

Calgary



Centre City Plan Refresh

Place-making in the Centre City Brief

Workshop 2019 June 26

About this Brief

This Brief summarizes the inputs related to Place-making in the Centre City Plan Refresh project. Through the project work to update the Centre City Plan there have been multiple inputs to consider. These inputs include:

- a review of the existing 2007 Centre City Plan to identify which information should remain in the Plan and be updated and which information should be removed;
- a review of related City of Calgary policy, guideline and strategy documents;
- input collected from various departments throughout the City;
- results of the Strategic Foresight process;
- stakeholder and public engagement that was compiled into a What We Heard Report;
- results from the Downtown Economic Summit that was held on 2017 March 2; and
- a review of best practice research.

All this information was used to compile several briefs relating to a variety of topics. This Brief is a review of the information related to Place-making in the Centre City. The Brief starts with an overview of the Place-making topic, which includes a description and statistics. Then, through analysis of the inputs, Key Elements for Place-making in the Centre City were compiled. These elements include Outcomes, Goals, Challenges and Questions for Analysis. All these elements informed topics for discussion in a workshop setting. Additional questions will be resolved prior to the new draft of the Centre City Plan.

The Place-making Workshop on June 26, 2019 will provide an opportunity to discuss goals in the Centre City and prioritize initiatives to achieve those goals. Information gathered in the Briefs and from the workshops will inform the refreshed Centre City Plan.

Project overview

In 2007, based on extensive citizen input, City Council adopted the [Centre City Plan](#), a vision document that describes what the Centre City could look like in 30 years. The Centre City Plan is a coordinated strategy document that pulls together the vision for the Centre City along with strategies and actions relating to land use planning, economic, cultural, and social development, and governance. With the approval of the adoption of the Centre City Plan (CPC2007-049), it included a recommendation for regular monitoring and reporting. In January 2017 the Centre City Plan was identified as one of 28 Council policies to be amended. It's time to review and refresh the original Centre City Plan.

Calgary's Centre City is the area south of the Bow River (including Prince's Island Park) from 17th Avenue Southwest and 14th Street Southwest, to the Elbow River. It also includes Downtown, Eau Claire, West End, West Connaught, Connaught Centre, Victoria Crossing Centre, East Victoria Crossing, East Village, Chinatown and Stampede Park area. (A map is contained in the Centre City Plan, 2007.)

The purpose of this refresh project is to:

- affirm the current plan's vision and principles;
- reassess the big-picture direction for the Centre City;
- identify actions to realize the vision;
- update the information in the Plan to align with other city policies; and
- eliminate overlap with other documents.

Engagement was approached with the understanding that the plan need not be re-written; rather it will be updated or, "refreshed", to reflect the current thinking within the Centre City. An update to the Centre City Plan is an opportunity to refocus Calgary's energy and reinvigorate a commitment to success in the Centre City. For more information, see [Calgary.ca/centrecityplan](http://calgary.ca/centrecityplan).

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Overview of Place-making in the Centre City

The first law of geography is that everything is related and things that are closer are more related. While previous briefs and workshops have identified key outcomes, goals, and actions meant to benefit some aspect of the Centre City, this brief asks for us to explicitly consider the spatial patterns of those benefits. In the context of the Centre City, we must ensure that things close to each other are related in a positive and constructive way.

Spatial planning in this area will require a combination of top-down and bottom-up thinking: simultaneously considering how area-wide initiatives play out at the local level while also looking at what the local needs are and considering how area-wide initiatives could address them.

There are many definitions of place-making, but simply-put, it's the process of creating great places. What constitutes a great place is subjective, but generally involves a location, a building, or space where there is a sense of place. For this Brief, what's being examined is place-making in the Centre City. How can we create memorable, attractive, functional and safe places where people want to spend time?

Analysis

Centre City

The Centre City is Calgary's urban core, the high-density area consisting of the central business district surrounded by several distinct residential neighbourhoods. It is home to many of the city's major cultural and entertainment venues and is the focal point for each of Calgary's transportation networks. It's typically the first stop for tourists, provided they can figure out how to get there from the airport.

As defined in the 2007 plan, the Centre City is bounded by the Bow and Elbow Rivers to the north and east, by 14 Street to the west, and by 17 Avenue to the south. Though The City officially uses the term "downtown" to refer only to the area north of the Canadian Pacific Railway tracks, most Calgarians describe anywhere within the Centre City area as being "downtown".

In total, the Centre City is home to approximately 44,000 residents as of 2018. Proportionally, the Centre City is home to half as many children and twice as many senior citizens as Calgary overall. Residents of the Centre City have incomes that are generally below the citywide median, they are over twice as likely to live alone, twice as likely to rent rather than own, more likely to be overspending on shelter, and generally walk or drive to work.

As the following table illustrates, these trends are not consistent throughout all of the Centre City, demonstrating the broad range of diversity between each of the area's distinct neighbourhoods. Recent immigrants and low-income individuals are most likely to be found in the Downtown Commercial Core, Chinatown, and East Village, while middle-class individuals are more likely to be found in Downtown West End and Beltline. Residents of Eau Claire tend more toward being older and wealthier.

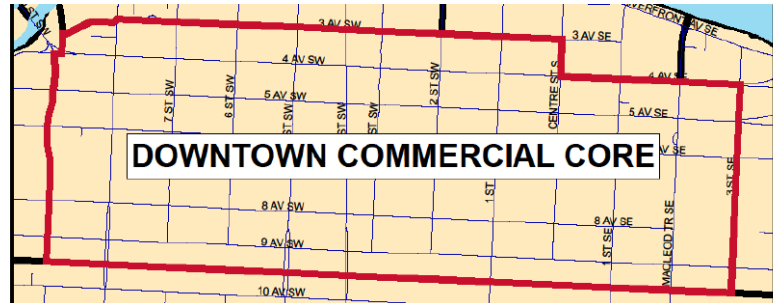
More details about each community follow the table.

	CALGARY	Downtown Commercial Core	Downtown West End	Chinatown	Eau Claire	East Village	Beltline
Population in private households 2016							
	1,222,390	7,545	2,105	1,570	1,600	1,725	20,860
Per cent households spending 30% or more of total income on shelter in 2016							
	22%	37%	27%	51%	22%	36%	31%
Population distribution by age in 2016:							
0-14 years	19%	10%	5%	5%	4%	2%	4%
15 to 64 Years	71%	83%	82%	64%	68%	73%	88%
65+ Years	10%	7%	11%	32%	27%	25%	7%
Per cent Immigrants in 2016							
	31%	47%	45%	66%	32%	33%	30%
Per cent individuals who speak English most often at home							
	75%	56%	70%	39%	81%	76%	79%
Median total household income (before tax) in 2015:							
	\$97,329	\$54,502	\$89,642	\$36,443	\$114,310	\$48,913	\$76,408
One person private households							
	24%	49%	50%	61%	53%	65%	56%
Census families							
Couples w/o children at home	37%	59%	73%	66%	76%	78%	75%
Couples w/ children at home	48%	28%	22%	20%	19%	13%	18%
Lone-parent families	14%	13%	7%	14%	7%	9%	7%
Population in private households who are Non-permanent residents							
	2%	16%	5%	7%	8%	6%	5%
Population in private households who identify as a visible minority							
	36%	61%	48%	76%	28%	38%	31%
Population aged 15 years and over in private households with a Post-secondary certificate, diploma or degree							
	61%	71%	78%	50%	79%	65%	76%
Mode of transportation to work: Employed labour force aged 15+ years in private households							
Driver – car, truck or van	71%	22%	33%	34%	31%	44%	38%
Passenger – car, truck or van	5%	2%	2%	0%	5%	4%	3%
Public transit	16%	38%	32%	22%	10%	19%	13%
Walked	5%	34%	31%	43%	52%	29%	40%
Bicycle	2%	2%	2%	0%	1%	3%	4%
Other methods	1%	2%	0%	1%	2%	1%	2%
Housing Tenure, Private Households							
Owner households	71%	8%	45%	29%	57%	27%	35%
Renter households	29%	92%	55%	71%	43%	73%	65%

Downtown Commercial Core

For many Calgarians, their experience of the Centre City begins and ends with commuting to and from work every day. At the peak of the last boom in 2013, the Centre City was estimated to contain 25% of all jobs in Calgary (though recent layoffs have produced a more recent estimate of 18%). The bulk of these jobs are found in the true central business district officially known as Downtown Commercial Core. The map below shows the boundary of the community as defined by the 2016 Census of Canada.

Calgarians who work downtown experience a bustling place where engineers, managers, and business strategists take the train or drive in to work every morning, scurry through the Plus15 skywalks to reach their office, and take their lunches walking by the river or along Stephen Avenue.



Unfortunately, many don't experience downtown after work hours end or on the weekends. Many are convinced that downtown is unsafe after dark, hard to navigate in a car, and inconvenient to take transit to in off-peak hours. They might stay late a couple of evenings to have some drinks with co-workers on Stephen Avenue, they might head downtown a few times in the winter for a Flames game, and maybe once or twice during Stampede or Canada Day. By and large, the Downtown Commercial Core is for two things: working in and leaving.

However, the Downtown Commercial Core is currently one of the most distressed areas of the city thanks to the 2014 collapse in oil prices and the restructuring it produced in the industry. Despite the total inventory of office space increasing by 31% from 2007 to 2017, the total amount of occupied floor space has declined.

As office demand has decreased, so too have real estate values. One estimate shows that total assessed value in the Centre City has decreased by 22% from its peak in 2015; another shows that downtown office buildings have lost \$14B in value, causing a \$250M decline in tax revenue.

Land use designations within the Downtown Commercial Core are primarily CR20-C20/R20, the mixed-use Commercial Residential District. This district permits a wide range of uses, a large amount of density, and offers bonus provisions that exchange density for public amenity. Further work is needed to determine if the bonus provisions appropriately incentivize development that aligns with The City's long-term vision.

Major public projects in the area include the construction of the Green Line underneath 2 Street SW, the implementation of the next phase of on-street cycle tracks, and future redevelopment in the area of Olympic Plaza and the Telus Convention Centre.

East Village

The most recently planned community in the Centre City is Downtown East Village. After years of neglect and stagnation, the area was granted to the Calgary Municipal Land Corporation to master-plan and redevelop. It consists of the eastern end of Downtown east of 3 Street SE, north of the CPR tracks. Fort Calgary is considered to be part of the plan area.



Tax-increment financing has allowed CMLC to upgrade the underground utilities, streetscapes, and grading. Parcels have been slowly released to market to allow for private-sector development to realize the master-planned vision.

The vision is for a high-density urban village made livable by its proximity to downtown, major public open spaces along the river, retail, and a vibrant pedestrian main street called “the Riff” which cuts diagonally through the community.

East Village is slowly transitioning from vision to reality, in accordance with the CMLC’s master plan and The City’s East Village Area Redevelopment Plan.

Downtown West End

The westernmost portion of the Centre City is the community of Downtown West End. Another primarily residential neighbourhood, Downtown West is the area north of the CPR tracks, south of the Bow River, east of 14 Street SW and west of 9 Street SW. The community has had a challenging time redeveloping from its original low-density residential to a higher-density urban enclave. Its residential towers are supported by few amenities, redevelopment has been slow and piecemeal, and the community suffers from a lack of identity and character.

Overall, Downtown West End has a census profile similar to that of Beltline in that it is home to an eclectic mix of well-educated residents who typically do not drive to work. However, the high number of residents identifying as immigrants and high median wealth suggest that this is a destination of choice for educated immigrants who have come to Calgary for work. Other residents who are not immigrants are likely drawn to the community’s high-end apartments and proximity to the Downtown Core.



This community is defined by its boundaries: Bow Trail, 14 Street, and 9 Avenue all serve as relatively impermeable barriers. The eastern boundary is 9 Street, which is also fairly impermeable north of 6 Avenue. South of 6 Avenue the eastern boundary is much more porous and could be improved to boost connectivity with Century Gardens.

Downtown West End is not lacking in proximity to regional amenities: Mewata Armoury and Shaw Millennium Park to the west, Contemporary Calgary opening in the Centennial Planetarium, the Bow River pathway system, and future development at the Louise Crossing site on 4 Avenue SW. However, future work is needed to improve connectivity between these amenities and to the residential community they surround.

Eau Claire

Northwest of Downtown Commercial Core is the community of Eau Claire. Formerly home to industrial development along the bank of the Bow River, the community has redeveloped into a higher-end, primarily residential community. Its boundaries are 8 Street SW on the west, 2 Street SW on the east, 3 Avenue SW to the south, and the Bow River to the north. The majority of Prince's Island Park falls within the boundary of Eau Claire.



Residents tend to be older and wealthier in Eau Claire than in the Centre City or Calgary overall, are highly educated, and more likely to own their apartments than rent. As the area is close to the river pathways, a regional park, transportation networks and employment, its properties have high land value and therefore attract wealthier residents.

Significant public investment has gone in to redeveloping the river pathway system west of 2 Street. A system of flood barriers, bike pathways, and plaza seating now links Eau Claire Plaza with the Peace Bridge north of 7 Street. Green Line construction along 2 Street will add another transportation node to the community. Any future redevelopment of 2 Street, 3 Street, and Eau Claire Plaza should aim to better connect

Downtown Commercial Core to the river through Eau Claire.

At least three large redevelopment sites still remain in the community – the parking lots north of 2 Avenue, and Eau Claire Market itself. Should better market conditions arise, redevelopment of all three sites could fundamentally shift the character of Eau Claire from being an exclusive residential enclave to a true urban village.

Chinatown

East of Eau Claire is Chinatown, the Centre City's smallest residential community but the one with the most distinct cultural identity. The community consists of only ten square blocks, one of which is a park (Sien Lok) and another of which is Calgary's federal government building (Harry Hays). The boundaries are defined in the map below.

Though Chinatown is not a large community, it is an important place for Calgarians throughout the city. It is home to a high number of benevolent societies, community groups, unique businesses, and seniors' facilities.

Chinatown is defined in large part by its stability as its urban fabric has changed slowly and thoughtfully. A long history of persecution has left an imprint on its residents and other Calgarians who feel a sense of ownership in the community. When change comes to Chinatown, it comes only after careful consideration.

Census data shows population growth in the community, but the majority of that is the direct result of the Waterfront development in the community's northwestern corner. Residents of this new condo project are likely to be similar to residents of East Village or Beltline.

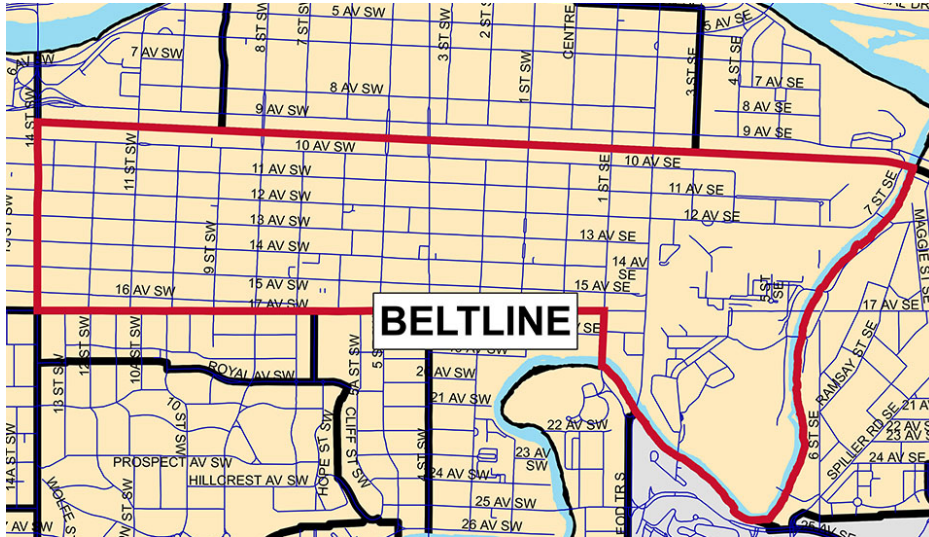


The only substantial public investment made in Chinatown recently has been the Riverwalk along the Bow River east of Centre Street. Originally, a cycle track was planned for 1 Street SE but was removed after significant community opposition. That location is an important linkage in connecting the Riverwalk to the rest of the cycling network.

An updated area redevelopment plan for Chinatown is being developed in conjunction with a cultural plan. Both documents will help to guide the specifics of future development and public investment in Chinatown.

Beltline

South of the CPR tracks is the Centre City's largest residential neighbourhood. It spans the width of the Centre City from 14 Street to the Elbow River, as shown below.



The two communities of Connaught and Victoria Park were officially combined in 2003 to form Beltline, named for one of Calgary's old streetcar routes that formed a perimeter around the area. Though Beltline is primarily residential, its three northernmost avenues feature a mix of retail and office development. Street-oriented retail is mostly focused along 8 Street SW, 4 Street SW, 1 Street SW, and 17 Avenue S.

Transportation in Beltline is primarily defined by its walkable nature, though proximity to downtown means that it is bisected by several one-way couplets designed to efficiently shuttle automobile traffic into and out of the central business district. A Red Line station at Macleod Trail and 17 Avenue SE serves Stampede and Saddledome crowds, however a Green Line station at 4 Street and 10 Avenue SE is expected to also provide service to the area. Another Green Line station at Centre Street and 12 Avenue S will better connect Beltline residents to the rest of the city.

The Beltline Area Redevelopment Plan in 2007 formed the basis for much of the Centre City's existing density bonus scheme and paved the way for much of the substantial growth the community has experienced over the past decade. The refreshed Centre City Plan needs to articulate the role Beltline will play in the Centre City and how best to support its residents, businesses, and visitors.

Key Elements for Place-making

Alignment with Centre City Plan Principles

The intent of the Centre City Plan is to strengthen the Centre City in accordance with eight fundamental principles. Policies related to culture and activity include:

- Principle 1: Build livable, inclusive and connected neighbourhoods
- Principle 3: Create great streets, places and buildings – for people
- Principle 7: Create a lively, active and animated environment.

Key Outcomes over the next 10 to 20 years

These are suggested outcomes for the Centre City over the next ten to twenty years and possible metrics to measure their success.

