



Hillhurst/Sunnyside

Area Redevelopment Plan



Office Consolidations

1999 January,
2004 August,
2006 June,
2007 September,
2007 November,
2008 June,
2009 February
2011 July,
2012 April,
2012 June,
2012 November,
2015 March,
2016 March,
2016 April,
2017 June,
2017 September
2018 December
2019 December
2021 January
2021 May
2021 July

Bylaw 19P87

Approved 1988 January

Hillhurst/Sunnyside

Area Redevelopment Plan

Note: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Date	Description
1	6P89	1989 March 13	<ul style="list-style-type: none"> a. Add text to Section 3.4.2 b. Change Map 4 (Superceded by Bylaw 29P94), Map 5 (Superceded by Bylaw 6P98), Map 7.
2	5P90	1990 March 12	<ul style="list-style-type: none"> a. Replace paragraphs 3 and 4 in Section 3.3.2.
3	29P94	1994 November 14	<ul style="list-style-type: none"> a. Delete second paragraph in Section 3.4.2. b. Change Map 4 and Map 7.
3	6P98	1998 March 23	<ul style="list-style-type: none"> a. Change Map 5 . b. Add text to the end of Section 3.3.2.
4	21P2001	2001 September 10	<ul style="list-style-type: none"> a. Add Section 9 Grace Hospital Site.
5	12P2006	2006 May 15	<ul style="list-style-type: none"> a. Add Section 2.4.1.5.1A.
6	24P2007	2007 September 10	<ul style="list-style-type: none"> a. Section 3.4.1.2.2, second bullet, delete and replace text.
7	36P2007	2007 November 12	<ul style="list-style-type: none"> a. Section 6.4.1 Context - text deletion. b. Section 6.4.2 Policy - text deletion.
8	30P2008	2008 June 01	<ul style="list-style-type: none"> a. Add text the end of the "Preface" b. Delete and replace Map 2 . c. Delete and replace text Subsection 2.4.1 Development Guidelines. d. Delete text in Section 9.4 Land Use Policy.
9	4P2009	2009 February 09	<ul style="list-style-type: none"> a. Add "Part I" to the document footer, starting from the Preface page to the last page of Section 9.0 of the ARP document. b. In the first paragraph of the Preface, replace the word "Approving" c. In the Preface, insert new text after the second paragraph. d. In the Summary, in the first paragraph, insert the words "Part I of:" e. In the Summary, in the second paragraph, delete the word "The" and replace with the words "Part I of the" f. In the Summary, in the third paragraph, insert the words "Part I of" g. In the Summary, under Residential Land Use, delete and replace the words "large mid-portion about one half." with the word "portion" h. In the Summary under Commercial Land Use, delete bullet point two and three, and replace with new bulleted text. i. In the Summary under Open Space and Recreational Policies, delete bullet points one and two and replace with new bulleted text. j. In the Summary under School Facilities, add text immediately following the second bullet point. k. In the Summary under Transportation, delete the second bullet point. l. In Section 1.1 Context, in the first paragraph, delete "8063" and replace with "8994" m. In Section 1.1 Context, delete paragraphs two, three, and four. n. In Section 1.1 Context, delete and replace text in paragraph five. o. In Section 1.1 Context, delete the last paragraph in its entirety and replace with new text. p. In Section 1.1 Context, after the last paragraph, add new paragraph. q. Delete and replace existing Map 1.

Amendment	Bylaw	Date	Description
9	4P2009	2009 February 09	<ul style="list-style-type: none"> r. In Section 1.3 Goals, in the first bullet, add the words “Transit Oriented Development Guidelines” s. In Section 1.3 Goals, delete bullet points four and five. t. In Section 2.2 Context, delete and replace the words “Hillhurst/Sunnyside as described below:” u. Delete and replace Map 2 entitled “Building Limits & Flood Boundary. v. In Section 2.4.1 Development Guidelines, in paragraph Area 3, add text after the first sentence. w. In Section 2.4.1 Development Guidelines, after the paragraph “Area Seven,” add new paragraph. x. In Section 2.4.1 Development Guidelines, in the third paragraph, add the words “Part I of” y. In Section 2.4.1 Development Guidelines, replace the word “Approving” with “Development” z. Delete and replace Map 3 entitled “Residential Character Areas. aa. In Section 2.4.1.3.1 Specific Recommendations – RM-2 Development in Area Two, delete the fourth bullet point. bb. In Section 2.4.1.3.2 Specific Recommendations – RM-2 Development in Area Four, delete the fourth and fifth bullet point. cc. Delete Figure 30. dd. In Section 2.4.1.5, delete Generally Area Three. from the section title. ee. In Section 2.4.1.5.1, delete “in Area Three” from the section title. ff. In Section 2.4.1.5.1 Specific Recommendations – RM-5 Development, delete the first two sentences. gg. In Section 2.4.1.5.1 Specific Recommendations – RM-5 Development, delete bullet points one and five. hh. In Section 2.4.1.5.A Specific Recommendations – RM-5 Development in Area Four, in point #11, delete and replace the word “Approving” with “Development” ii. In Section 2.4.1.5.1A Specific Recommendations – RM5 Development in Area Four, in point #12, delete and replace the word “Approving” with “Development” jj. Delete and replace Map 4 entitled “Sites Requiring Implementation Action.. kk. Under Section 3.1 Objective, delete and replace the second occurrence of the word “commercial” and insert the new text after the first sentence. ll. Under Section 3.2 Context, delete the section entitled “10th Street and Kensington Road N.W.” in its entirety. mm. Under Section 3.2 Context, delete the section entitled “14th Street N.W. Area“ in its entirety. nn. Under Section 3.2 Context, delete the section entitled, “Other Commercial Uses in the Community” in its entirety and replace with new text. oo. Under Section 3.3.1 Existing Local Convenience Commercial, delete the words “as noted in Map 5” in the first paragraph. pp. Delete Section 3.3.2 Pedestrian Oriented Strip Commercial in its entirety. qq. Delete Section 3.3.3 Regional Oriented Commercial – 14th Street S.W. in its entirety. rr. Delete Section 3.4 Implementation in its entirety. ss. Delete existing Map 5 entitled “Commercial Study Area” tt. Delete Figure 33. uu. Delete existing Map 6 and replace with revised Map 5 entitled “Area Schools and Open Space/Parks Facilities”

Amendment	Bylaw	Date	Description
9	4P2009	2009 February 09	<ul style="list-style-type: none"> vv. Under Section 4.3.3, delete and replace text. ww. Under Section 4.3.4, delete text in its entirety. xx. Under Section 4.4.1 Action Required, delete the entire row beginning with "2." in the chart. yy. Under Section 6.3.2, delete and replace text in its entirety. zz. Delete existing Map 7 and replace with Map 6 entitled "Transportation System" aaa. Under Section 6.4.1 Context, delete the second paragraph in its entirety. bbb. Under Section 6.4.1, delete and replace the fourth paragraph. ccc. Under Section 6.4.2, delete bullet point two. ddd. Under Section 8.0 Heritage, delete and replace section in its entirety. eee. Following Section 9, add Part II Transit Oriented Development Area. <ul style="list-style-type: none"> In Part II, under Section 3.2.3 Residential Areas, delete and replace policy 12.
10	28P2011	2011 July 04	
11	10P2012	2012 April 09	<ul style="list-style-type: none"> a. In Part I, under Section 2.3.2 Low Density Multi-Unit, after the last paragraph, add new paragraph.
12	14P2012	2012 June 11	<ul style="list-style-type: none"> a. In Part II, under Section 3.2.3 Residential Areas, delete and replace policy 10.
13	27P2012	2012 November 5	<ul style="list-style-type: none"> a. In Part II, under Section 3.1.5 add text b. In Part II, under Section 3.1.5 add text c. In Part II, under Section 3.1.5 add new column to Table 3.1
14	9P2015	2015 March 9	<ul style="list-style-type: none"> a. In Part I, delete and replace existing Map 3 entitled "Residential Character Areas" b. In Part I, delete and replace existing Map 4 entitled "Sites Requiring Implementation Action" c. In Part I, delete and replace existing Map 5 entitled "Area Schools" d. In Part I, delete and replace existing Map 6 entitled "Transportation System" e. In Part II, delete and replace existing Map 1.1 entitled "TOD Study Area" f. In Part II, delete and replace existing Map 3.1 entitled "Land Use Policy Areas" g. In Part II, delete and replace existing Map 3.2 entitled "Maximum Densities" h. In Part II, Section 3.1.5 Density, Policy 4, add new subsection iii at the end of policy ii. i. In Part II, delete and replace existing Map 3.3 entitled "Building Heights" j. In Part II, Section 3.2.3 Residential Areas, delete Policy 17 and renumber accordingly. k. In Part II, delete and replace existing Map 3.4 entitled "Urban Design Initiatives."
15	12P2015	2015 May 11	ABANDONED
16	6P2016	2016 March 7	<ul style="list-style-type: none"> a. In Part I, delete and replace existing Map 3 entitled "Residential Character Areas". b. In Part I, delete and replace existing Map 4 entitled "Sites Requiring Implementation Action". c. In Part I, Section 4.2 Context, in the third paragraph, in the first sentence, delete and replace text. d. In Part I, delete and replace existing Map 5 entitled "Area Schools". e. In Part I, delete and replace existing Map 6 entitled "Transportation System" . f. In Part II, Section 3.1.5 Density, at the end of the second paragraph add new sentence. g. In Part II, delete and replace existing Map 1.1 entitled "TOD Study Area" . h. In Part II, delete and replace existing Map 3.1 entitled "Land Use Policy Areas". i. In Part II, delete and replace existing Map 3.2 entitled "Maximum Densities". j. In Part II, delete and replace existing Map 3.3 entitled "Building Heights". k. In Part II, Section 3.2.3 Residential Areas, delete Figure E -5 Avenue Concepts. l. In Part II, delete and replace existing Map 3.4 entitled "Urban Design Initiatives".
15	19P2015	2016 April 13 <i>Signed: 2016 April 25</i>	<ul style="list-style-type: none"> a. In Part II, Section 3.1.5, delete and replace policy i.

Amendment	Bylaw	Date	Description
17	26P2017	2017 June 13	<ul style="list-style-type: none"> a. In Part II, delete and replace existing Map 3.1 entitled "Land Use Policy Areas". b. In Part II, delete and replace existing Map 3.2 entitled "Maximum Densities". c. In Part II, delete and replace existing Map 3.3 entitled "Building Heights".
18	51P2017	2017 September 11	<ul style="list-style-type: none"> a. In Part I, under Section 2.3.3 Medium Density, after the first paragraph, add new paragraph.
19	86P2018	2018 December 10	<ul style="list-style-type: none"> a. In Part II, delete and replace existing Map 3.1 entitled "Land Use Policy Areas". b. In Part II, delete and replace existing Map 3.2 entitled "Maximum Densities". c. In Part II, delete and replace 3.1.5, Policy 4, ii. d. In Part II, delete and replace existing Map 3.3 entitled "Building Heights". e. In Part II, delete and replace 3.1.5, Policy 4, iii.
20	81P2019	2019 December 16	<ul style="list-style-type: none"> a. In Part II, delete and replace existing Map 3.2 entitled "Maximum Densities". b. In Part II, delete and replace existing Map 3.3 entitled "Building Heights". c. In Part II, Section 3.2.2, insert new Policy 17 and renumber the rest accordingly.
21	4P2021	2021 January 18	<ul style="list-style-type: none"> a. In Part II, Section 3.2.3, insert new Policy 14 and renumber the rest accordingly.
22	26P2021	2021 May 31	<ul style="list-style-type: none"> a. In the Table of Contents, delete the heading '9.0 GRACE HOSPITAL SITE' and all subheadings 9.1 to 9.6, and replace with the following headings and update the page numbers accordingly. b. In the List of Maps on page 3, under the heading 'Hillhurst/Sunnyside Area Redevelopment Plan Part I', add the following after 'MAP 6 TRANSPORTATION SYSTEM', and update the page numbers accordingly. c. In Part I, delete Section 9.0 'Grace Hospital Site' in its entirety, and replace with the new text and maps.
23	31P2021	2021 July 5	<ul style="list-style-type: none"> a. In Part 1, section 2.3 'Policy', subsection 2.3.3 'Medium Density', after the second paragraph add the following: "The parcel located at 1724 Westmount Boulevard NW is considered appropriate for medium density development with a maximum building height of 13.0 metres and a maximum density of 90 units per hectare in the form of townhouse buildings."

Amended portions of the text are printed in *italics* and the specific amending Bylaw is noted.

Persons making use of this consolidation are reminded that it has no legislative sanction, and that amendments have been embodied for ease of reference only. The official Bylaw and all amendments are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

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HILLHURST/SUNNYSIDE AREA REDEVELOPMENT PLAN

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Preface

Area Redevelopment Plans (A.R.P.s) are planning documents, adopted by By-law, which set out a comprehensive program of land use policies and other planning proposals that help to determine and guide the future of individual communities within the City. As such, an A.R.P. is intended to supplement the Land Use By-law by providing a local policy context and, where appropriate, specific land use and development guidelines, on which the *Development Authority* can base its judgement when deciding on community planning-related proposals. While the districts under the Land Use By-law apply uniformly throughout the City, an A.R.P. provides a community perspective to both the existing land use districts as well as to proposed redesignations of specific sites within a community. **Bylaw 4P2009**

The expected life of the Hillhurst/Sunnyside A.R.P. is ten to fifteen years. This may vary in relation to general growth trends within the City or to specific trends in Hillhurst/Sunnyside. It is important, therefore, that an evaluation of the Plan's effectiveness in meeting its objectives be undertaken within five years of its approval.

In May 2006, The City of Calgary initiated a new public process and planning policy program to implement Council's policy for Transit Oriented Development (TOD) in existing communities. Hillhurst/Sunnyside was chosen as the first community to launch this program for the following reasons:

- *Imminent redevelopment opportunities;*
- *Presence of large parcels of City-owned land that is underdeveloped; and*

- *The need to assess the lack of significant redevelopment and reinvestment activity along the 10 Street NW commercial corridor since the LRT station has been operational.*

Part I of this document consists of the land use polices from the 1988 A.R.P., as amended from time to time. These polices still apply to a large portion of Hillhurst/Sunnyside.

In Part II Transit Oriented Development Area of this A.R.P. document consists of new land use policies establishing specific objectives and criteria for development along the commercial corridors and within the vicinity of the Sunnyside Station.

Bylaw 4P2009

Note: This ARP was adopted by Council when the City of Calgary Land Use Bylaw 2P80 ("2P80") was in effect. As a result, the ARP references land use districts both in its text and its maps which are no longer current. New land use districts have been applied to all parcels in the City, pursuant to the City of Calgary Land Use Bylaw 1P2007 ("1P2007"), effective June 1, 2008, which transitioned 2P80 districts to the most similar 1P2007 district. Therefore, it is important for the user of this ARP to consult the new land use maps associated with 1P2007 to determine what the actual land use designation of a general area or specific site would be. Any development permit applications will be processed pursuant to the districts and development rules set out in 1P2007.

Notwithstanding the foregoing, the user should be aware that where the ARP guidelines and policies reference a 2P80 district in the ARP, the same guidelines and policies will be applicable to those lands identified by the district on an ongoing basis and must be considered by the approving authority in its decision making, notwithstanding that the 2P80 districts, strictly speaking have no further force and effect.

Bylaw 30P2008

Hillhurst/Sunnyside

Area Redevelopment Plan

Part I

Summary

The Inner City Plan, approved by City Council in 1979, outlines residential and commercial uses for the Hillhurst/Sunnyside area. Using this as a framework, *Part I* of the Hillhurst/Sunnyside A.R.P. reaffirms the Inner City Plan policies of conservation, infill and revitalization for the community. **Bylaw 4P2009**

Part I of the A.R.P. was also prepared within the overall context of the City's Long Term Growth Management Strategy adopted by City Council in July, 1986. It supports the policies of strengthening the role of the Inner City areas, contributing to the community's quality and image, fabric and social environments. **Bylaw 4P2009**

The policies of *Part I* of the Hillhurst/Sunnyside A.R.P. can be summarized as follows: **Bylaw 4P2009**

Residential Land Use

- A conservation and infill policy is reaffirmed for Hillhurst/Sunnyside utilizing the R-2 land use district for large portions of the east and west ends of the community. This policy encourages the retention of existing dwellings in good repair while providing for family-oriented infill development that is compatible with the character and scale of existing dwellings.
- A low density policy utilizing the RM-2 land use designation is reaffirmed for a *portion* of the community

with the distinct aim of providing for a variety of low profile, family-oriented development. **Bylaw 4P2009**

- The policy of providing for a variety of housing opportunities within a medium density range under the RM-4 and RM-5 land use districts is reaffirmed in the limited amounts now existing in the area.
- Low profile, family-oriented housing that respects the character and scale of early development in the community is strongly encouraged through the provision of extensive design guidelines for new development.

