between The City and the private sector;
3. Adhering to the principles and processes outlined in the Public Art Policy, and developed by the Public Art Program, in the implementation of diverse public art projects and initiatives throughout the Centre City;
4. Developing and enforcing criteria, standards and a review process for all privately owned art to be

sited on publicly accessible locations as a result of a bonus requirement;

5. Continuing to research and refine the priority areas identified on Concept 29: Public Art Strategy; and
6. Implementing the Centre City portions of the Utilities and Environmental Protection Art Masterplan.

Actions

- Develop a Centre City Public Art Plan, in collaboration with the Public Art Program that provides a long range, visionary approach to public art in the Centre City and contributes to a culture of excellence for all public improvement projects in the area.
- Develop a strategy to position the Public Art Program as an essential resource for private developers looking to create privately-owned public art on publicly accessible/visible land.
- Research and implement mechanisms to support private/public collaboration, cooperation and shared commitment.
- Ensure successful implementation of the Public Art Actions by allocating additional resources. There is not, at present, the capacity to undertake the planning, implementation, administration and management necessary to support such large scale cross-departmental and cross-sector initiatives.

8.7 Retail

Retail is a critical element to the vitality of the Centre City. Retail supports community development by providing essential services, animation and excitement to the street and +15 system and can be a significant tourism draw. While the Centre City currently has a healthy retail environment, much can be done to support and enhance its long-term success and expansion.

Policies

1. Encourage the provision of street level retail wherever possible in the Downtown and mixed-use neighbourhoods.
2. Where it can be demonstrated that sufficient market demand exists and where supported by land use policy, consider requiring street level retail uses in specific Districts or along certain corridors.
3. Support creativity and innovation in the provision of retail services including various formats and physical designs.
4. Based on market research, identify Districts, streets and corridors with high retail potential and develop strategies and programs to foster their development and viability. This may include developing incentives or programs for the redevelopment of existing buildings within the street level and +15 retail zones.

8 VITALITY

Actions

- Undertake a detailed retail market study with the purpose of identifying high potential Districts, streets and corridors for future retail development. The study shall make recommendations on strategies to support the identified locations.
- To meet with retailers and building owners and managers to develop a Downtown retail district strategy.

8.8 Education

Educational institutions are an essential element of a vital city. They draw people to the Centre City, they provide amenities and services to both residents and employees of the Centre City, and they provide a forum for community engagement and civic dialogue.

Policies

1. The City will provide support to institutions seeking to expand or locate new facilities in the Centre City. The nature of support will depend on the needs and circumstances of each unique institution.
2. While clustering some institutions in one area can be mutually supportive to create a significant node, it is also important that education institutions be located in other areas of the Centre City as well. This helps to diversify more neighbourhoods and promote pedestrian movement between educational centres.

3. Student housing is strongly encouraged to be provided with any educational institution in order to add vitality to the area and to ensure affordable student housing is available in close proximity to the institution.

Actions

- Support and, where possible, collaborate with educational institutions to establish and maintain campus facilities within the Centre City. This includes specific support for the Urban Campus Initiative and the proposed Bow Valley College Expansion as well as support in general for the initiatives of the University of Calgary, the Southern Alberta Institute of Technology, the Alberta College of Art and Design, Mount Royal College, Bow Valley College, Olds College, the University of Lethbridge, Athabasca University and the Calgary Board of Education.

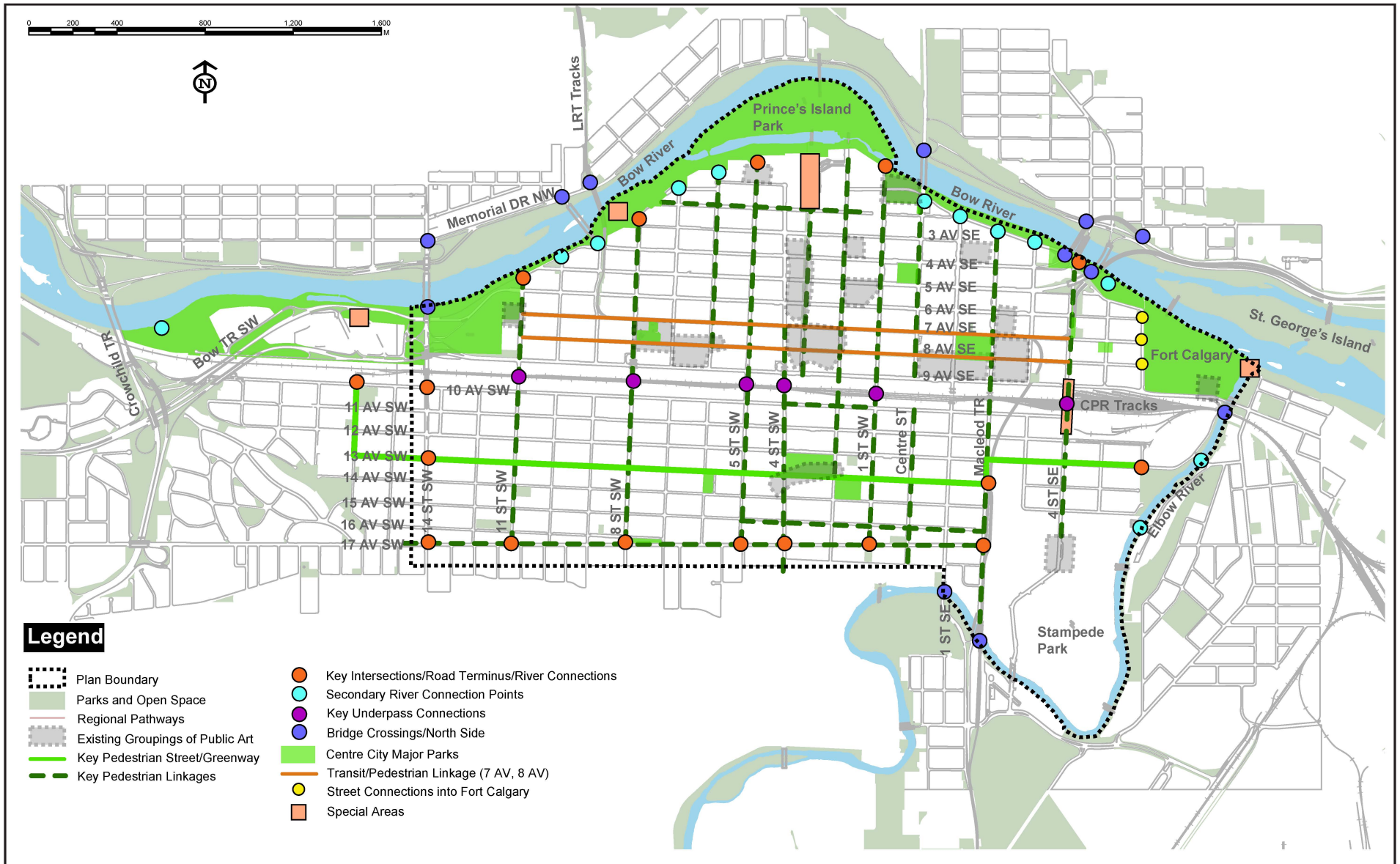
8.9 Heritage Resources

Heritage resources, including buildings and landscapes are a precious resource that add an immeasurable quality to a thriving Centre City. Commemorating and enlivening local history through interpretive features embedded in the public realm also help to enrich the sense of place within the Centre City. See Map 3: Heritage Sites.

Policies

1. The City will strive to be a leader in preserving and enlivening heritage resources using the following tools:
 - Land use policies and bylaws;
 - Tax relief or incentives;
 - Advocacy, stewardship and promotion;
 - Partnerships and collaborative relationships; and
 - Any other innovative approaches.
2. Support the completion and implementation of the Historic Resource Management Plan.
3. The City will serve as a role model for the creative use and adaptive re-use of City-owned heritage buildings and excellence in maintenance and restoration.
4. The City will place a high priority on making its heritage buildings available for use by cultural and education institutions, uses that have a difficult time finding space in the private market.

Concept 29: Public Art Strategy



8 VITALITY

5. Public realm improvement projects should incorporate local history interpretive elements through such means as plaques, public art, concrete etchings or other textual and photographic inserts.

Actions

- Complete and implement the Historic Resource Management Plan as it relates to the Centre City.
- Amend the applicable density bonus systems to provide greater opportunities for density bonusing for heritage building designation and preservation. See Appendix B: Density Bonusing for details.
- Incorporate heritage interpretation elements in the design and development of the 13 Avenue Greenway.

8.10 Information Exchange and Communication

Policies

1. The Centre City will be a centre of intensity for information exchange and communication including the following sectors: business, tourism, entertainment, culture, public services and education.
2. New technologies that enable information exchange and communication will be embraced, encouraged and accommodated. Examples

include wireless communication and new forms of digital audio and visual communication.

3. Ensure that all citizens in the Centre City have access to necessary information and communication modes. For example, the Public Library system should continue to provide free internet access to all citizens.

8.11 Light Effects Features

The use of lighting in both public and private applications can assist to create an animated environment and contribute to the real or perceived safety of urban space. Lightscaping, the art of special light effects is a special branch of art that uses light to shape the public realm at night, animate heritage and contemporary architectural landmarks, structures and the overall skyline, and creatively use the natural and artificial play of light to create shapes and effects that can delight the senses.