1. People want to live in the Centre City.
2. People love coming to Downtown Calgary.

Key Goals

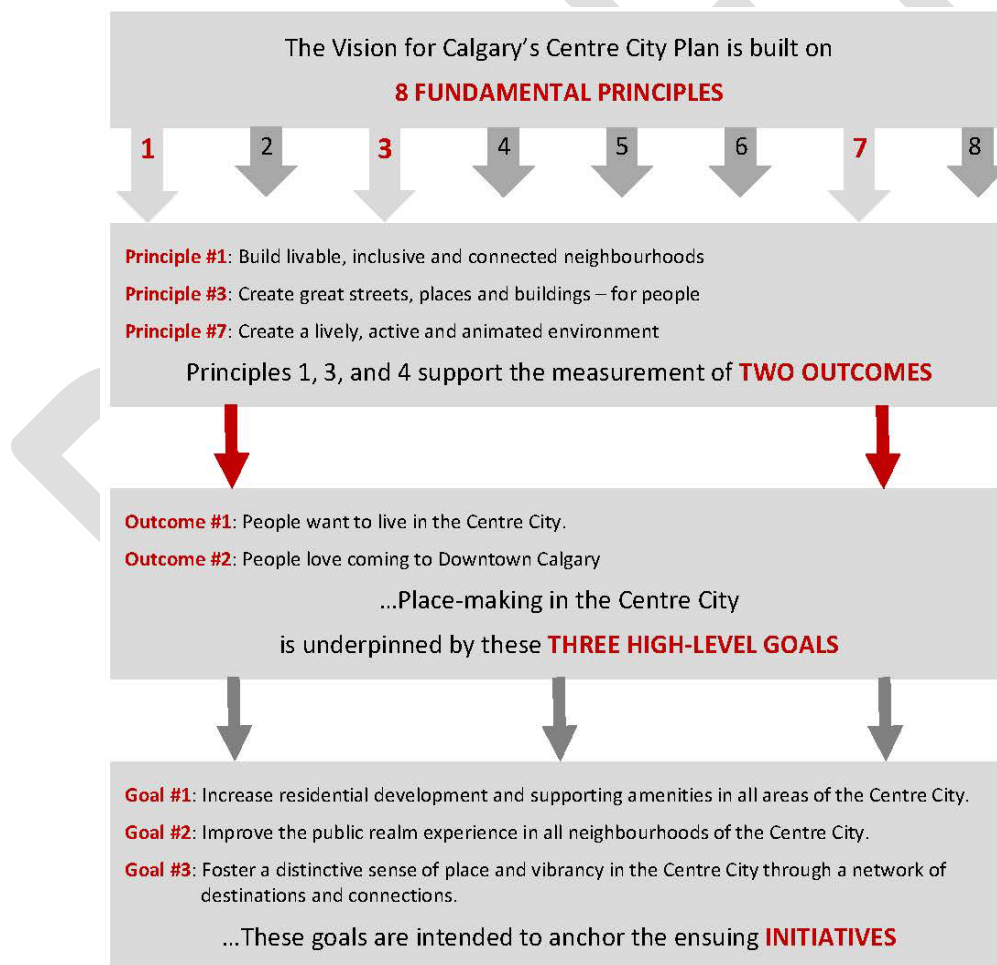
The following goals are specific to the Centre City to achieve the key outcomes listed above. These goals are based on an analysis of all the inputs or information gathered relating to this topic in the Centre City. See Goals and Initiatives Overview section at the end of this document to see how these goals were crafted.

1. Increase residential development and supporting amenities in all areas of the Centre City.
2. Improve the public realm experience in all neighbourhoods of the Centre City.
3. Foster a distinctive sense of place and vibrancy in the Centre City through a network of destinations and connections.

The vision for the Centre City was established in the 2007 Centre City Plan with eight fundamental principles to support that vision. The current vision and principles are under review, but still valid for the purposes of evaluating outcomes and goals. Relating to the topic of Place-making, there are three principles that apply. The next figure (Figure 1) shows the relationship between the principles and Place-making outcomes and goals.

Place-making in the Centre City is underpinned by the following high-level goals. These are intended to anchor the ensuing initiatives.

Figure 1: Hierarchy of Principles, Outcomes, Goals and Initiatives



Key Challenges

The following are key challenges relating to Place-making:

1. The thoroughfares running through Centre City make walking down those streets unpleasant.
2. The Downtown Core doesn't feel like a neighbourhood.
3. What is the identity of Calgary?
4. What is the identity of each neighbourhood?
5. The CPR tracks are still a barrier between Beltline and the neighbourhoods to the north of the tracks to the river.
6. There aren't enough residents to make the Centre City vibrant at all times of day or night.
7. There isn't coordination between groups to gain efficiencies with projects and events.

Key questions for further analysis

During review of all the inputs, several questions arose that need to be addressed prior to finalizing the draft Plan. These questions are parked in this section.

1. Do we want to reassess the boundaries for the Centre City?
2. Do we want to preserve City-owned land in the Centre City for Cultural Facilities and Park space? How long do we hold on to this land if the Department does not claim the need for it?
3. Is the Downtown Core still the PRIMARY office location? What does that mean? Do we prohibit office development in other locations within the Centre City? In other locations in Calgary? Are we going to be strategic about where we allow office to locate? What kind of office development?
4. Is there value in identifying specific areas as "Districts"? What "Districts" are there? Entertainment District? Office District? Cultural District? Music District? Museum District? Retail District?
 - a. If a "District" is identified, how do we build in flexibility for changes over time?
5. Are there multiple "Entertainment Districts" in the Centre City? What qualifies as an "Entertainment District"?
6. Regarding policy 4.2.4 wrt Transition Areas. Does Land Use Bylaw section 1308 cover the intent of this policy?
7. Policy 4.2.5. Is Townhouse Type development too low-density for the Centre City? Maybe we refer more to activation at-grade where units have access to the street?
8. 4.2.12 asks us to consider noise when reviewing an application, what about light pollution? Anything else missing?
9. Does each small neighbourhood need a neighbourhood centre? Can we say a Main Street going through each neighbourhood is the focal point?
10. Why do we want to maintain the only at-grade CPR track crossing at 11 Street SW? Why wouldn't we want an underpass?
11. Should we allow purely residential in the Core, C20R20? If yes, where? Everywhere?

Inputs into the refreshed Plan

Strategic Foresight

Strategic Foresight is a scenario-based methodology that immerses participants in a study of the future by asking them to explore multiple plausible alternatives and identify the challenges and opportunities that may emerge within each.

“Public realm and social equity” was identified as one of six critical uncertainties that could fundamentally affect the future of the Centre City; in this case referring to how space is becoming increasingly owned and controlled by private entities. Ensuring that all citizens have access to high-quality public spaces can improve a city’s livability and citizens’ happiness, which requires the creation of well-designed spaces and assurance of public access. A high-quality public realm also requires and is required for attractive employment and retail opportunities.

Recommended actions include the creation of a vibrant urban environment desired by small and medium businesses; working with landowners to activate underutilized spaces with passive, active and artistic uses.

Downtown Economic Summit

The Downtown Economic Summit was held on 2017 March 2 and was hosted jointly by The City, CED and CMLC with approximately 160 participants. Throughout the event, participants answered specific questions about Calgary’s Centre City, including its current strengths and possibilities to help address vacant office space and job creation. Participants then put the possibilities into priorities and identified tactics to consider moving forward.

The following actions are outlined in Attachment 2 of Report C2017-0344:

- 2. Work with stakeholders to explore opportunities to repurpose existing downtown real estate. (CED)
- 3. Implement the Council approved Civic District Public Realm Strategy (Urban Strategy).
- 6. Complete new Area Redevelopment Plans for Chinatown and Downtown West End (Planning and Development).
- 9. Complete design concepts for Stephen Avenue Pedestrian Mall, 2nd Street SW, and Barclay Mall (Urban Strategy).
- 12. Work with CED-Real Estate Sector Advisory Committee and The City to advance the Real Estate Sector Top Ten List including opportunities to repurpose or convert downtown office space to residential (CED).
- 13. Collaborate with Tourism Calgary and other stakeholders to attract and leverage world class events and festivals.
- 19. Increase the visibility of indigenous communities and heritage in the Centre City through public art, place names and urban design (Community Services).
- 26. Continue to work with stakeholders to support investments in the Culture and Entertainment District (CMLC, City).
- 29. Work with key stakeholders to develop strategies to promote Calgary’s cultural and heritage resources to tourists and residents (Tourism Calgary, Community Services).
- 30. Explore opportunities to leverage the National Music Centre, Calgary Stampede, New Central Library and music assets in the Culture and Entertainment District (CMLC).
- 33. Implement actions regarding the convention centre approved by Council as part of the follow up report from the 2015 November Strategic Session of Council (Community Services).
- 42. Develop a new Centre-City wide communication platform to inform private investors of The City’s overall plans for the Centre City and downtown area – including all Business Units and CMLC (Urban Strategy).

- 55. Create a cross-corporate working group to support CED and the Mayor's Office in attracting companies to specific sites in Calgary's downtown by developing transportation improvement plans, particularly to create active mode connections between those sites and nearby amenities. Consider partially funding those improvements through short term allocation of new revenue. (Transportation)
- 57. Improve connections to the cycle track network from the pathway system and neighbouring communities by building or improving on-street bikeways. (Transportation)
- 60. Help Centre City communities apply and deliver micro-grant projects that improve walkability in partnership with the Federation of Calgary Communities. (Transportation)
- 65. Review and improve pedestrian facilities (connectivity and accessibility) within 600 m of all current and future Centre City transit station areas. (Transportation)
- 66. Construct missing sidewalk links in the Centre City. Ensure sidewalks have an adequate width, include ramps at crossings and Urban Braille.
- 67. Build mid-block crossings and temporary curb extensions (delineators, paints, flower pots, traffic calming curbs) in high-use areas to promote a safe and enjoyable walking experience.

External Stakeholder and Public Engagement

The details of engagement for the Centre City Plan Refresh project can be found in the [What We Heard Report](#) online at calgary.ca/centrecityplan.

Engagement was approached with the understanding that the Centre City Plan need not be re-written; rather it will be updated or, "refreshed", to reflect the current thinking within the Centre City. The targeted audience for this engagement was divided into three primary categories: Key stakeholders, Calgarians interested in the Centre City, and Internal stakeholders. The engagement approach intended to be respectful of the diversity of people living, working and spending time in the Centre City and a number of steps were taken as outlined in the above-mentioned Report.

The following input from the What We Heard Report relates to this topic.

Values, Aspirations, Concerns

- History, destinations and character areas was the 4th most important value, with 26 references.
- Vibrancy and liveliness was the 3rd most important aspiration, with 50 references.
- Development and mixed use was the 4th most important aspiration, with 40 references.
- History, destinations and character areas was the 5th most important aspiration, with 34 references.

Principles

Relevance

- Need for amenities, services and vibrancy to attract residents
 - Need for grocery stores, schools and other essential services. The idea that vibrancy must be enhanced in order to attract residents (all-hours businesses, attractions for all people).
- Diverse residential housing
 - Centre City needs more diverse housing to suit different needs: seniors, families, people with pets etc. Amenities must also be there to encourage this shift to residential. Opportunity to utilize vacant spaces.
- Preserving history and enhancing/utilizing unique and distinct areas
 - Spaces such as the river walk and 17th Avenue seen as distinct areas with opportunity for smart use. Importance of preserving history. Ideas that developing distinct character

areas with unique feelings and characteristics will make Centre City more vibrant and attractive. A benefit to tourism.

- Develop places for meet, hang out, and make connections
 - Need for year-round (including winter) programming. Better plaza spaces for hosting events. Placemaking creates vibrancy and attracts residents and visitors. Also results in enhanced feelings of safety. Importance of celebrating culture and diversity.
- Need for enhanced communication
 - Need to communicate all events centrally. Better promote distinct areas such as Chinatown. More effectiveness with social media. Promote to Calgarians and tourists alike.

Principle 1 – Build livable, inclusive and connected neighbourhoods

- Common themes:
 - Add or improve amenities and livability for vibrancy and residential needs
 - Need for critical amenities such as schools and stores. Pedestrian friendliness. A shift from building homes to amenities. Quality of builds is important.
 - Improved amenities and different housing options to attract diverse and specific residents.
 - Diversity of housing options. Emphasis on family housing options. Senior housing and support. Different housing styles.
 - Mixed use
 - Importance of integrating residents and business community to build and enhance vibrancy/livability. Diverse housing with populations to support local businesses.
- Less common themes:
 - More affordable housing. Recognition of unique communities and features around the Centre City. Improved wayfinding and communication. Beautification to improve livability. Attract enough residents to sustain amenities. Improve, remove or update older buildings/resources.

Principle 3 – Create great streets, places and buildings – for people

- Common themes:
 - History, specialty areas, urban/human-scale design and architecture
 - Incorporate history and highlight/preserve heritage buildings/areas. Need to design areas that are inviting to live in. Buildings, alleys and streets should all be part of public space. City should incentivize higher quality development.
 - Central places for people to meet and feel comfortable
 - As density increases, it is important to have shared public spaces. Also need programming to activate the public spaces. They need to feel of quality for people to use them. Positive safety implications.
- Less common themes:
 - As a winter city, we need to design accordingly and support winter culture. Need for more mixed-use buildings to enhance street-level experience. Public spaces improvements (incl. lighting, signage, etc.). Revitalization of old and outdated areas. Prioritize small businesses and work with Business Improvement Areas.

Principle 7 - Create a lively, active and animated environment

- Common themes:
 - Environment needs to appeal and encourage variety of activity
 - This principle will come as a result of successfully implementing other principles – the belief that if we attract residents and support businesses the rest will follow.
 - Need liveliness and business in winter and outside of normal working hours
 - Sentiment that Centre City is only exciting in summer or during work hours. Desire to have more activity all year and all hours of the day.
 - Find ways to attract people to the downtown
 - We need more things to attract people downtown. Music, culture and festivals are examples. Suburban Calgarians need a draw.
 - Attract people of all ages and backgrounds to the Centre City
 - Think of attracting all ages and demographics. And do things to bring people together, including family activities. Centre City shouldn't just be tailored to night-life/bars.
- Less common themes:
 - Need to enhance safety through enforcement or liveliness. Animation and activities for all seasons, especially winter. Focus on programming to activate spaces. Community squares and public spaces for celebrations.

Missing principles and recommendations for new ones

- Development, activity and authentic mixed-use
 - More residential focus and live/work buildings. Highlight the adaptability and unique nature of Centre City. Beautification through development and an emphasis on increasing entertainment and vibrancy.
- Preserve and utilize heritage resources and establish Calgary's identity

Big Ideas, Issues and Actions

Overall Themes – Top

- New centres, attractions, amenities and buildings
 - Need for grocery stores. Better use of Stampede land. Developing an entertainment district. More public washrooms. Family and children's attractions. Mini "nodes" with amenities.
- Ideas surrounding housing, building development, amenities and mixed-use development
 - Mixed opinion on building development: the need for density suggests building more, but we also have lots of vacancy. Need a diverse residential focus. Need for mixed-use and live/work for a "village" feel. Balance of entertaining and living downtown (noise). Green building. Need more vibrancy.
- Develop and support character areas, including those surrounding Centre City
 - Preserve and capitalize on heritage areas. Inclusion of and connections to areas surrounding Centre City, such as Kensington, Mission and Inglewood. Development implications for character areas. Preserve Chinatown's culture and character.

Overall Themes – Less Common

- Art, beautification, maintenance and ideas to enhance cleanliness

- Be aware of construction impacts. Art to beautify and activate spaces. More/better lighting: streets are dark, scary and not busy. Expressing disappointed feelings of a “beige city”.

Principle 1 – Build livable, inclusive and connected neighbourhoods

- Top themes:
 - Ideas and issues surrounding development, mixed-use development and enhanced amenities
 - Repurposing of space for new uses. Mixed-use development that supports small business and creativity. Entertainment, amenities, and affordability. Quality of development.
- Less common themes:
 - Ideas or issues surrounding the need to increase residential. Ideas and issues surrounding community, civic pride, and togetherness.

Principle 3 – Create great streets, places and buildings – for people

- Top themes:
 - Ideas and issues surrounding development, mixed-use development and enhanced amenities.
 - Flexible use of current space, and policy/code that allows it. More amenities and mixed use such as lighting and retail. Holding developers accountable to area plans and quality development.
- Less common themes:
 - Enhanced communication to market Centre City. Snow/winter related ideas and issues.

Principle 7 – Create a lively, active and animated environment

- Top themes:
 - Snow related ideas and issues
 - Recommendations for a “winter strategy”. Removal of snow along main streets and Business Improvement Areas.
 - Ideas surrounding events, programming and outdoor spaces
 - Pop-up art and activities. Belief that The City should allow more events and be quicker to approve and support them. Use of parks and green spaces, including more available fire pits. Funding to sustain activities. Suggestion that more events and more residential may create a conflict.
 - Ideas to share information, incentivize and attract people to come downtown.
 - Recommendation to improve wayfinding and better brand and market the Centre City. Activities are required in order to incentivize people to come.
- Less common themes:
 - Ideas surrounding building development, holistic planning and mixed-use development. Need for active and unique public spaces.

The full list of Quick Win Ideas can be found in the [What We Heard Report](#) online at Calgary.ca/centrecityplan and are also included in this document in the Goals and Initiatives Overview.