Commercial Land Use

- The local commercial areas under the Direct Control land use district are reaffirmed.
- *The policies regarding the general commercial areas of 10 Street NW, Kensington Road NW and 14 Street NW are addressed in Part II of this Plan.* **Bylaw 4P2009**

Open Space and Recreational Policies

- *The City will monitor the population and acquire land in appropriate locations as necessary, if the population increases significantly.* **Bylaw 4P2009**
- Large portions of the northern escarpment not already designated PE will be redesignated as such.
- A program of planting and landscaping to enhance existing open space sites will be undertaken.

School Facilities

- The Plan encourages the provision of elementary educational opportunities as close to the community as possible.
- Should any of Queen Elizabeth, St. John or Sunnyside schools be declared surplus by the School Boards, the City should consider the acquisition of at least 0.5 hectares (1.24 acres) of each for adequate supply and distribution of open space in the community.
- *Should the population of Hillhurst/Sunnyside exceed the existing threshold established by open space standards, The City will acquire land including the westernmost portion of the Sunnyside School site for enhancement and use as public open space.*

Bylaw 4P2009

Transportation

- All roadways within the community will retain their existing designations.

Deleted

Bylaw 4P2009

- The City will work towards solutions to the existing parking and traffic problems in the commercial areas through a series of ameliorative actions.

Social Needs

- Attention will be given to the increasing number of single parent families in the area and their special needs.

- The Calgary Police Service and the Community will work to implement programs to strengthen security in the area.

Heritage Considerations

- The conservation and enhancement of heritage resources in this area will continue to be encouraged as will the sensitivity of renovation and new development to the existing character of heritage buildings.

1.0 Introduction

1.1 Context

Hillhurst/Sunnyside is an inner city community located just north of the Downtown, separated from it by the Bow River. It comprises some 232 hectares (573 acres) of land and has a population of 8994 people. It contains a variety of land uses and has an extensive network of community services providing for the needs of a diverse population.

Bylaw 4P2009

Deleted

Bylaw 4P2009

In the early 1970s, changes in the physical and demographic character of the Hillhurst/Sunnyside community lead to a strong concern on the part of residents that measures should be taken to protect and enhance the community. As a result, the Hillhurst/Sunnyside Design Brief was adopted by Council in 1977 and contained a number of significant measures aimed at improving the community. Key recommendations of the Design Brief included:

Bylaw 4P2009

- the downzoning of much of the area to prevent the then developing emphasis on apartment-type residential redevelopment;
- the introduction of a new zoning tool, the RM-2 residential land use designation, to encourage a type of redevelopment more attractive to families, while allowing an increase in population densities;

- improvements to the public areas and to private dwellings through the provisions of the Neighbourhood Improvement Program and the Residential Rehabilitation Assistance Program;
- the closing off of certain through streets in the community to prevent regional traffic from short-cutting through the area;
- the imposition of a density and height ceiling on commercial redevelopment to prevent the spread of downtown-type development into this area.

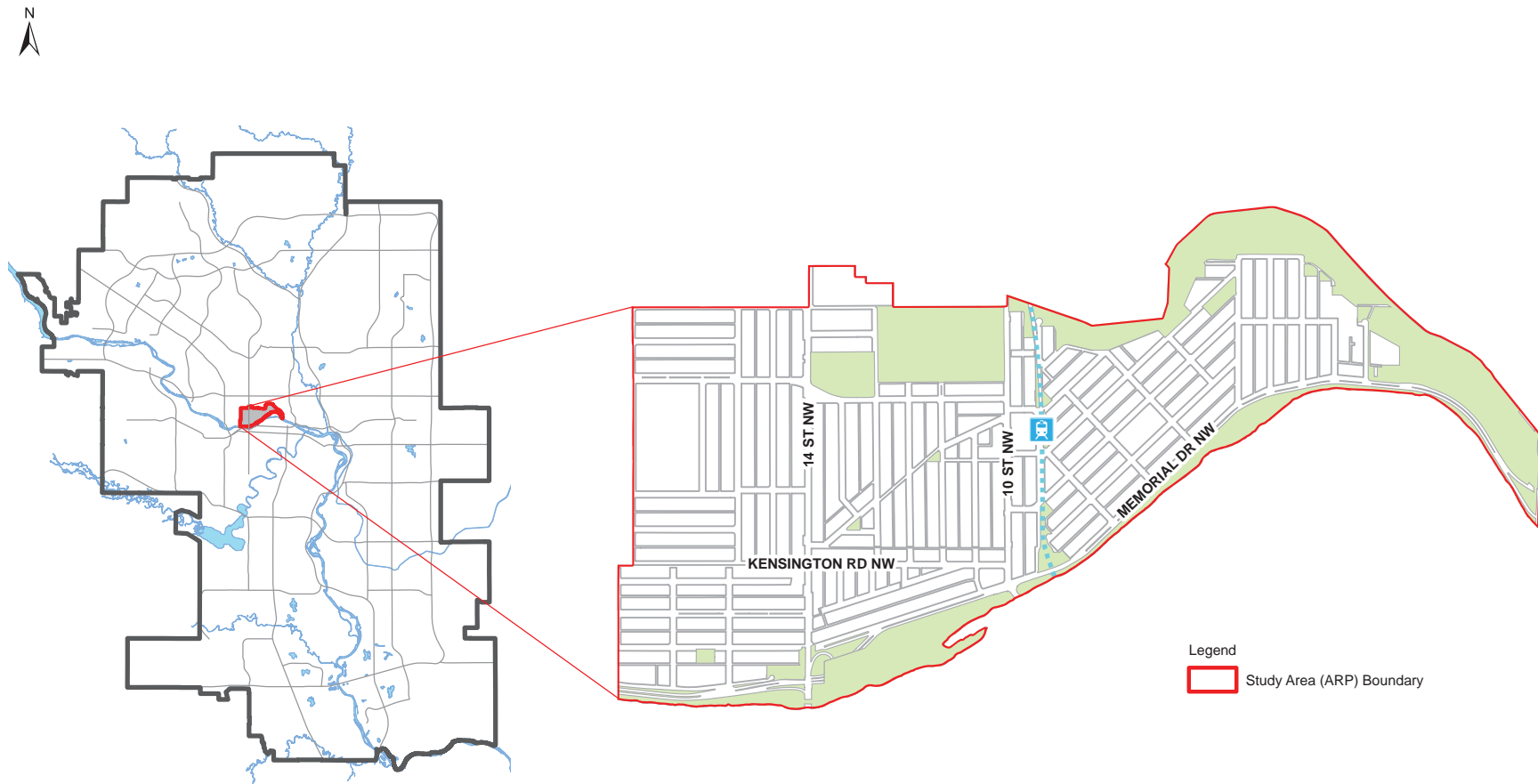
Part I of this A.R.P. continues to reinforce and give statutory status to the key recommendations of the 1977 Design Brief. It also deals with other issues that arose since the Design Brief was adopted. Part I of this A.R.P. replaces the 1977 Design Brief.

Bylaw 4P2009

In May 2006, The City of Calgary initiated a new public process and planning policy program to implement Council's policy for Transit Oriented Development in existing communities. Hillhurst/Sunnyside was chosen as the first community to launch this program. The policies and guidelines contained in Part II apply only to those lands included within the boundaries of the TOD Area.

Bylaw 4P2009

ARP Location Map 1



Approved 19P87
Amended 4P2009

1.2 Study Boundaries

The boundaries of the Hillhurst/Sunnyside ARP are illustrated in Map 1, and may be summarized as follows:

North - generally 8th Avenue N.W. west of 10th Street, and Crescent Road east of 10th Street as shown in Map 1;

East - Centre Street between Crescent Road N.W. and the Bow River;

South - the Bow River; and

West - 1th Street N.W.

The boundaries of the A.R.P. coincide with those of the Hillhurst/Sunnyside Community Association.

1.3 Goals

The goals of the Hillhurst/Sunnyside ARP are:

- To implement the policies of the Calgary General Municipal Plan, the Inner City Plan, Transit Oriented Development Guidelines and recommendations of the Inner City Open Space Study as they apply to Hillhurst/Sunnyside. **Bylaw 4P2009**
- To encourage a diversified demographic mix for the community, with a particular emphasis on increasing the number of families residing in the area.
- To provide for a variety of residential units which is tied to the demographic goal of the community.

Deleted

Bylaw 4P2009

- To provide modifications to the community's transportation system to encourage regional traffic to utilize existing major corridors and prevent commercially generated traffic from intruding into adjacent residential precincts, where feasible.

2.0 Residential land Use

2.1 Objective

To preserve and enhance the established low density residential character and increased family orientation of the community while identifying where compatible infill development may be accommodated.

2.2 Context

In Hillhurst/Sunnyside, the R-2 and RM-2 districts are the predominant land use designations while the RM-4 and RM-5 designations provide for medium density development in some locations.

These designations result in a number of residential land use types for ***the portions of Hillhurst/Sunnyside not included within the TOD area boundary as described below:*** **Bylaw 4P2009**

(a) Low Density

This form of development is found throughout most of the community. It is essentially single-family housing with a considerable amount of conversion to two-family housing, predominantly in R-2 districts, found in the eastern and western ends of the community. This type of housing is most attractive to families and should be retained in these areas.

(b) Low Density Multi-Unit

This residential form provides for low profile family-oriented redevelopment under a modified RM-2 designation.

Considerable redevelopment has taken place in the community under this designation. The designation was developed to encourage, at best, small lot redevelopment which is similar in nature to existing older development and, at the other extreme, walk-up apartments with 50 percent 2-bedroom units with at-grade access to private amenity space. More of the walk-up apartment type units have been developed than the small lot type. Some townhousing has been built under the designation as well. While this designation was intended to attract families to the area, it is not known whether this designation has achieved the objective.

(c) Medium Density

Housing types catering to single adults, childless couples and seniors are found in abundance in the community, especially in Sunnyside. This generally takes the form of three and four storey walk-up apartments. While much of Sunnyside has been redesignated so that little more of this type of development can occur there, some room remains in the community for the RM-4 and RM-5 medium density type development where considered appropriate.

Some slope instability has been detected over the years in the eastern portion of the escarpment between Sunnyside and the Crescent Heights/Rosedale communities to the north. A 400 foot setback measured down from the top of the escarpment (Map 2) has

been set out as an area within which development is constrained.

Lastly, new development in the Hillhurst/Sunnyside area is also somewhat constrained by the provisions of the Land Use By-law with respect to floodway and floodplain development. These provisions primarily affect a portion of Sunnyside (Map 2).

2.3 Policy

2.3.1 Low Density Conservation

The conservation policy of the Inner City Plan is reaffirmed for large portions of the east and west ends of the community utilizing the R-2 designation.

The intent of the conservation policy is to improve existing neighbourhood quality and character while permitting low profile infill development that is compatible with surrounding dwellings. Existing structures in good repair should be conserved, while structures in poor repair should be rehabilitated or replaced. New development or redevelopment should be designed in such a way as to be unintrusive and blend with the surrounding housing.

2.3.2 Low Density Multi-Unit

A low density multi-unit policy utilizing the RM-2 designation is to be used in the large mid-portion of the Hillhurst/Sunnyside area. Although a maximum of 75 units per ha. (29 units per acre) are allowed, developments of a scale designed to resemble smaller projects are encouraged.

Appropriate redevelopment would consist of single and two-family dwellings, and small multi-unit developments. The suitability of multi-unit projects would be measured by their physical blending with the surrounding houses and their attractiveness/suitability for families with children.

*Parcels located at 834 through 840 Memorial Drive NW are designated Direct Control, using the M-CG land use district and Floor Area Ratio of 1.6, to provide for development that is compatible in scale with the existing adjacent development, but allows for a greater flexibility of unit sizes. **Bylaw 10P2012***

2.3.3 Medium Density

A medium density policy is proposed for parts of the community to encourage redevelopment with multi-unit types of development using the RM-4 and RM-5 designations. The application of this policy is restricted to activity nodes (i.e., commercial areas) and along the N.W. LRT.

*Parcel located at 924 Memorial Drive NW is considered appropriate for medium density development with a maximum height of 22 metres and a maximum density of 3.35 FAR. In order to achieve the maximum density as set out in the land use district the developer may provide one or more bonus items described in, and in accordance with, part II, Section 3.1.5 of this Plan. **Bylaw 51P2017***

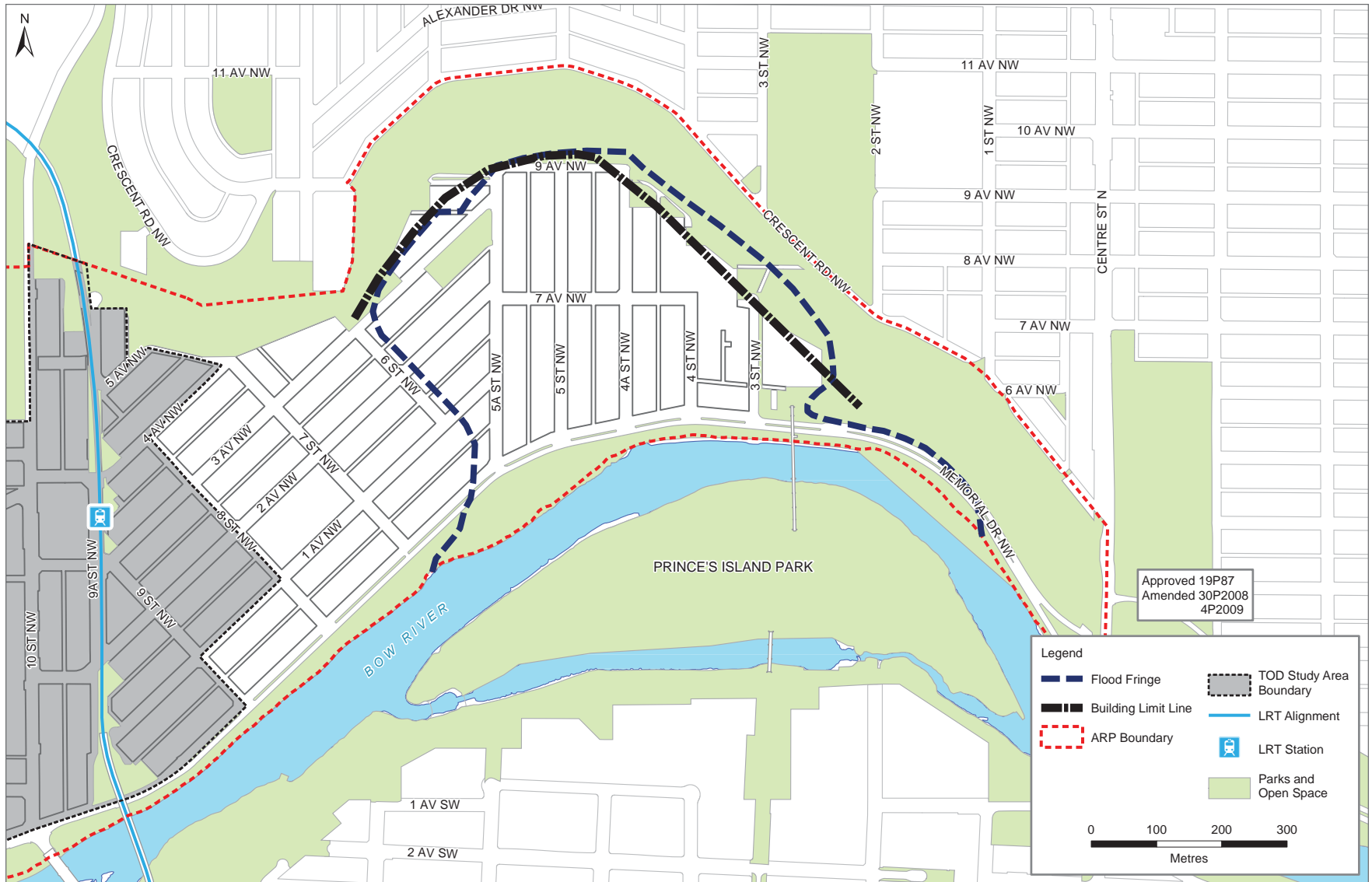
*The parcel located at 1724 Westmount Boulevard NW is considered appropriate for medium density development with a maximum building height of 13.0 metres and a maximum density of 90 units per hectare in the form of townhouse buildings. **Bylaw 31P2021***

2.3.4 No development is to be permitted within 400 feet from the top of the escarpment in the Sunnyside portion of the study area as shown in Map 2 unless otherwise approved by the City Engineer.