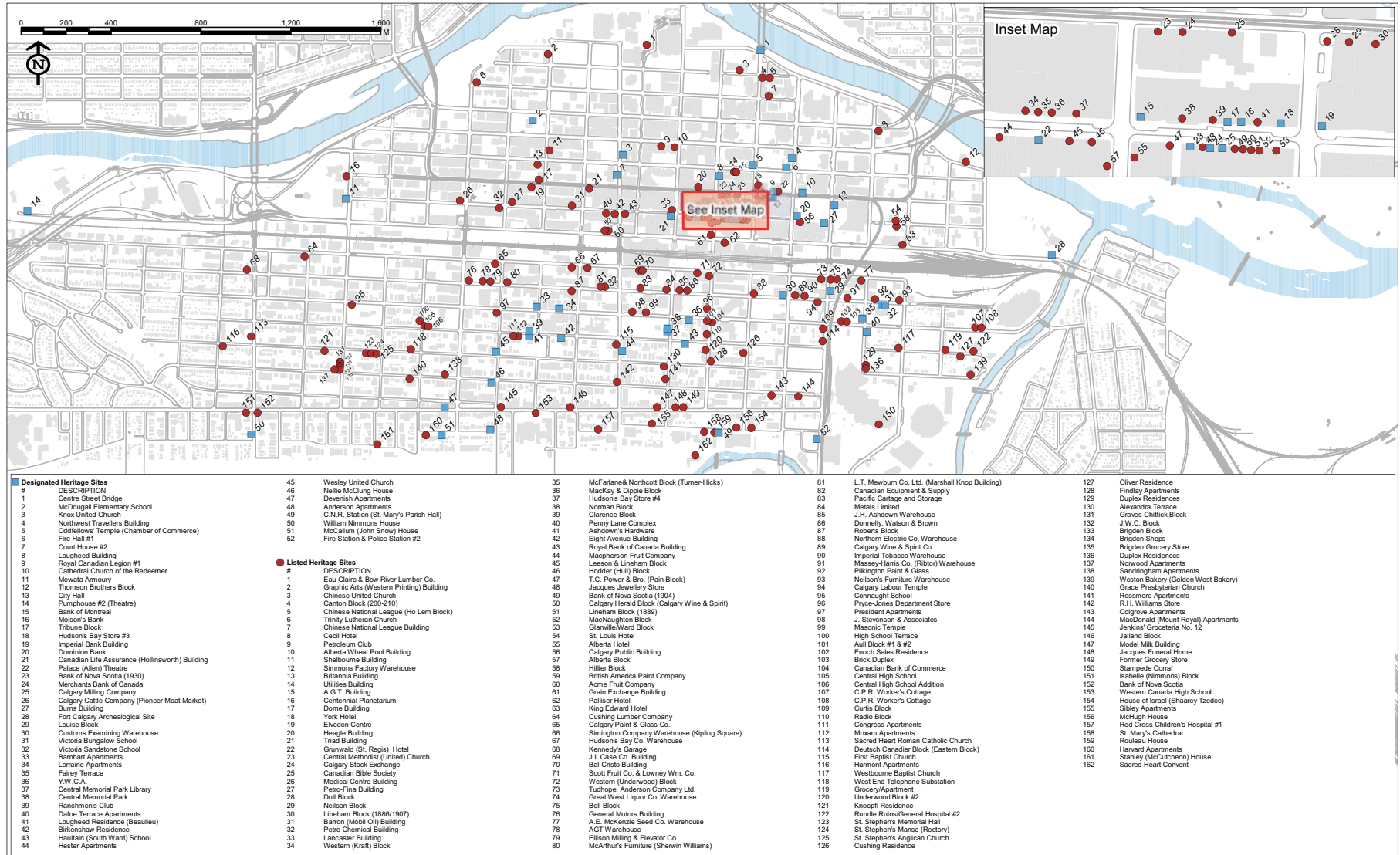
Policies

1. Support and encourage the development and use of creative light effects, signage and lightscaping, both permanent and temporary in nature, in both public and private places. Particularly emphasis should be placed in Entertainment and Cultural Districts and in areas frequented by tourists and visitors.
2. Include the review of night time elevations as part of all new development applications.

3. Encourage the exterior lighting of both new and existing buildings and structures in order to improve the night time aesthetics and animation of the Centre City. In so doing, consideration shall also be given to the impacts of any lighting strategy on residential uses.

Map 3: Heritage Sites (as of June 2006)

Centre City Plan - Heritage Sites (As of June 2006)



8 VITALITY

9

COMMUNITY BUILDING



9.0 Community Building

Preamble

A successful community is one where citizens feel safe, secure, valued, understood and included and where they have access to the necessary goods and services necessary to meet their basic health and shelter needs. When these needs are met, citizens are able to contribute more fully to the economic and cultural life of their community and the city as a whole.

While this section of the Plan focuses on what might be described as “core” social issues, the entire Plan takes social issues into account. For example, a well-designed and maintained public realm makes for a safer environment, convenient transit allows people greater access to services and livable neighbourhoods make people feel included in and more connected to their community. Therefore, many policies in other sections of the Plan are also part of a community building strategy and were developed from ideas generated by stakeholders who took part in the “caring” component of the Centre City Plan engagement process.

Fostering community is not only the responsibility of citizens, government and non-governmental organizations alone. The contributions provided by the private sector from facilities and services to

financial contributions through corporate giving and revenue from taxation, require a thriving and socially aware business community with the ability to share their skills and resources.

Policies

This section sets out general policy and strategic directions to create and sustain community in the Centre City. Specific actions will be developed through the Centre City Social Plan and Action Strategy and implemented in an on-going fashion through the Centre City Integrated Action Committee as well as external partners and stakeholders.

9.1 Addressing Crime, Safety, and Social Disorder

1. As with all communities, some level of crime will always occur within the Centre City. No one strategy will solve all the problems. Therefore, crime shall be addressed with a sustained and long-term approach that uses a variety of enforcement and prevention measures including:
 - Increased policing levels for both the Calgary Police Service and Calgary Transit;
 - New methods of community policing;
 - Municipal bylaw education and enforcement;
 - Community development approaches to crime prevention and control;
 - Land use approaches that put eyes on the street and encourages people to use the public realm; and
2. There are currently areas in the Centre City where people feel uncomfortable, unsafe or threatened. Increasing street level pedestrian activity through an increased residential population and a thriving business and cultural environment is supported as a principal way to reduce the perception that an area is “unsafe”.
3. This Plan recognizes that clustering social service agencies and providers in the Centre City or in individual neighbourhoods may create some unintended negative impacts and may create areas where residents or businesses may not choose to locate. At the same time, co-locating social services together can create economies of scale and synergies that improve service delivery. It is a policy of the Plan that where a new, or expansion of an existing, social service agency is proposed, the Development Authority shall give consideration to the potential cumulative impacts on the surrounding neighbourhoods. Particular attention shall be placed on proposals within 500 metres of an existing social service agency and along the 7 Avenue Free Fare Transit Corridor. Consideration should also be given to the nature of the services provided by the subject agencies and the scale of their respective operations.
4. Where possible, The City will work with proponents of new or expanded social service agencies to find sites that meet the locational requirements necessary to serve the client base

- Greater support of services and programs dealing with addictions and substance abuse.

and will develop an inventory of available site options both within and outside the Centre City. Once a site is selected, The City will continue to work with the various stakeholders to develop a design that meets the needs of the agency and is sensitive to its local context. In undertaking such work, The City should engage appropriate expertise, where required, to develop effective plans and strategies. Such expertise may include the University of Calgary's People and Place Initiative.

5. New development proposed near existing social service agencies may impact the ability of the agency to continue their operation in an efficient and effective manner. The City will, through the development approval process, work with the developer and the affected agency to develop plans that meet the needs of both parties.
6. As a way to continually measure and improve safety in the Centre City the undertaking of community based safety audits are supported and encouraged. Recommendations arising from such audits will be reviewed by The City and action plans should be developed and implemented in collaboration with other stakeholders.
7. With the increase in population, density, activity and complexity associated with a developing Centre City, The City must be conscious of the need to ensure the provision of appropriate and effective fire protection and emergency services. To this end, Protective Services should be

included and provide input into all major design exercises.

8. Protective Services shall continue to play a lead role in monitoring and planning for disaster situations.
9. Increase the visibility and identity of all outside City of Calgary workers within the Centre City to clearly identify them. This increases the perception that there is someone to approach in case of emergency. To this end, outside City workers should receive training in responding to various issues and should all be equipped with direct communication to enforcement staff.

9.2 Helping Homeless People

1. Homeless people are equal members of our community and must be treated with dignity and respect. Each homeless person has unique circumstances that led to their situation. Additionally, broader structural factors continue to have an influence on homelessness in Calgary. The City will continue to learn about and understand the reasons behind homelessness in general and the particular needs of homeless Calgarians. The City will work with all stakeholders to strive to alleviate the immediate needs of the homeless, the homeless situation in general and to improve the opportunities for individuals who are homeless. To this end, The City will support the Calgary Committee to End Homelessness in their development of a 10-Year plan to end homelessness.