Existing Policy Review: Centre City Plan (2007)

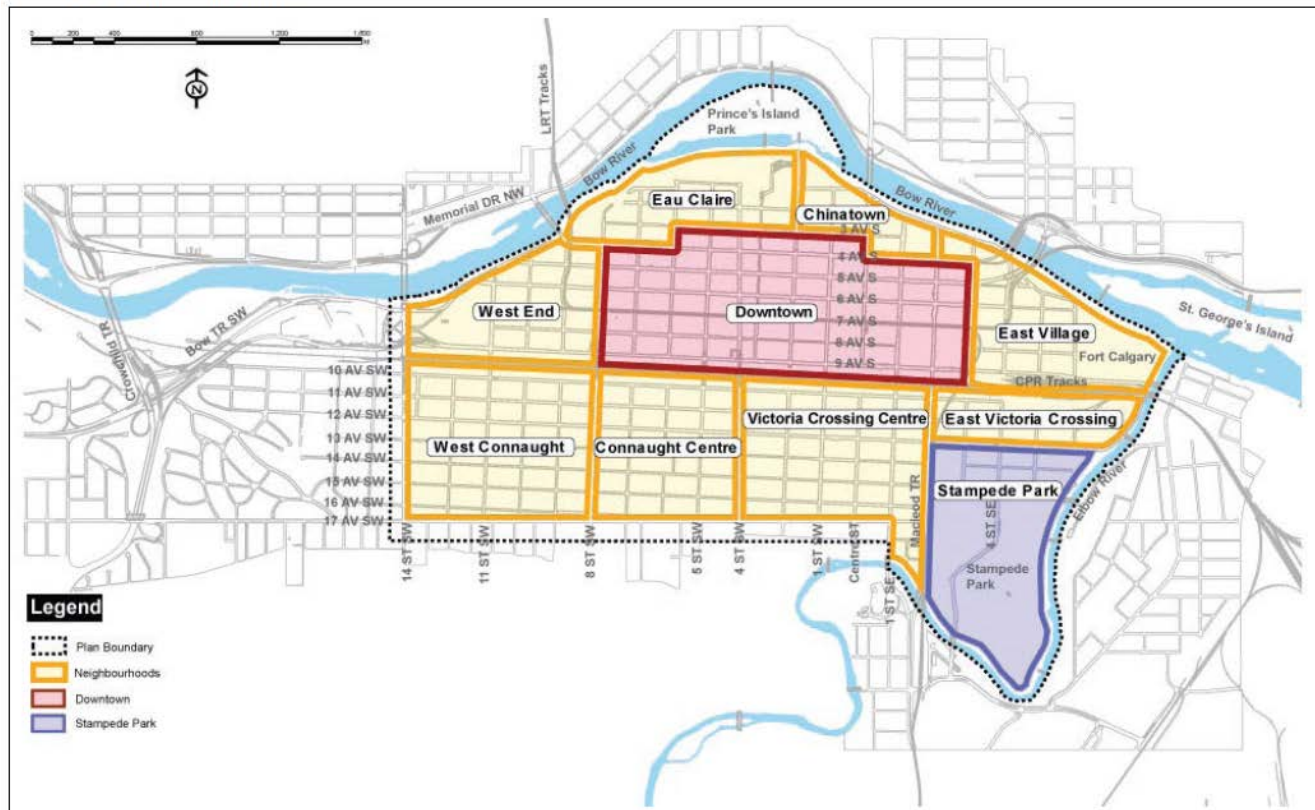
The following is a list of existing policies within the 2007 Centre City Plan. A review of these policies identified a need to keep their intent in the updated Plan. Policies as written below may be consolidated or rewritten as necessary.

Policies and Actions to Remain in the Centre City Plan

Urban Structure

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 (CCP, p. 30).

Concept 2: New Urban Structure



4.0.1 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.

4.0.4 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.

4.0.5 Support the location of educational institutions and related uses throughout the Centre City, not just in one location.

Neighbourhoods

4.2.1 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;
- 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.

4.2.3 Establish strong pedestrian and bicycle connections between the neighbourhood centres of each neighbourhood and the Downtown.

4.2.4 Ensure appropriate land use and design interfaces between the Downtown and the surrounding neighbourhoods.

4.2.5 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.

4.2.7 Ensure livability of residential units in new and existing buildings is maintained in terms of access to sunlight, privacy and near and distant views.

4.2.8 Ensure a good supply of motor vehicle and bicycle visitor parking is provided within each individual residential development.

4.2.9 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.

4.2.12 Recognize the impact noise has on residential livability and consider measures to minimize the impact.

4.2. Actions #1 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.

Linkages 7.7.1 Actions #3 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.

Entertainment 8.3.2 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.

Entertainment 8.3 Actions #1 Work with local BRZs to determine the feasibility and possible locations of Entertainment Districts

Downtown Commercial Core

4.1.1 Enhance the Downtown as a **primary office location** through the provision of a quality public realm and supportive amenities and services.

4.1.2 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.

4.1.3 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.

4.1.7 Encourage new residential developments in the Downtown by:

- 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;
 - 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.

4.1.14 Encourage arts, culture and entertainment uses along Stephen Avenue Mall Retail Area to have active edges and entranceways that encourage transparency and pedestrian interaction.

Riverfront

- 5.2.1 Reinforce the riverfront as a premier open space component of the Centre City.
- 5.2.5 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.
- 5.2.8 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.
- 5.2.10 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.
- 5.2.11 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).
- 5.2.14 Implement the new Eau Claire Plaza Design Concept and its interface with Prince's Island Park.
- 5.2.15 Implement the Utilities & Environment Protection Public Art Master Plan along the riverfront.
- 5.2 Actions #3 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.

- 5.1.5 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.

West End Policies

- 4.2.1. Evolve the West End neighbourhood as a vibrant primarily residential neighbourhood by diversifying the opportunities for local amenities and its integration with surrounding neighbourhoods.
- 4.2.1.2 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.
- 4.2.1.3 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.
- 4.2.1.4 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.
- 4.2.1.5 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.).
- 4.2.1.6 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.
- 4.2.1.7 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.
- 4.2.1.8 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.
- 4.2.1.9 Extend the pedestrian-oriented and enhanced public realm of 8 Avenue SW between 8 Street SW and 11 Street SW.
- 4.2.1.10 Incorporate opportunities for a Recreation Facility. See Recreation section.
- 4.2.1.11 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.
- 4.2.1.12 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.
- 4.2.1 Actions #1 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.
- 4.2.1 Actions #2 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.

4.2.1 Actions #3 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 a focus for neighbourhood integration and enhancement.

4.2.1 Actions #5 Explore the feasibility of realigning Bow Trail/14 Street interchange to improve the functional and aesthetic design of the riverfront parks spaces.

Eau Claire Policies

4.2.2.1 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.

4.2.2.3 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.

4.2.2.5 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.

4.2.2.6 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.

4.2.2.7 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.

4.2.2.8 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.

4.2.2.9 Pursue the possibility of a bike station facility in the vicinity of the Eau Claire Plaza.

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

4.2.2.13 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.

4.2.2. Actions #1 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.

- 4.2.2. Actions #2 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.
- 4.2.2. Actions #3 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 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).

Chinatown Policies

- 4.2.3.1 Facilitate Chinatown's evolution as a unique residential/mixed-use and cultural neighbourhood within the Centre City.
- 4.2.3.2 Reinforce the Chinese Cultural Centre, Sien Lok Park and 1 Street SW as a Neighbourhood Centre and local gathering place for the residents.
- 4.2.3.3 Preserve views to the Chinese Cultural Centre along 2 Avenue both easterly and westerly.
- 4.2.3.4 Upgrade the design, quality and accessibility of Sien Lok Park.
- 4.2.3.5 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.
- 4.2.3.9 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.
- 4.2.3.11 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.
- 4.2.3 Actions #1 As a priority, design and implement the public realm enhancement of Centre Street.
- Views 7.4.2 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.

East Village Policies

- 4.2.4.1 Support the redevelopment of East Village as a primarily residential/mixed-use neighbourhood with associated local amenities.
- 4.2.4.7 Incorporate public art along the riverfront and as the Avenues intersect with Fort Calgary.

East Victoria Crossing Policies

- 4.2.5.1 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.
- 4.2.5.11 Consider the technical feasibility and the financial merit of burying the south west LRT line adjacent to Stampede Park south of 25 Avenue.

Victoria Crossing Centre Policies

- 4.2.6.1 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.

4.2.6.7 Redesign Humpy Hollow Park to better integrate with the vision for Centre Street/Volunteer Way and the eastern end of 17 Avenue S.

4.2.6.9 Given the heavy pedestrian usage of 4 Street SW, investigate ways to improve and support an enhanced pedestrian realm.

Connaught Centre Policies

4.2.7.1 Pursue opportunities to enhance and integrate residential and local amenities, including open space, such that there is a stronger residential/mixed-use neighbourhood identity.

4.2.7.3 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.

4.2.7.5 Incorporate a transit loop into the public realm plans for 8 Street SW and 17 Avenue SW.

4.2.7.6 Explore unique public art/open space opportunities for this neighbourhood to integrate the open space and pedestrian movement corridors.

4.2.7 Actions #3 Complete the 11 Avenue Urban Design Streetscape Master Plan between 4 Street SW and 11 Street SW.

Linkages 7.7.19 Where technically feasible, this plan encourages the conversion of one-way streets to two-way to stimulate commercial and pedestrian activity.

West Connaught Policies

4.2.8.1 Emphasize West Connaught as a high-density urban residential/mixed-use neighbourhood that meets the needs of a mix of demographics/groups especially families.

4.2.8.3 Support opportunities for daycares within West Connaught.

4.2.8.5 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).

4.2.8.7 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.

4.2.8.8 Accommodate pedestrian/bicycle movements in future plans for the 14 Street SW/Bow Trail interchange.

4.2.8.9 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.

4.2.8.10 Consider pedestrian/bicycle opportunities over the CPR tracks at 9 Street SW.

4.2.8.11 Explore unique public art/open space opportunities for this neighbourhood.

4.2.8 Actions #1 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.

4.2.8 Actions #2 Complete the 11 Avenue Streetscape Improvement Plan between 4 Street SW and 11 Street SW.

West Park / Lower Sunalta Policies

4.2.9.2 Planning for the area should include:

- Future opportunities for regional recreational and/or cultural facilities that serve the regional area;
- A direct and enhanced pedestrian/bicycle connection at 19 Street SW and 10 Avenue SW;

Special Areas Policies

- 4.3.1 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.
- 4.3.7 Ensure pedestrian/bicycle-friendly connections and way-finding from the Downtown and riverfronts to all existing and future special areas.
- 4.3.8 Establish sensitive and appropriate interfaces between special areas, the residential neighbourhoods, and the Bow and Elbow Rivers.

Stampede Park Policies

NONE

CPR Special Area / Corridor Policies

- 4.3.2.1 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.
- 4.3.2.2 Ensure the CPR tracks remain long-term and at-grade as a catalyst for economic development.
- 4.3.2.3 Ensure that the CPR corridor innovatively bridges the CPR tracks between the Downtown and Beltline neighbourhoods.
- 4.3.2.4 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."
- 4.3.2 Actions #1 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.

Redundant Policies

The following is a list of existing policies and actions within the 2007 Centre City Plan. A review of these items identified that they are redundant. They may be in a Local Area Plan, Guideline or Strategy document and do not need to be kept in the updated Plan. Policies as written below should be deleted.

Downtown Commercial Core

- 4.1.4 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 a priority in reinforcing the Downtown's sense of place and identity. See Heritage section and Map 3: Heritage Sites.
- 4.1.5 Support a high priority on transit service for the Downtown. See Movement and Access System section.
- 4.1.6 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.
- 4.1.7 Encourage new residential developments in the Downtown by:
 - Encouraging mixed-use projects by implementing any Land Use Bylaw changes that better accommodate residential developments;
- 4.1.8 Upgrade or redevelop open spaces with an emphasis on Century Gardens, James Short Park and Olympic Plaza.
- 4.1.11 "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)
- 4.1.12 Appendix A: Downtown Design Guideline shall be used in the review of Development Application.
- 4.1.13 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 entrances 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
- 4.1 Actions #1 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.
- 4.1 Actions #2 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.

Appendix A: Downtown Design Guidelines

**These Design Guidelines are only applicable to the Downtown portion of the Centre City. See Concept 2: New Urban Structure and Concept 4: Downtown.

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.

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.

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.

Neighbourhoods

Policies

- 4.2.2 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.

- 4.2.6 Encourage opportunities for daycare centres as part of residential developments.
- 4.2.10 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.
- 4.2.11 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.
- 4.2. Actions Undertake a study to determine the acceptable and appropriate decibel levels in residential neighbourhoods and the methods in which to enforce them.

Riverfront

- 5.2.2 Protect existing open space along the entire riverfront by transferring it to Parks inventory and designating it with the appropriate Land Use.
- 5.2.3 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.
- 5.2.4 Identify recreational and interactive art opportunities that better connect the pedestrian directly down to the river, onto the river and over the river.
- 5.2.7 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.
- 5.2.9 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).
- 5.2.12 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.
- 5.2.13 Preserve all pedestrian views and connections directly to the Bow and Elbow Rivers.
- 5.2 Actions #1 "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, inline skating and pedestrian-motorized vehicle movements along the riverfront pathway/promenade."

- 5.2 Actions #2 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).
- 5.2 Actions #4 Prepare Urban Design and Environmental Guidelines for future urban edges along the Bow and Elbow riverfronts.

West End Policies

- 4.2.1.13 Identify the Science Centre Site as a significant site for a major public facility.
- 4.2.1 Actions #4 Establish a comprehensive planning, parks and transportation process for implementation of the LRT/Transportation directives through Shaw Millennium Park.

Eau Claire Policies

- 4.2.2.2 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.
- 4.2.2.4 Protect existing open space along the riverfront by transferring it Parks inventory and designating it with the appropriate Land Use District.
- 4.2.2.10 Provide a pedestrian bridge crossing between Prince's Island Park (at 6 Street SW) and the Bow riverfront along Memorial Drive.
- 4.2.2.11 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.
- 4.2.2.14 Ensure appropriate mixed-use transition edges along 3 and 4 Avenues SW where the Eau Claire neighbourhood interfaces with the Downtown.

Chinatown Policies

- 4.2.3.6 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.
- 4.2.3.7 Enhance Riverfront Avenue for bicycle travel.
- 4.2.3.8 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.
- 4.2.3.10 Ensure appropriate transition edges between residential developments in Chinatown and the Downtown.
- 4.2.3 Actions #2 Implement the promenade concept between Centre Street and MacLeod Trail SE along Riverfront Avenue SE.

East Village Policies

- 4.2.4.2 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.
- 4.2.4.3 Sensitively integrate any new major public buildings.
- 4.2.4.4 Ensure that the plans for the Urban Campus Initiative are integrated with City Hall and the village atmosphere of East Village.
- 4.2.4.5 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.
- 4.2.4.6 Ensure Fort Calgary is a key part of the open space system for the Centre City.
- 4.2.4.8 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.
- 4.2.4.9 Support the design and implementation of the 4 Street SE underpass to enhance pedestrian, bicycle and vehicular connectivity.
- 4.2.4. Actions #1 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.
- 4.2.4. Actions #2 Implement the vision for a promenade along the riverfront of East Village and Fort Calgary.

East Victoria Crossing Policies

- 4.2.5.2 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.
- 4.2.5.3 Reinforce the Heritage Character Area within this neighbourhood. See Beltline Area Redevelopment Plan for details.
- 4.2.5.4 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.
- 4.2.5.5 Ensure that the Southeast LRT line is appropriately-integrated to meet the physical and functional needs of the neighbourhood.
- 4.2.5.6 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.
- 4.2.5.7 Support the design and implementation of the 4 Street SE underpass to enhance pedestrian, bicycle and vehicular connectivity.
- 4.2.5.8 Close 7 Street SE to provide adequate pedestrian Elbow riverfront connections to Fort Calgary and the Bow River.
- 4.2.5.9 Maintain the pedestrian linkage on the MacDonald Bridge between East Victoria Crossing and Ramsay community.
- 4.2.5.10 Provide a significant public art opportunity in the new Elbow Riverfront Park.

4.2.5. Actions #1 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 multifamily 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.

Victoria Crossing Centre Policies

4.2.6.2 Reinforce the Heritage Character Area within this neighbourhood. See Beltline Area Redevelopment Plan for details.

4.2.6.3 Explore and support opportunities to attract a grocery/market.

4.2.6.4 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.

4.2.6.5 Improve the 10 Avenue S pedestrian/bicycle interface along the CPR tracks south of the Downtown.

4.2.6.6 If required, support Downtown office expansion north of 12 Avenue S.

4.2.6.8 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.

4.2.6 Actions #1 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.

4.2.6 Actions #2 Prepare an Urban Design and Revitalization Strategy along 4 Street SW between the CPR tracks and 17 Avenue SW.

Connaught Centre Policies

4.2.7.2 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.

4.2.7.4 If required, support Downtown office expansion north of 12 Avenue.

4.2.7 Actions #1 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.

4.2.7 Actions #2 Prepare an Urban Design and Revitalization Strategy along 4 Street SW between the CPR tracks and 17 Avenue SW.

West Connaught Policies

- 4.2.8.2 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).
- 4.2.8.4 Upgrade the quality and function of existing parks to maximize their public use within this neighbourhood.
- 4.2.8.6 Support the continued operation of Connaught Elementary School.

West Park / Lower Sunalta Policies

- 4.2.9.1 Review the potential of the West Park/Lower Sunalta area to provide Transit-Oriented Development and a regional scale park.
- 4.2.9.2 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;
 - 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; 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.
- 4.2.9 Actions #1 Investigate possibilities for non-statutory or statutory land use and urban design planning exercise(s) for this area.
- 4.2.9 Actions #2 Undertake project scoping for a potential neighbourhood planning exercise for the West Park/Lower Sunalta area that addresses the policies listed above.
- 4.2.9 Actions #3 Explore the feasibility of realigning Bow Trail to improve the functional and aesthetic design of the riverfront parks spaces.

Special Areas Policies

- 4.3.2 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.
- 4.3.3 Support a comprehensive revitalization and implementation of the Eau Claire Plaza and Eau Claire Market.
- 4.3.4 Support the redevelopment and rejuvenation of Devonian Gardens and Olympic Plaza.
- 4.3.5 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.
- 4.3.6 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.

Stampede Park Policies

- 4.3.1.1 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."

CPR Special Area / Corridor Policies

NONE

Maps for Review

The following maps exist in the 2007 Centre City Plan and will be reviewed and possibly eliminated.