2.3.5 The provisions of the Land Use By-law with respect to Floodway and Floodplain Special Regulations are to be adhered to for any new development in the areas shown on Map 2.

2.3.6 Utility upgrading and other public improvements may be required as redevelopment occurs and the costs associated with such upgrading shall be the responsibility of the developer in accordance with City policy.

Building Limits & Flood Boundary Map 2



2.4 Implementation

2.4.1 Development Guidelines

As noted earlier, Hillhurst/Sunnyside has had a varied history of development. This has resulted in a number of residential precincts, each with its own unique character, its own assets to protect and problems to contend with.

This evaluation of historical development and analysis of unique characteristics and land use rules for specific land use designations has resulted in the identification of seven character areas. Guidelines for each of these areas have been established. These areas are as noted on Map 3 and are described as follows:

Area One is bounded by Memorial Drive and the Bow River, Centre Street, the escarpment and 5A Street N.W.

Area Two is bounded by Memorial Drive and the Bow River, 5A Street N.W., the escarpment and 9A Street N.W. and the LRT right-of-way.

Area Three is bounded by Memorial Drive and the Bow River, 9A Street N.W. and the LRT right-of-way, the escarpment and 10th Street N.W. *This area lies entirely within the TOD boundaries and the development guidelines and policies contained in Part II of this A.R.P. apply.*

Bylaw 4P2009

Area Four is bounded by Memorial Drive and the Bow River, 10th Street N.W., the escarpment, and 14th Street N.W.

Area Five is bounded by Kensington Road N.W., 14th Street N.W., the escarpment and 16th Avenue N.W.

Area Six is bounded by Memorial Drive, the Bow River, 14th Street N.W., Kensington Road N.W., and 18th Street N.W.

Area Seven is bounded by Kensington Road N.W., 16th Street N.W., 8th Avenue N.W. and 18th Street N.W.

*Portions of Areas Two, Four, Five and Six, fall within the Transit Oriented Development Study Area (see Map 3). Parcels located within the TOD Study Area boundaries shall be subject **only** to the policies contained in Part II of this document.*

Bylaw 4P2009

The urban design component of the residential environment consists of both the residential unit(s) on the lot and its context (i.e., the street, lane, rights-of-way and open space). The latter are discussed under the Open Space and Transportation Sections of Part I of this ARP. The former, the residential units themselves, are discussed here under general guidelines and then under specific land use designations (eg. RM-2).

Bylaw 4P2009

The intent of these guidelines is to encourage the maintenance of the existing low density, family-oriented flavour of much of the Hillhurst/ Sunnyside area.

The downzoning of the area through the 1977 Design Brief and the subsequent development of the RM-2 Low Density Multi-Dwelling District were aimed at encouraging new development to be sensitive to the low density, single and two-family housing built in the early 1900's. However, other elements of this flavour (design, landscape, streetscape, relation to other land uses in the community, etc.) were not well identified at that time. The following guidelines identify these elements and outline advantages to new developments that incorporate them.

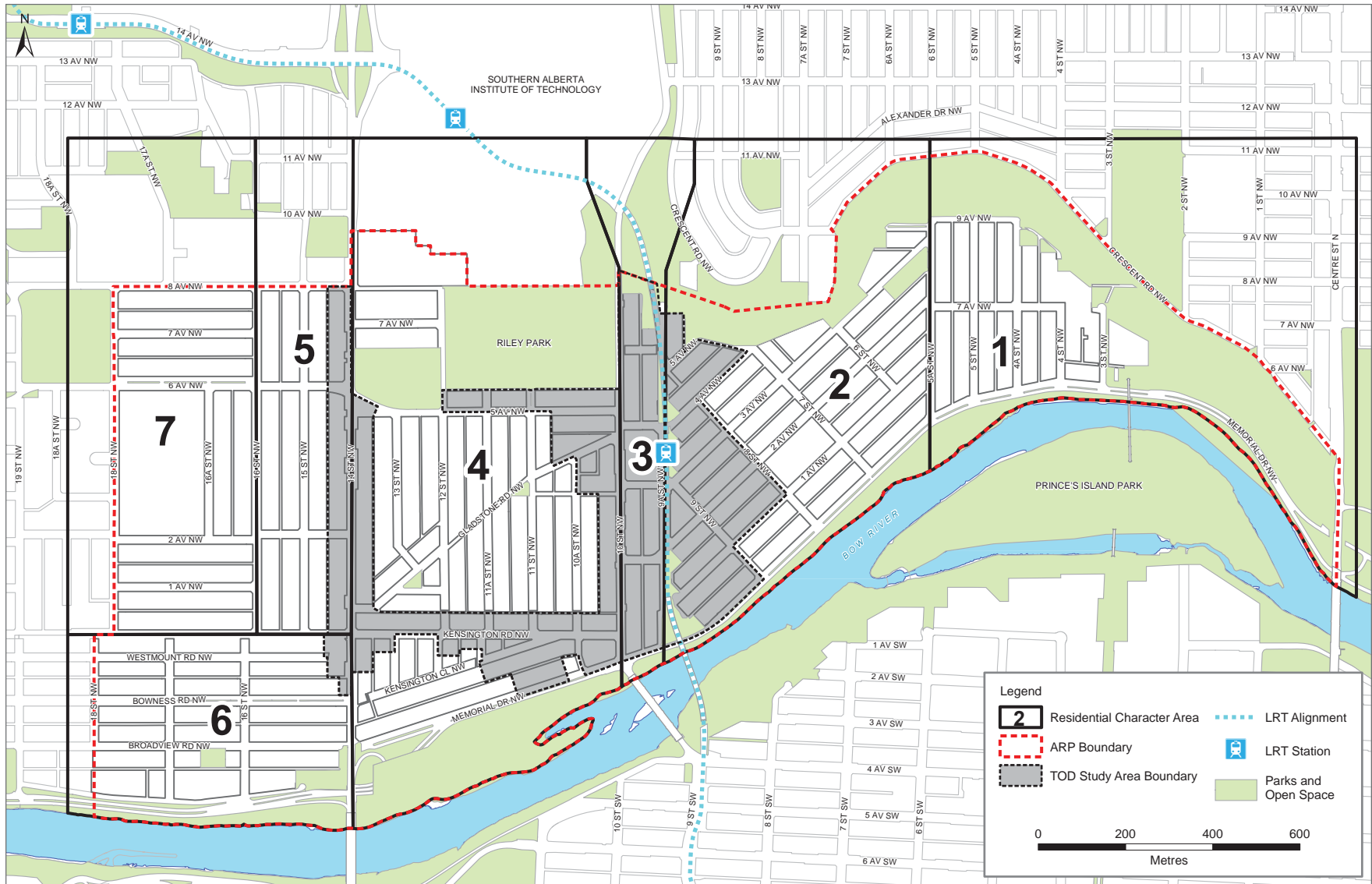
These guidelines are to be used by the community, developers and the Development Authority as guiding principles in considering and approving discretionary use development permits in this area. In other cases it is hoped that the developer will take advantage of these guidelines to the mutual benefit of himself and the community.

Bylaws 30P2008, 4P2009

Since the residential guidelines are quite extensive, a Summary Chart (Table 1) is provided. This chart outlines which guidelines are applicable to each character area.

Residential Character Areas Map 3

Approved: 19P87
Amended: 6P2016



2.4.1.1 General Guidelines

- Height Compatibility

- New developments should not exceed the height of adjacent existing homes by more than 15 percent for the front 3.0 metres of the development. This can be realized with a roofed or open porch, by building to the maximum height only at the rear of the dwelling, or by orienting roof slopes such that their lowest eave line faces and is parallel to the street (Figure 1).
- If a proposed building exceeds the height of adjacent homes, its front yard should be greater, not less, than the front yards on either side.
- In evaluating the height of an infill house, the effect of the shadows on adjacent homes should be considered.

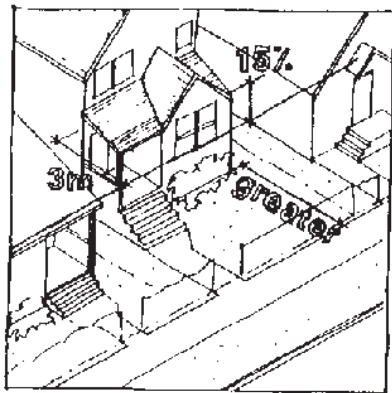


Fig. 1

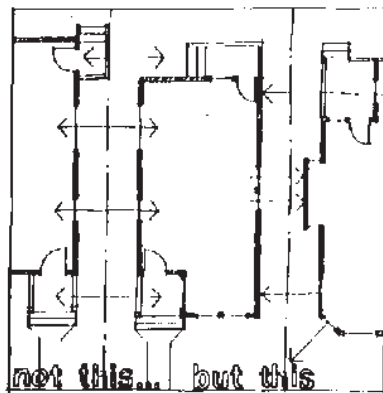


Fig. 2

- Privacy

- New developments should minimize window openings on side walls, thereby respecting the location of windows and outdoor amenity spaces of adjacent properties (Figure 2).
- The primary entry to any dwelling unit should be oriented towards the front of the property and side entries should only be allowed as back doors (Figure 3).
- To prevent overlooking and overshadowing adjacent yards, the height of any raised deck which extends past the rear of a neighbouring structure, should not exceed 0.9 metres (3 feet) above grade. Second storey balconies should be located on the front or rear of the house only and as much as possible eliminate views into adjacent yards (Figure 4).

- Historical Style

- The single detached home on the narrow lot has historical precedence in parts of the Hillhurst/Sunnyside area. Housing styles should be consistent and compatible with this style (Figures 5, 6).
- In other areas, bungalows on 50 foot lots are predominant. This style should be protected.



Fig. 3

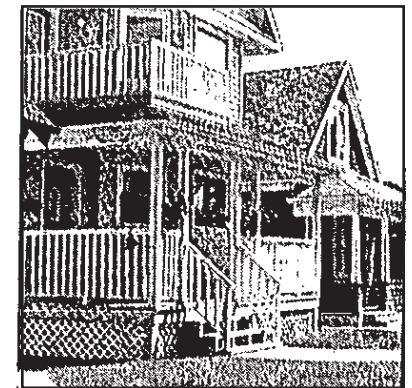


Fig. 4

Summary Chart of Residential Development Guidelines												
(Numbers Under Designations Refer to Character Areas – See Map 3)												
Guidelines	Areas		R-2				All RM-2	RM-2			All RM-4	All RM-5
	All	All R-2	1	5	6	7		2	4	6		
Height	x	x		x			x					x
Privacy (Windows, Entries, or Decks)	x											x
Style	x										x	x
Roof Form	x					x					x	x
Materials and Finishes	x					x					x	
Yards – Side, Rear, or Front	x	x				x	x					
Amenity Space	x											
Corner Lot	x											
Adjacency	x		x									
Lot Coverage		x										
Flood Plain			x									
Parking Access				x		x		x	x	x	x	
Land Form				x	x							
Siting on a Lot						x	x					
Landscaping						x						
Lots Adjacent to LRT								x				
Lot Consolidation								x	x			
Zero Lot Line									x			

* An X in the chart indicates that a particular guideline exists for that area.

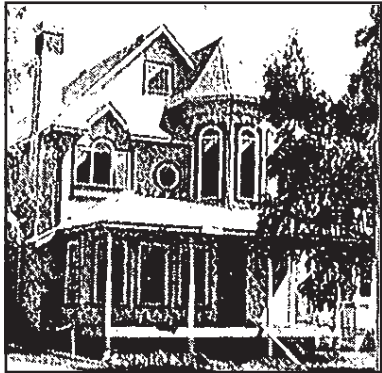


Fig. 5

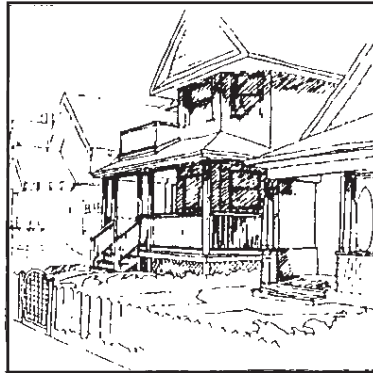


Fig. 6



Fig.7

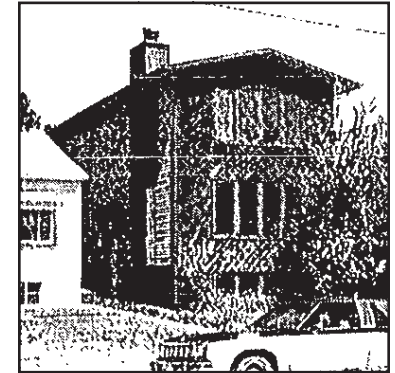


Fig.8

- Roof Form

- Roof pitches similar to those of adjacent houses are encouraged.
- Low pitched (less than 4:12) roofs with overhangs greater than 0.4 metres (1.3 feet) and wide fascias not generally found in the community should be discouraged.
- Shed and flat roofs should be discouraged when used as the predominant roof form of any dwelling unit (Figure 7).

- Materials and Finishes

- The use of narrow lap siding, wall shingles, brushed stucco or standard brick is encouraged.
- The scale and character of finishing should not be rustic stained, wide lap or vertical siding (Figure 8).
- Decorative or thematic stucco should be discouraged (eg. Spanish swirls).

- Hand split cedar shakes, concrete roof tiles, and metal roofing should be discouraged.

- Front Yards

- Applicants for new development or additions to existing housing, should be encouraged to provide front yards which are the average of the adjacent front yards.
- Where similar conditions exist in the majority of nearby properties, the front yard should be defined at the sidewalk by a hedge or fence. Any existing vegetation should remain (Figure 9).
- No front driveways or garages should be permitted to interrupt the continuity of the sidewalk or boulevard, except where there is no lane access (Figure 10).

- Rear Yards

When infill development on small lots is considered, to enhance the use of the rear yard as a private amenity space, garages should be located within the rear 9.0 metres of the yard to prevent tandem parking on long driveways.

- Private Amenity Space

Private outdoor areas should be located in the rear yard where possible. Where this is not feasible, such spaces should be screened from public view by a hedge or fence which is compatible with the neighbourhood style.

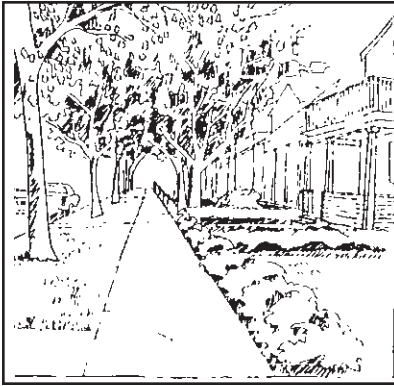


Fig. 9

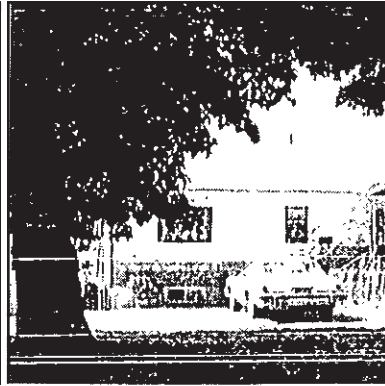


Fig. 10

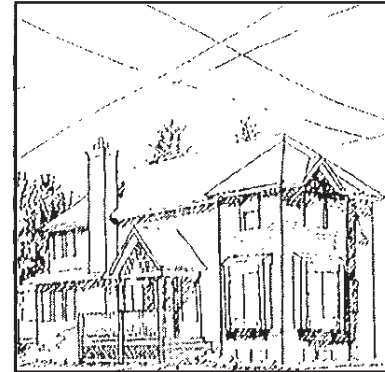


Fig. 11

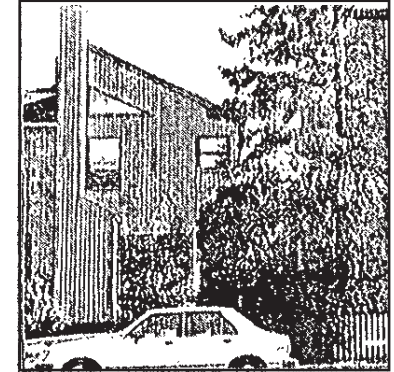


Fig. 12

• Corner Lots

- Any development on a corner site should have its building corner articulated with some design element, such as a corner window, turret or faceted bay window (Figure 11).
- Facade treatment on a corner site should respect the dual frontage, with windows, projections, and roof forms facing the flanking roadway as well as the frontage.
- The principal entry of a dwelling unit located on a street corner could face the flanking roadway to provide variety and animation on side streets (Figure 12).