2. The City will not accept homelessness as a "natural state" within the Centre City. The City will use its resources and authority to address this issue with other levels of government in a sustained and vigorous manner. This will include advocating for increased government focus on and funding for those needs and services that, when not available, can lead to homelessness. Specific examples include: affordable housing, government income and support programs, crisis shelter, mental health services, addiction counseling and rehabilitation and skills development.
3. An immediate focus should be on breaking the intergenerational cycle of family and housing instability, often associated with adult homelessness, by making concerted efforts to target interventions towards families with children who are homeless or at risk of becoming so, and to youngsters at risk of child welfare involvement.

9.3 Affordable Housing

1. A mix of rental and owned, low-cost and high-end housing is vital to neighbourhood development, social sustainability, and social inclusion. Thus, increasing the supply of residential units in general, within the Centre City should be a primary focus of community renewal in the short-term and mid-term.
2. Housing must be available in the Centre City to accommodate population diversity in all its

9 COMMUNITY BUILDING

dimensions including household type and size, socioeconomic status, and tenure preference.

3. Given that the Centre City is currently home to a high proportion of rental units, future development and policy should seek to at least preserve and ideally increase that type of housing stock. This may include investigating measures such as the limiting of condominium conversions during periods of low rental vacancy rates.
4. Non-market (subsidized) housing and rental supplement programs for individuals, families with children, and seniors should be fully integrated into all Centre City communities. This may be in purpose built, non-market housing or integrated within market housing developments.
5. The density bonus system within the Centre City should continue to allow for the provision of affordable and non-market housing as a way of increasing density. To this end, The City will work with the development industry to develop effective measures in the long term.
6. The City should make every effort to secure/ provide non-market housing or housing sites in large redevelopment areas within the Centre City.

9.4 Fostering social inclusion

1. Encourage the development of recreation, arts and culture that is accessible to people with all levels of physical ability and ability to pay.

2. Improve amenities, including health and social services, to meet the needs of the growing and changing population. Specific services may include basic needs such as public washrooms and basic medical services, as well as higher order needs such as child and elder care facilities and health and wellness programs.
3. Invest in community development initiatives, and specifically in strategies to increase the sense of community and social cohesion, make communities more welcoming to diversity, promote civic engagement, and address neighbourhood stigma.
4. Involve the local community and individual residents in the design of local public spaces.

9.5 Cleanliness

1. A clean Centre City is a sign of the high regard and respect that Calgarians hold for their public places and their fellow citizens. A clean Centre City is perceived to be safe and can reduce damage to and vandalism of public property and increases the overall attractiveness of the Centre City to residents, businesses and visitors. The Plan supports all City led initiatives to keep the Centre City clean including ongoing support for the Mayor's "Clean to the Core" initiative.
2. The Plan also supports all initiatives led by the private sector or other community organizations such as Business Revitalizations Zones, Building Owners and Managers Association and

community associations to keep private property, and the public space around private property well-maintained and clean.

APPENDICES



CENTRE • CITY • PLAN



THE CITY OF
CALGARY
LAND USE PLANNING & POLICY

APPENDIX A: Downtown Design Guidelines

Downtown Design Guidelines

Note:

- These Design Guidelines are only applicable to the Downtown portion of the Centre City. See Concept 2: New Urban Structure and Concept 4: Downtown.
- Additional Design Guideline details may be evolved over time and incorporated as a part of the Downtown Design Guidelines.

The intent of these Design Guidelines is to ensure that every future development site in Downtown has reasonable development opportunities while respecting the Downtown context, adjacent properties and the Vision for the Downtown within the Centre City. Sound urban design principles will provide more certainty for property owners, developers and the business community, and allow for creative architectural expression while achieving a more consistent and coherent Downtown public realm.

Urban Design and Architectural Fit of Buildings within the Downtown Context

Intent

- Recognizing the large scale of new developments and the variety of built forms, the intent of these guidelines is to create a more human, consistent, pleasant and visually-attractive street wall, linkages and places within the Downtown.
- To provide guidance for new buildings that should contribute to the visual attractiveness of the Downtown, provide unique aesthetic interest, vibrancy through active edge treatments, a sense of pedestrian comfort, and accessibility.
- To encourage new developments in the Downtown to continue to reflect a high energy, creative, innovative architectural expression - one of a high quality and memorable architecture that should bring Calgary “to the next level” of quality and international recognition.

Design Guidelines

- All future buildings shall be planned and designed to contribute to the Downtown context by contributing to a coherent and high quality public realm. This shall be achieved by incorporation of the following urban design considerations on new developments:
Treatment of horizontal interfaces;

- Treatment of street wall (vertical) interfaces;
 - Massing;
 - Proportions between base, body and top of buildings;
 - Tower separation distances;
 - Building orientation;
 - Sun access and reflections; and
 - Textures, materials and colours.
- Where developing adjacent to Heritage Buildings/Sites (See Map 3: Heritage Sites), all new buildings shall fit with the character of such areas through contextual and creative considerations of three or more of the following urban design elements:
 - Scale;
 - Massing;
 - Rhythm of façade and fenestration;
 - Materials; and
 - Colours.
 - Buildings that are oriented towards public or semi-private places shall be lined with active and appropriate land uses at-grade such that activity and natural surveillance are provided.
 - On corner sites, the building form shall be oriented to both adjacent street frontages with both elevations given equal importance in architectural detailing.
 - All at-grade individual uses in a building shall be clearly visible and identified and directly accessible from the pedestrian/sidewalk zone.

- Office lobbies and large scale uses should be minimized in order to encourage a more active public realm.
- Large scale uses over 1,200 square metres may be accommodated in the following ways:
 - Street front elevations shall be highly transparent and allow for unobstructed pedestrian views directly into the business for a minimum of two-thirds of the façade length;
 - Facades shall be highly articulated and incorporate architectural elements that suggest a rhythm of narrower business frontages. As a guideline, a business frontage width of 7.5 metres is considered to be a useful benchmark;
 - Individual storefronts that are greater than 30 metres in width shall provide for multiple entrances at the street level, which may include incorporating separate, individual retail units that have entrances oriented to the street;
 - May be located on upper floor levels; and
 - May be multi-storey with one level at street level.

Building Massing

Intent

To ensure that new buildings in the Downtown contribute to the creation of a pedestrian-scaled public realm/street wall and are designed in context with surrounding built forms. In conjunction with the Public Realm Policies (See Centre City Design section), the design of the base of the building is of utmost importance to achieving a quality pedestrian-scaled and experienced public realm.

Building Base Guidelines

- The base of the building (immediate vertical interface that actively shapes the pedestrian zone) should be designed to create a human-scaled street wall where scale and rhythm of openings, transparency, richness of colours and textures of the street wall engage and support a diversity of experiences for the pedestrian;
- Building bases shall:
 - Be pedestrian-scaled;
 - Provide visual richness for the pedestrian both approaching and alongside a building;
 - Use fully transparent glazing;
 - Interface appropriately with the streetscape designs that the building is adjacent to;
 - Take into consideration its relationship to the base of surrounding buildings;

- Be designed to mitigate negative wind impacts associated with tall buildings through the employment of setbacks, canopies, trellises or colonnades, etc.;
- Be built close to the sidewalk zone or any specific setback requirement related to building type and height;
- Be built right up to adjacent building walls to avoid the creation of “dead” spaces;
- Avoid the creation of blank facades; and
- Consider the use of warmer colour schemes and natural materials.
- In the case of Downtown residential buildings, street townhouses, and lower-storey units within apartment buildings, these buildings shall be designed with individual front doors and windows relating directly to streets and pedestrian pathways.
- For privacy purposes, townhouse and apartment units’ at-grade shall be located slightly above grade with appropriately-scaled stair access and landscape layering consisting of horizontal and vertical landscaping and low and visually permeable fences.
- New developments are encouraged to consider provision of below-grade uses that can be accessed directly from the sidewalk.

APPENDICES

Appendix A

Building Body Guidelines

- The body of the building should contribute to the pedestrians experience in regards to the comfort it provides as a street wall as well as its contribution to the Downtown Skyline.
- The body of a higher tower should be massed to provide adequate distance and light penetration to existing buildings and allow for reasonable near and distant views for existing buildings. This should be achieved by:
 - Stepping the building away from the side property line;
 - Orienting the building mass away from the property line (e.g. setting the body building walls at a 45 degree angle from the base and existing building wall);
 - Using circular, oval or otherwise curved floor plates that provide flexible setbacks from adjacent buildings; or
 - Using angled and other more complex floor plate shapes with variable setbacks from adjacent buildings.
- Higher towers should have a strongly defined transition between the base and the body of a building through the use of setbacks, materials or other applicable architectural treatments such as cornices, canopies, trellises, projections or colonnades, etc.
- It is encouraged that both office and residential towers above 12 storeys provide smaller

floorplates and reduce length in the east-west dimension and be longer in the north/south dimension. Where this is not possible, the following criteria shall be evaluated:

- Shadow casting and wind impacts on the public realm and the need to provide reasonable light penetration to adjacent buildings;
- The ability to achieve a 18-24 metre tower separation between residential and office towers;
- The cumulative building mass impact given the potential “build-out” of the block;
- The ability to use building orientation, shape and massing to mitigate negative impacts; and
- The ability to create an attractive architectural design.

Building Top Guidelines

- It is encouraged that building tops contribute to the Downtown skyline profile by having identifiable and memorable designs.
- For higher towers, the top floors are encouraged to use techniques such as:
 - A reduction in floor plate sizes;
 - The stepping of the building mass; and
 - The creation of distinctive lighting and architectural/structural elements and shapes.