- Concept 2: New Urban Structure on page 35
- Concept 4: Downtown on page 37
- Concept 5: Mixed-Use Transition Edges on page 39
- Concept 6: Centre City Neighbourhoods on page 43
- Concept 7: West End on page 45
- Concept 8: Eau Claire on page 49
- Concept 9: Chinatown on page 53
- Concept 10: East Village on page 55
- Concept 11: East Victoria Crossing on page 57
- Concept 12: Victoria Crossing Centre on page 59
- Concept 13: Connaught Centre on page 61

- Concept 14: West Connaught on page 63
- Concept 15: West Park/Lower Sunalta on page 65
- Concept 16: Special Areas on page 67
- Concept 17: Stampede Park on page 69
- Concept 18: CPR Special Area on page 71
- Concept 26: Gateways, Landmarks and View Corridors on page 107
- Concept 27: Shadow Sensitive Areas on page 109
- Concept 28: Streetscape Character on page 115
- Concept 30: Special Density Bonus Areas on page 169

Internal Stakeholder Review

Internal stakeholders reviewed the 2007 Centre City Plan and provided the following comments:

Urban Structure

- Should West Village be included in the Centre City Plan? I'm not sure whether we would anticipate development in the West Village in the next 10 years or so. Does it make sense to expand the plan boundary?
- Need to highlight that it is a complete community that includes Parks and Recreation, community support services.
- Will density bonusing policies be included in this plan? If so, we like the "incorporation of sustainable or "green" building features" as a bonusable item.
- Would like to see increased use of density bonusing for public art, cultural amenities, public spaces.
- There is shortage of public lands relative to other areas within the City. There will be increasing need/pressure as density occurs. We also need to consider the railway acquisition opportunity.
- 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.
- Could use suggestions re: how we can incorporate things like fresh fruit stalls, café tables throughout the area more easily- without hoops.
- Similar comment in both Downtown and Neighbourhood sections: Provide for a variety of choice in housing forms, affordability, and tenure, recognizing the diversity in household types, sizes and incomes.
 - This is the policy we've been adding to urban form section: "a broad range of housing choices covering a mix of built forms at densities that support transit viability and changing demographics within the neighborhood which serve to strengthen social sustainability".
- Redevelopment levies are important to help fund the infrastructure upgrades required to accommodate growth/development and we would prefer that other incentives are explored to encourage residential uses in the Downtown. As a result, we would like to see this policy removed.

Neighbourhoods

- Policies should include reference to presence, value and opportunities of cultural resources that include heritage resources, gathering spaces, cultural businesses, long-standing events, public art – built and programming.
- Actions should include cultural amenities in desirable amenities to be supported by levies or density bonusing.
- Unclear whether you plan on naming and speaking to the individual neighbourhoods?

Applicable Plans Review

This section summarizes the numerous statutory and non-statutory plans, strategies, and frameworks in effect in the Centre City.

Centre City Guidebook, MDP, Vol. 2, Part 2 (2017)

The Centre City Guidebook is the foundation for local area plans in the Centre City, outlining building blocks and policies that are used to support the unique aspects of a neighbourhood (p. 6). The Centre City Guidebook only applies to Local Area Plans that say it applies.

Centre City Goals

Policies for the Centre City are focused on the following goals:

- **Plan Context:** A strong local identity, a sense of community and recognition of the unique attributes of the area.
- **Land Use:** A vibrant, mixed-use area with neighbourhoods that transition from Downtown and development that reflects the scale of the area.
- **Urban Design:** Developments that create a high-quality built environment that recognizes the history and character of the area and contributes to a comfortable pedestrian experience at the street level.
- **Open Space:** A network of quality open spaces and community amenities.
- **Mobility:** A well-connected and walkable Centre City.
- **Infrastructure and Environment:** Development that makes efficient use of public infrastructure and demonstrates environmental stewardship.

The Municipal Development Plan, Volume 2, Part 2, The Centre City Guidebook, Map 2 shows the following urban structure:

Map 2 | Centre City Neighbourhoods and Downtown Commercial Core



Centre City Urban Design Guidelines (2015)

The approved Centre City Plan contains multiple maps of streetscape character areas, historic resources, and contextual considerations meant to influence development throughout the plan area. Appendix A further develops the guidance with additional architectural and urban design guidelines. Following the approval of the Centre City Plan, this material was updated and repackaged into the Centre City Urban Design Guidelines.

Though the Guidelines have not been approved by City Council, they are meant to provide supplementary guidance to file managers when reviewing applications. The Citywide Urban Design team regularly refers to the Guidelines when commenting on applications. The future legislative status of the Guidelines is unknown at this point but may involve being integrated into a broader city-wide set of urban design guidelines.

High Streets (p. 18)

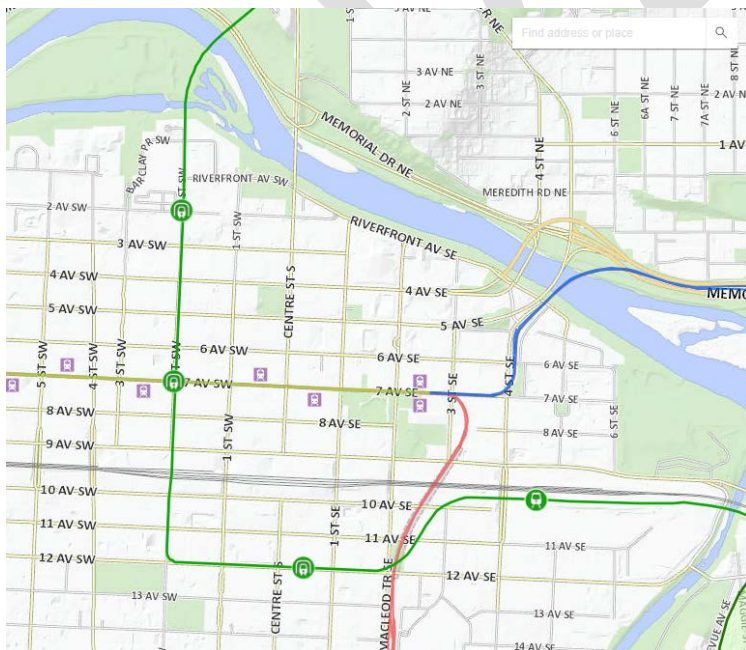
- 17 Avenue between 2 St. SE to 14 St. SW
- 1 St SW between 17 Ave and 8 Ave
- 4 St SE between 6 Ave. and 12 Ave
- 8 Ave between 11 St. SW and 4 St. SE
- 3 St. SW between 9 Ave and Eau Claire.

Green Streets (p. 21)

- 11 St. SW between 13 Ave and the Bow river N.
- 13 Ave between 14 St SW and 2 St SE
- Riverfront Ave between 2 St SW and 9 Ave at 6 St SE

Green Line

The website for the Green Line LRT project shows the following map of the line and stations in the Centre City.



Station at 2 Avenue SW

The 2 Avenue S.W. station will be underground at 2 Street S.W. and 2 Avenue S.W. This station is close to Eau Claire market, the Bow River Pathway, and the Chinese Cultural Centre.

Station at 7 Avenue SW

The 7 Avenue S.W. station will be underground at 2 Street S.W. and 7 Avenue S.W. This station is close to Stephen Avenue Walk, and will be the primary transfer point for the Red, Blue and Green LRT Lines.

Station at Centre Street S

The Centre Street S station will be underground at 12 Avenue S and Centre Street S. This station is in close proximity to the restaurants and attractions of the Beltline area, and is walking distance to the Calgary Stampede grounds and the Scotiabank Saddledome.

Station at 4 Street SE

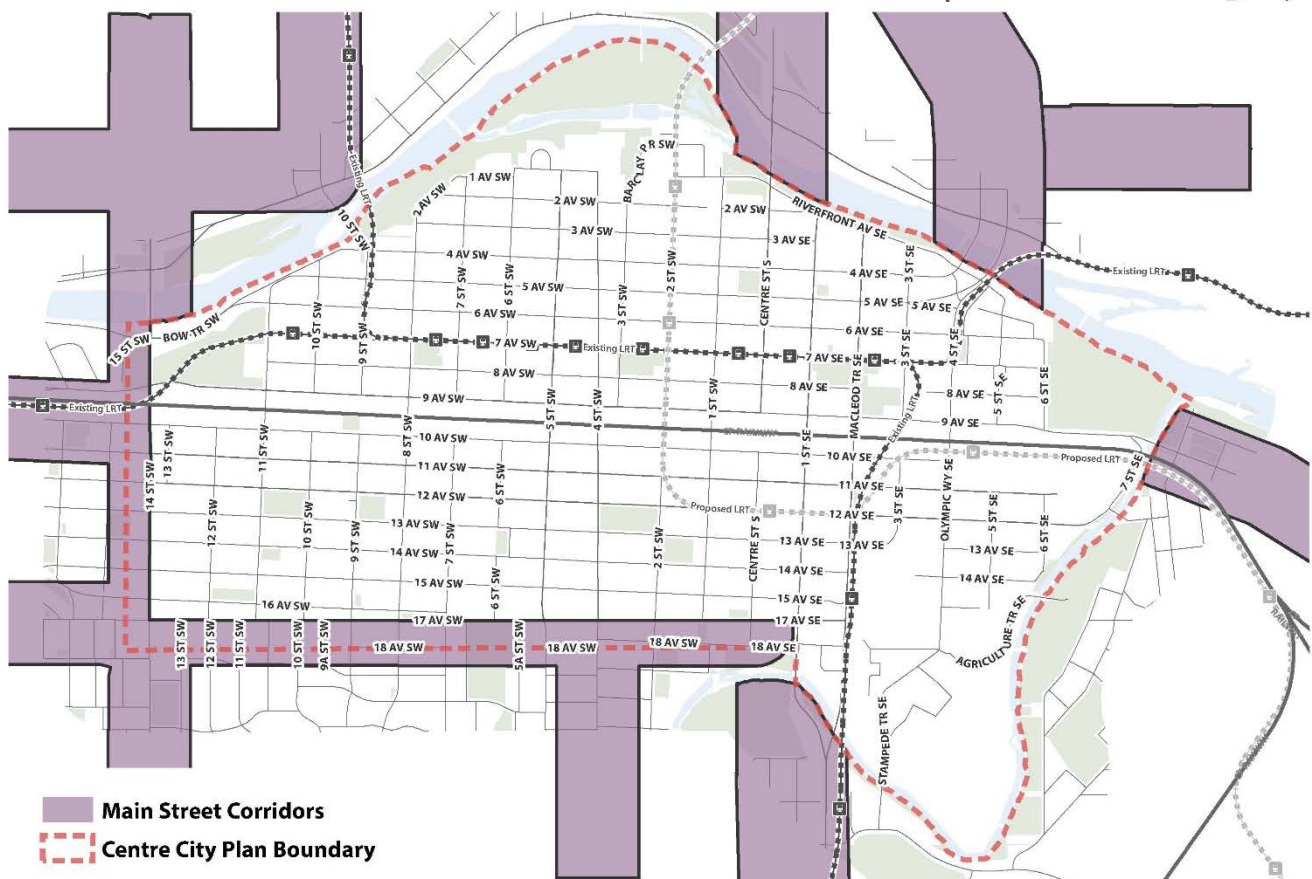
The 4 Street S.E. station will be at street-level just south of the CP tracks between 9 Avenue and 10 Avenue S.E., near the 4 Street S.E./Olympic Way underpass. This station is close to the restaurants and attractions in the East Village, the Calgary Stampede grounds, and the Scotiabank Saddledome. This station will be an integral part of the Rivers District Masterplan, which is planning the redevelopment of the East Victoria Park area.

Main Streets

Several Main Streets connect to or along the Centre City – 10 Avenue in Sunalta, 17 Avenue, 4 Street through Mission, and 14 Street. None are high priority in The City's work plan, but future planning exercises will create mixed-use high streets where Centre City policy can transition into surrounding policy areas.

The following map shows where the Main Streets are in relation to the Centre City.

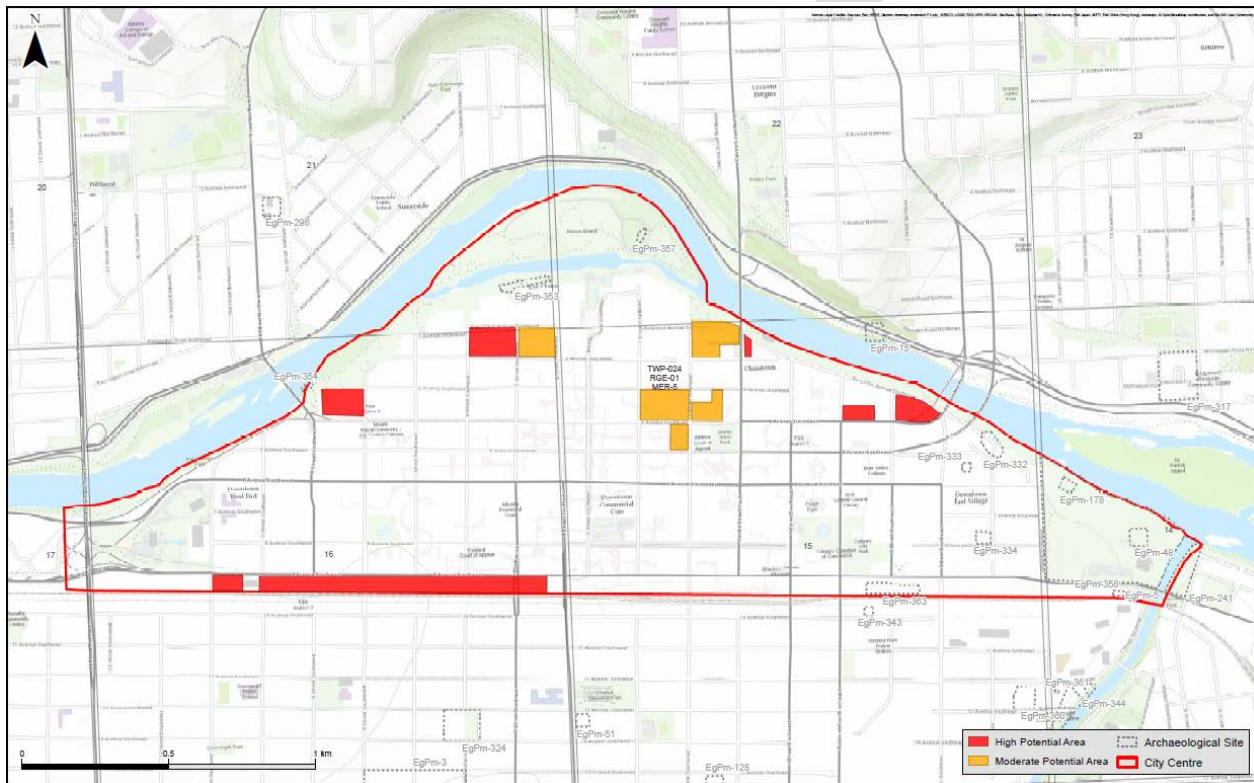
Main Street Corridors | Downtown Calgary



Historical Resources Overview of Calgary's City Centre

The project team commissioned a historical resources overview as part of the background research phase. This review was combined with a summary of all recorded archaeological sites and reported finds within the Centre City. Previously recorded sites include historic dumps and industrial infrastructure from the early decades of the 20th century, the remains of Fort Calgary, and evidence of Precontact occupations dating to more than 3,000 years ago, many of which were found adjacent or in close proximity to the Bow River.

The Centre City's geology is more complex than expected, and this complexity has been compounded by years of urban development. Future archaeological sites will be located well below 2 metres of overburden piled on top of the natural surface. Sites with potential for heritage resources are identified below:



One Calgary (2018)

Calgary's budget is broken down by service line, where budgets and performance metrics are identified based on which services are provided to the public. The Centre City is an important location in particular for the following services:

Economic development and tourism

This service is primarily stewarded by Civic Partners including Calgary Economic Development. Because the Centre City is home to most of these Civic Partners and the assets they manage, as well as a high concentration of newly-vacated office space, investments in this service line can yield substantial dividends and local multiplier effects.

City planning and policy

This service provides specialized planning expertise to guide and enable growth and change in Calgary. In addition to providing comprehensive visioning and planning for the Centre City, this service also provides budget for downtown improvements stewarded by Urban Strategy. Future improvements identified in the Centre City Plan could be partially funded from this budget.

Beltline Area Redevelopment Plan (2007, 2019)

The main body of the Beltline ARP addresses the parts of Victoria Park and Connaught between 9 Avenue and 17 Avenue, west of 1 Street SE. Appropriately for Calgary's densest and most central residential community, the ARP is Calgary's first truly urban area redevelopment plan. The plan's clear focus on attracting redevelopment and identification of bonus-earning items was later used as inspiration for the downtown mixed-use CR20 land use district.

Land-use policies in the ARP divide the area into 4 smaller neighbourhoods with primarily residential in their interior and higher-density urban mixed-use districts along their peripheries. The plan is very progressive in making allowances for large-scale retail on second floors in the urban areas (which has led to Best Buy and Canadian Tire), as well as being generally supportive of light industrial uses throughout the north and eastern part of the plan area.

The more recent part 2 of the ARP is focused on east Victoria Park and is meant to provide legislative support for the principles of the Rivers District Master Plan. The bulk of the plan area (south of 12 Avenue and east of Macleod Trail) is designated as a culture and entertainment character area oriented toward conferences, events, and education. The periphery of the plan area is primarily envisioned as a high-density mixed-use neighbourhood that capitalizes on its proximity to Downtown core and the new entertainment district, as well as to the rest of the city through the future Green Line station at 4 Street and 10 Avenue.

Relevant Policies

The Beltline ARP is based on the following principles:

2.2.1 Foster and support neighbourhoods

2.2.2 Provide for high-density and mixed-use development while ensuring neighbourhood livability.

2.2.3 Protect and enhance unique character and heritage

2.2.4 Improve pedestrian and cycling environment and manage transportation demand.

- Recognize that improvements to mobility will largely be achieved through the management of transportation demand including:
 - accommodating and promoting alternative transportation modes such as convenient transit, bicycling, walking, carpooling and car sharing options;
 - increasing the frequency of transit service as demand increases;
 - improving the quality of infrastructure for all transportation modes; and
 - employing new technologies such as Intelligent Transportation Systems.