• Adjacency

New development adjacent to larger buildings of higher density should be allowed a greater degree of relaxation and flexibility in compensation for this situation. It should, however, retain aspects of low density residential character (Figure 12).

- Height variations of up to 1.5 metres (4.93 feet) should be allowed, if the roof slope exceeds 6 in 12 (Figure 13) except for Area 7 and Area 5 along 16th Street West. All height variations should be evaluated to ensure that the sight lines and lighting of adjacent properties is not negatively affected.

2.4.1.2 R-2 Areas (One, Five, most of Six and Seven)

R-2 guidelines as contained in the Land Use By-law apply in these areas except as noted below.

Where R-2 areas are intended for single detached infill development on narrow lots (less than 12.19 m, 40 feet, but particularly on 7.62 m, 25 feet lots), the guidelines should encourage this form of development by considering appropriate relaxations. These relaxations should only be considered if they are matched by a reduction in other by-lawed infill development requirements (i.e., side yard and rear yard requirements).

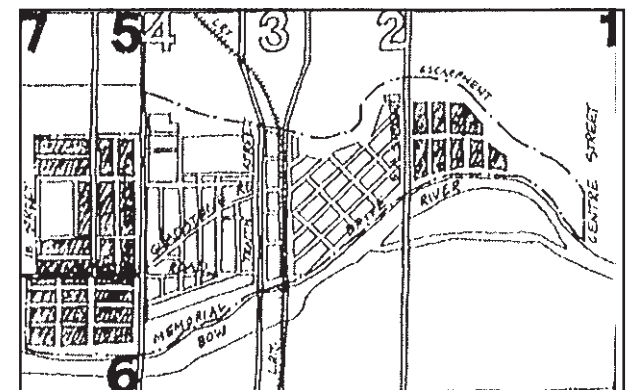


Fig. 13

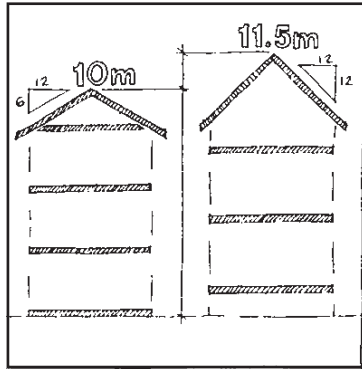


Fig. 13

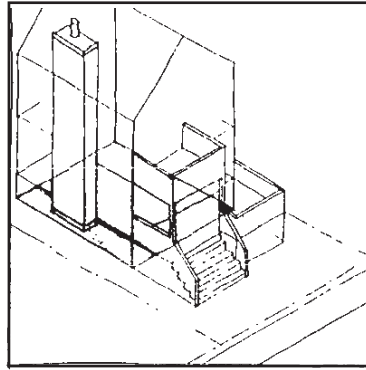


Fig. 14

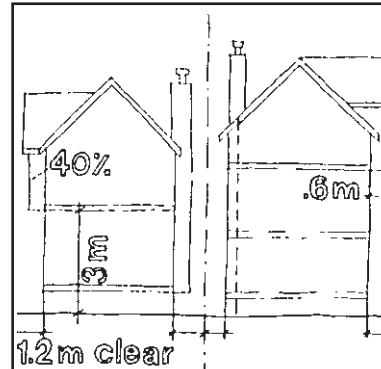


Fig. 15

- Structures such as open porches, steps, decks and fireplace cantilevers should not be included in the calculation of lot coverage (Figure 14), since they actually constitute landscaped or outside areas.
- Relaxation of the minimum side yard (1.2 m, 3.94 feet) should be allowed. It is generally inappropriate to relax both side yards, although each side yard relaxation request must be judged on its own merits. The foundation relaxation should not exceed 0.3 metres (0.98 feet), and cantilever projection relaxations should not exceed 0.6 metres (2 feet) but should not exceed 40 percent of the area of either side wall. At least one side yard should provide 1.2 metres (3.9 feet) clear access from the front to the rear of the lot (Figure 15), preferably on the side next to the existing adjacent housing.

2.4.1.2.1 Specific Recommendations - R-2 Development in Area One

Area One is distinguished primarily by its land use category and the change in the direction of the street grid. It lies at the lowest elevation in the community and falls wholly within the floodplain as defined in the Land Use By-law.

- Any redevelopment of the half block strip of RM-2 on 5A Street N.W. should have a form compatible with the adjacent R-2 area across the lane and should create a



Fig. 17

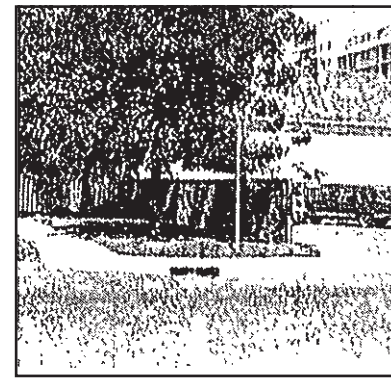


Fig. 18

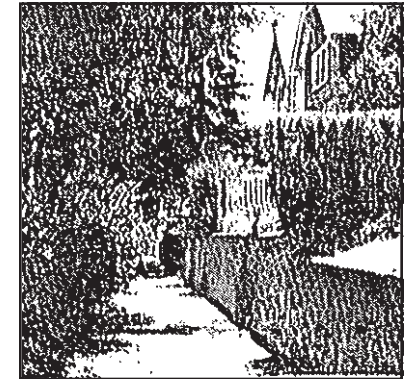


Fig. 19

residential edge which respects the rhythm established by existing narrow frontages through articulation of longer developments.

- Due to the restrictive nature of the floodplain regulations in the Land Use By-law, more flexibility should be allowed in developing R-2 sites within the floodplain where safety is not jeopardized.

2.4.1.2.2 Specific Recommendations - R-2 Development in Area Five

Area 5 is distinguished from Areas 6 and 7 by its older age, smaller lot sizes and hillside slopes.

- Any redevelopment should have height restrictions which acknowledge steeply sloping sites, allowing for an additional storey on the down side of the slope, if at the rear of the property and allowing the existing side contours to remain (Figure 17).

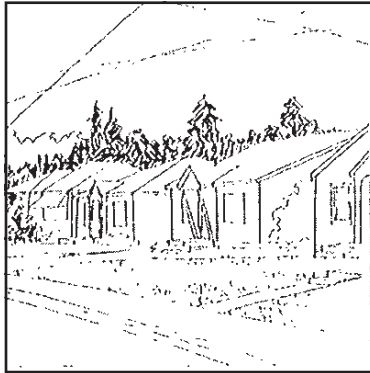


Fig.20

- Parking lots for commercial buildings on the west side of 14th Street N.W. should not be located west of the lane (Figure 18).
- Any redevelopment along the west side of 15th Street N.W. should respect the higher elevation of the land and the existing retaining walls adjacent to the sidewalk. Drive-under garages should be discouraged along this edge (Figure 19).

2.4.1.2.3 Specific Recommendations - R-2 Development in Area Six

Area 6, while similar in vintage and lot size to Area 5, does not have the contour differences and is distinguished by its wide, named streets.

- The properties between Kensington Road and Westmount Road should have vehicular access off Westmount Road only.



Fig.21

2.4.1.2.4 Specific Recommendations - R-2 Development in Area Seven

Area 7 is characterized by predominantly single storey bungalows on 15.2 metre (50 foot) lots with a scattering of older one and a half and two storey homes. These smaller homes have broad front lawns and are widely spaced with no streetside boulevard.

- Any redevelopment of this area should respect the spaciousness of the existing fabric with compatible finishes, roof slopes, front setbacks and scale (Figure 20).
- The boulevard portions of the road rights of way should be landscaped integrally with the front yards to maintain the continuity of the broad front yards in this area (Figure 21).

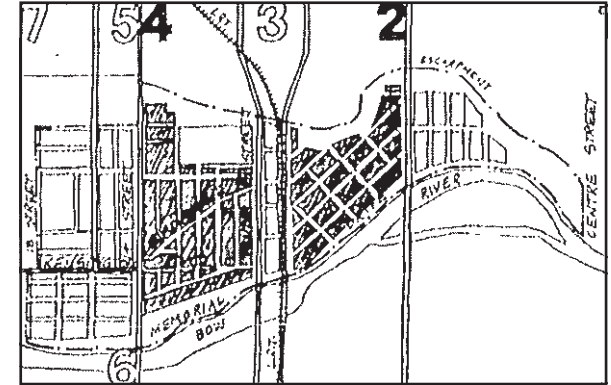


Fig.22

2.4.1.3 RM-2 Areas (Two, Four and a Portion of Six)

The RM-2 designation was developed to encourage a variety of housing forms. An important housing form for Hillhurst/Sunnyside is the small lot, 2 unit type. However, existing RM-2 use rules discourage this housing type.

Where individual lot redevelopment is desired in an RM-2 area, the regulations should encourage this type of development by relaxing the constraints regarding the building envelope and siting of such dwelling units on 7.62 metre (25 foot) and 9.14 metre (30 foot) lots as follows:

- The eavelines restricted to 9.0 m (29.5 feet) should be those facing public rights of way and open spaces (Figure 22).
- Lofts or half storeys should be allowed in addition to the three storey height limit, provided that they are within the roof form.

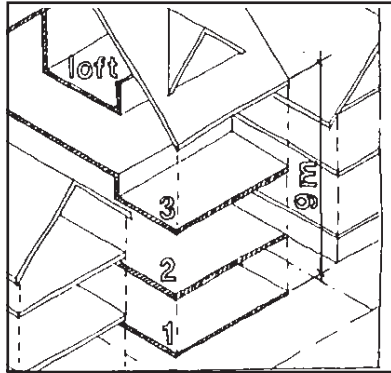


Fig.22

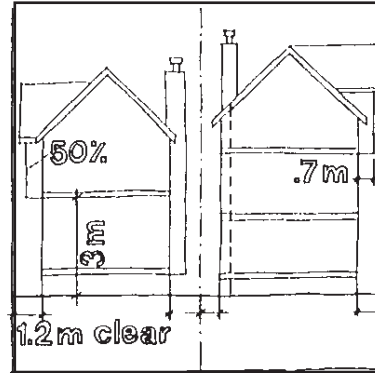


Fig.23

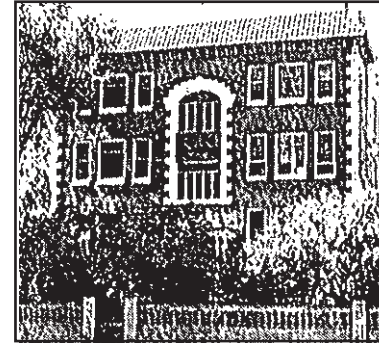


Fig.24



Fig.25

- Relaxation of the minimum side yard (1.2 m, 3.9 feet) should be permitted on one side of the lot between grade and 3.0 metres, and on both sides above 3.0 metres. The foundation relaxation should not exceed 0.3 metres (0.98 foot) and cantilever projection relaxations should not exceed 50 percent of the area of either side wall. At least one side yard must provide 1.2 metres (3.9 feet) clear access from the front to the rear of the lot (Figure 23).

- Lot consolidation along Memorial Drive should be encouraged to reflect historic structures of this scale (Figures 24, 25).
- The trapezoidal ends of the blocks at the eastern edge of Area 2 should be consolidated with adjacent lots to enable clusters of row homes presenting facades to 5A Street and the avenue on which they lie (Figure 26).

- Large developments of over 30.4 m (100 feet) on the interior portions of blocks should reflect the regular rhythm established by the 7.6 and 9.1 metre (25 and 30 foot) lot widths through breaks or articulations in the street facade (Figure 27).
- At corners, particularly on the irregularly shaped parcels at the intersection of Gladstone Road N.W. with the various cross streets, larger developments are encouraged.
- Consideration should be given to appropriate relaxations of regulations on lots abutting commercial lanes as follows:

2.4.1.3.1 Specific Recommendations - RM-2 Development in Area Two

Area 2 is distinguished from Area 1 by its land use category and its northeast to southwest street orientation.

- Development of lots backing onto the base of the escarpment should have drive under garages and entry spaces at street level with living spaces above, oriented both to the street and the Sunnyside pathway.

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Bylaw 4P2009

2.4.1.3.2 Specific Recommendations - RM-2 Development in Area Four

Area 4 is a stable residential area bordered by both the 10th Street and 14th Street transportation corridors and their associated commercial strip development. Housing stock is generally good and well maintained. The unique characteristic of Area 4 is its long uninterrupted blocks, intersected only once by the diagonal of Gladstone Road N.W.

- Zero lot line garages, built with no side yards and built to the maximum height of 5 m (16 feet) at the rear should be allowed and where necessary, easements obtained (Figure 28).
- Relaxations to the Land Use By-law should be considered to allow fence heights to be built to a maximum of 2.4 metres (8 feet).

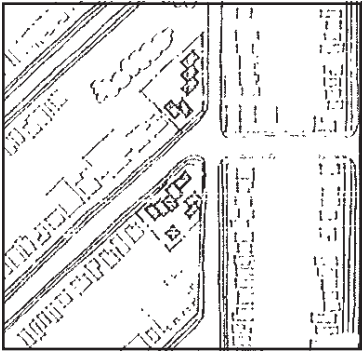


Fig.26

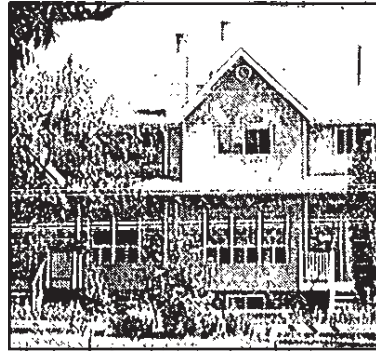


Fig.27

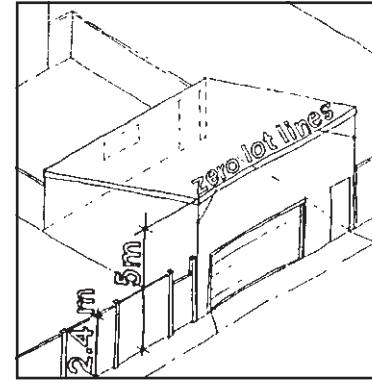


Fig.28

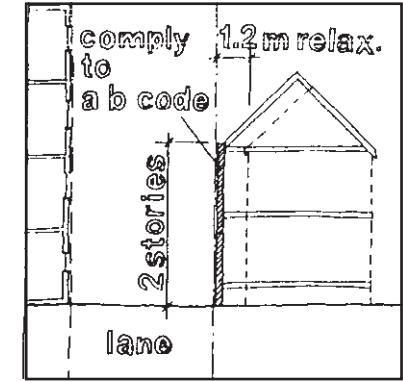


Fig.29

- Zero lot line houses where the side yard abutting the commercial lane is reduced to zero, allowing for a facade of up to two storeys on the property line should be allowed. Construction would have to comply to the Alberta Building Code regulations regarding combustibility, window openings and fire ratings (Figure 29).

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Bylaw 4P2009

- The rhythm and interval of the long block of homes along the southern edge of Area 4 adjacent to Memorial Drive should be maintained. Any development of more than one 7.6 m (25 foot) lot should have its facade articulated in 7.6 m (25 foot) intervals with a residential imagery such as gable ends and porches and ground oriented entries for as many units as possible (Figure 31).

2.4.1.3.3 Specific Recommendations - RM-2 Development in Area Six

- The block in Area 6 on Kensington Road classified RM-2 should reflect the dual frontage which exists between Kensington Road and Westmount Boulevard by orienting entries to each street. Vehicular access should be restricted to Westmount Road only, as access to Kensington Road is considered dangerous.