- All rooftops, including podium and tower tops are encouraged to incorporate landscape amenities or green roofs in order to achieve aesthetic and environmental benefits.

Corner Treatment

Intent

To provide special opportunities for architectural punctuation and an enhanced pedestrian environment at corner locations.

Design Guidelines

- All new developments on corner sites should clearly mark the corner or portion of the corner through the use of vertical architectural elements which will emphasize the focal nature and visibility of these buildings.
- Wherever possible, main entrances to lobbies should be located at the corner.
- Corner treatments may include full built-to-line corners, chamfered, semi-circled or other types of geometric treatments. Depending on available space, building corners may define a corner plaza. Preferable locations for corner plazas are NE or NW corners. If a building is facing a corner plaza, single or multiple entrances and full pedestrian access, protection from downdraft (e.g. canopies, landscaping, etc.), and full visual transparency at-grade are mandatory.

- Consider integrated architectural and public art treatments at corner locations.

Colonnades

Intent

To provide shelter from the weather for pedestrians, to provide a wider pedestrian zone and additional space for a variety of street activities (e.g. patios, retail, and entertainment, etc.) in areas with limited sidewalk dimensions and high pedestrian volumes.

Design Guidelines

- Consideration of colonnades is encouraged for:
 - Weather protection along the south side of the Downtown avenues (east/west) to mitigate inclement weather and on street corners or on the development of tall towers to mitigate downdrafts; and
 - Where the opportunity exists to extend the public realm by providing a wider sidewalk area.
- Colonnades shall not extend into the public right-of-way.
- Colonnades should be designed with the following considerations:
 - As recesses into the building façade, as opposed to outward extensions from the main building façade;
 - Be at the same grade as the adjacent sidewalk;
 - Provide a minimum clear width of four metres between the face of building and the face of supporting vertical elements along the sidewalk, and a minimum clear height of four metres between the sidewalk surface and the underside of the colonnade ceiling;
 - The height and width are to be a direct function of the overall building base height, depth of columns, uses at-grade and the available lot depth. Colonnades may have different proportions/ratios between height and width as follows:
 - ◆ Preferred width to height ratios are 1 (width): 2 (height) and 1:3;
 - ◆ Acceptable ratios are 1:1 and 2:2;
 - ◆ Any ratios where width is larger than height (e.g. 2:1, 3:1 or more) are not allowed due to limited light conditions (dark and inhospitable environment); and
 - ◆ Ideal width to height ratio is 1:1.6 (golden section);
 - Open to adjacent sidewalk areas and not cut off with planters and railings;
 - Must accommodate primary and secondary entrances to lobbies and retail/entertainment establishments and provide an active edge without blank walls; and

- Have sufficient light levels and lighting features that provide a sense of safety and pedestrian comfort.

Environmental Impact/Wind Mitigation

Intent

To provide guidance related to the mitigation of severe wind impacts (downdraft) at-grade through setbacks, building massing and the use of special architectural features.

Design Guidelines

- All buildings exceeding 12 storeys shall provide a certified Wind Mitigation Study.

APPENDICES

Appendix A

Parking

Intent

To provide guidance for accessible, functional, safe, integrated and visually attractive parking structures.

Design Guidelines

- No at-grade parking shall be allowed in the Downtown unless lined with active uses adjacent to the street.
- All parking structures are strongly encouraged to be located below grade, however, in certain cases, above-grade parking may be considered where it has been demonstrated to be impractical to locate all parking below-grade. Where a parking structure is proposed to be located above-grade, the following design guidelines shall be applied to determine the appropriateness of allowing for the above-grade parking:
 - At-grade level, the parking structure shall be screened from public streets with active uses with sufficient depth to function as leasable commercial floor area or as residential dwelling units;
 - Portions of parking structures above-grade level shall be screened from public streets with active uses and/or architectural treatments that make the parking levels indistinguishable from the rest of the building façade; and

- The parking structure shall be adequately screened from adjacent developments to the satisfaction of the Development Authority; and where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and adjacent residential uses.
- Parking facility rooftops should consider the creation of green roofs and provide additional amenity space for the Downtown (e.g. roof plazas, parks, sky-gardens, passive & active recreation, etc.).

Alleys

Intent

To ensure new developments contribute to the safety and attractiveness of lanes and their connection to adjacent streets and places.

Design Guidelines

- Ensure that new buildings provide a safe lane environment by providing special design attention to:
 - The building interface with the lane;
 - Pedestrian entrances;
 - Loading docks and ramps; and
 - Garbage access.
- Explore opportunities to activate the entrances to lanes by wrapping at-grade uses at the corner and providing parking/servicing further away from the street that intersects with the lane.

- Where possible, identify alleys, sections of alleys or blocks of alleys that could be developed to include public art, active uses, etc. such as the 7 Avenue gALLERY Project.

Stephen Avenue Mall Retail Area

Intent

In addition to all other Downtown Design Guidelines within Appendix A, these guiding principles will help to create an active area with a mix of retail and hospitality uses that gives priority to, and enhances the pedestrian environment.

Design Guidelines

- Ensure that the building facades are highly articulated and incorporate vertically oriented fenestration and other applicable architectural elements that suggest a rhythm of narrower business frontages. As a guideline, a business frontage width of 7.5 metres is considered to be a useful benchmark.
- Explore the incorporation of canopies, awnings, porticoes, projections, recessed doorways, and other visually appealing architectural features to offset the impact of any large facades and to provide protection to pedestrians from inclement weather.

APPENDIX B: Density Bonusing in the Centre City

Density bonusing in the Centre City

In many areas of the Centre City, density bonusing is used as a land use tool to achieve public benefits and amenities in exchange for allowing additional development density. The bonus systems currently in place are different for different areas of the Centre City. The Downtown CM-2 District, East Village, Eau Claire and the Beltline all have their own forms of density bonusing. In the case of the Beltline and East Village, the systems have only been in place a short time, while the CM-2 system has been in place for over 20 years.

During the preparation of the Beltline Area Redevelopment Plan, a significant amount of work went into developing a system that was founded on key principles. These principles establish a theoretical basis for the structure of the system and they provide criteria for evaluating changes to the system over time.

During the Centre City Plan stakeholder sessions, a common issue raised was that the Downtown (CM-2) bonus system was out of date and was not

achieving current aspirations from the perspective of the amenities or benefits being provided and the relationship between the cost of the amenity provided versus the value of the additional density accruing to the developer. It was generally agreed that the system needed to be reviewed.

In order to review the CM-2 system or any other system, two prerequisites are necessary. One, a new list of desired “amenities or benefits” needs to be prepared and two, a set of criteria is necessary by which to evaluate a new system. The Centre City Plan now provides a full range of amenity possibilities which now need to be discussed and agreed upon. The Beltline ARP provides necessary principles around which to build a new bonus system. With these pieces now in place, it is possible to review existing bonus provisions or develop a new density bonus system for the CM-2 areas or for other area of the Centre City that require modification or updating.

Centre City Density Bonus Principles

New proposals for density bonusing provisions, or revisions to existing bonusing provisions shall be based on the following principles:

1. Density bonuses should only be established for items or features that provide a perpetual or enduring benefit to the community in which the density is being accommodated.
2. Density bonuses should not be granted for elements of building or site design that can be achieved or required through other means.

3. The amount of floor area granted through a bonus should be based on the additional monetary value added to the land as a result of the bonus and the cost to the developer of providing the bonus item.
4. Contributions and amenities achieved through bonusing are only a portion of what will be required to meet the needs of the Centre City as it grows. Other sources of funding will also be required.