2.2.5 Encourage diversity in building types and styles.

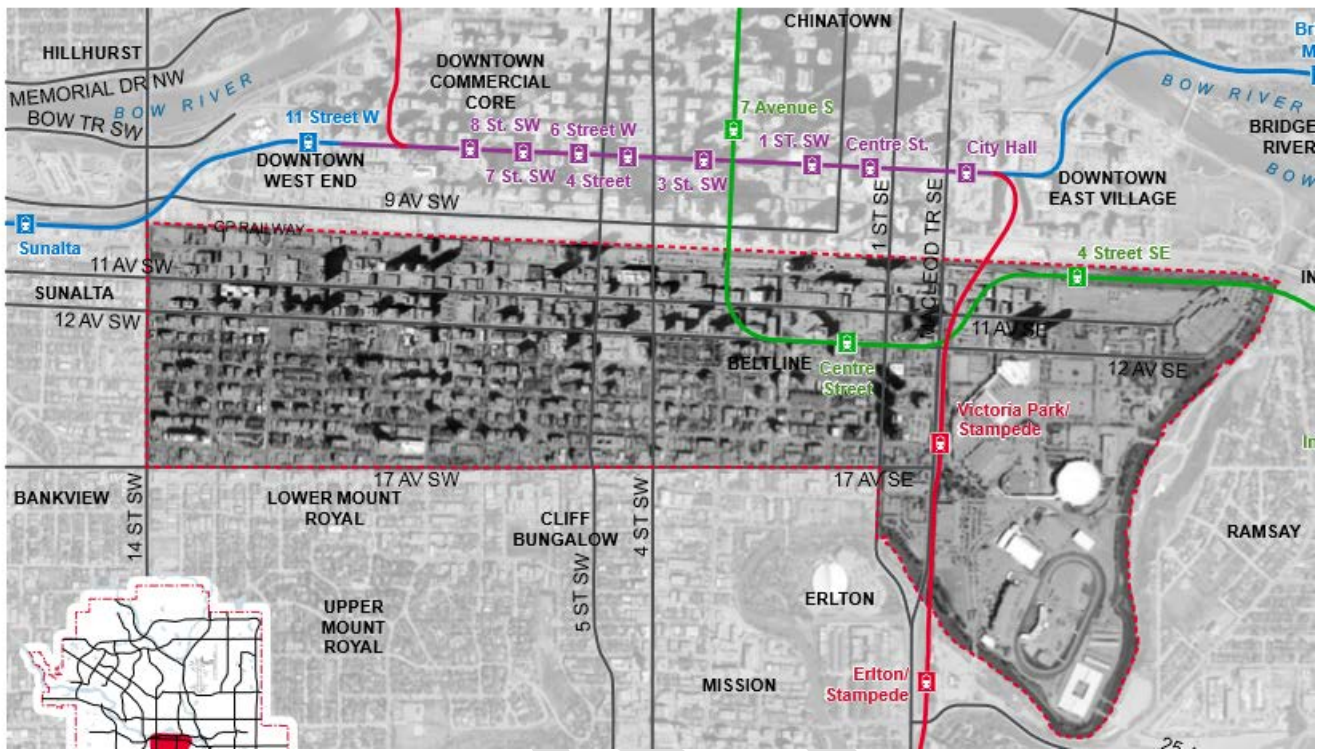
2.2.6 Provide for a variety of physical and social environments and housing types.

2.2.7 Improve the public realm.

2.2.8 Promote the development and use of "green" building and infrastructure design and technology.

2.2.9 Promote processes that are open to creativity and innovation and reward achievement of the vision and principles

Map 1 Area Redevelopment Plan Boundary



Rivers District Master Plan (2018)

The RDMP is the master development scheme for the area south of the CPR tracks and east of 1 Street SW. The plan is spearheaded by the Calgary Municipal Land Corporation and is meant to create a vibrant, high-density, mixed-use community funded by a Community Revitalization Levy.

This second phase of redevelopment (with the first being the East Village) will focus on integrating the new development with large-scale entertainment and convention venues such as Stampede Park, the BMO Centre, and a replacement arena for the Saddledome. Connectivity is important with the proximity of the Elbow River, Macleod Trail, and both Red and Green Line LRT service. A key aspect of Stampede Park's redevelopment is the extension of 17 Avenue SE across the LRT tracks and into the grounds. The plan's principles of authenticity, connectedness, resilience, and vibrancy have shaped its decisions on built form and character areas.

Core Ideas of the ARP

1. An **AUTHENTIC** culture and entertainment district is a distinct Calgary experience that celebrates the history and heritage of the neighbourhood and city.
2. A **CONNECTED** and accessible culture and entertainment district links adjacent neighbourhoods to the district, the river and one another. The Plan supports the following new connections to enhance local and city-wide access to the area:
 - Green Line
 - Pedestrian and cycling connections to the river pathways
 - 5 Street S.E. underpass
 - 17 Avenue S.E. extension

3. A RESILIENT culture and entertainment district promotes inner-city density, encourages high quality design, and creates a distinct experience. The area will exemplify best practices for urban infill, economic development and green infrastructure through:
 - Promoting economic resiliency
 - Encouraging environmental sustainability
 - Enhancing social sustainability
 - Attracting private investment to sustain a destination and local economy
 - Encouraging urban lifestyles that are associated with improved human health
4. A VIBRANT culture and entertainment district is an active mixed-use area with a series of distinct places and spaces that function as the heart and gathering place for adjacent neighbourhoods and functions as a local and regional destination.
 - This Plan strives to create a vibrant community through:
 - Promoting inner-city density
 - Requiring high-quality urban design
 - Creating a new and distinct culture and entertainment district
 - Creating a neighbourhood centre

Made in Midtown: Calgary Vision 2100

The Midtown Plan envisions a distinct future for the northernmost 3 blocks of the Beltline. While the CP Rail corridor is expected to remain, 10 Avenue becomes a green boulevard, complete with a streetcar. New linear parklets link the grand boulevard with existing open spaces to the south along 11 and 12 Avenues, creating a green grid.

The plan has ideas for development in Victoria Park which include a new campus, quasi-industrial uses to support the Stampede, and a commercial retail and entertainment district. 11 and 12 Avenues would be converted to 2-way streets and over 35,000 new residents would be accommodated primarily in low-rise buildings.

Originally, the central district between 1 and 8 Street SE (“Midtown Centre”) would have the highest densities comparable to downtown, with density dropping to mid- and low-rise to the east and west.

Ten Features of the Midtown Plan

1. The Grand Boulevard:

10th Avenue will be transformed into a grand street with a central boulevard at the scale similar to Commonwealth Avenue in Boston linking the adjacent neighbourhoods together and creating an urban greenway connector from Millennium Park on the Bow River to Stampede Park on the Elbow River.

2. The CP Railway Viaduct:

Calgary was built on the railway and the central concept of this plan assumes that the Canadian Pacific Railway (CPR) corridor will continue as a transportation corridor in the long term. As part of this long-term commitment, consideration for improving the bridges and passageways over and under are described in this plan.

3. The Street Car Loop:

The Grand Boulevard on 10th Avenue will also accommodate a street car on its right-of-way that could be part of an “Inner Loop” for the downtown. Part of the inner-city street car loop would run down 10th Avenue, along 1st Street S.W., 17th Avenue and 8th Street S.W. to serve Midtown, the Beltline area and connect to the Downtown.

4. The Three Midtown Neighbourhoods:

Three distinct neighbourhoods emerge from the existing patterns of uses and character of Midtown. Each is grounded in its historical roots and builds on emerging land use and character patterns. The western neighbourhood of Connaught Gardens will continue to have a residential emphasis, the central neighbourhood of Midtown Centre will focus on contemporary commercial development at its core with surrounding residential uses, and the eastern Victoria Park neighbourhood will mix commercial and entertainment with residential support uses.

5. The Stockyard District:

A commercial retail and entertainment zone will be encouraged adjoining the northwest corner of Stampede Park. The area will complement the growing needs of the Stampede Park activities and provide necessary shopping and entertainment for Victoria Park.

6. The East Campus

Education and business campuses will be encouraged in the Victoria Park area above Stampede Park as an extension of planned facilities in Stampede Park. The education facilities will infill into the historic building fabric of the area and enhance pedestrian activity while the business campus will be on the former Canadian Pacific Railways.

7. The Sunbelts

Building form and orientation will be a very important element in maximizing sun during the winter months. A mix of low, medium, and high-rise buildings have been carefully placed to maximize sunlight during winter months in the parks, open space, and streets.

8. The Green Grid:

The historic parks and open spaces such as Lougheed House, Central Memorial Park, and Rundle College Junior High School form a strong foundation to extend a grid of urban street greenways north/south and east west that will be attractive and complemented by new park additions.

9. The Macleod Stampede Trail:

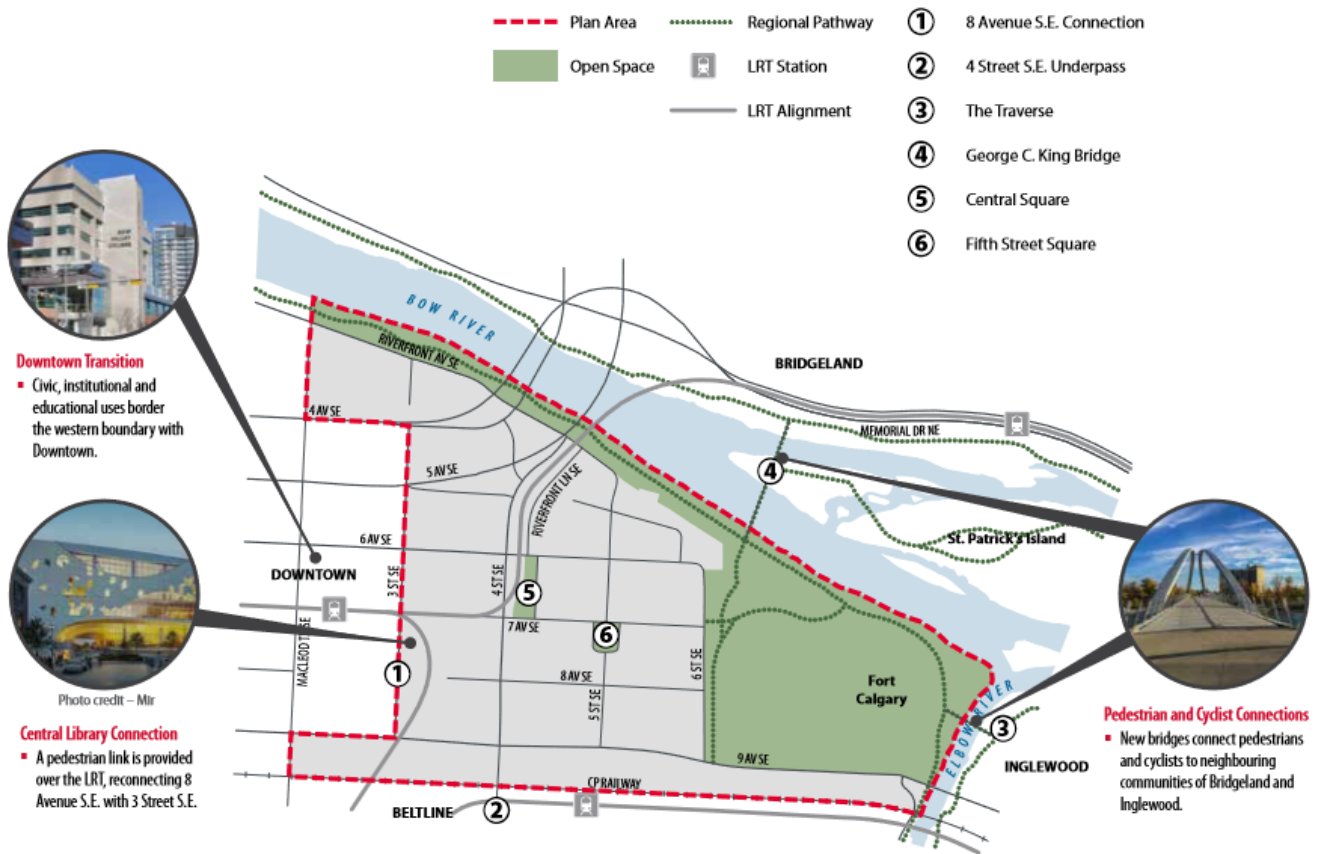
A ceremonial route connecting Olympic Park in the Downtown and Stampede Park will be an important pedestrian and celebration route of the future. A generous double-treed boulevard on the east side is envisioned to connect the Downtown with Stampede Park.

10. The Calgary Tower Square:

The hub of Calgary's downtown may be transformed over time by a pedestrian bridge and square that spills out south to the Midtown area and the Stockyard entertainment district. The Calgary Tower will truly be a centre point connecting the Downtown to Midtown

East Village Area Redevelopment Plan (2017)

The East Village ARP likewise supports the Calgary Municipal Land Corporation's vision for north of the CPR tracks. It's defined by the encouragement of large-scale residential development north of 9 Avenue, light industrial uses south of 9 Avenue, and a pedestrian-oriented promenade called the "Riff" through the community's centre. With major cultural institutions and amenities having already been built, the Plan is well on its way to being successfully implemented.



Map 3: Plan Area

Core Ideas in East Village ARP

- Establish a strong neighbourhood centre and provide a transition to the neighbourhood. The Plan introduces the following special areas:
 - neighbourhood centre
 - transition area
- Reconnect East Village and create a high-quality pedestrian experience. To create a high-quality experience for pedestrians, the Plan introduces the following urban design policy areas:
 - active frontages
 - open space frontages

- Celebrate what makes East Village unique.
To celebrate what makes East Village unique – its history and its location at the confluence of two rivers – the ARP introduces the following special policy areas:
 - historic main street
 - riverfront plaza
 - the Riff
- Integrating community priorities
 - Maintain diversity in housing choice.
 - Improve safety in the public realm.
 - Support local economic development.

Guiding Principles for Development in Chinatown (5 Dec 2016)

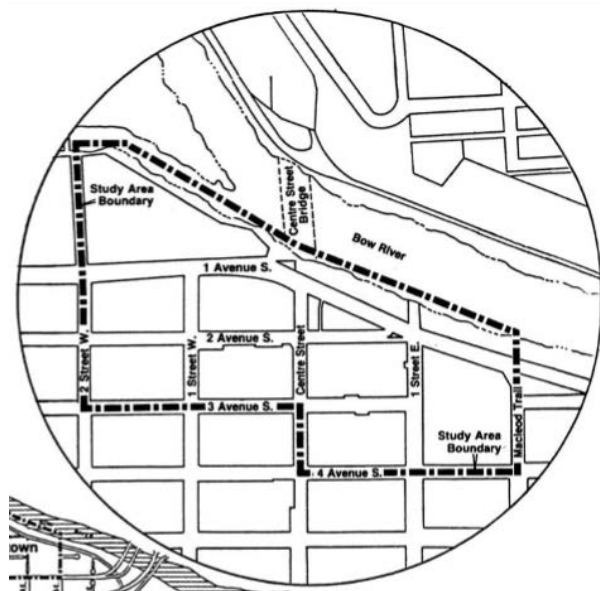
The eight guiding principles were developed based on comments received throughout Phase 1 of engagement of the Chinatown Area Redevelopment Plan review in 2016.

1. All new development reinforce the distinct cultural and historical character of Chinatown.
2. Chinatown is a residential, mixed-use community.
3. All developments enhance the pedestrian experience.
4. Chinatown is a community for all, and provides housing for residents of all ages and incomes.
5. There are a variety of options for getting to Chinatown.
6. Chinatown has a variety of public and private gathering spaces.
7. Chinatown is safe, clean and vibrant, day or night.
8. Commercial activity in Chinatown supports the residential and cultural community.

Chinatown Area Redevelopment Plan (1984)

The ARP for Chinatown serves as a consolidation of existing Direct Control districts and provides a comprehensive vision for the community. Given the area's unique cultural and historical context, several public improvements are identified that are designed to aid mobility to and through the community as well as enhance its public amenities.

Following a controversial development application, City Council has determined that Administration shall proceed with a cultural plan and updated ARP for Chinatown.



Boundary of Chinatown Area Redevelopment Plan

Chinatown ARP Objectives

The “A.R.P.” sets forth the following fundamental objectives for Chinatown:

- to foster a viable physical, social and economic environment incorporating both commercial and residential uses;
- to provide for an enhanced set of public systems related to open space, and the circulation of pedestrians and traffic, as well as providing services to the Chinatown community.

Eau Claire Area Redevelopment Plan (1995)

This local area plan was originally written nearly 25 years ago when Eau Claire had substantially more underdeveloped land. Since then, much of the existing surface parking has been redeveloped with commercial development along 3 Avenue and residential to the north. Residential development is targeted at a medium-high density with a built form limited in height by policies that protect the Bow River from shadowing.

Recent developments including Riverfront, the Concord, and Harvard Development’s vision for the community’s remaining vacant land show a renewed interest in mixed-use development at higher densities than originally planned. Future Green Line construction may kick-start redevelopment of Eau Claire Market and could continue to exert upward pressure on permitted densities.

Goals of the ARP

The following goals of the ARP have been developed, based on City policies for the downtown and input from the Eau Claire community and local organizations:

- 3.1 To establish policies for achieving development and change in Eau Claire, within the overall context provided by the General Municipal Plan and Core Area Policy Brief.
- 3.2 To encourage the redevelopment of the Eau Claire area as a primarily residential neighbourhood, with commercial uses concentrated close to the downtown commercial core and the Barclay Mall.
- 3.3 To establish a development pattern that creates a strong sense of neighbourhood identity and character.
- 3.4 To achieve a more pedestrian and human scale environment in Eau Claire.
- 3.5 To create an overall built form which responds to Eau Claire’s unique location between the downtown commercial core and the Bow River, and adjoining Prince’s Island.
- 3.6 To encourage medium to high-density forms of residential development, to accommodate a range of household types and incomes.
- 3.7 To provide for the growth of commercial and recreational activities in the area and their use by large numbers of visitors.
- 3.8 To ensure that commercial uses are compatible, as far as is practical, with adjoining residential uses.
- 3.9 To enhance the quality and accessibility of community facilities and amenities, particularly the riverbank, for the benefit of local residents, workers, and visitors.
- 3.10 To create an innovative street environment with a unique character which will encourage the pedestrianization of the area.
- 3.11 To encourage safe and efficient vehicular and pedestrian movement throughout the area.
- 3.12 To promote a healthy physical environment in Eau Claire.
- 3.13 To encourage the preservation, where practical, of heritage buildings and features in the community.