2.4.1.4 General Guidelines - RM-4 Areas

Small areas throughout the community are designated RM-4. If any redevelopments are to occur in these areas, they should be designed in a manner compatible with the low density residential character of the area - articulated facades, ground oriented entries, lane access parking and sloped roofs.

2.4.1.5 RM-5 Areas

RM-5 redevelopment will very likely occur on lot consolidations as opposed to individual narrow frontage parcels. To this end, the following guidelines regarding relaxations are proposed:

- Building height should not exceed four storeys but may include a loft within a sloped roof to a maximum of 15 m (49 feet).
- To minimize the impact on adjacent lower density residential, RM-5 development should be encouraged to lower the permitted eaveline height on that side (Figure 32).

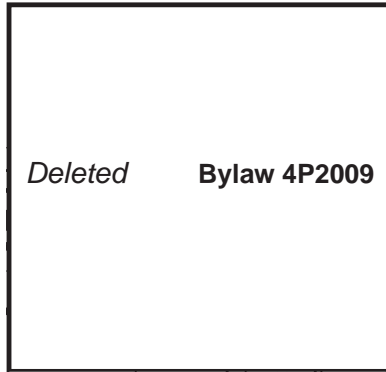
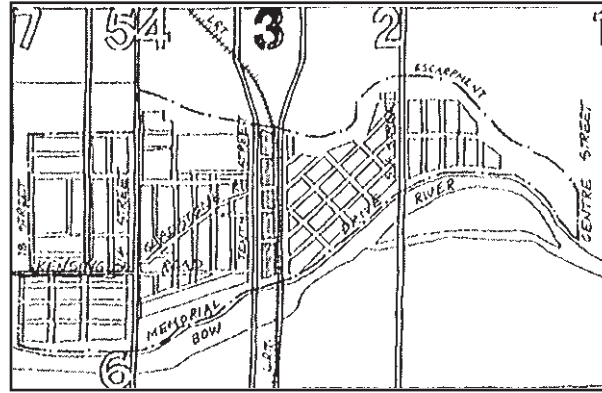


Fig.30



Fig.31



2.4.1.5.1 Specific Recommendations - RM-5 Development

Efforts should be made to encourage new development to be sensitive to and reflect existing housing forms in the community through the following: **Bylaw 4P2009**

- Dormers, inset roof decks and wall articulations such as balconies, porches, and window projections should be included on the frontages (Figure 33).
- Rear yards should incorporate landscaped decks over parking to provide distance, height differential and landscape screening between residential uses and commercial uses across the lane (Figure 32).
- The use of sloping roof forms should be encouraged.

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Bylaw 4P2009

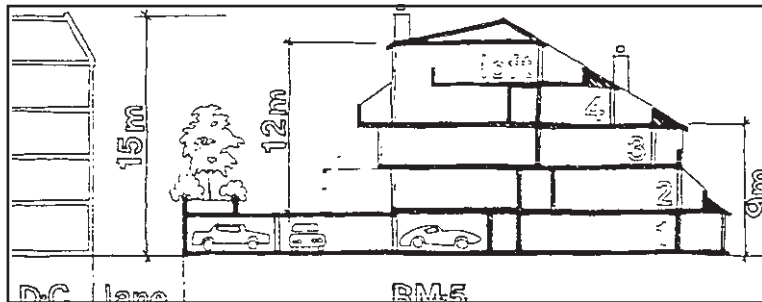


Fig.32



Fig.33

2.4.1.5.1A Specific Recommendations – RM5 Development in Area Four

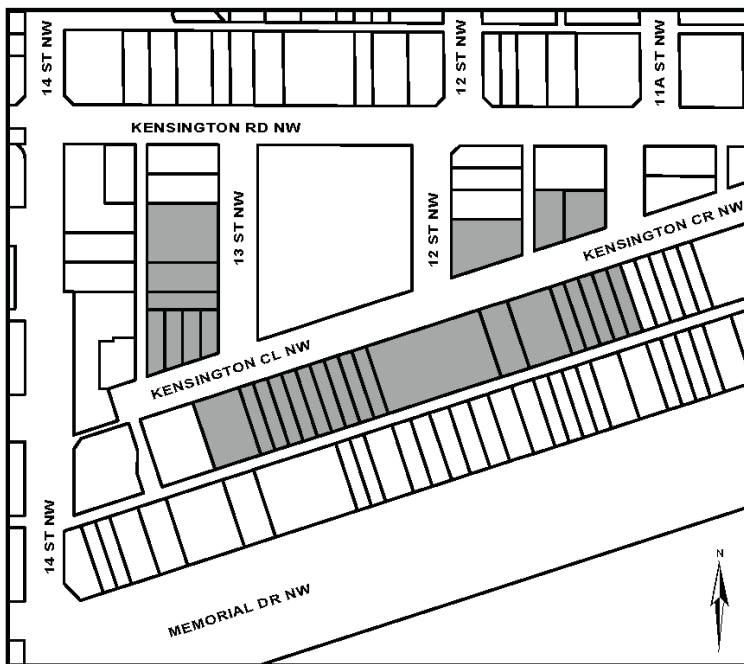
The area south of Kensington Road has a character that is distinctive from the area to the north indicating that it is an appropriate area for slightly higher densities.

- it has a more diverse range of development and is primarily a medium density area
- it is within close proximity to 14th St, Kensington Rd and 10th St NW commercial areas and slightly higher densities will help to support a more vibrant retail commercial mix in the area

- it is within a 1 kilometre walk of Downtown and 3 LRT stations
- the open space associated with the St. John school site provides a local amenity and visual relief from higher density development. Higher density development would help to enhance informal surveillance of the park space and to visually enclose it.
- Higher density development can complement existing development provided it is appropriately designed to respond to the immediate physical context.

Subject to the following design guidelines, it is appropriate to allow RM-5 development on residential lands located between the south side of Kensington Rd and the lane between Kensington Close and Memorial Drive NW:

In addition to the policies included in 2.4.1.5.1, the following policies shall be considered in the review of any development permits for RM5 development.



1. An application for a Development Permit for a new building shall include an accurate streetscape plan in order to ensure that the proposed building will be compatible with existing development on the street in terms of building height, massing, and the rhythm of development (e.g., lot frontages and building setbacks).
2. The maximum overall building height shall not exceed 12.5 metres.
3. Each development and dwelling unit should be designed with consideration of privacy, territoriality, individuality and identity, and access to sunlight for habitable rooms and private amenity space.
4. Dwelling units on the ground floor of buildings shall be articulated to provide the appearance of individual dwelling units.
5. Each ground floor dwelling unit, fronting on to a public street shall provide a primary entrance facing the street with direct access to grade.
6. Residential buildings will be oriented to the street in order to enhance the experience of the pedestrian, to enhance safety of the community and the housing project, and to facilitate opportunities for social exchange.
7. Building setbacks from the street should be consistent with the pattern of existing building setbacks on the block. Setbacks should be minimized in order to establish an urban development character and to bring buildings closer to the sidewalk and pedestrians.

2.0 RESIDENTIAL LAND USE

8. *After the second or third storey, buildings should be setback to reduce the visibility of the upper storeys from the street.*
9. *Appropriate levels of detailing, building articulation, and front doors on the street will be strongly encouraged.*
10. *Particular attention will be paid to the design and landscaping of front yards to ensure an appropriate edge is created to the street and that there is a clear distinction between the public, semi-public and private realms. In this respect, the use of low fences and hedges or other suitable means of marking the boundary between the public and semi-public realm should be considered.*
11. *Private amenity space for ground floor dwelling units may be located in the front yard, provided the issues of privacy, security, light and access are addressed to the satisfaction of the Development Authority.*

Bylaw 4P2009

12. *The height of an exposed retaining wall or other building wall located within a front yard shall not exceed 1 metre unless otherwise allowed by the Development Authority.*

Bylaw 4P2009

13. *When site landscaping is provided on the roof of a parkade structure, a depth of soil shall be provided that is sufficient to support the growth of healthy vegetation. Alternative design solutions, such as corner cuts to the parkade base should be explored, where appropriate. A qualified landscape architect should be hired by the site developer to ensure proper landscape design is achieved.*

14. *Parking and vehicular access should be designed to minimize impacts on the pedestrian environment in accordance with the following:*

- *Driveways should be as narrow as possible, in keeping with the Standard Specifications for Street Design. To facilitate narrowing of driveways and a reduction in the number of driveways, consideration should be given to shared access points;*
- *Consideration should be given to textured and/or patterned paving treatments for driveways;*
- *Landscaping should be a component of the design of the driveway areas and should not create a visibility or safety problem;*
- *Any surface parking that is created should only be provided at the rear of buildings so as to provide continuous street development;*
- *Parking structures shall not project above grade.*

Bylaw 12P2006

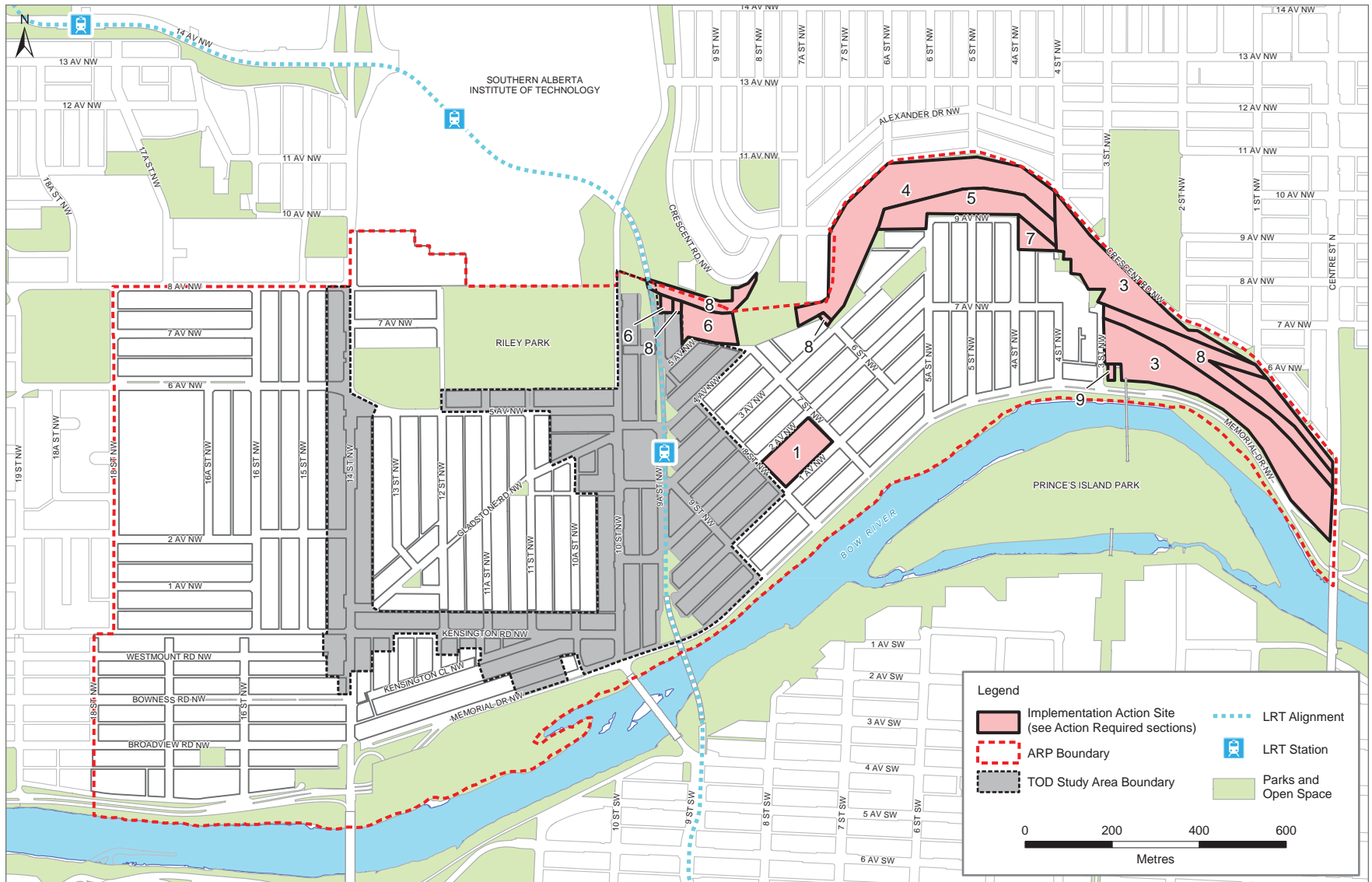
2.4.2 Action Required

To implement the residential policy, the following action is required (see Map 4):

EXIT	LAND USE POLICY	PROPOSED DESIGNATION IMPLEMENTATION
RM-5	Residential Low Density Multi-Unit	The Sunnyside School site to be redesignated RM-2 in keeping with a policy of having school sites designated similar to surrounding sites.

Sites Requiring Implementation Action Map 4

Approved: 19P87
 Amended: 6P2016



3.0 Commercial Land Use

3.1 Objective

To clearly establish the extent and role of commercial areas within the community, and to limit *such* development to that which relates well to the appearance, scale and function of the surrounding residential areas. *Policies for the 10th Street NW, Kensington Road NW and 14 Street NW commercial areas are contained in Part II of this ARP.* **Bylaw 4P2009**

3.2 Context

The 1979 Inner-City Plan identified 10th Street N.W. as a regional pedestrian-oriented commercial area, Kensington Road as a local pedestrian-oriented commercial area and 14th Street as a regional auto oriented area. Since that time, many changes and new developments have occurred in these areas which have altered these designations. The present uses are noted here.

Deleted

Bylaw 4P2009

There are numerous small local commercial developments located throughout the community. These provide and goods and services within walking distance of residents and reflect the historic development of the community. These developments should be allowed to continue on a small-scale basis that respects the intimate relationship with adjacent residential development. **Bylaw 4P2009**

3.3 Policy

3.3.1 Existing Local Convenience Commercial

For all commercial uses outside the major 10th Street, Kensington Road and 14th Street commercial areas, the present DC designations with local commercial guidelines are reaffirmed for the following reasons: **Bylaw 4P2009**

- (a) they provide services to the existing residential areas,
- (b) the local nature of the commercial use,
- (c) traffic impacts in the areas are minimal.

3.3.2 Deleted **Bylaws 5P90, 6P98 & 4P2009**

3.3.3 Deleted **Bylaw 4P2009**

3.4 Deleted **Bylaw 4P2009**

Figure 33 deleted **Bylaw 4P2009**

4.0 Open Space and Recreation

4.1 Objective

To provide for improvements to the public open space and recreational facilities and to focus on improving accessibility to ensure that a variety of recreational opportunities exist for all segments of the community population.

4.2 Context

The analysis of the community's demographic and physical makeup suggested a need to distinguish between Hillhurst and Sunnyside for an examination of open space.

Sunnyside is an area characterized by approximately 62% apartments with only an 8.6% child population. Hillhurst has only about 45% apartments with a 10% child population. These statistics and demographics result in different classifications for the two areas for determining open space and recreation standards; Sunnyside has a B classification (.7-.9 ha net open space/1000 population) and Hillhurst has an A classification (.9-1.3 ha net open space/1000 population).

The Hillhurst area has six open space areas (Map 5): a tot lot, an active park area (community lease site), three school sites and a portion of the Bow Riverbank. These sites, containing a total of 8.85 hectares (21.87 acres) of open space for parks and recreational needs place Hillhurst well above the net

open space city standard for an A class area (Hillhurst has 1.96 ha net open space/1000 population).

Bylaw 6P2016

The Sunnyside area has six open space areas: two tot lots, one school site, a portion of the extensive escarpment and slope on its northern edge and the river bank to its south and a series of pocket parks along the east side of the LRT line. These sites contain a total of 9 hectares (22.23 acres) of open space for parks and recreation purposes and place Sunnyside above the city open space standard for a B classification area (Sunnyside has a 2.56 ha net open space/1000 population).

It should also be noted that the community lies adjacent to some major regional open spaces. These include Riley Park, Prince's Island and S.A.I.T. While these open spaces are not considered part of the community's open space complement, they are heavily used by residents in this area.

The community lease site, the one fairly large open space in the area not associated with a school is located at 14th Street and 5th Avenue N.W. This site contains playfields, tennis courts, a daycare and a large recreation centre at which a wide variety of recreation and community programs take place.