Proposals

Revision of CM-2

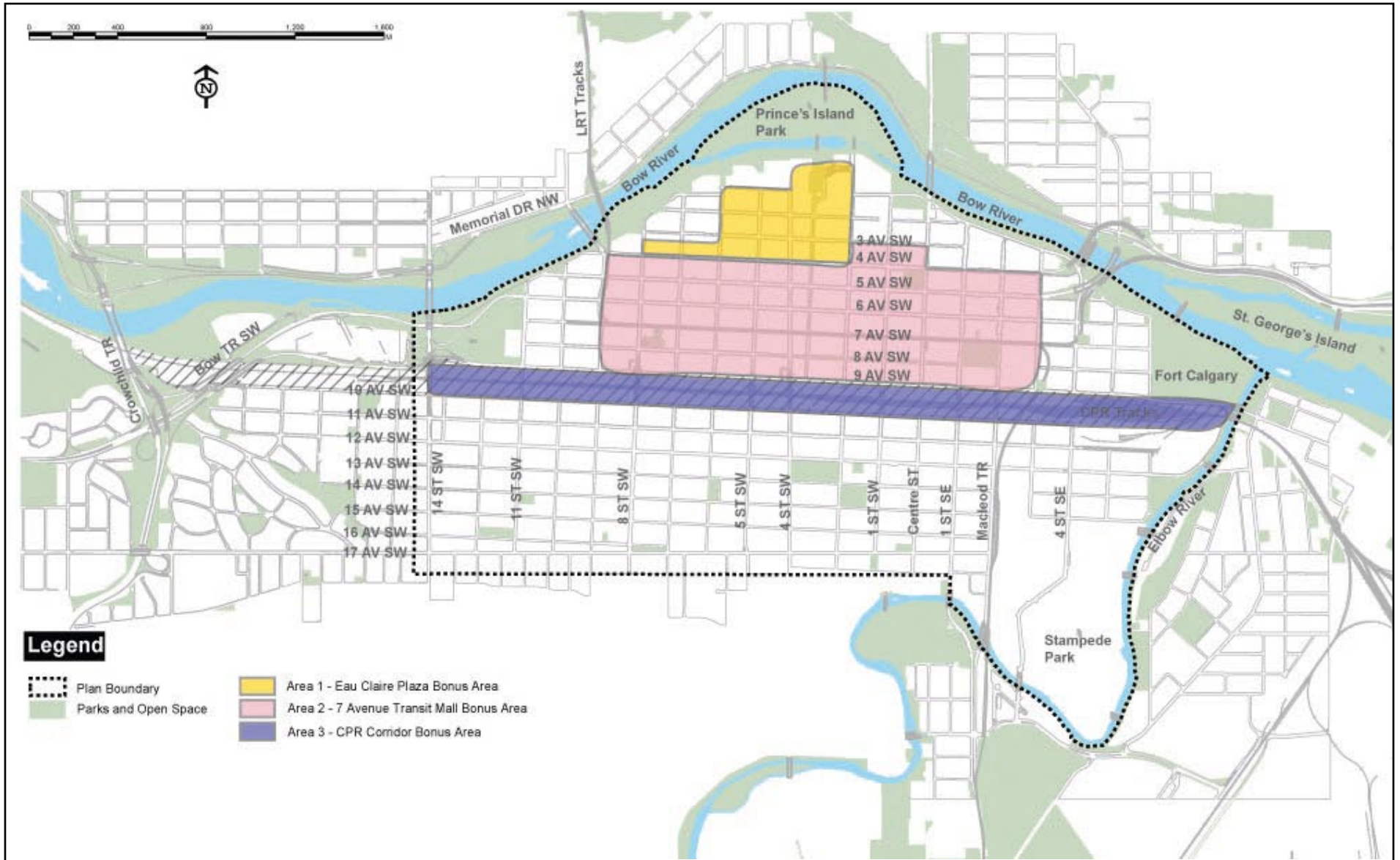
The revision to the CM-2 Density Bonus System is proposed to occur in two stages:

Short-Term

The Centre City Plan process identified three priority areas for action: improved transit service, open space, and more animation of the +15 system. Without radically changing the bonus system, the following actions are recommended for implementation in 2007.

- Obtain Council approval to investigate the possibility of directing funds from the Off-Site Improvement Fund to the following initiatives: the 7 Avenue LRT Station Reconstruction & Pedestrian Environment Upgrades (particularly the pedestrian environment enhancements) and the Eau Claire Plaza Redevelopment. Concept 30 shows

Concept 30: Special Density Bonus Areas



APPENDICES

Appendix B

boundaries for these two specific bonus features. New developments within these boundaries would have any C2 bonus contributions directed specifically to these projects.

- Amend the CM-2 District, Bonus Density Table, B6 Standard for Indoor Park (both at-grade and at the +15 level) to allow as an alternate, the provision of a cultural space (such as a gallery or performance space). The space could be secured by a long-term agreement, or some other acceptable arrangement, to be used and managed by The City of Calgary or other cultural partner such as Calgary Arts Development.

Long-Term

Over the long term, it is proposed to steer the focus of the CM-2 bonus system away from the +15 system by pursuing the following:

- Revise mandatory (Group A) requirements for all development up to 7.0 Floor Area Ratio to require all those major elements of building and site design that should be expected of any building, regardless of density. Examples would include: requiring active uses at-grade, pedestrian realm enhancements consistent with approved streetscape concepts and essential +15 system elements to ensure the continuity of the system. Such requirements shall be based on the design guidance provided in the Centre City Plan and the +15 requirements contained in the +15 Policy and Land Use Bylaw 2P80.

- Revise the Group B and C bonus requirement structure to focus on the following:
 - Provision of community amenity space, such as cultural space;
 - Provision of affordable housing units (including perpetual affordable housing agreements);
 - Municipal Heritage designation;
 - Incorporation of sustainable or “green” building features;
 - Contribution to a Downtown Investment Fund to focus on priority public realm improvement projects such as Eau Claire Plaza and the 7 Avenue Transit Mall;
 - Accommodating density transfer from a designated heritage site;
 - Provision or dedication of public open space (and related density transfer provisions); and
 - Accommodating density transfer from a site constrained by a shadow protection guideline.
- The actual provision of a +15 bridge should still be eligible for a bonus as well, recognizing the City’s commitment to the continuity of the system.
- This long-term strategy will require a formal stakeholder engagement process and should be timed to be implemented with conversion of the CM-2 District into the new Land Use Bylaw 1P2007.

CPR Special Area

Because of the unique and very specific objectives in the CPR Special Area, and because it straddles the boundary of several neighbourhoods, a unique bonus system for the corridor is proposed to achieve the vision. See Concept 30: Special Density Bonus Areas.

Establish mandatory requirements for all developments up to a base density (the base density will depend on the specific area), that are essential to the achievement of the vision for the CPR area. (Examples would include providing for active uses, transparency of facades and entrances along underpass edges, public access and connections up to the +30 level and providing for active uses or space that can be converted to active use at the +30 level).

- Bonus requirements for floor area above the base density as follows:
 - Construction of public space/bridges above the rail corridor that connect the north side of the tracks to the south side of the tracks or connect public space in an east-west direction;
 - Provision and construction of at-grade parks or plazas that serve as gateways to the +30 system;
 - Physical improvements to an underpass, if not already part of the project itself.
 - Contribution to a CPR Special Area Investment Fund; and

- The purpose of the CPR Special Area Investment Fund is to allow developers to still achieve additional density when physical improvements are not possible within the boundaries/scope of an individual development project. This Fund will be used to implement underpass improvement projects and public space projects, including public art.

Affordable Housing Bonus

In an effort to increase opportunities for the provision of affordable housing in addition to housing owned or managed by The City, existing bonus policies (in the Downtown, East Village and Beltline) could be amended to allow for a bonus where a developer provides within their projects affordable housing units secured through a perpetual affordable housing agreement that restricts housing units from being sold on the open market (for a significant return) for a minimum of 20 years.

Implications

Any change to a bonus system will have implications on land values and on the financial performance of individual development proposals that may have been prepared under an existing system.

Downtown

The most significant impact may be on lands within the CM-2 District where the existing bonus system is long established and has been factored into land values and development proformas. Any change to

the system will likely affect these two dimensions. This is because the allowable density is not proposed to be increased from current policies – only the method by which the density is earned. In other words, one bonus system is being replaced by another. This is unlike the Beltline bonus where the bonus provisions were new and only applied to the density that was added above and beyond the pre-existing density limits.

In order to move forward with implementation of a new CM-2 bonus system, it is necessary to understand what the current “cost” is to the developer to earn additional density under the existing system. That can then be used as a frame of reference when determining the “cost” of the new system.

The new bonus system should consider the merits of establishing a “fixed price” versus a negotiated system. A “fixed price” system would establish a set price per square metre of bonused floor area that is adjusted over time (as is the case in the Beltline system). A negotiated system would assess the relationship between the cost of the amenity and the increase in land value as a result of the additional density, on an application by application basis.

East Village

Changing the bonus system for East Village would require:

- Either a “re-setting” of density levels by establishing a base density and a maximum density; or

- Increasing the allowable density so a bonus could be set up for the additional density.

Neither of these approaches is recommended as the East Village is currently at a very sensitive stage in its redevelopment. The existing policies need to be stable in order to allow for more certainty for both the development industry and The City in making financial plans. However, consideration should be given to implementing a bonus for affordable housing using the perpetual affordable housing arrangement.

Beltline

Changes specifically related to the CPR Special Area and the affordable housing bonus should be considered. The remainder of the system should be held stable to provide certainty to the development industry and the community.

Eau Claire

Existing bonus provisions should be reviewed and revised to extend the available bonus options to include those set out in the General Bonus Items above. Particular emphasis should be placed on identifying amenities that support the residential neighbourhood, such as local park space.

Next Steps

- Complete the preparation of a Working Paper on the potential impacts and the mechanics of revising the bonus system, with an emphasis on the Downtown, CM-2 District area.

APPENDICES

Appendix B

- Convene a working session(s) with landowners and the development industry in the Downtown to discuss the Working Paper and identify implementation issues.
- Bring forward a formal recommendation and implementation strategy prior to, or concurrent with the incorporation of the West End, Eau Claire, Chinatown, East Village and Downtown Land Use Districts into the new Land Use Bylaw 1P2007.