3.14 To provide sufficient flexibility in the Plan to allow for changing market conditions.

3.15 To encourage a cooperative working relationship among residents, businesses, developers and the public sector in the redevelopment of Eau Claire.



Partial Map of Figure 1: Location Map in Eau Claire ARP

Eau Claire Public Realm Plan (2016) DRAFT

The potential for major redevelopment at Eau Claire Market provided the impetus to look at how downtown Calgary interfaces with the Bow River. The five zones proposed include major streetscape improvements along 2 Street and 3 Street, the redevelopment of Eau Claire Market, its adjacent plaza, and the river promenade extending east to Centre Street.

Major streetscape projects would serve to connect Calgarians from Stephen Avenue to the river, providing a critical north-south connection. Redevelopment of this important area would continue the improvements made with the Riverwalk in the East Village and connect it to the major upgrades at West Eau Claire Plaza near the Peace Bridge.

As Calgary's premier public space and urban park, investments in this important area can boost connectivity throughout the core and attract new types of visitors, residents, workers, and businesses.

Design Strategies

For the Community and the City

- Create spaces of various scales that provide for diverse users.
- Design for flexibility and adaptability.
- Embrace winter.
- Clearly connect the Plaza to Barclay Parade and the redeveloped Market with complementary programming and spaces.
- Celebrate the area's history through the preservation and continued use of existing buildings and structures.

Resilient and Responsible

- Incorporate green infrastructure where possible to provide opportunities for stormwater cleansing and/ or infiltration.
- Incorporate efficient and programmable lighting.

- Utilize high quality, durable, and beautiful materials and furnishings to create an authentic and timeless sense of place.
- Incorporate flood mitigation measures along West Eau Claire Promenade to the 1:200-year event.

Active and Multi-Modal

- Transform 2nd Street SW into an exemplary complete street with LRT, bus, dedicated cycle lanes, broad sidewalks, and efficient car movement.
- Utilize the broad public realm on 3rd Street SW for semi-permanent and temporary installations, such as retail, food, and public art.
- Plan for temporary programming/installations by providing necessary infrastructure and space.
- Utilize comfortable micro-climates to create places for interaction and rest.
- Provide a broad space for pedestrian movement.
- Extend the separated cycle path from West Eau Claire Park through to Riverwalk.
- Plan for a pedestrian and cycle connection on 2nd Street SW under/over the rail line to connect Downtown with the Beltline.

PUBLIC REALM CONTEXT



The Plan is comprised of five zones:

ZONE 1 | 2nd Street SW

2nd Street SW evolves into a multi-modal street where the future Green Line LRT is complimented by separated bike lanes and a broad pedestrian realm.

ZONE 2 | 3rd Street SW

3rd Street SW represents an evolution toward a linear park type of space, where social spaces generate activity and planting enhances ecological functions, infusing the City with a green corridor.

ZONE 3 | Eau Claire Redevelopment Area

The area immediately surrounding the Eau Claire Market redevelopment will be a pedestrian-focused environment integrating retail, residential, and office functions in a high active and enriched public realm.

ZONE 4 | Eau Claire Plaza

The reimagined Eau Claire Plaza is both a community-focused and City-wide public amenity. It brings the City to the river and the river to the City.

ZONE 5 | West Eau Claire Promenade

Extending east to Riverwalk, the West Eau Claire Promenade is upgraded with new materials, lighting, and a separated cycle path. Flood mitigation measures are integrated into the fabric of the park, protecting to the 1:200-year event.

Downtown West End Policy Consolidation (1993)

The local area plan for Downtown West aims to strengthen the community by promoting population growth and greater housing diversity. The proposed land use mix and allowed densities should be enough to encourage development; however, amenities are lacking in the community and the public realm needs improving.

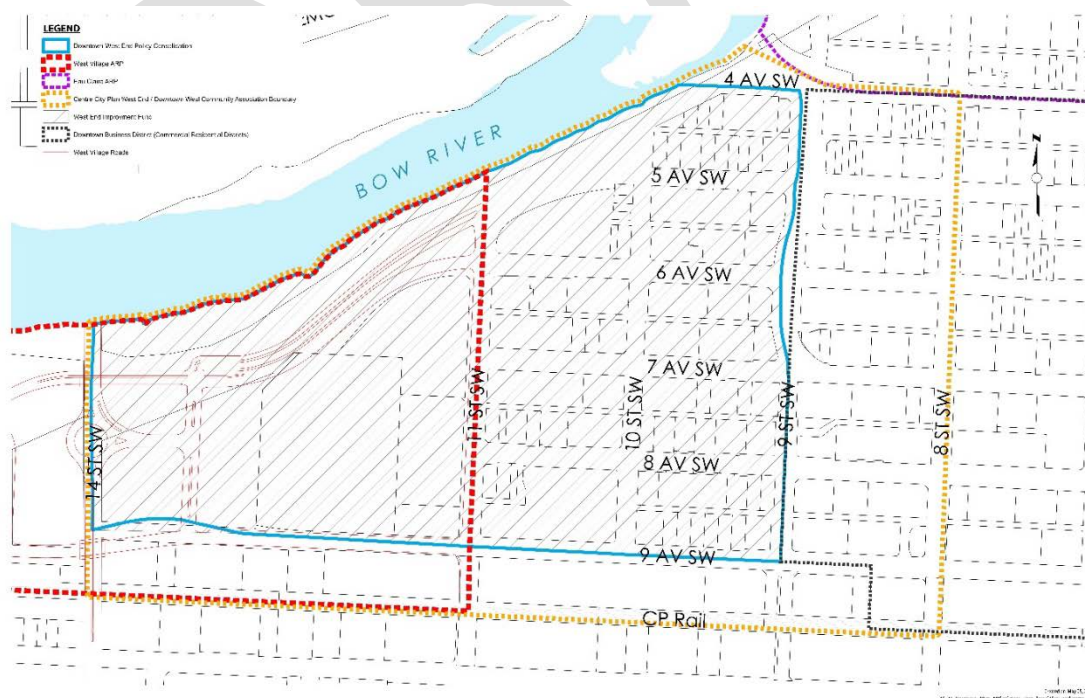
Urban Strategy is undertaking a series of small interventions designed to animate underused spaces and bring a sense of vitality to the streets. The three towers of West Village will add substantial residential population to the area, and reuse of the Centennial Planetarium should boost the community's cultural value.

ARP Objectives for the West End

The “Downtown Plan” (1979), the “C.A.P.B.” (1982) and the “Long-Term Growth Management Strategy” (1986) all affirm the need for viable residential areas in the Downtown for reasons of satisfying objectives of achieving safety, choice and efficient use of Civic infrastructure. Residential uses in the Downtown offer an alternative for Calgarians wanting to live close to work. They provide a market for downtown commercial activities and services, enliven the Downtown beyond office hours and help to achieve Council’s objective of reducing transportation demands by placing more residences close to major employment centres.

The West End is in an attractive location separated from the business commercial core by an established residential area and has sufficient undeveloped space to allow the development of a unique mixed-use neighbourhood close to both amenities and activities. It will add to the lifestyle choices available to Calgarians and in this way promote a larger population Downtown, thereby reducing transportation demands.

The following map shows various boundaries in the West End.



Building Our Heart: The Civic District Public Realm Strategy (2015)

Similar to the previous document, this strategy outlines a vision for the Civic District with a greater emphasis on architecture. This design-focused document looks at the major corridors intersecting the Olympic Plaza “cultural heart” and proposes major design interventions for each.

The major one-way avenues of Macleod Trail, 6 Avenue and 9 Avenue are planned to become grand parades of ceremony and pageantry. Stephen Avenue, 1 Street E and 3 Street are planned to be more pedestrian and cycling-focused as they connect to major open spaces. Vacant and underutilized parcels along the CPR corridor should be redeveloped into public amenity spaces as part of a long-term vision to become an “urban suture” that connects the Centre City rather than dividing it.

Public Realm Strategies and Actions

1. Cultural Heart: A legible, transformative, and animated space that unites Olympic Plaza and the Municipal Plaza as the Cultural Heart of the Centre City.
2. Stephen Avenue Extension: A pedestrian and cyclist-focused walk from the Mewata Armoury to Fort Calgary.
3. Ceremonial Boulevard: Connecting the Elbow River, Stampede Grounds, CP Rail lines, Olympic Plaza and the Bow River.
4. Third Street S.E. Zipper: An active, pedestrian-scaled street that supports connections to its diverse collection of destinations.
5. First Street S.E. Green Mall: An engaging, safe, and attractive mobility street that links pedestrians and cyclists to the River pathways through a vibrant public space.
6. Digital Corridor: A rich visual and auditory experience for the thousands of Calgarians who use Seventh Avenue each day.
7. Civic Gateway: An iconic, welcoming, memorable Gateway connecting the Centre City to the rest of the City.
8. Meandering Green: A connected, meandering, green, public art walk for pedestrians in the city.
9. Sixth and Ninth Avenue Parades: Major thoroughfares and a source of pageantry in the city, defined by tall buildings and a vibrant, generous pedestrian realm.
10. Urban Suture: The gradual reclamation of an historical landscape into a public experience that reconnects and reinvigorates the Centre City.

Olympic Plaza Cultural District Engagement & Design Report (2016)

Following up on the Civic District Public Realm Strategy, City staff began a six-week engagement campaign to gain insight into what is treasured about Olympic Plaza and what could make it more successful in the future.

Participants let us know that they want to retain the Olympic legacy of the site, promote new and surprising uses, increase the quantity and quality of greenery, offer more food services, make the space a hub for artistic and cultural variety, and increase the feeling of safety in the area.

Calgary Starts Here: Manifesto: Olympic Plaza Cultural District Strategy (2007)

This 2007 document represents the idea put forth by the Cultural District Renaissance Society of Alberta that the area surrounding Olympic Plaza should be Calgary’s “town square”. It is a pilot project for community-led district-specific planning in conjunction with the Centre City Plan designed to capitalize on the area’s existing cultural strengths and recent major developments.

It proposes making the cultural district a surprising, browsable public gathering place that is a hot spot of creativity and experimentation. Olympic Plaza becomes part of a broader Grand Plaza surrounded in a lively artistic and retail atmosphere. Pop-up markets spring up along Stephen Avenue throughout the year, and the plaza is home to an eclectic mix of new and inventive experiences.

Many of the proposed uses align well with current thinking about how best to animate Stephen Avenue and Olympic Plaza – now as part of a “convention and cultural district”.

Calgary Cultural District: A Framework for the Future (2002)

Arts Commons (known in 2000 as the Calgary Performing Arts Centre) partnered with the University of Calgary's Urban Lab to provide a framework for development of the cultural district within the greater downtown region.

The project assessed the permeability of the urban fabric at both grade and Plus15 levels. Unsurprisingly, the area of most intense use is Stephen Avenue which forms a strong east-west axis. North-south movements are impeded, and the framework suggests removing those impediments.

CPR Corridor Study: General Development Parameters (2011)

The City commissioned a series of feasibility studies to determine future development potential along the CPR corridor, including an economic assessment and bonus density requirements. Because of the added expenses in developing adjacent to a major rail corridor, the only feasible proformas were for office buildings at a base of 13 FAR with additional bonusing between 2.6 and 8.2 FAR on top of the base.

While increasing pedestrian linkages across the CPR tracks may provide the ideal city planning outcome, the cost to the developer are not enough to offset broader benefits. The study concludes by suggesting that The City take the initiative to begin a major master plan for the corridor which examines form, costs and phasing.

Downtown Core - Land Use Bylaw

In response to policy in the Centre City Plan, the Land use Bylaw, 2P2007, identifies a transition area. Policy 4.1.11 states "Ensure mixed-use transition edges between the Downtown and the surrounding neighbourhoods that are sensitive to the objectives for the Downtown and each neighbourhood (p. 38)."

Land Use Bylaw Map 11: Transition Area

1308 The following uses are additional discretionary uses in the CR20-C20/R20 District except where located in the Transition Area as illustrated in Map 11:

- (a) Drinking Establishment – Large; and
- (b) Sign – Class G.



The Land Use Bylaw restricts certain uses on the ground floor. This is an effort to have uses that generate activity. 13. Policy 4.1.13 states “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” (p. 38).

Map 12: Stephen Avenue Mall Retail Area



Location of Uses within Buildings

1318 (1) The following uses must not be located on the ground floor of a building:

- (a) Counselling Service;
- (b) Custodial Care;
- (c) Dwelling Unit; and
- (d) Health Services Laboratory – without Clients.

(2) Financial Institution and Office may only be located on the ground floor of a building where located in the Stephen Avenue Mall Retail Area as illustrated on **Map 12** where:

- (a) a bank or office was approved prior to the effective date of this bylaw; and
- (b) the building is listed on the City inventory of evaluated historic resources or is designated as a Municipal Historic Resource pursuant to the Historical Resources Act.

Best Practice Research

Lessons for Any Downtown

[https://nextcity.org/features/view/lessons-for-any-downtown?utm_source=Next+City+Newsletter&utm_campaign=64146efbd0-Issue 286 COPY 01&utm_medium=email&utm_term=0_fcee5bf7a0-64146efbd0-44177245](https://nextcity.org/features/view/lessons-for-any-downtown?utm_source=Next+City+Newsletter&utm_campaign=64146efbd0-Issue+286+COPY+01&utm_medium=email&utm_term=0_fcee5bf7a0-64146efbd0-44177245)

Many 20th-century urban experts believed cities, and downtowns in particular, were obsolete. Their prescriptions for preventing them from withering away included redevelopment and reorganization in order to transform (presumably) obsolete downtowns into efficiently operating, modern districts; adding facilities designed to attract new customers whose spending would spill over into the rest of the city; or retrofitting the public realm to accommodate additional motor vehicles that would bring the goods, services, businesses, and people needed for continuing growth. However, each of these strategies was fundamentally flawed, because each one assumed that some particular end state would be the right means for achieving a properly functioning downtown.

A second group of experts, who dealt exclusively with a specific city, saw the future of downtown as a zero-sum game in which they were competing for business and people with other downtowns in the region. Their approach was to subsidize specific players directly, with tax rebates, direct grants, or below-market mortgage loans. However, if that subsidy continues in perpetuity, it cannot be a viable program for improving downtown. Rather, it is a program for purchasing, at taxpayer expense, the downtown presence of one particular set of residents, retailers, businesses, and activities that are deemed worthy of receiving subsidies.

Instead, urbanists should have been conceiving of ways to assist the downtown activists who are continuing to transform downtown America by attracting customers, improving services, altering the activities taking place in particular locations, erecting or converting buildings, changing land uses, opening businesses, and assisting the governments that are reducing the cost of doing business or living downtown.

...The more recent resurgence of many American downtowns has happened because of public action devised specifically to achieve one of these six objectives, all of which can be of benefit to any downtown at any time:

- *Establishing a distinctive image that identifies the downtown as a special, particularly desirable place;*
- *Providing easy access to and convenient circulation within downtown;*
- *Creating a public realm with plenty of room for people to pursue the activities for which they go downtown;*
- *Sustaining a livable downtown environment that will attract and keep people downtown;*
- *Reducing the cost of doing business downtown;*
- *Making it easy to alter land uses, remodel existing buildings and build new facilities that meet the changing demands of downtown customers.*

1. *Enlarge and enhance the Public Realm (Denver, New York, Los Angeles)*
2. *Sustain a Habitable Environment (Washington, D.C., St. Paul, Minneapolis, Chicago, L.A., New York, Boston, San Francisco, Denver, Houston)*
 - a. *Trees are the most effective and underestimated downtown occupants that improve air quality while reducing noise, absorbing runoff, and stabilizing ambient temperature.*
3. *Take Necessary Action*

The City of the Eternal Boom

<https://www.texasmonthly.com/the-culture/austin-and-the-city-of-the-eternal-boom/>

And the eternal festival. And the eternal traffic jam. And the eternal tech start-up. And the eternal food truck. And the eternal buzz. So how did Austin go from being a sleepy haven for pot-smoking slackers to the most talked-about place in the country—if not the world?

Placemaking – Backyard Experiment

Backyard Experiment: A pop-up Park and Social Study in Garema Place, Canberra

Before #BackyardExperiment, 97% of visitors passed through the grey, hard Garema Place without stopping. The project softened the space with colour, lawn, seating and light, and, in just eight days, visitor numbers almost doubled.

Street Furniture Australia partnered with the Australian Institute of Landscape Architects, the ACT Government, In the City Canberra, landscape architecture firm Context and a host of suppliers and community volunteers to make the project happen.

See how together the team increased dwellers by more than 200%, and attracted significantly more children, families, couples, seniors and social groups – by up to 780%.

Watch the 10-Minute Documentary and download the #BackyardExperiment White Paper for the full, game-changing results.

<https://vimeo.com/202676046>

Inspired by the work of US placemaking expert William Whyte, the Backyard Experiment project used time-lapse cameras to observe and learn about people and their relationship with public space.

A white paper is also available for download at streetfurniture.com/au/backyardexperiment.