There are, however, some concerns with the existing open space. In Hillhurst for example, all of the school sites have a residential designation and are owned fee simple by the respective school boards. If any of these schools are closed and declared surplus to the school boards needs, the community would still have adequate open space in an overall sense. However, if the St. John's school site or Queen Elizabeth school site are declared surplus and sold for residential purposes, the Hillhurst portion of the community would have an open space problem. In the case

of St. John's school, residents south of Kensington Road in the area would be under served. In the case of Queen Elizabeth School, residents west of 14th Street between Kensington Road and 8th Avenue North would be similarly under served. In Sunnyside, the loss of any of its active open space, (tot lot or school site) would, as in Hillhurst, still result in the area having an acceptable standard of open space. If the Sunnyside school were closed and declared surplus, however, the community would have an open space problem.

Some areas of the community, most notably the northeast portion, are not adequately served by active open space.

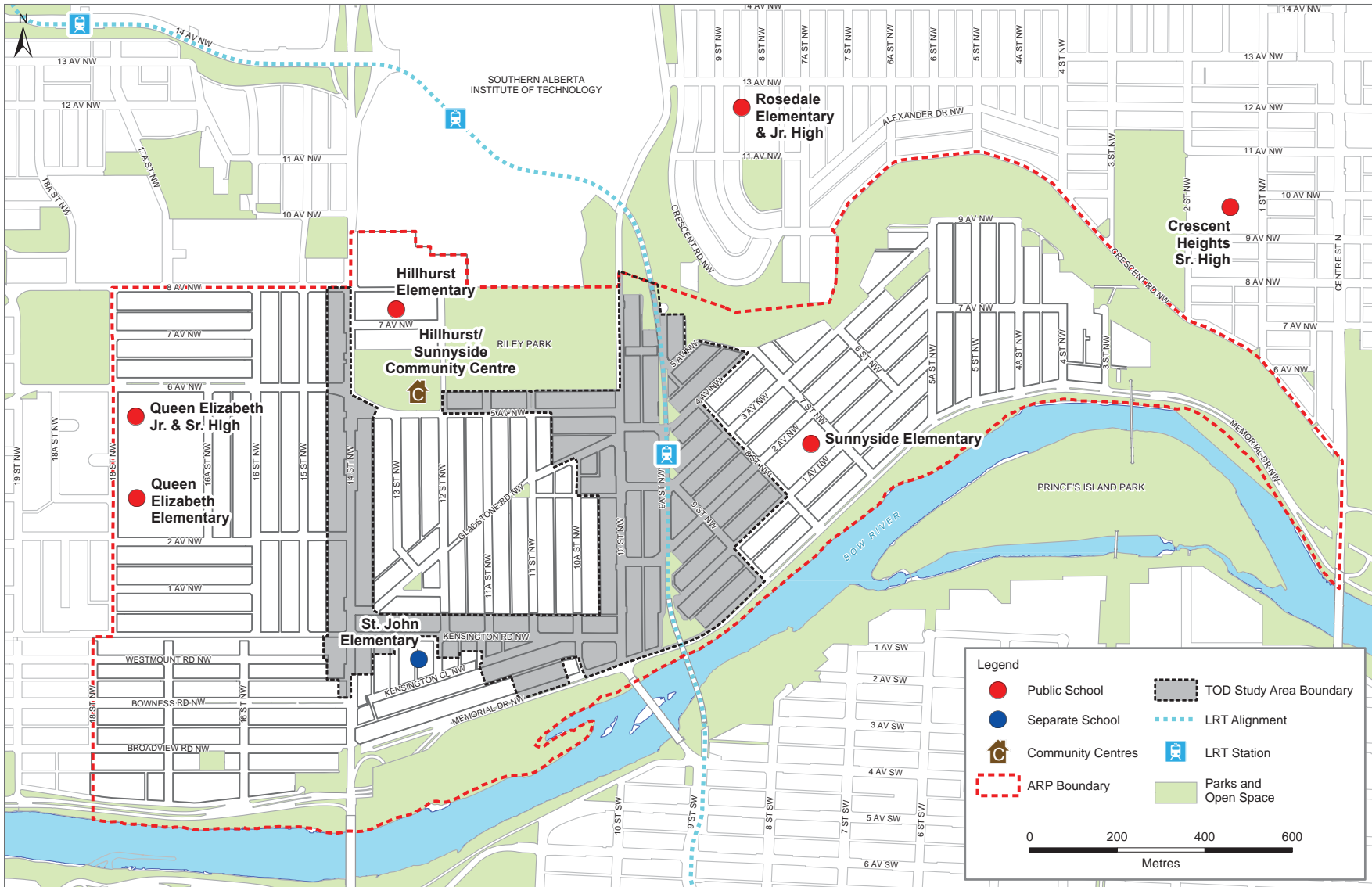
Further, the construction of the Northwest LRT line through Sunnyside on 9A Street will result in some open space gains. As a result of LRT construction, five triangular open space parcels have been created on the east side of 9A Street N.W. In total these spaces comprise some 0.282 hectares (0.69 acres) of passive ornamental space, none of which is larger than 0.10 hectares (0.25 acres). The Hillhurst/Sunnyside LRT Community Liaison Committee has recommended that once road requirements have been determined, all residual lands in these parcels should be designated reserve.

Much of the escarpment along the northern edge of the Sunnyside portion of the area is inappropriately designated for the parkland function it serves:

- Some of it is old road right-of-way which has never been developed;
- much of it is residentially designated (RM-2, R-2 and R-1);
- a large portion is designated agricultural use (A) particularly towards the east end of the escarpment.

Area Schools Map 5

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Amended: 6P2016



The age of this community has resulted in some distinctive open space characteristics that should be preserved and enhanced, and still others that should be introduced to improve the community's image. Examples of the above are tree lined streets, wide boulevards, planted and landscaped medians on some streets. As well, wide streets with centre medians exist in some parts of the community and could be improved upon.

Firehall #6, at the corner of Memorial Drive and 10th Street N.W. is presently designated PE and is used for Parks/ Recreation mechanical storage on the ground floor and leased out meeting room and office space on the second floor. Concern arose during the preparation of this plan for a better utilization of the space in this building. Appropriate uses of the building could include an expansion of municipal, community/non-profit uses up to and including selected commercial uses contained within the C-2 General Commercial land use district.

4.3 Policy

- 4.3.1 The use of existing open space and recreational facilities presently under City ownership should be maximized through a program of selective site and facility upgrading. Continued attention should be paid to changing needs resulting from the shifting demographics of the area.
- 4.3.2 The City will undertake to consider the acquisition of portions of St. John's, Queen Elizabeth and Sunnyside school sites should they be declared surplus by the respective school boards to maintain an adequate distribution of open space in the community for the provision of active space.

- 4.3.3 Should the population of Sunnyside exceed the threshold established by existing open space standards, *The City will monitor the population and acquire land in appropriate locations as necessary.*

Bylaw 4P2009

- 4.3.4 Deleted

Bylaw 4P2009

- 4.3.5 In accordance with the intent and context of the pending Urban Forest Management Policy, the City should commence a program of landscaping and planting in the public areas of the community to preserve and enhance the existing mature vegetation and to improve major thoroughfares in the area.

- 4.3.6 Open space contained within the escarpment on the northern edge of the community and at the east end of Sunnyside are to be redesignated to PE to protect their parkland function.

- 4.3.7 The Firehall #6 should be redesignated to a Direct Control designation with up to C-2 General Commercial guidelines at the time a Proposal Call for its use is completed and more precise requirements for its future use are known. The redesignation may include areas for parking for the use in the structure and any lands required for any minor alterations required to the building.

The redesignation would have to recognize floodway regulations and concerns of the Parks/Recreation Department regarding the impact of any reuse of the site on open space systems and present use of the facility. This redesignation of the property will not require an amendment to this A.R.P.

4.4 Implementation

4.4.1 Action Required

To implement the recreation and open space policies, the following actions are required (see Map 4) in accordance with Council's budgetary constraints:

4.0 OPEN SPACE AND RECREATION

	Site	Existing Design	Land Use Policy	Proposed Designation/Implementation
2.	Deleted			Bylaw 4P2009
3.	Large site to the east end of Sunnyside.	A and R-2	Open Space	Land to be redesignated PE to reflect its open space use.
4.	Large site on north escarpment in Sunnyside.	R-1	Open Space	Land to be redesignated PE to reflect its open space use.
5.	Several parcels below the R-1 parcel noted in 4 above which fall within presently constrained land.	RM-2 and R-2	Open	Lands to be redesignated PE to reflect their present or expected future open space use.
6.	Several parcels at the west end of Sunnyside at the north end of the LRT line.	RM-2	Open Space	Lands to be redesignated PE to reflect their present or expected future open space use.
7.	Several vacant and undevelopable lots at the north end of 4A Street N.W.	R-2	PE	Lands to be redesignated to reflect their present or expected future open space use.
8.	Several R.O.W. road allowances all contained within the escarpment area in Sunnyside.	Various Designations	PE	Lands to be redesignated to reflect their present or expected future open space use.
9.	Privately owned lot.	R-2	Open Space	Lot to be acquired on an opportunity basis for open space purposes and if successful, it and the adjacent City-owned lots can be redesignated PE.
	NE Sector of Community	RM-2	Open Space	In the event of a population increase resulting in an open space deficiency, the City will acquire on an opportunity basis, 0.1 hectares (0.3 acres) of land. In this sector, adjacent to an existing parcel and redesignate it PE for open space use.

	Site	Existing Design	Land Use Policy	Proposed Designation/Implementation
	School Sites			<p>Through the adoption of this ARP, City Council states its intention that should St. John's, Queen Elizabeth or Sunnyside Schools be declared surplus, the City may exercise its right of first refusal and consider the acquisition of a portion of each site (at least 0.5 hectares) from the School Boards for open space uses. The Parks/Recreation Department will determine the amount of portion of each site which will be required at the time the site is declared surplus.</p> <p>Subsequent to the above, that portion of any site acquired will be designated in accordance with the Joint Use Agreement.</p>
	All Open Spaces		Open Space	<p>The following improvements should be carried out on a long term basis.</p> <p>Boulevard planting should be undertaken to maintain a planting rhythm along all residential streets. Replacement of trees and their supplementation should be undertaken either with the species which is dominant on that street or with a preferable species. This program may be carried out under the auspices of the pending Urban Forest Management Policy.</p>

4.0 OPEN SPACE AND RECREATION

	Site	Existing Design	Land Use Policy	Proposed Designation/Implementation
	All Open Spaces (continued)			<p>All street closures and barricades should be permanently landscaped.</p> <p>Within the context and intent of the pending Urban Forest Management Policy, major gaps in the Memorial Drive canopy of poplar trees should be replanted, with a long term program of replacement as they succumb to age.</p> <p>The area surrounding the Prince's Island Pedestrian Overpass at Memorial Drive and 3rd Street N.W. should be further landscaped and treed to create a gateway to the community.</p> <p>Bowness Road from 16th Street to 18th Street should be planted with a central median in accordance with existing policy and landscaping standards.</p> <p>Within the context and priority of the pending Urban Forest Management Policy, large public open spaces such as school yards, road rights-of-way, and parks should be edge planted to reflect the boulevard planting on the opposite side of the street, lined by residential and other uses.</p> <p>The triangular parks, residual areas along Glandstone Road N.W. at 11th, and 13th Streets should be enhanced both as quiet points pocket parks, with benches and trees, and as focal points for the surrounding residential uses. Improvements and maintenance of these parks should be encouraged through the Adopt-a-Park program.</p> <p>A Needs and Preference Study, recently completed for this area, indicated that 83% of those surveyed were satisfied with the parks and open space in the community.</p>

5.0 School Facilities

5.1 Objective

To establish the City's position with respect to the provision of school facilities in Hillhurst/Sunnyside and to help minimize any negative impacts on the community from the closure of schools.

In order to support and encourage the location of families in the community, elementary education opportunities must continue to be provided in the community.

5.2 Context

One of the goals of this A.R.P. is to promote the stability of the area through the preservation and rehabilitation of family type accommodation in the area. In order to achieve this, provision of services that cater to families are considered to be important. Schools, especially elementary schools, are viewed as one of those services.

Presently the community has three public elementary schools, (Hillhurst, Sunnyside and Queen Elizabeth) all of which are open and expected to be operating for the foreseeable future. The St. John Separate Elementary School is presently utilized for a specialized education program.

The Calgary Board of Education has approved, in principle a policy on school closure which would involve consultation with parents, school staff and community members regarding program limitations due to low enrollments.

Mutual agreement would be sought to ensure that closure and consolidation is required to improve the quality of the educational program.

If Queen Elizabeth, St. John or Sunnyside schools were closed, declared surplus and disposed of for non-open space purposes, the community would be short of open space and the City should consider the acquisition of at least 0.5 hectares of each.

5.3 Policy

5.3.1 The City of Calgary's position with respect to the provision of school facilities in the Hillhurst/Sunnyside Community is as follows:

- The City would appreciate being consulted when discussions between the School Boards and area parents relating to possible closure of a community school are undertaken. The City will offer input to the Board relating to planning policies, population trends and community impact of the possible closure.
- The City would appreciate being consulted by the School Boards with regard to reuse options for particular school sites considered for closure.
- It is the City's position that, whenever possible, school buildings which have been closed should be reused for community related activities. Redesign and renovation of the building should not be of a nature which would preclude the building's return to school use if

the child population in the community returns to appropriate levels.

- Due to the importance of a readily accessible school program to young families, at least one elementary school within a reasonable walking distance of residences should remain open in Hillhurst/Sunnyside.

5.4 Implementation

Upon adoption of this Area Redevelopment Plan, the Administration will forward a copy of the City's position with respect to the provision of school facilities in Hillhurst/Sunnyside to the two School Boards.

6.0 Transportation (Map 6)

6.1 Objectives

To provide for a pleasant and safe community environment by ensuring:

- reasonable access to and from the community; and
- control of traffic flow, on-street parking and congestion generated by new development.

To address the impact of major transportation facilities in the area and undertake mitigative measures where technically and economically feasible.

Consistent with established Council policy, encourage the use of existing transportation facilities in the area, particularly light rail transit, concurrent with the appropriate de-emphasization of automotive use.

6.2 Roadways and Traffic

6.2.1 Context

The community is well served by three major roadways: Memorial Drive, 10th Street N.W., and 14th Street N.W. (Map 7). The existing and projected volumes on these roads are not expected to alter the designation of them within the next 15 years. A series of collector roads link the majors. All other roads within the study area are local roads.

Some traffic management techniques have been examined to stabilize volumes or divert traffic in the area to better serve the residents and the general public. Road closures have helped reduce traffic infiltrating from Memorial Drive through Sunnyside, and no left turns off 14th Street at Gladstone Road into Hillhurst have had a similar effect. Limited access from Memorial Drive to Hillhurst west of 14th Street has also helped. The results of traffic studies in the area have not warranted further closures or traffic management measures. However, as traffic increases and/or causes additional problems, further local area traffic management measures may be required.

6.2.2 Roadway and Traffic Policies

- The following hierarchy of designated roads as per the City of Calgary Transportation By-law 3M82 is reaffirmed for this area:

Major Streets:

- Memorial Drive N.W.,
- 10th Street N.W.,
- 14th Street N.W.

Collector Streets:

- Kensington Road N.W.,
- 5th Avenue between 10th and 14th Streets West,
- 2nd Avenue between 4A and 10th Streets West,
- 6th Avenue between 14th and 19th Streets West.

- Presently, 14th Street West is a 4-lane undivided roadway from John Laurie Boulevard to 38th Avenue South with median installations where necessary to provide proper channelization and safe operations. A 5.182 m by-lawed setback exists for both the east and west sides of 14th Street. This project at present is under policy review. The setback will be acquired on an opportunity basis with new development being prohibited within the setback area.

The staging of these improvements will be identified within the context of the on-going Transportation Improvement Priority Study review. As well, requirements for road and access improvements will be reviewed and coordinated as redevelopment occurs in the area.