APPENDIX C: Summary of Existing Shadow Policy Guidelines

Policy	Summary of Existing Policy Shadow Guidelines
<p>Land Use By-law</p> <p><i>Section 42.1 (8) (b): Environmental Requirements</i></p>	<p>Sunlight on Important Public Spaces</p> <p>No building shall place more of the following areas in shadow, on the dates and times indicated, than was already in shadow as a result of buildings constructed at the date that the development permit application is made.</p> <p>(i) Stephen (8th) Avenue Mall The northerly 7 metres of the right-of-way and setback area from 12:00 noon to 2:00 p.m. Mountain Daylight Time on September 21st.</p> <p>(ii) Barclay (3rd Street) Mall - The westerly 8 metres of the right-of-way and setback area from 12:30 p.m. to 1:30 p.m. Mountain Daylight Time on September 21st. - The easterly 8 metres of the right-of-way and setback area from 1:30 p.m. to 2:30 p.m. Mountain Daylight Time on September 21st.</p> <p>(iii) Century Gardens Those lands contained within Plan 8050 EJ, Block 46, Lots B, C, D and E from 12:00 noon to 2:00 p.m. Mountain Daylight Time on September 21st.</p> <p>(iv) McDougall School The north half of the block bounded by 4 and 5 Avenues S. between 6 and 7 Streets W. from 12:00 noon to 2:00 p.m. Mountain Daylight Time on September 21st.</p> <p>(v) Courthouse Block The northerly 18 metres of the block bounded by 6 and 7 Avenues S. between 4 and 5 Street W. from 12:00 noon to 2:00 p.m. Mountain Daylight Time on September 21st.</p> <p>(vi) Mewata Stadium Site The northerly 160 metres of the Mewata Stadium site on Plan 3445 JK, Block 2, from 12:00 noon to 2:00 p.m. Mountain Daylight Time on September 21st.</p> <p>(vii) Riverbank except Riverbank Promenade and between 3 and 7 Streets W. An area 20 metres wide throughout abutting the top of the south bank of the Bow River, as determined by the Approving Authority, from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time on September 21st.</p> <p>(viii) Riverbank Promenade between 3 Street W. and Centre Street An area 9 metres wide throughout abutting the top of the south bank of the Bow River, as determined by the Approving Authority, from 10:00 a.m. to 4:00 p.m. Mountain Daylight Time on September 21st.</p>

APPENDICES

Appendix C

<p>Land Use By-law</p> <p><i>Section 42.3: CM-2 Bonus Group B15 and Group C3</i></p>	<p>Sites Receiving Density as a result of the protection of sunlight on public spaces could get a density bonus of up to 3 FAR except on sites with a net site area of 1812 square metres or less where this limit may be exceeded, available only in accordance with Section 42.3(5) (i).</p>
<p>Land Use By-law</p> <p><i>Section 42.3: CM-2 (5)(i) Discretionary Use Rules</i></p>	<p>(i) Sunlight on Public Spaces - Preservation through Density Transfer</p> <p>(i) Sites affected by the sunlight standards of Sections 42.1(8)(b)(ii) to (viii) are assumed, for the purpose of establishing the amount of transferrable density only, to have a potential density equal to the amount that they would have achieved through bonus features required or approved by the Approving Authority had those sunlight standards not existed.</p> <p>(ii) The difference between the density existing on a site after completion of a new development that includes all required or approved bonus features, and the potential density of that site may be transferred to other sites in this district.</p> <p>(iii) The density transfer provision of Standard B15 in the Bonus Density Table is available only to receiving sites in this district where the redevelopment of the transferring site has been completed and the requirements of this Bylaw, including the provision of Group A features, any Group B features provided pursuant to Section 42.3(5) (i) (i) and the sunlight standards of Section 42.1(8) (b), have been met to the satisfaction of the Approving Authority.</p> <p>(iv) A density transfer agreement that it is satisfactory to the City Solicitor shall be registered against the Certificate of Title of the sites from which the density has been transferred.</p>
<p>Eau Claire Background Information</p> <p><i>Section 3.0: Overview of Land Use Policy</i></p>	<p>The protection of public open space is a major objective in the Core Area Policy Brief. The riverbank area, Prince’s Island and Barclay Mall are all considered important public spaces that warrant protection from intrusive development during periods of peak use. Specific sunlight standards protect these public amenities; the basic sunlight standard for the riverbank area states that the lands shall not be overshadowed by development:</p> <p>“An area 20 metres wide throughout abutting the top of the south bank of the Bow River, as determined by the Approving Authority, from 10:00 am to 4:00 pm Mountain Daylight Time on September 21st.”</p> <p>This regulation is altered for the Riverbank Promenade (between 3 St. S. and Centre St.) where the requirement is reduced to 9 metres to suit the more intensive, urban character of this area. These guidelines effectively mean that building heights on sites abutting the pathway system cannot exceed approximately five storeys in height, while lands on the south-east portions of the A blocks may accommodate structures of between twenty and twenty-five storeys in height (180-225 ft.), subject to sunlight guidelines. Additional standards limit shadowing of the Barclay Mall area by developments within the Eau Claire Estates C and B lands. (An illustration of the sunlight guidelines is provided in Figure 8 of the ARP as shown on the next page).</p>

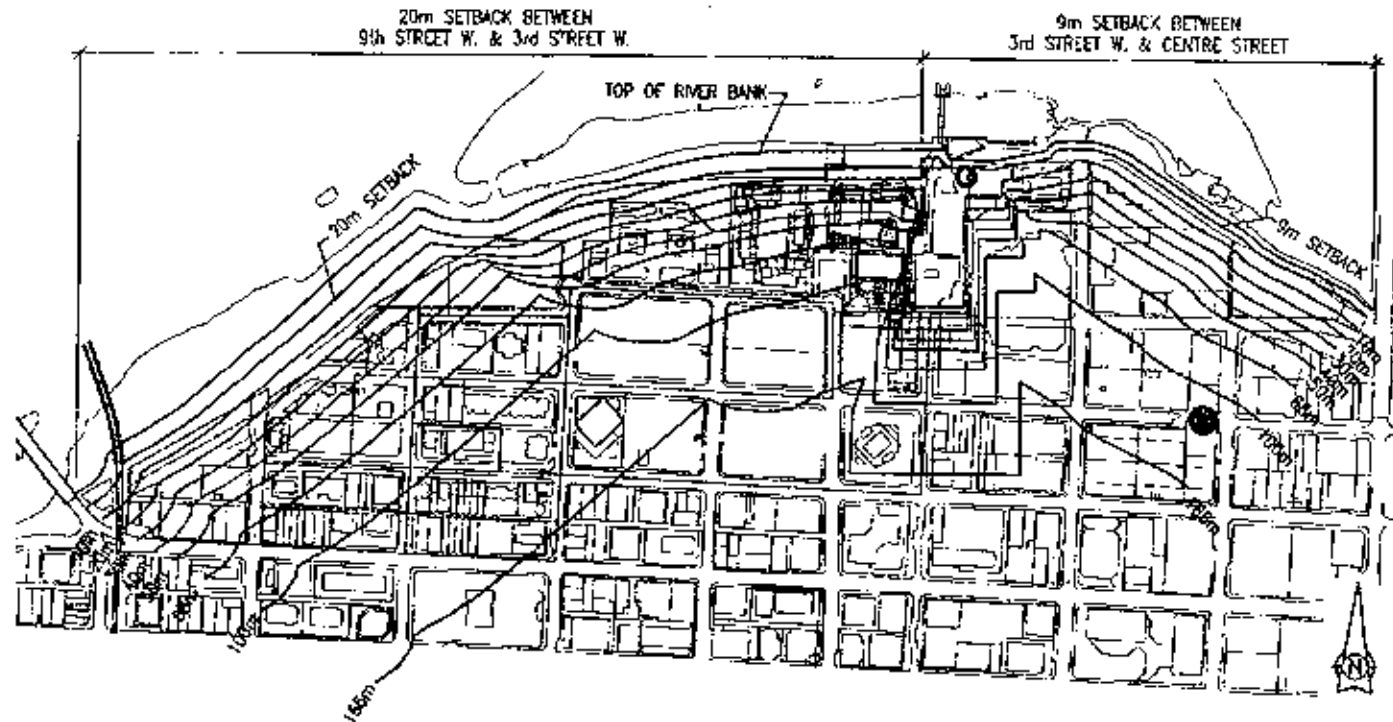
Eau Claire ARP**Section 11.4.6:****Urban Design
(Figure 8: Effects
of Sun Shadow
Guidelines on
Maximum Building
Height)**

11.4.6 Development close to the Bow River and the Barclay Mall should not place more of the following areas in shadow than is already in shadow as a result of existing buildings:

- an area abutting the top of the south bank of the Bow River and Prince's Island Lagoon, which is at least 20 metres wide west of the Barclay Mall (3 St. W.) and 9 metres wide east of the Barclay Mall (3 St. W.), from 10 a.m. to 4 p.m., Mountain Daylight Time (MDT), on September 21;
- the westerly 8 metres of the right-of-way and setback area of the Barclay Mall, from 12.30 p.m. to 1.30 p.m., MDT, on September 21;
- the easterly 8 metres of the right-of-way and setback area of the Barclay Mall from 1.30 to 2.30 p.m., MDT, on September 21;
- the area of the Barclay Plaza north of a line drawn parallel and 60 feet north of the 1 Ave. S. right-of way prior to 2.30 p.m., MDT, on September 21.

For the purposes of Section 11.4.6 (a), the top of the south bank of the Bow River shall be taken as the 1048 metre contour west of a northerly extension of 7 St. W. East of the northerly extension of 7 St. W., the top of the bank shall be taken as the major slope change which occurs just north of the existing pedestrian pathway.