Goals and Initiatives Overview

Legend

- SF = Strategic Foresight
- ISR = Internal Stakeholder Review
- WWHR = What We Heard Report
- CCP = Centre City Plan
- Midtown = Made in Midtown: Calgary Vision 2100
- DTES = Downtown Economic Summit
- CCUDG = Centre City Urban Design Guidelines
- BLARP = Beltline ARP
- EVARP = East Village ARP

Goal 1

Goal #1	Increase residential development and supporting amenities in all areas of the Centre City.
Source	Initiative
ISR	The Downtown Core transitions from a primarily Commercial Core to a livable Commercial Residential Neighbourhood.
DTES	2. Work with stakeholders to explore opportunities to repurpose existing downtown real estate. (CED)
DTES	42. Develop a new Centre-City wide communication platform to inform private investors of The City's overall plans for the Centre City and downtown area – including all Business Units and CMLC (Urban Strategy).
WWHR	Centre City needs more diverse housing to suit different needs: seniors, families, people with pets etc. Amenities must also be there to encourage this shift to residential. Opportunity to utilize vacant spaces.
WWHR	Diversity of housing options. Emphasis on family housing options. Senior housing and support. Different housing styles.
WWHR	Importance of integrating residents and business community to build and enhance vibrancy/livability. Diverse housing with populations to support local businesses.
WWHR	City should incentivize higher quality development.
CCP: Urban Structure	4.0.5 Support the location of educational institutions and related uses throughout the Centre City, not just in one location.
CCP: Neighbourhoods	4.2.1 Establish Neighbourhood Centres for each residential/mixed-use neighbourhood that: <ul style="list-style-type: none"> • Include principles of creating a “neighbourhood place” to meet local needs and foster a sense of unique identity for each neighbourhood; • 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.

CCP: Neighbourhoods	<p>4.2.5 Support the development of housing to accommodate a diverse population in the neighbourhoods by:</p> <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> o Encouraging townhouse development on streets that are pedestrian-friendly, with relatively low traffic volumes and high-quality streetscapes; o 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 o Providing recreational open spaces that appeal to families with children.
CCP: Neighbourhoods	4.2.7 Ensure livability of residential units in new and existing buildings is maintained in terms of access to sunlight, privacy and near and distant views.
CCP: Neighbourhoods	4.2.8 Ensure a good supply of motor vehicle and bicycle visitor parking is provided within each individual residential development.
CCP: Neighbourhoods	<p>4.2.9 Maintain and plan for schools within the Centre City by:</p> <ul style="list-style-type: none"> • 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.
CCP: Neighbourhoods	4.2.12 Recognize the impact noise has on residential livability and consider measures to minimize the impact.
CCP: Neighbourhoods	4.2. Actions #1 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.
ISR: Urban Structure	Need to highlight that it is a complete community that includes Parks and Recreation, community support services.
ISR: Urban Structure	Will density bonusing policies be included in this plan? If so, we like the “incorporation of sustainable or “green” building features” as a bonusable item.
ISR: Urban Structure	Would like to see increased use of density bonusing for public art, cultural amenities, public spaces.
ISR: Urban Structure	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.
ISR: Urban Structure	<p>Similar comment in both Downtown and Neighbourhood sections: Provide for a variety of choice in housing forms, affordability, and tenure, recognizing the diversity in household types, sizes and incomes.</p> <ul style="list-style-type: none"> • This is the policy we've been adding to urban form section: “a broad range of housing choices covering a mix of built forms at densities that support transit viability and changing demographics within the neighborhood which serve to strengthen social sustainability”.
ISR: Urban Structure	Redevelopment levies are important to help fund the infrastructure upgrades required to accommodate growth/development and we would prefer that other incentives are explored to encourage residential uses in the Downtown. As a result, we would like to see this policy removed.
ISR: Neighbourhoods	Actions should include cultural amenities in desirable amenities to be supported by levies or density bonusing.

ISR: Neighbourhoods	Unclear whether you plan on naming and speaking to the individual neighbourhoods?
WWHR	Holding developers accountable to area plans and quality development.
WWHR	As density increases, it is important to have shared public spaces.
CCP: Special Areas	4.3.1 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.
CCP: Special Areas	4.3.8 Establish sensitive and appropriate interfaces between special areas, the residential neighbourhoods, and the Bow and Elbow Rivers.
WWHR	Need amenities such as grocery stores, schools and other essential services. The idea that vibrancy must be enhanced in order to attract residents (all-hours businesses, attractions for all people).

Goal 2

Goal #2	Improve the public realm experience in all neighbourhoods of the Centre City.
Source	Initiative
DTES	60. Help Centre City communities apply and deliver micro-grant projects that improve walkability in partnership with the Federation of Calgary Communities. (Transportation)
CCP: Neighbourhoods	4.2.4 Ensure appropriate land use and design interfaces between the Downtown and the surrounding neighbourhoods.
ISR: Urban Structure	There is shortage of public lands relative to other areas within the City. There will be increasing need/pressure as density occurs...We also need to consider the railway acquisition opportunity.
ISR: Urban Structure	Could use suggestions re: how we can incorporate things like fresh fruit stalls, café tables throughout the area more easily- without hoops.
ISR: Neighbourhoods	Policies should include reference to presence, value and opportunities of cultural resources that include heritage resources, gathering spaces, cultural businesses, long-standing events, public art – built and programming.
WWHR	Incorporate history and highlight/preserve heritage buildings/areas.
WWHR	Need liveliness and business in winter and outside of normal working hours
WWHR	More/better lighting: streets are dark, scary and not busy.
WWHR	The City should allow more events and be quicker to approve and support them. Use of parks and green spaces
DTES	66. Construct missing sidewalk links in the Centre City. Ensure sidewalks have an adequate width, include ramps at crossings and Urban Braille.
DTES	67. Build mid-block crossings and temporary curb extensions (delineators, paints, flower pots, traffic calming curbs) in high-use areas to promote a safe and enjoyable walking experience.
WWHR	Buildings, alleys and streets should all be part of public space.
SF	A city's livability and citizens' happiness can be improved with the creation of well-designed spaces.
SF	Space is becoming increasingly owned and controlled by private entities. Ensure that all citizens have access to high-quality public spaces.
SF	A high-quality public realm is required to attract employment and retail opportunities.
SF	The creation of a vibrant urban environment desired by small and medium businesses.
SF	Work with landowners to activate underutilized spaces with passive, active and artistic uses.

Goal 3

Goal #3	Foster a distinctive sense of place and vibrancy in the Centre City through a network of destinations and connections.
DTES	13. Collaborate with Tourism Calgary and other stakeholders to attract and leverage world class events and festivals.
WWHR	Need to communicate all events centrally. Better promote distinct areas such as Chinatown. More effectiveness with social media. Promote to Calgarians and tourists alike.
CCP: Urban Structure	4.0.4 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.
WWHR	Need for year-round (including winter) programming. Better plaza spaces for hosting events. Placemaking creates vibrancy and attracts residents and visitors. Also results in enhanced feelings of safety. Importance of celebrating culture and diversity.
WWHR	Mini “nodes” with amenities.
DTES	19. Increase the visibility of indigenous communities and heritage in the Centre City through public art, place names and urban design (Community Services).
DTES	29. Work with key stakeholders to develop strategies to promote Calgary’s cultural and heritage resources to tourists and residents (Tourism Calgary, Community Services).
DTES	29. Work with key stakeholders to develop strategies to promote Calgary’s cultural and heritage resources to tourists and residents (Tourism Calgary, Community Services).
WWHR	Preserve and utilize heritage resources and establish Calgary’s identity
DTES	9. Complete design concepts for Stephen Avenue Pedestrian Mall, 2nd Street SW, and Barclay Mall (Urban Strategy).
DTES	57. Improve connections to the cycle track network from the pathway system and neighbouring communities by building or improving on-street bikeways.
DTES	65. Review and improve pedestrian facilities (connectivity and accessibility) within 600 m of all current and future Centre City transit station areas.
WWHR	Spaces such as the river walk and 17th Avenue seen as distinct areas with opportunity for smart use. Importance of preserving history. Ideas that developing distinct character areas with unique feelings and characteristics will make Centre City more vibrant and attractive. A benefit to tourism.
WWHR	Recognition of unique communities and features around the Centre City.
DTES	55. Create a cross-corporate working group to support CED and the Mayor’s Office in attracting companies to specific sites in Calgary’s downtown by developing transportation improvement plans, particularly to create active mode connections between those sites and nearby amenities. Consider partially funding those improvements through short term allocation of new revenue. (Transportation)
WWHR	Develop and support character areas, including those surrounding Centre City
CCP: Urban Structure	4.0.1 Establish the following as the Organizing Principles of the Centre City’s Urban Structure: <ul style="list-style-type: none"> • A complete and dynamic Downtown that incorporates unique Districts • Diverse and integrated mixed-use neighbourhoods that focus on a Neighbourhood Centre • 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.
CCP: Neighbourhoods	Linkages 7.7.1 Actions #3 Priority streets for detailed designs are: <ul style="list-style-type: none"> • 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.

CCP: Neighbourhoods	Entertainment 8.3.2 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.
CCP: Neighbourhoods	Entertainment 8.3 Actions #1 Work with local BRZs to determine the feasibility and possible locations of Entertainment Districts
CCP: Riverfront	5.2.1 Reinforce the riverfront as a premier open space component of the Centre City.
CCP: Riverfront	5.2.5 Complete the comprehensive promenade concept along the Bow and Elbow riverfronts. The riverfront promenade should include the following: <ul style="list-style-type: none"> • 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.
CCP: Riverfront	5.2.8 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.
CCP: Riverfront	5.2.10 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.
CCP: Riverfront	5.2.11 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).
CCP: Riverfront	5.2.14 Implement the new Eau Claire Plaza Design Concept and its interface with Prince's Island Park.
CCP: Riverfront	5.2.15 Implement the Utilities & Environment Protection Public Art Master Plan along the riverfront.
CCP: Riverfront	5.2 Actions #3 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.
CCP: Riverfront	5.1.5 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.
CCP: Special Areas	4.3.7 Ensure pedestrian/bicycle-friendly connections and way-finding from the Downtown and riverfronts to all existing and future special areas.
CCP: CPR Special Area	4.3.2.1 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.
CCP: CPR Special Area	4.3.2.2 Ensure the CPR tracks remain long-term and at grade as a catalyst for economic development.

CCP: CPR Special Area	4.3.2.3 Ensure that the CPR corridor innovatively bridges the CPR tracks between the Downtown and Beltline neighbourhoods.
CCP: CPR Special Area	4.3.2.4 Implement the CPR corridor vision over time with the following five main components: <ul style="list-style-type: none"> • +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."
CCP: CPR Special Area	4.3.2 Actions #1 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.
CCUDG	High Streets <ul style="list-style-type: none"> • 17 Avenue between 2 St. SE to 14 St. SW • 1 St SW between 17 Ave and 8 Ave • 4 St SE between 6 Ave. and 12 Ave • 8 Ave between 11 St. SW and 4 St. SE • 3 St. SW between 9 Ave and Eau Claire.
CCUDG	Green Streets <ul style="list-style-type: none"> • 11 St. SW between 13 Ave and the Bow river N. • 13 Ave between 14 St SW and 2 St SE • Riverfront Ave between 2 St SW and 9 Ave at 6 St SE
Main Streets	<ul style="list-style-type: none"> • 10 Avenue in SunAlta, west of 14 Street • 17 Avenue between 14 ST SW and 1 ST SE • 4 Street SW through Mission / Cliff Bungalow (south of 17 Avenue) • 14 Street SW
CDPRS	Stephen Avenue Extension: A pedestrian and cyclist-focused walk from the Mewata
CDPRS	Armoury to Fort Calgary.
CDPRS	Ceremonial Boulevard: Connecting the Elbow River, Stampede Grounds, CP Rail lines, Olympic Plaza and the Bow River.
CDPRS	Digital Corridor: A rich visual and auditory experience for the thousands of Calgarians who use Seventh Avenue each day.
CDPRS	Sixth and Ninth Avenue Parades: Major thoroughfares and a source of pageantry in the city, defined by tall buildings and a vibrant, generous pedestrian realm.
CDPRS	Urban Suture: The gradual reclamation of an historical landscape into a public experience that reconnects and reinvigorates the Centre City. Urban Suture is a progressive, incremental strategy to reinvigorate the CP Rail towards its original capacity as a social condenser; a conduit for people and not just commodities.
CP Corridor	Because of the added expenses in developing adjacent to a major rail corridor, the only feasible pro formas were for office buildings at a base of 13 FAR with additional bonusing between 2.6 and 8.2 FAR on top of the base.
CCP: Neighbourhoods	4.2.3 Establish strong pedestrian and bicycle connections between the neighbourhood centres of each neighbourhood and the Downtown.

Chinatown and Eau Claire

Chinatown and Eau Claire	
Source	Initiative
Green Line	The 2 Avenue S.W. station will be underground at 2 Street S.W. and 2 Avenue S.W. This station is close to Eau Claire market, the Bow River Pathway, and the Chinese Cultural Centre.
CCP: Chinatown	4.2.3.1 Facilitate Chinatown's evolution as a unique residential/mixed-use and cultural neighbourhood within the Centre City.
CCP: Chinatown	4.2.3.2 Reinforce the Chinese Cultural Centre, Sien Lok Park and 1 Street SW as a Neighbourhood Centre and local gathering place for the residents.
CCP: Chinatown	4.2.3.3 Preserve views to the Chinese Cultural Centre along 2 Avenue both easterly and westerly.
CCP: Chinatown	4.2.3.4 Upgrade the design, quality and accessibility of Sien Lok Park.
CCP: Chinatown	4.2.3.5 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.
CCP: Chinatown	4.2.3.9 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.
CCP: Chinatown	4.2.3.11 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.
CCP: Chinatown	4.2.3 Actions #1 As a priority, design and implement the public realm enhancement of Centre Street.
CCP: Chinatown	Views 7.4.2 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.
Chinatown ARP	to foster a viable physical, social and economic environment incorporating both commercial and residential uses;
Chinatown ARP	to provide for an enhanced set of public systems related to open space, and the circulation of pedestrians and traffic, as well as providing services to the Chinatown community.
Chinatown GP	All new development reinforce the distinct cultural and historical character of Chinatown.
Chinatown GP	Chinatown is a residential, mixed-use community.
Chinatown GP	All developments enhance the pedestrian experience.
Chinatown GP	Chinatown is a community for all, and provides housing for residents of all ages and incomes.
Chinatown GP	There are a variety of options for getting to Chinatown.
Chinatown GP	Chinatown has a variety of public and private gathering spaces.
Chinatown GP	Chinatown is safe, clean and vibrant, day or night.
Chinatown GP	Commercial activity in Chinatown supports the residential and cultural community.
WWHR	Preserve Chinatown's culture and character
CCP: Eau Claire	4.2.2.1 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.

CCP: Eau Claire	4.2.2.3 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: <ul style="list-style-type: none"> • 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.
CCP: Eau Claire	4.2.2.5 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.
CCP: Eau Claire	4.2.2.6 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.
CCP: Eau Claire	4.2.2.7 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.
CCP: Eau Claire	4.2.2.8 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.
CCP: Eau Claire	4.2.2.9 Pursue the possibility of a bike station facility in the vicinity of the Eau Claire Plaza.
CCP: Eau Claire	4.2.2.12 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 streetscape while maintaining the same amount of on-street parking.
CCP: Eau Claire	4.2.2.13 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.
CCP: Eau Claire	4.2.2. Actions #1 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.
CCP: Eau Claire	4.2.2. Actions #2 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.
CCP: Eau Claire	4.2.2. Actions #3 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 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).
ECARP	3.1 To establish policies for achieving development and change in Eau Claire, within the overall context provided by the General Municipal Plan and Core Area Policy Brief.
ECARP	3.2 To encourage the redevelopment of the Eau Claire area as a primarily residential neighbourhood, with commercial uses concentrated close to the downtown commercial core and the Barclay Mall.
ECARP	3.3 To establish a development pattern that creates a strong sense of neighbourhood identity and character.
ECARP	3.4 To achieve a more pedestrian and human scale environment in Eau Claire.
ECARP	3.5 To create an overall built form which responds to Eau Claire's unique location between the downtown commercial core and the Bow River, and adjoining Prince's Island.

ECARP	3.6 To encourage medium to high-density forms of residential development, to accommodate a range of household types and incomes.
ECARP	3.7 To provide for the growth of commercial and recreational activities in the area and their use by large numbers of visitors.
ECARP	3.8 To ensure that commercial uses are compatible, as far as is practical, with adjoining residential uses.
ECARP	3.9 To enhance the quality and accessibility of community facilities and amenities, particularly the riverbank, for the benefit of local residents, workers, and visitors.
ECARP	3.10 To create an innovative street environment with a unique character which will encourage the pedestrianization of the area.
ECARP	3.11 To encourage safe and efficient vehicular and pedestrian movement throughout the area.
ECARP	3.12 To promote a healthy physical environment in Eau Claire.
ECARP	3.13 To encourage the preservation, where practical, of heritage buildings and features in the community.
ECARP	3.14 To provide sufficient flexibility in the Plan to allow for changing market conditions.
ECARP	3.15 To encourage a cooperative working relationship among residents, businesses, developers and the public sector in the redevelopment of Eau Claire.
ECPRP	Create spaces of various scales that provide for diverse users.
ECPRP	Design for flexibility and adaptability.
ECPRP	Embrace winter.
ECPRP	Clearly connect the Plaza to Barclay Parade and the redeveloped Market with complementary programming and spaces.
ECPRP	Celebrate the area's history through the preservation and continued use of existing buildings and structures.
ECPRP	Incorporate green infrastructure where possible to provide opportunities for stormwater cleansing and/ or infiltration.
ECPRP	Incorporate efficient and programmable lighting.
ECPRP	Utilize high quality, durable, and beautiful materials and furnishings to create an authentic and timeless sense of place.
ECPRP	Incorporate flood mitigation measures along West Eau Claire Promenade to the 1:200-year event.
ECPRP	Transform 2nd Street SW into an exemplary complete street with LRT, bus, dedicated cycle lanes, broad sidewalks, and efficient car movement.
ECPRP	Utilize the broad public realm on 3rd Street SW for semi-permanent and temporary installations, such as retail, food, and public art.
ECPRP	Plan for temporary programming/installations by providing necessary infrastructure and space.
ECPRP	Utilize comfortable micro-climates to create places for interaction and rest.
ECPRP	Provide a broad space for pedestrian movement.
ECPRP	Extend the separated cycle path from West Eau Claire Park through to Riverwalk.
ECPRP	Plan for a pedestrian and cycle connection on 2nd Street SW under/over the rail line to connect Downtown with the Beltline.
ECPRP	ZONE 1 2nd Street SW 2nd Street SW evolves into a multi-modal street where the future Green Line LRT is complimented by separated bike lanes and a broad pedestrian realm.
ECPRP	ZONE 2 3rd Street SW 3rd Street SW represents an evolution toward a linear park type of space, where social spaces generate activity and planting enhances ecological functions, infusing the City with a green corridor.