6.3 Light Rail Transit

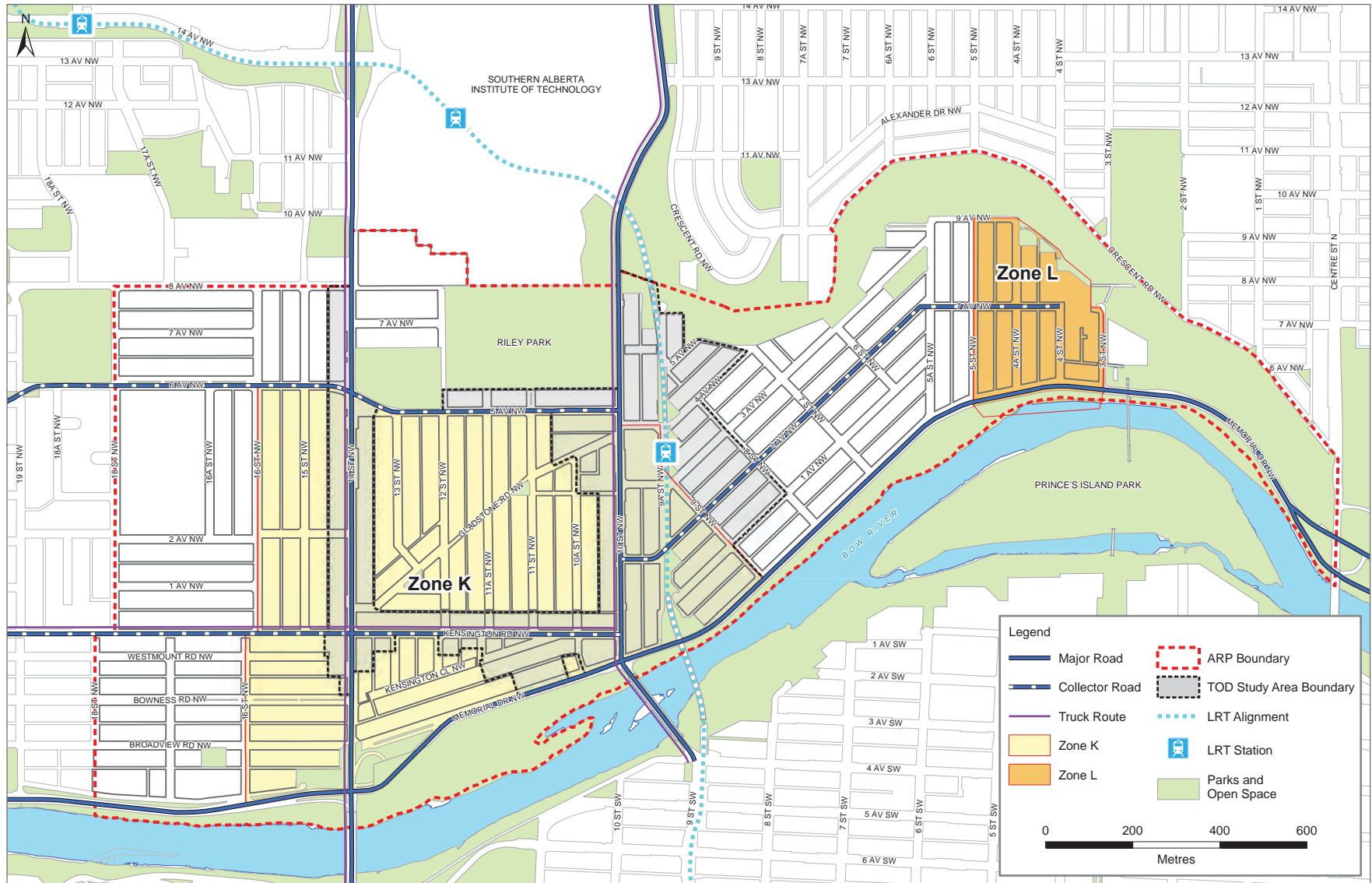
6.3.1 Context

The construction of Light Rail Transit through Sunnyside on 9A Street is slated for completion by the end of 1987. Residents have expressed concern with potential traffic congestion and excessive on-street parking due to the community's proximity to the LRT Station along the alignment. In addition, some residents are also apprehensive about other potential negative LRT impacts such as possible vibration, noise, visual intrusion and loss of privacy.

However, LRT is expected to delay somewhat expected increases in traffic volumes on Memorial Drive and 10th Street Northwest. It will also affect traffic movements through the community in that 3rd and 5th Avenues will be closed from the east on 9A Street (3rd Avenue has been for

Transportation System Map 6

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some time). 2nd and 4th Avenues will now carry the diverted traffic although this is not expected to be substantial. Any appreciable change in this situation will require ameliorative action by the City. People living outside the community are not likely to drive to the area to take LRT such a short distance Downtown, to S.A.I.T. or the University. Further, residents in the area are most likely to walk to the Station or to be dropped off.

In the Spring of 1985, City Council authorized the establishment of Community Liaison Groups from the impacted communities to ensure that the adjacent residents can provide the City with on-going design input related to integration of the line with the adjacent community.

A special budget was also approved by City Council to fund the activities and recommendations of the liaison group on matters related to minimizing adverse LRT impacts. This process will continue until six months after the commencement of revenue service of the LRT project.

6.3.2 LRT and Transit Policies

Refer to Part II for Transit service policies. **Bylaw 4P2009**

6.4 Parking

6.4.1 Context

The incidence of businesses not securing the parking required by their Development Permit has been quite significant in the Study Area. At the time of writing, parking in the area 10th Street/Kensington Road is some 150 spaces short of Development Permit requirements. A parking study was carried out for this area in 1984-85 and approved by City Council in September, 1985. This study identified several mechanisms for improving the parking situation. *Optimization of existing parking lots and adherence to the Land Use By-law parking requirements in this area are required to alleviate this problem.* **Bylaw 36P2007**

Deleted

Bylaw 4P2009

Furthermore, the serious problem of business traffic parking on residential streets in the area creating difficulty for residents wishing to park, has been ameliorated through the implementation of parking restrictions on 10A, 11 and 11A Streets West in Hillhurst.

Parking requirements in the TOD Area should be minimized through the implementation of traffic demand management measures and other factors that reduce the demand for parking. Part II sets out strategies for addressing parking requirements within the TOD Area boundaries.

Bylaw 4P2009

6.4.2 Parking Policies

- Parking restrictions are available for use on streets in the Hillhurst/Sunnyside area outlined within Zone K and Zone L on Map 7. These restrictions can take on many forms and are outlined in the City of Calgary Traffic By-law 40M80.
- *Deleted.* **Bylaw 4P2009**
- The Calgary Parking Authority will attempt to enter into agreements with private parking lot owners (surface and underground) to better utilize these lots.
- *Deleted.* **Bylaw 36P2007**
- Existing City owned parking space should be better utilized through a program of improved identification through signage and better pedestrian access.

6.5 Pedestrian and Bicycle Pathways

6.5.1 Context

Pedestrian and bicycle pathways exist in the Hillhurst/Sunnyside area as shown on Map 6. Given the LRT alignment and bridge over the Bow River, pathway systems are to be augmented and adjusted. Plans for this have been approved by the LRT Community Liaison Committee.

Concern has been raised that access to the Bow River bank from the community is limited and difficult and that better access is desired.

6.5.2 Pedestrian and Bicycle Pathway Policies

- Existing bicycle pathway systems as outlined in Map 6 will be retained. Additions to this system as a result of LRT construction will be integrated into the system (Map 6).
- Access to areas along the Bow River should be improved by pedestrian activated crosswalks, at those locations where the crosswalk points rating system indicates that they are warranted.
- Consideration should be given to the construction of pedestrian bridges to reflect the desirability of improved and enhanced pedestrian links with Riley Park.

7.0 Social Considerations

7.1 Objective

To maintain continuity and stability in the community through the provision of mechanisms or services that enhance the community as a place to live for families of all types.

7.2 Context

7.2.1 Demographic Profile

The decline in the community's population does not present any problems in a social services sense. The unusually large number of people in the 20-44 year old age group and the small number of children in the area compared to the City average may require an adjustment to the extent of services offered to those groups. This adjustment, however, is undertaken as changing needs warrant.

The very high incidence of single parent households in the area (twice the City average) combined with a low income in many of these families places extra demands on services for this group.

7.2.2 Criminal Activity

Rates of car prowlings, theft, and break and enter offences are considerably higher in this area than city-wide rates. However, the community is relatively safe in terms of

personal safety as rates of violent crimes are comparable to city-wide rates.

7.2.3 Facilities Services Profile

Hillhurst/Sunnyside is served by several schools and services for pre-school children and seniors. There are many cultural, recreational and community facilities in the community and, because Hillhurst/Sunnyside is an inner city community, downtown facilities and services are nearby. An Alberta Social Services office is located in the district on Kensington Road. The Community and Occupational Health Department serves this community from a clinic on 29th Street N.W.

The Hillhurst/Sunnyside Community Association offers a number of services such as day care, handiperson services, seniors programs and recreation opportunities for all residents.

7.3 Policy

7.3.1 There should be maintenance and buttressing of existing single-parent family programs in order to provide assistance to single-parents with low incomes.

7.3.2 A Block Watch Program should be established by residents in the community to help discourage the high rate of property related crimes. Other informal mechanisms may be encouraged by the Community Association.

7.4 Implementation

7.4.1 Action Required

To implement the social needs policy, the following actions are required:

- The City Social Services Department will continue to monitor the incidence of single parent families in this area and provide programs as required.
- The Community Association will encourage a Block Watch Program and other cooperative efforts to increase security in the community.

8.0 Heritage Conservation

8.1 Context

“Calgary is built on land that includes a history stretching thousands of years. Calgary is a young and dynamic community with a rich, yet barely 125 year old settlement history. In that time, Calgary has forged an identity as a modern, energetic, and entrepreneurial city that offers an exceptional quality of life rooted in its western heritage and values. Marked by rapid change in the built environment, Calgary values its unique sense of place that provides a touchstone to its past.

Historic preservation is about values. We preserve historic resources because they have value to our community - aesthetic, historic, scientific, cultural, social, natural or spiritual qualities that make a place important or significant for past, present or future generations.”

~ The Calgary Heritage Strategy, 2008

The Strategy includes a range of policies to support the preservation of historic resources throughout the city. When considering redevelopment options for Hillhurst/Sunnyside, it is important to apply the policies included in the Calgary Heritage Strategy.

The Historical Resources Act defines historic resources as:

“any work of nature or of humans that is primarily of value for its

palaeontological, archaeological, prehistoric, historic, cultural, natural, scientific or esthetic interest including, but not limited to, a palaeontological, archaeological, prehistoric, historic or natural site, structure or object.”

8.2 Objectives

One of Calgary’s first communities, Hillhurst/Sunnyside is defined by its historic character and legacy of historic resources. Early development in this area, a long period of little redevelopment activity, a strong community interest and policies that have encouraged adaptive re-use have been effective in the preservation of heritage buildings. A primary objective of the Hillhurst/Sunnyside ARP is to protect historic resources and their contribution to the distinctive character of the Hillhurst/Sunnyside area including Kensington Road NW and 10 Street NW streetscape.

The specific purpose of this section is to support the identification, protection and management of the area’s historic resources. This is achieved through policies targeted to the preservation, rehabilitation, integration and adaptive re-use of the historic resources within the Hillhurst/Sunnyside community. It is critical to achieve a balance between the development intensification objectives of this Plan and the preservation of the historical character of the community in order to create a successful and attractive area. The historic resource conservation policies in this section apply to the historic resources listed on the Inventory of Evaluated Historic Resources (Appendix 1 in the Supporting Information Section of the Plan). They shall be considered in conjunction with the policies contained in

this Plan, the Calgary Heritage Strategy, and the Land Use Bylaw and shall be addressed at the outline plan, land use amendment, development permit or building permit stages, as appropriate.

Specifically, the purposes of the policies are to:

- Identify, protect and manage historic resources;*
- Encourage the continued conservation of the community’s historic resources through sensitive renovation and rehabilitation;*
- Ensure that development, which occurs on historic sites, whether through additions to existing buildings or new development, does so in a manner which is sensitive to and respectful of the heritage character of the site;*
- Help prevent the demolition of historic resources when appropriate;*
- Support a reasonable ‘level playing field’ for the economic feasibility between rehabilitation work and new construction;*
- Provide mechanisms and incentives for owners of buildings/sites listed on the Inventory of Evaluated Historic Resources to mitigate the effects of the constraints and extra expenses that the regulatory system may impose;*
- Leverage private capital investment to promote conservation;*
- Generate additional conservation activity than would otherwise not occur; and,*

- *Balance development intensification objectives and the preservation of the historical character of the community.*

8.3 Policies

1. *The City of Calgary Heritage Authority and the Administration will continue to encourage the conservation of significant historic resources in the area.*
2. *Wherever buildings, structures and property that have been identified by the Calgary Heritage Authority as possessing significant heritage value are threatened by demolition or alterations, the property owner and Development Authority should examine every reasonable means of finding suitable and appropriate alternatives, which would protect the heritage value of the site and building, and may include relaxations of the Land Use Bylaw to allow for building additions.*
3. *The demolition of historic resources is strongly discouraged. Owners of historic resources are encouraged to work with City staff and others to find alternatives to enable the long-term protection of the historic resource.*
4. *Additions and alterations to historic resources shall be evaluated in terms of the specific styles and details dictated by the character of the historic resource and in accordance with the “Standards and Guidelines for the Conservation of Historic Places in Canada” (Parks Canada, 2003) or other standards adopted by The City.*
5. *Renovation and new construction adjacent to historic resources should reflect the urban design guidelines for residential and commercial areas contained in this Plan.*

6. *Redevelopment of former historic sites is strongly encouraged to provide appropriate recognition of the heritage significance as per The Calgary Heritage Strategy (page 34, Public Awareness).*

8.4 Implementation

1. *The Historical Resources Act provides the legislative means to protect historic resources that have significance to The City and Province. The City will work with the property owners in securing the designation of significant historic resources, both at the municipal and provincial levels.*
2. *The Development Authority shall encourage preservation of buildings by considering various incentives for the reuse of existing structures. Such incentives could include:*
 - *Consideration to relax the Land Use Bylaw provisions;*
 - *Consideration of a parking credit for sites listed on the Inventory of Evaluated Historic Resources and applied to other developable lands within a 2.0 kilometre radius of the Inventory site to support their long term protection and financial sustainability; and,*
 - *Allowance of a density transfer to other sites. Council may continue to consider, on their merits, individual Direct Control applications for the TOD area for heritage conservation purposes.*
3. *Where density from a property is transferred to another site in concert with a formal historic resource designation, the transferor site shall be redesignated to*

a Direct Control District to clarify any applicable land use restrictions and any remaining allowable density.

4. *The City will, to the best of its knowledge, advise owners or developers of historic resources of the existence of all financial or technical assistance available from The City and other orders of government for the purposes of preserving, rehabilitating or restoring historic resources. The City will continue working to provide incentives for the preservation of historic resources and will assist owners/developers in acquiring such assistance.*
5. *In addition to the incentives specified in this Plan, The City will consider the possibility of additions to historic resources where architecturally appropriate and technically feasible.*
6. *Conservation efforts will involve the community through education and public awareness programs, monitoring of historic resources and continued participation in the development approval process.*
7. *The area has historically been known as Hillhurst/Sunnyside. Signs to indicate the historic name of the area as well as dual street naming to commemorate the historical street names are encouraged.*
8. *The City of Calgary shall:*
 - *Place a priority on the identification, protection and management of historic resources within the Hillhurst/Sunnyside TOD area. In this regard, particular attention should be given to the 10 Street/Louise Crossing-Kensington retail area;*
 - *On a priority basis, work with the community to complete a heritage evaluation and inventory project*

to identify and evaluate any sites within the TOD area that may merit inclusion on the Inventory of Evaluated Historic Resources;

- *Encourage partnerships among interested community groups, corporations and the three orders of government to help implement initiatives to preserve and enhance the heritage character of the planning area;*
- *Consider strategies to provide incentives for all commercial historic resources that are designated as a Municipal Historic Resource within the Hillhurst/ Sunnyside TOD Area through planning approval permit process and fee structures; and*
- *Investigate a graduated property tax rebate, or other appropriate municipal tax provisions to provide incentives for the protection and rehabilitation of historic resources that are designated as a Municipal Historic Resource.*

Bylaw 4P2009

9.0 RILEY PARK VILLAGE SITE

LRT stations; Sunnyside LRT station to the southeast and SAIT/AUArts/Jubilee LRT station to the north within a 600 metre radius from the site. Lions Park LRT station is situated to the northwest of the site.