Figure 8: Effects of Sun Shadow Guidelines on Maximum Building Height



APPENDICES

Appendix C

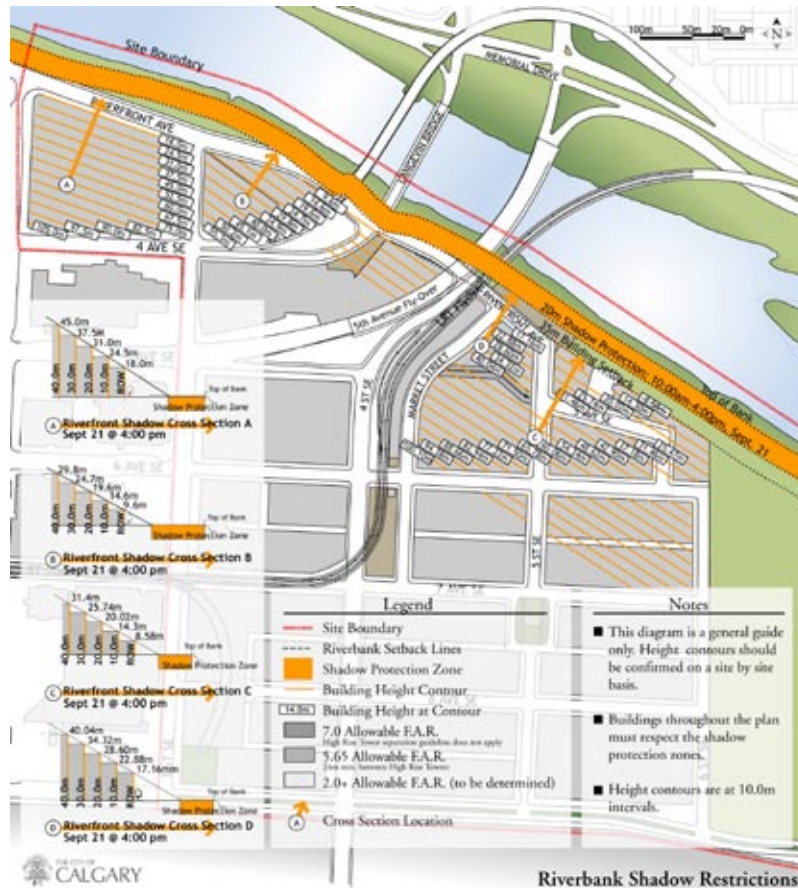
<p>Core Area Policy Brief</p> <p><i>Chapter 8 D2: Special Areas and Environmental Considerations</i></p>	<ul style="list-style-type: none">• Mandatory Standards established in Land Use By-Law: See previous Land Use By-Law Section for sunlight protection guidelines on important public spaces (Stephen Avenue Mall, Barclay Mall, Century Gardens, Mcdougall School, Courthouse Block, Mewata Stadium Site, and Riverbank).• General Guidelines as identified in this “Policy Brief” (D2: Sunlight Access): Standards for sunlight access to a number of special areas, including the pedestrian malls, public open spaces and Riverbank, have been identified. A number of generalized sunlight guidelines are also warranted to ensure a sense of openness, to modify the scale of buildings and to allow a limited degree of sunlight penetration to grade level. While local conditions or special circumstances may make it difficult to these general standards to be applied or met, all developments should be evaluated relative to these specific public objectives and guidelines. Guidelines are established for the following areas:<ol style="list-style-type: none">1. North-South Streets in Commercial Areas<ul style="list-style-type: none">o No portion of the public area to the west of the carriageway should be overshadowed by buildings between 11:30 a.m. and 12:30 p.m. (MST) from March 21st to September 21;o No portion of the public area to the east of the carriageway should be overshadowed by buildings between 12:30 p.m. and 1:30 p.m. (MST) from March 21st to September 21st.2. Streets and Avenues in Residential Areas (Standards to be developed)3. Street and Avenues in Chinatown (Standards to be developed)
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East Village ARP

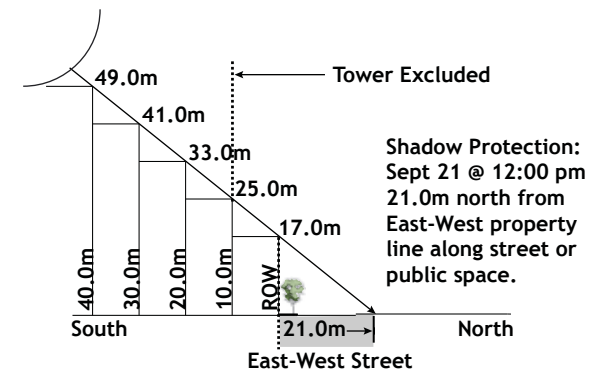
Appendix 1: Urban Design Guidelines

Building Height Restrictions are determined by the protection from shadows along east-west streets and the riverbank at specified times and dates. The Guidelines communicate these constraints through cross sections and building height contours determined by specified sun angles. These can be refined on a site-by-site basis but must respect the shadow protection areas. (see attached Figures: Fig. 13.07 Shadow Restrictions, Fig. 13.08 East-West Street Shadow Restrictions)

Fig. 13.07 Shadow Restrictions



Developers shall determine the shadow contours and building heights using the following: the azimuth of the sun (location of the sun) at 4 p.m. on September 21 is 45 degrees west of south at which time the elevation of the sun is 30 degrees (Fig. 13.08).



APPENDICES

Appendix D

<p><i>Beltline ARP</i></p> <p><i>Section 6.3.5:</i></p> <p><i>Building Height, Shadow Protection and Wind Impact Studies</i></p>	<p>Policies</p> <ol style="list-style-type: none">1. To assess shadow impacts, all development applications will be required to submit a detailed shadow analysis. The analysis shall show shadow impacts between the hours of 10:00 a.m. and 4:00 p.m. as measured at various times of the year (specifically, between March 21 and September 21).2. The impact of shadows on historic landscapes or architecture that depend on sunlight for their significance, such as important natural features or vegetation or stained glass windows shall be considered and evaluated through the development application process.3. Pursuant to this plan, shadow protection envelopes may be developed for specific public spaces and linkages. The following are identified as strategic locations that require shadow protection:<ul style="list-style-type: none">• Parks, pathways, open spaces and school sites;• Sidewalk areas along the following corridors: 17 Avenue, 13 Avenue, 11 Avenue, 12 Avenue between Macleod Trail S.E. and the Elbow River, 11 Street S.W., 8 Street S.W., 4 Street S.W., Centre Street, 1 Street S.W., Macleod Trail S.E., and along Olympic Way S.E.;4. The following specific shadow protection guidelines apply to new developments in the vicinity of Central Memorial Park, Haultain Park and Beaulieu Gardens/Lougheed House:<p>Developments in the vicinity of the Park should not cast shadows over any sensitive historic landscape, architectural feature or park space that depends on sunlight for their significance or function. At a minimum, new buildings shall not cast shadows beyond a line measured 20 metres into the park, parallel to any exterior property line between the hours of 10:00 a.m. and 4:00 p.m. on September 21.</p>5. More detailed shadow protection guidelines may be developed for other specific park spaces.
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APPENDIX D: Glossary

Affordable Housing: Council defines affordable housing as adequately suiting the needs of low and moderate-income households at cost below those generally found in the Calgary market. It may take a number of forms that exist along a continuum, from emergency shelter, to transitional housing, to non-market rental, to formal and informal rental and ending with affordable home ownership. From a land use policy perspective, affordable housing is defined in terms of housing that can meet a broad range of user needs and can be built at a lower cost (to the developer) than traditional market-based housing.

Approving Authority: The Calgary Planning Commission or the Development Officer or both, as the context provides.

Arcade: A roofed exterior passageway lined with a colonnade along at least one edge.

Area Redevelopment Plan (ARP): An Area Redevelopment is a planning document, adopted as a bylaw by City Council that sets out comprehensive land use policies and other proposals that help guide the future of communities or a designated area. An ARP supplements the Land Use Bylaw by giving a local policy context and specific land use and development guidelines on which the Approving Authority can base its judgments when rendering decisions on land use and development applications.

Bonus: A term used in the Centre City to allow an increase in density of development in return for providing public amenities.

Built Form: Consists of buildings and structures.

Cash-in-lieu (Parking): A policy that requires a developer to contribute to the cost of constructing off-street parking facilities in lieu of providing all of the required parking on the development site. Funds collected are used to provide City-owned public parking facilities.

Colonnade: A series of regularly spaced columns providing load bearing support of an overhead structure such as an arcade.

Concept: A general notion or idea.

Connections: The linkages within the Centre City that bring together and move pedestrians, bicycles, vehicles, etc. from one area to another.

Council: The Council of the City of Calgary.

CPR: Refers to the Canadian Pacific Railway.

Density: The number of dwelling units on a site expressed in dwelling units per acre (u.p.a) or units per hectare (u.p.ha). Density can also be expressed by floor area ratio or FAR. FAR means the quotient of the gross floor area of a building divided by the gross site area. FAR is one of the ways to control the size/density of a building in relation to the size of the parcel of land it occupies. See the FAR examples below. The building may also be regulated by

building setbacks (eg. front yard, side yard, and rear yard), building height, site/lot coverage/landscaping, parking and others depending on different land use districts.

FAR Examples:

A lot area of 100' by 100' has a gross site area of 10,000 square feet (100'x100').

Development potential based on FAR:

- FAR 1 = 10,000 sq. ft x 1 = 10,000 sq ft of gross floor area.
- FAR 2 = 10,000 sq .ft x 2 = 20,000sq. ft of gross floor area.
- FAR 3 = 10,000 sq. ft x 3 = 30,000 sq. ft of gross floor area.