ECPRP	<p>ZONE 3 Eau Claire Redevelopment Area</p> <p>The area immediately surrounding the Eau Claire Market redevelopment will be a pedestrian-focused environment integrating retail, residential, and office functions in a high active and enriched public realm.</p>
ECPRP	<p>ZONE 4 Eau Claire Plaza</p> <p>The reimagined Eau Claire Plaza is both a community-focused and City-wide public amenity. It brings the City to the river and the river to the City.</p>
ECPRP	<p>ZONE 5 West Eau Claire Promenade</p> <p>Extending east to Riverwalk, the West Eau Claire Promenade is upgraded with new materials, lighting, and a separated cycle path. Flood mitigation measures are integrated into the fabric of the park, protecting to the 1:200-year event.</p>

Beltline and East Village

Beltline and East Village	
Source	Initiative
Green Line	The Centre Street S station will be underground at 12 Avenue S and Centre Street S. This station is in close proximity to the restaurants and attractions of the Beltline area, and is walking distance to the Calgary Stampede grounds and the Scotiabank Saddledome.
Green Line	The 4 Street S.E. station will be at street-level just south of the CP tracks between 9 Avenue and 10 Avenue S.E., near the 4 Street S.E./Olympic Way underpass. This station is close to the restaurants and attractions in the East Village, the Calgary Stampede grounds, and the Scotiabank Saddledome. This station will be an integral part of the Rivers District Masterplan, which is planning the redevelopment of the East Victoria Park area.
BLARP	2.2.1 Foster and support neighbourhoods
BLARP	2.2.2 Provide for high-density and mixed-use development while ensuring neighbourhood livability.
BLARP	2.2.3 Protect and enhance unique character and heritage
BLARP	<p>2.2.4 Improve pedestrian and cycling environment and manage transportation demand.</p> <ul style="list-style-type: none"> • Recognize that improvements to mobility will largely be achieved through the management of transportation demand including: <ul style="list-style-type: none"> o accommodating and promoting alternative transportation modes such as convenient transit, bicycling, walking, carpooling and car sharing options; o increasing the frequency of transit service as demand increases; o improving the quality of infrastructure for all transportation modes; and o employing new technologies such as Intelligent Transportation Systems.
BLARP	2.2.5 Encourage diversity in building types and styles.
BLARP	2.2.6 Provide for a variety of physical and social environments and housing types.
BLARP	2.2.7 Improve the public realm.
BLARP	2.2.8 Promote the development and use of “green” building and infrastructure design and technology.
BLARP	2.2.9 Promote processes that are open to creativity and innovation and reward achievement of the vision and principles
CCP: Connaught Centre	4.2.7.1 Pursue opportunities to enhance and integrate residential and local amenities, including open space, such that there is a stronger residential/mixed-use neighbourhood identity.
CCP: Connaught Centre	4.2.7.3 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.
CCP: Connaught Centre	4.2.7.5 Incorporate a transit loop into the public realm plans for 8 Street SW and 17 Avenue SW.

CCP: Connaught Centre	4.2.7.6 Explore unique public art/open space opportunities for this neighbourhood to integrate the open space and pedestrian movement corridors.
CCP: Connaught Centre	4.2.7 Actions #3 Complete the 11 Avenue Urban Design Streetscape Master Plan between 4 Street SW and 11 Street SW.
CCP: Connaught Centre	Linkages 7.7.19 Where technically feasible, this plan encourages the conversion of one-way streets to two-way to stimulate commercial and pedestrian activity.
CCP: East Village	4.2.4.1 Support the redevelopment of East Village as a primarily residential/mixed-use neighbourhood with associated local amenities.
CCP: East Village	4.2.4.7 Incorporate public art along the riverfront and as the Avenues intersect with Fort Calgary.
CCP: Vic Crossing Centre	4.2.6.1 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.
CCP: Vic Crossing Centre	4.2.6.7 Redesign Humpy Hollow Park to better integrate with the vision for Centre Street/Volunteer Way and the eastern end of 17 Avenue S.
CCP: Vic Crossing Centre	4.2.6.9 Given the heavy pedestrian usage of 4 Street SW, investigate ways to improve and support an enhanced pedestrian realm.
CCP: West Connaught	4.2.8.1 Emphasize West Connaught as a high-density urban residential/mixed-use neighbourhood that meets the needs of a mix of demographics/groups especially families.
CCP: West Connaught	4.2.8.3 Support opportunities for daycares within West Connaught.
CCP: West Connaught	4.2.8.5 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).
CCP: West Connaught	4.2.8.7 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.
CCP: West Connaught	4.2.8.8 Accommodate pedestrian/bicycle movements in future plans for the 14 Street SW/Bow Trail interchange.
CCP: West Connaught	4.2.8.9 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.
CCP: West Connaught	4.2.8.10 Consider pedestrian/bicycle opportunities over the CPR tracks at 9 Street SW.
CCP: West Connaught	4.2.8.11 Explore unique public art/open space opportunities for this neighbourhood.
CCP: West Connaught	4.2.8 Actions #1 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.
CCP: West Connaught	4.2.8 Actions #2 Complete the 11 Avenue Streetscape Improvement Plan between 4 Street SW and 11 Street SW.
Midtown	1. The Grand Boulevard: 10th Avenue will be transformed into a grand street with a central boulevard at the scale similar to Commonwealth Avenue in Boston linking the adjacent neighbourhoods together and creating an urban greenway connector from Millennium Park on the Bow River to Stampede Park on the Elbow River.

Midtown	2. The CP Railway Viaduct: Calgary was built on the railway and the central concept of this plan assumes that the Canadian Pacific Railway (CPR) corridor will continue as a transportation corridor in the long term. As part of this long-term commitment, consideration for improving the bridges and passageways over and under are described in this plan.
Midtown	3. The Street Car Loop: The Grand Boulevard on 10th Avenue will also accommodate a street car on its right-of-way that could be part of an "Inner Loop" for the downtown. Part of the inner-city street car loop would run down 10th Avenue, along 1st Street S.W., 17th Avenue and 8th Street S.W. to serve Midtown, the Beltline area and connect to the Downtown.
Midtown	4. The Three Midtown Neighbourhoods: Three distinct neighbourhoods emerge from the existing patterns of uses and character of Midtown. Each is grounded in its historical roots and builds on emerging land use and character patterns. The western neighbourhood of Connaught Gardens will continue to have a residential emphasis, the central neighbourhood of Midtown Centre will focus on contemporary commercial development at its core with surrounding residential uses, and the eastern Victoria Park neighbourhood will mix commercial and entertainment with residential support uses.
Midtown	5. The Stockyard District: A commercial retail and entertainment zone will be encouraged adjoining the northwest corner of Stampede Park. The area will complement the growing needs of the Stampede Park activities and provide necessary shopping and entertainment for Victoria Park.
Midtown	6. The East Campus Education and business campuses will be encouraged in the Victoria Park area above Stampede Park as an extension of planned facilities in Stampede Park. The education facilities will infill into the historic building fabric of the area and enhance pedestrian activity while the business campus will be on the former Canadian Pacific Railyards.
Midtown	7. The Sunbelts Building form and orientation will be a very important element in maximizing sun during the winter months. A mix of low, medium, and high-rise buildings have been carefully placed to maximize sunlight during winter months in the parks, open space, and streets.
Midtown	8. The Green Grid: The historic parks and open spaces such as Lougheed House, Central Memorial Park, and Rundle College Junior High School form a strong foundation to extend a grid of urban street greenways north/south and east west that will be attractive and complemented by new park additions.
Midtown	9. The Macleod Stampede Trail: A ceremonial route connecting Olympic Park in the Downtown and Stampede Park will be an important pedestrian and celebration route of the future. A generous double-treed boulevard on the east side is envisioned to connect the Downtown with Stampede Park.
Midtown	10. The Calgary Tower Square: The hub of Calgary's downtown may be transformed over time by a pedestrian bridge and square that spills out south to the Midtown area and the Stockyard entertainment district. The Calgary Tower will truly be a centre point connecting the Downtown to Midtown.
RDMP 2018	Integrate the new development with large-scale entertainment and convention venues such as Stampede Park, the BMO Centre, and a replacement arena for the Saddledome.
RDMP 2018	Connectivity is important with the proximity of the Elbow River, Macleod Trail, and both Red and Green Line LRT service.
RDMP 2018	A key aspect of Stampede Park's redevelopment is the extension of 17 Avenue SE across the LRT tracks and into the grounds.
RDMP 2018	The plan's principles of authenticity, connectedness, resilience, and vibrancy have shaped its decisions on built form and character areas.
RDMP 2018	An AUTHENTIC culture and entertainment district is a distinct Calgary experience that celebrates the history and heritage of the neighbourhood and city.

RDMP 2018	<p>A CONNECTED and accessible culture and entertainment district links adjacent neighbourhoods to the district, the river and one another. The Plan supports the following new connections to enhance local and city-wide access to the area:</p> <ul style="list-style-type: none"> • Green Line • Pedestrian and cycling connections to the river pathways • 5 Street S.E. underpass • 17 Avenue S.E. extension
RDMP 2018	<p>A RESILIENT culture and entertainment district promotes inner-city density, encourages high quality design, and creates a distinct experience. The area will exemplify best practices for urban infill, economic development and green infrastructure through:</p> <ul style="list-style-type: none"> • Promoting economic resiliency • Encouraging environmental sustainability • Enhancing social sustainability • Attracting private investment to sustain a destination and local economy • Encouraging urban lifestyles that are associated with improved human health
RDMP 2018	<p>A VIBRANT culture and entertainment district is an active mixed-use area with a series of distinct places and spaces that function as the heart and gathering place for adjacent neighbourhoods and functions as a local and regional destination.</p> <ul style="list-style-type: none"> • This Plan strives to create a vibrant community through: • Promoting inner-city density • Requiring high-quality urban design • Creating a new and distinct culture and entertainment district • Creating a neighbourhood centre
CCP: East Vic Crossing	4.2.5.1 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.
CCP: East Vic Crossing	4.2.5.11 Consider the technical feasibility and the financial merit of burying the south west LRT line adjacent to Stampede Park south of 25 Avenue.
DTES	26. Continue to work with stakeholders to support investments in the Culture and Entertainment District (CMLC, City).
DTES	30. Explore opportunities to leverage the National Music Centre, Calgary Stampede, New Central Library and music assets in the Culture and Entertainment District (CMLC).
EVARP	<p>Establish a strong neighbourhood centre and provide a transition to the neighbourhood. The Plan introduces the following special areas:</p> <ul style="list-style-type: none"> • neighbourhood centre • transition area
EVARP	<p>Reconnect East Village and create a high-quality pedestrian experience. To create a high-quality experience for pedestrians, the Plan introduces the following urban design policy areas:</p> <ul style="list-style-type: none"> • active frontages • open space frontages
EVARP	<p>Celebrate what makes East Village unique. To celebrate what makes East Village unique – its history and its location at the confluence of two rivers – the ARP introduces the following special policy areas:</p> <ul style="list-style-type: none"> • historic main street • riverfront plaza • the Riff
EVARP	<p>Integrating community priorities</p> <ul style="list-style-type: none"> • Maintain diversity in housing choice. • Improve safety in the public realm. • Support local economic development.

Downtown West

Downtown West	
Source	Initiative
CCP: West End	4.2.1. Evolve the West End neighbourhood as a vibrant primarily residential neighbourhood by diversifying the opportunities for local amenities and its integration with surrounding neighbourhoods.
CCP: West End	4.2.1.2 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.
CCP: West End	4.2.1.3 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.
CCP: West End	4.2.1.4 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.
CCP: West End	4.2.1.5 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.).
CCP: West End	4.2.1.6 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.
CCP: West End	4.2.1.7 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.
CCP: West End	4.2.1.8 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.
CCP: West End	4.2.1.9 Extend the pedestrian-oriented and enhanced public realm of 8 Avenue SW between 8 Street SW and 11 Street SW.
CCP: West End	4.2.1.10 Incorporate opportunities for a Recreation Facility. See Recreation section.
CCP: West End	4.2.1.11 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.
CCP: West End	4.2.1.12 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.
CCP: West End	4.2.1 Actions #1 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.
CCP: West End	4.2.1 Actions #2 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.
CCP: West End	4.2.1 Actions #3 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 a focus for neighbourhood integration and enhancement.
CCP: West End	4.2.1 Actions #5 Explore the feasibility of realigning Bow Trail/14 Street interchange to improve the functional and aesthetic design of the riverfront parks spaces.

CCP: West Park / Lower Sunalta	4.2.9.2 Planning for the area should include: <ul style="list-style-type: none"> • Future opportunities for regional recreational and/or cultural facilities that serve the regional area; • A direct and enhanced pedestrian/bicycle connection at 19 Street SW and 10 Avenue SW;
DTES	6. Complete new Area Redevelopment Plans for Chinatown and Downtown West End (Planning and Development).
DTW	The West End is in an attractive location separated from the business commercial core by an established residential area, and has sufficient undeveloped space to allow the development of a unique mixed use neighbourhood close to both amenities and activities.
ISR: Urban Structure	<ul style="list-style-type: none"> • Should West Village be included in the Centre City Plan? I'm not sure whether we would anticipate development in the West Village in the next 10 years or so. Does it might make sense to expand the plan boundary?

Downtown Commercial Core

Downtown Commercial Core	
Source	Initiative
Green Line	The 7 Avenue S.W. station will be underground at 2 Street S.W. and 7 Avenue S.W. This station is close to Stephen Avenue Walk, and will be the primary transfer point for the Red, Blue and Green LRT Lines.
CCP: Downtown Commercial Core	4.1.1 Enhance the Downtown as a primary office location through the provision of a quality public realm and supportive amenities and services.
CCP: Downtown Commercial Core	4.1.2 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.
CCP: Downtown Commercial Core	4.1.3 Establish Downtown as a series of unique Districts that: <ul style="list-style-type: none"> • 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.
CCP: Downtown Commercial Core	4.1.7 Encourage new residential developments in the Downtown by: <ul style="list-style-type: none"> • 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: <ul style="list-style-type: none"> o An exemption of residential floor area from the Floor Area Ratio calculation; o Establishing a favourable Downtown property tax rate for residential floor area; o Providing direct financial incentives per unit of new residential development; o Waiving any redevelopment levies for residential floor area; and o 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.

CCP: Downtown Commercial Core	4.1.14 Encourage arts, culture and entertainment uses along Stephen Avenue Mall Retail Area to have active edges and entranceways that encourage transparency and pedestrian interaction.
CDPRS	Cultural Heart: A legible, transformative, and animated space that unites Olympic
CDPRS	Plaza and the Municipal Plaza as the Cultural Heart of the Centre City.
CDPRS	Third Street S.E. Zipper: An active, pedestrian-scaled street that supports connections to its diverse collection of destinations.
CDPRS	First Street S.E. Green Mall: An engaging, safe, and attractive mobility street that links pedestrians and cyclists to the River pathways through a vibrant public space.
CDPRS	Civic Gateway: An iconic, welcoming, memorable Gateway connecting the Centre City to the rest of the City. The Fourth and Fifth Avenue fly-overs are monumental points of entry and exit, connecting the Centre City with the rest of the city
CDPRS	Meandering Green: A connected, meandering, green, public art walk for pedestrians in the city.
DT Core Bylaw	Transition Area is: <ul style="list-style-type: none"> • between 8 and 9 St between 9 Ave and 4 Av SW • between 4 and 5 AV from 9 St to 5 St • between 3 and 4 AV SW from 6 St to Centre St. S • between 4 and 5 AV SE from 1 ST SW to 3 ST SE
DT Core Bylaw	Stephen Avenue Mall Retail Area from Macleod Trail SE to 7 St. SW The LUB restricts certain uses on the ground floor. This is to have uses that generate activity.
DTES	3. Implement the Council approved Civic District Public Realm Strategy (Urban Strategy).
DTES	12. Work with CED-Real Estate Sector Advisory Committee and The City to advance the Real Estate Sector Top Ten List including opportunities to repurpose or convert downtown office space to residential (CED).
DTES	33. Implement actions regarding the convention centre approved by Council as part of the follow up report from the 2015 November Strategic Session of Council (Community Services).
Manifesto: Olympic Plaza	Olympic Plaza should be Calgary's "town square".
Manifesto: Olympic Plaza	The cultural district is a surprising, browsable public gathering place that is a hot spot of creativity and experimentation.
Manifesto: Olympic Plaza	Olympic Plaza becomes part of a broader Grand Plaza surrounded in a lively artistic and retail atmosphere. Pop-up markets spring up along Stephen Avenue throughout the year, and the plaza is home to an eclectic mix of new and inventive experiences.
Olympic Plaza	Retain the Olympic legacy of the site, promote new and surprising uses, increase the quantity and quality of greenery, offer more food services, make the space a hub for artistic and cultural variety, and increase the feeling of safety in the area
WWHR	We need more things to attract people downtown (Music, culture and festivals)
WWHR	More residential focus and live/work buildings
WWHR	Beautification through development and an emphasis on increasing entertainment and vibrancy
WWHR	Balance of entertaining and living downtown (noise)
WWHR	Need for mixed-use and live/work for a "village" feel.
WWHR	Mixed-use development that supports small business and creativity.
WWHR	Repurposing of space for new uses

Maps for Information

Business Improvement Areas (BIAs) / Business Revitalization Zones (BRZs)

**Business Improvement Areas (BIAs) |
Business Revitalization Zones (BRZs)**



Community Associations in the Centre City

Community Associations in Downtown



Green Line