When using FAR for residential development, the number of dwelling units will vary depending on the size of the unit.

For example:

On a site of 100'x100' = 10,000 sq. ft,

FAR 1 = 10,000 sq. ft may allow up to 10 units, if the unit size is 1,000 sq ft each: or

FAR 1 = 10,000 sq ft may allow up to 20 units, if the unit size is 500 sq. ft each.

Development Officer: An official of the City of Calgary who is charged with the responsibility of administering the Land use Bylaw and deciding upon applications for development permits.

APPENDICES

Appendix D

Development Permit: A document authorizing a development, issued by a Development Officer pursuant to the Land use Bylaw, or any previous Bylaw or other legislation authorizing development within the city, and includes the plans and conditions of approval.

District: An area identified by a distinguishing feature such as land use, heritage, cultural and/or any other significant characteristic.

District Strategy: A formal document that presents a detailed strategy for the development and programming of a specific area of the Centre City. The strategy may include, among other things, elements of the following:

- Visions and goals;
- Marketing;
- Promotion;
- Programming;
- Area-specific design preferences or objectives for private and public structures and spaces; and
- Incentives to encourage desirable activities or uses.

The content of a District Strategy will depend on the needs and aspirations of stakeholders in a defined area. The strategy may be implemented in a variety of ways, including, where appropriate, incorporation into City of Calgary policies, bylaws or procedures, etc. Where City involvement is requested or required, it is anticipated that such strategies would be formally acknowledged or recognized by City Council, in an appropriate manner.

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

Floor Area Ratio (FAR): The quotient of the gross floor area of a building divided by the gross site area (See also Density).

Greenway: Refers to Green Streets. See Linkages section.

imagineCALGARY: A two-year, City initiated, community led process to create a 100-year vision for Calgary.

Landmark: A building, structure such as bridges, memorials, public art; and/or landscapes that have a special historical, architectural or cultural significance. See Landmarks section.

Landscaping (soft and hard): The modification and enhancement of a site through the use of any or all of the following elements:

- Soft landscaping consisting of vegetation such as trees, shrubs, hedges, grass and ground cover;
- Hard landscaping consisting of non-vegetative material such as brick, stone, concrete, tile, wood and other material; and
- Architectural elements consisting of sculptures and the like.

Land Use Bylaw: The bylaw that establishes procedures to process and decide upon land use and development applications and divides the city

into land use districts. It sets out rules that affect how each piece of land in the city may be used and developed. It also includes the actual zoning maps. For the Centre City Plan this refers to The City of Calgary Land Use Bylaw 2P80 until such a time that Council approves a new Land Use Bylaw for the Centre City.

Land Use District: An area of the city designated for particular uses contained in the Land Use Bylaw, CM-2 for example.

Light Rail Transit (LRT): Lightweight, multi-car passenger trains, operated on city streets and in Calgary, operated within its own rights-of-way. Also referred to as CTrain.

Linkages: Are linear systems that connect places and built form. Linkages allow for the movement of people and goods within the urban fabric. Within a linkage are three specific zones:

- **Interface Zone:** The space between a building façade and a public sidewalk;
- **Pedestrian Zone:** The space between a private property line and a curb face. This zone includes boulevards and sidewalks; and
- **Vehicular Zone:** The space between the curb face on one side of the street and the curb face on the other side of the street. The area is also known as the carriageway.

Local Improvements: Projects that Council considers to be of greater benefit to an area of the

municipality than to the whole municipality, and is to be paid for in whole or in part by a tax imposed on the properties affected by the project.

Mixed-use Development: The development of land, a building or a structure with two or more different uses in a compact form, such as residential, office, retail.

Mixed-use Transition Edges: This refers to the land uses and design of buildings on the Downtown blocks that interface with the primarily residential neighbourhoods of West End, Eau Claire, Chinatown and East Village. It is intended that development on these Downtown blocks is sensitive to achieving livability and inclusive of the intent and policies of each of these neighbourhoods. See Downtown Section for details.

Modal Split: The percentage of travel by various modes including car, transit, walking or cycling for a specific time of day, location or trip purpose.

Mode: A method of travel, examples include auto, transit, cycling or walking.

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

Neighbourhood: An area within the Centre City that is primarily residential and/or primarily residential/mixed-use.

Neighbourhood Centre: A place within a neighbourhood at which an activity or complex of

activities takes place to meet local needs and foster a sense of unique identity for the neighbourhood. Components of the neighbourhood centre may include the basic needs of open spaces, grocery, health, community association facilities, childcare and seniors amenities and transit. And such needs provided within walking distance. See Neighbourhoods section.

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 safety features: Refers to a variety of design opportunities to make the pedestrians movement through intersections more comfortable. Such opportunities include changing paving patterns and providing bulb outs at corners to minimize the crossing distance of a street for the pedestrian.

Pedestrian-oriented or Pedestrian-friendly: An environment designed to make movement (On foot or by wheelchair) attractive and comfortable for various ages and abilities (eg. visual and hearing impaired, mobility impaired, developmentally challenged, situationally impaired). Considerations include separation of pedestrian and vehicular circulation, street furniture, clear directional and informational signage, safety, visibility, shade, lighting, surface materials, trees, sidewalk width, prevailing wind direction, intersection treatment, curb cuts, ramps and landscaping.

Pedestrian-scale/human-scale: Refers to the scale (height/proportions) and comfort level that the street level and lower stories of a building provide for the pedestrian as they walk alongside a building(s).

Places: Are open spaces connected to and defined by surrounding linkages and built form.

the Plan: Refers to the Centre City Plan.

+15 Network: A network of grade-separated pedestrian walkways and bridges, fifteen-feet above the road grade, which connect developments within downtown Calgary.

+30 Network: A network of grade-separated pedestrian walkways and bridges, thirty-feet above the road grade, which connect developments on the north and south of the Canadian Pacific Railway.

Promenade: A formally designed pedestrian-priority walkway along the riverfront that includes a walkway, urban features such as benches, garbage disposal and pedestrian-scale lighting, etc.

Public realm: The area of space in the urban environment that between the built form. The public realm consists of three different domains:

- **Public Domain:** Consists of all publicly-owned and accessible spaces;
- **Semi-private Domain:** Consists of the space between a building façade and a public sidewalk as well as any private spaces that may be accessible to the public such as the +15 system or enclosed atriums/galleries. Semi-private

APPENDICES

Appendix D

space ties together linkages and built form in a comprehensive and connected public realm; and

- **Private Domain:** Consists of private space or buildings that are visually incorporated into the public realm and allows for limited or no physical access to the public.

Riverfront: Refers to the area alongside the Bow and Elbow rivers.

Scramble/Diagonal Crossings: Are intersections where cars are stopped in all directions, and pedestrians are given an exclusive phase of the signal in all four directions, enabling them to cross diagonally as well as laterally and to do so without competition from turning cars.

Secondary overpasses: Opportunities along the Canadian Pacific Railway to provide +30 linkages for the pedestrian/cyclist.

Setback: An area measured as a distance from a public Right-of-way (ROW) or private lot line restricting building development.

Sidewalk: Principally used for pedestrians and located to the side of a carriageway within a road right of way.

sPARKS: A street park or portion of a street right-of-way that doubles as park space. Details of a sPARKS can be found in Open Space section.

Special Areas: Mainly existing public open spaces (parks) within the Centre City that are unique for

their contribution to providing a welcome relief to the Centre City's urban environment and to meeting local needs. Special areas also refer to existing and future areas that are unique for their contribution to the vitality and energy of the Centre City. See Special Areas section for details.

Streetscape: All the elements that make up the physical environment of a street and define its character. This includes paving, trees, lighting, building type, style, setback, pedestrian amenities, street furniture, etc.

Traffic calming: The combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior and improve conditions for non-motorized street users. Typical devices include traffic circles, curb extension, diverters, and speed humps.

Traffic signals: A traffic control device used to regulate the flow of vehicles and pedestrians through an intersection.

Transit loop: A loop(s) by which transit service is provided that links residents, workers and tourists within the Centre City.

Transit Oriented Development (TOD): An urban development form that promotes mixed land uses, increased densities and quality pedestrian environments, all within walking distance of an LRT station (typically 600 metres) or major transit hub.

Transit-oriented, transit-friendly, or transit-supportive: The elements of urban form and design

which make transit more accessible and efficient. These range from land use elements (eg. locating higher density housing and commercial uses along transit routes) to design (eg. street layout which allows efficient bus routing). It also encompasses pedestrian-friendly features as most transit riders begin and end their rides as pedestrians.

Transit service: Refers to all components (eg. type of transit, routes, schedules, etc.) of providing transit to the residents, workers and tourists.

Urban edges: Refers to bringing active uses and urban open spaces/built form to the natural environment (along the riverfront) to create vitality and diversity to meet the needs and enjoyment of many users.

Utilities: Facilities for gas, electricity, telephone, cable television, water, storm or sanitary sewer.

Visual lightness: Refers to the design of a building and how it is viewed as it interfaces in the skyline with other buildings.

Walkways, Pedestrian: Principally a public linkage for pedestrians only, a right-of-way or easement.

Woonerf ("Street for living"): Is a Dutch term for a common space created to be shared by pedestrian, bicyclist, and low-speed motor vehicles.