9.1 Community Context

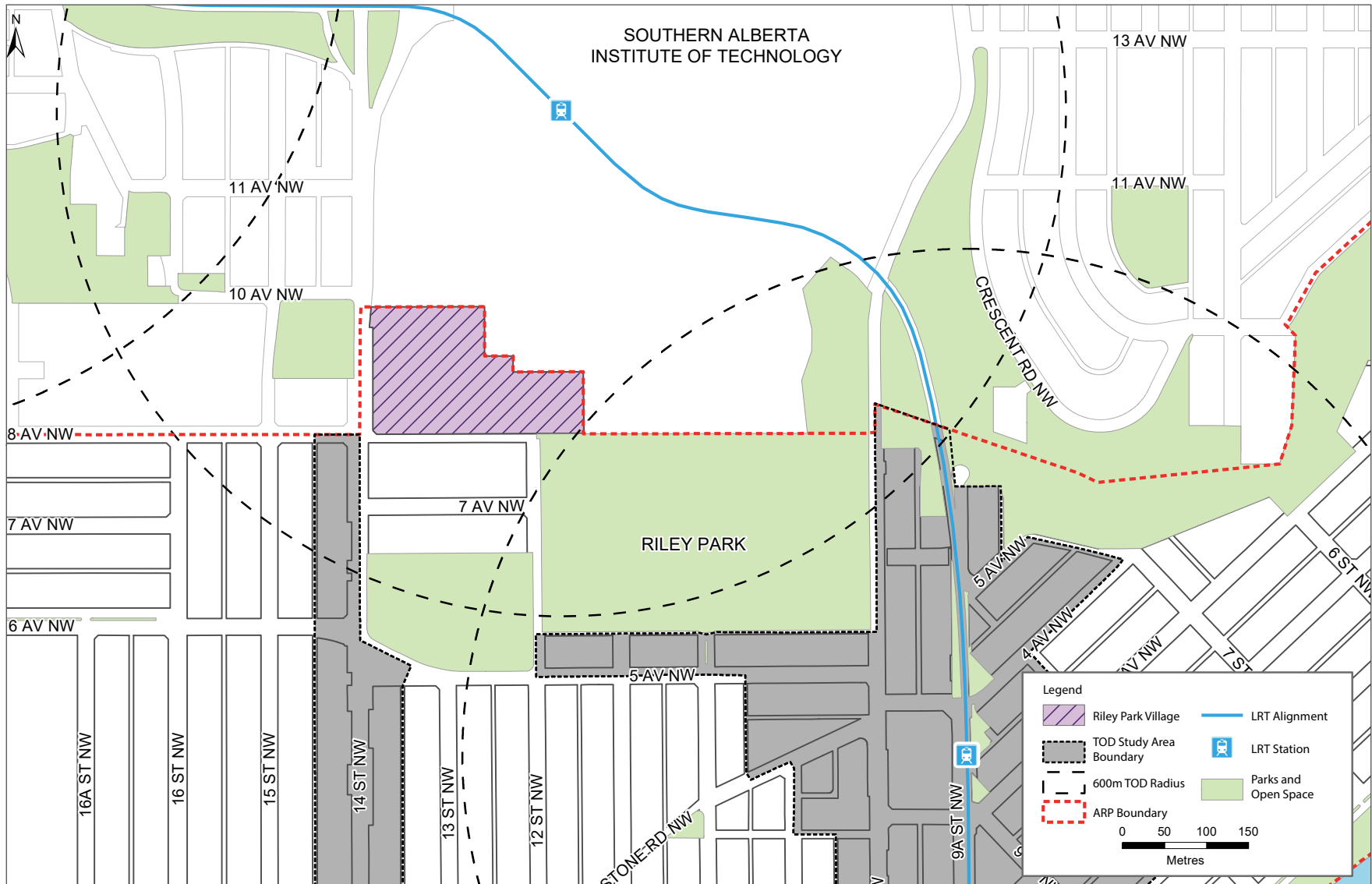
The Riley Park Village (or Village) site is located at the corner of 14 Street NW and 8 Avenue NW. This approximately 2.95 hectares (7.29 acres) large site is situated to the northwest of Riley Park in Hillhurst and abuts the escarpment below the Alberta University of the Arts and the Jubilee Auditorium. This escarpment, with an elevation difference between 8 Avenue NW and the top of approximately 27 metres (90 feet), is a prominent landscape feature and open space component throughout communities adjacent to the Bow River. Informal paths crossing the escarpment indicate a pedestrian connection from Hillhurst to the SAIT campus and SAIT/AUArts/Jubilee LRT station.

The site slopes down from the top of the escarpment to 8 Avenue NW. The Riley Park Health Centre (former Grace Hospital) and the Agape Hospice currently operate on this site. The rest of the Village lands are developed with surface parking lots which provide for significant redevelopment potential. The core of the Hillhurst/Sunnyside community is located to the south of the site, the Hounsfield Heights/Briar Hill community to the west and a range of commercial and institutional uses along 16 Avenue NW further to the north.

The site is in proximity to open space, an elementary school and a number of other community facilities. Kensington and North Hill shopping areas, bus and nearby LRT routes are also within walking distance of the site. The Village site is within an approximate ten-minute walking distance of two

Location and Context Map 7

Approved: 19P87
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9.2 History

The former Grace Hospital has been an important landmark in the Hillhurst Community since its construction. This area of Hillhurst was originally a homestead with the Riley farmhouse situated near the present-day Agape Hospice. Until the Thornton Court apartments were built, all development in this area was devoted to public and publicly accessible uses, such as a

church, a public park, schools, recreation fields and buildings, and a hospital.

The history of health care provision on the site goes back to 1924, when the Salvation Army bought the former Bishop Pinkham College (8 Avenue NW and 13 Street NW) to establish a maternity hospital. In 1926 the Grace Maternity Hospital and Girls Home opened. In 1995 the Calgary Regional Health Authority assumed responsibility for health care in Calgary and the maternity program at the Grace Hospital ended. The hospital was closed by the Provincial Government in 1996 and its programs were transferred to the Foothills Medical Centre. North-West Healthcare Properties acquired the property of the former Grace Hospital in 2004 and has operated existing facilities as the Riley Park Health Centre, thus continuing the provision of healthcare services on site. The Salvation Army has operated the Agape Hospice on the site since 1996.

The City of Calgary's "Native Archaeological Site Inventory" does not identify any known burial ground or hunting sites in the Hillhurst area.

9.3 Vision

Riley Park Village is envisioned as a vibrant sustainable urban village that shares a health care campus within an attractive, walkable inner-city community; a community allowing different age groups and lifestyles to live, work, play, heal and closely interact with each other in a setting that provides a range of community services. A variety of market and attainable housing options will provide community residents with housing alternatives that allow them to stay in the community throughout their lives. The redevelopment of the Village site will celebrate its close relationship with the community through high quality neighbourhood-friendly streetscapes, built form and architecture, maintaining key vistas from the escarpment to the southwest and enhancing pedestrian connections through appropriate site and building design.

9.4 Site Concept

The Riley Park Village site is intended to accommodate a comprehensively planned community of care, where healthcare and multi-residential uses are integrated and balanced, celebrating the history of the site while providing enhanced opportunities for a multi-generational social node and continued presence of residents in the community.

A balanced mix of diverse residential typologies is intended to widen housing options for Hillhurst/Sunnyside residents, allowing them to remain in the community as their housing needs evolve over time. Similarly, new residents will find a convenient location for inner city living with existing educational facilities (Hillhurst School, SAIT, AUArts), amenities (Riley Park) and mobility options (LRT and bus

services, and easy access to the City's active mobility network) in close proximity. The medical and commercial uses will contribute to the employment opportunities in Hillhurst, and together with adjacent institutions, develop into a significant employment node outside, but in proximity to, Calgary's downtown core.

Riley Park Village is envisioned as a mixed-use health campus that will contribute to the vibrancy and well-being of the community in more ways than one. At build-out, the development will provide for world-class medical facilities among residential developments that provide for inter-generational living.

The location of the site at the edge of the community and at the foot of the ridge allows for greater intensity of development at greater building heights without significant shadow or overlooking impacts on surrounding uses.

9.5 Land Use

1. *New development within the Riley Park Village site are strongly encouraged to incorporate mixed-use development in a multi-storey format.*
2. *Uses that are encouraged throughout the Village site include, but are not limited to:*
 - a. *Employment uses such as medical facilities and offices;*
 - b. *Institutional uses such as hospitals and educational institutions;*
 - c. *Residential uses including low-rise townhomes, rowhouses and mid-rise multi-residential buildings;*

- d. Services including uses such as daycares, medical clinics and residential care facilities; and,
 - e. Retail and consumer service uses.
3. Residential development within this area should include a range of medium density multi-residential developments and includes townhouses, apartments, and live/work units.
 4. Commercial/retail development within this area should primarily be intended to serve the day-to-day needs of residents, to support the medical uses and be compatible with the adjacent residential uses.
 5. Development along the 8 Avenue NW frontage should include commercial or residential uses contributing to the vitality of the street. At grade commercial uses should include retail, personal service and restaurant uses. Residential development along the 8 Avenue NW frontage should include dwelling units facing the street, with a built form to support inter-generational living.
 6. At grade uses within the remainder of the site may include a mix of uses including residential, live work, office, commercial and medical uses.
 7. To encourage aging in the community and inter-generational housing, the provision of a broad range of residential housing types is recommended throughout the Village site. Housing types should include residential development that may accommodate different households, income levels, age groups and lifestyles. Provision of larger unit sizes appropriate for families, and smaller units appropriate for older adult living, are particularly encouraged. Where appropriate, buildings should be designed to support multi-generational

households with consideration given to flexible and healthy housing guidelines.

9.6 Site Design and Built Form

Riley Park Village is intended to be an urban village characterized by medium to medium-high density housing within a mixed-use and transit-oriented neighbourhood. The site design and built form of each new building will contribute to an urban village concept with an emphasis on pedestrianization, community gathering spaces, environmental benefits and quality of life. For the purposes of this section, an urban village concept is defined as a comprehensively planned urban development characterized by development with a variety of housing typologies to accommodate diverse housing needs and supporting a mix of land uses, with access to public transit and an emphasis on pedestrianization and accessible open space.

1. Development should consider the provision of private open space throughout the Village site including accessible plazas, courtyards and/or pocket parks that provide active and passive recreation opportunities for all age groups. These private open spaces should:
 - a. be designed to a high standard using high quality materials;
 - b. provide an abundance of soft landscaping, quality hardscape and protection from the elements;
 - c. be safe and accessible for all mobility levels in accordance with the City of Calgary Access Design Standards;

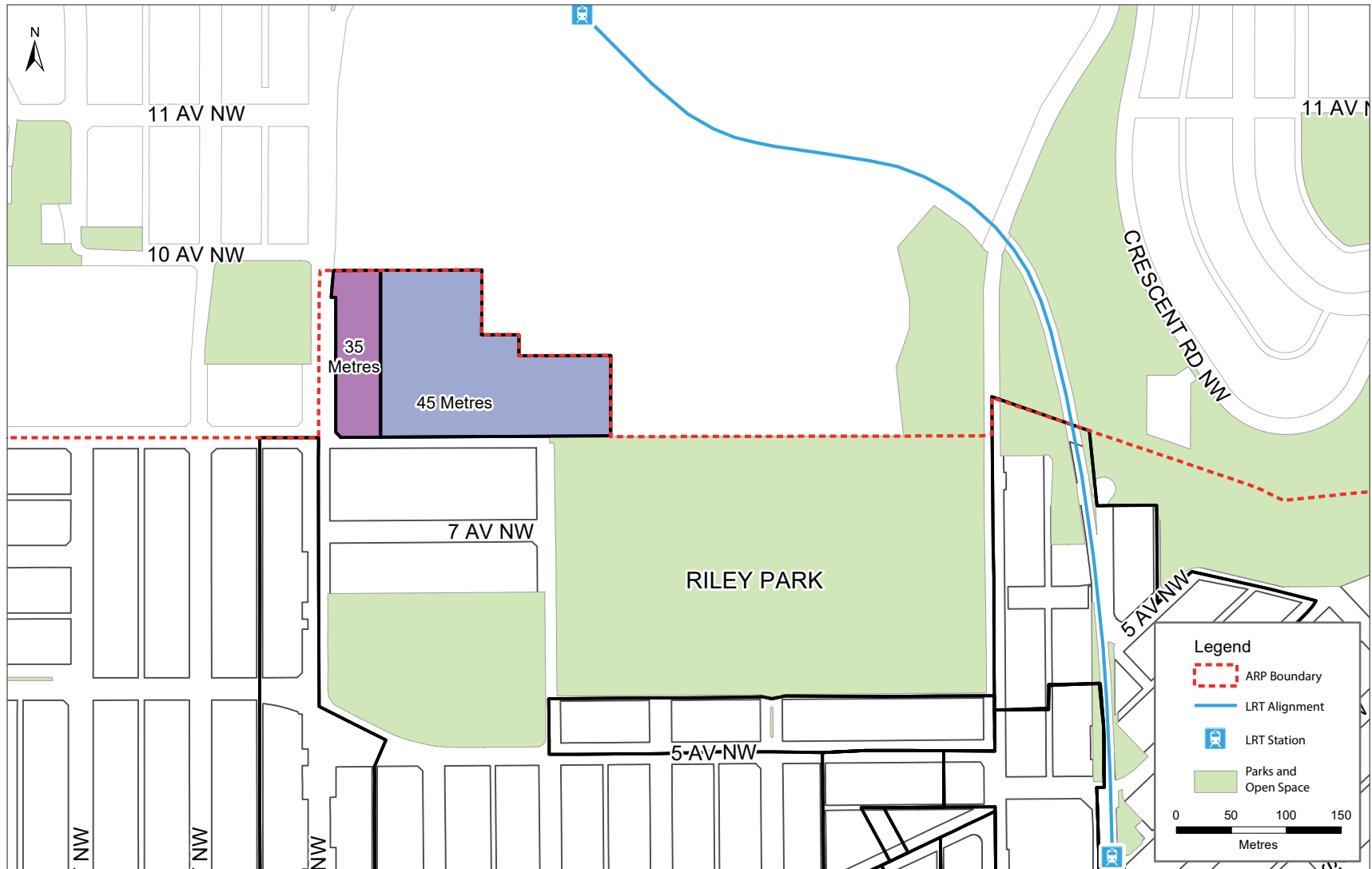
- d. include benches and seating areas; and
 - e. have consideration for programming for all age groups to the satisfaction of the Development Authority.
2. Communal gardening spaces and edible landscaping opportunities, such as fruit bearing trees and shrubs, should be incorporated, where feasible.
 3. Any internal private street within the Village site should be designed to include pedestrian-focused 'public realm' in order to create a 'main street' like environment for the Village. This may include elements such as trees, street crossings in natural places people desire to cross, wide sidewalks, special paving, on-street parking, benches and pedestrian-scale lighting.
 4. Development located along a street or internal private street should do the following:
 - a. Locate buildings and building entrances close to the street. Buildings may be set back from the street if the space between the building and the street is utilized for outdoor cafes, pedestrian plazas or other areas that can be occupied by pedestrians;
 - b. Provide public entrances for uses along a public street, while also minimizing long expanses of building frontage without any entrances along the street.
 - c. Provide for individual entrances oriented towards the street for ground floor residential dwellings. Increased setbacks may be appropriate to ensure adequate security and amenity space;
 - d. Limit the frontage for large commercial uses, such as grocery stores and large format retail, by providing for

9.0 RILEY PARK VILLAGE SITE

- multiple entrances or incorporating smaller commercial units along the street frontage; and*
- e. Ensure that landscaped areas are designed to allow for convenient movement of pedestrians between the sidewalk and building entrances.*
5. *Development should consider ways to celebrate the history of the Village site through commemorative plaques and inscriptions as well as through the naming of buildings, parks or private streets.*
 6. *New development should comply with the maximum building heights indicated on the Maximum Building Height Map 8.*
 7. *New development should have a minimum building height of 2 storeys.*
 8. *Larger sites should be designed to provide direct, convenient and accessible pedestrian connections across and through the Village site to allow for connections to transit service, open space and other community services and amenities.*
 9. *Larger (six storeys or greater) developments should provide setbacks on upper floors to mitigate massing and shadowing.*
 10. *Street furniture, lighting, signage and landscaping should be oriented towards the pedestrian and the cyclist where applicable. Wayfinding systems, such as signage, should be highly visible and placed in prominent locations and pathway intersections. Access to all residential common spaces and primary external circulation routes should be designed to be accessible to those persons impaired by vision, hearing, or mobility, in accordance with The City of Calgary Access Design Standards.*
 11. *Disruptions to the pedestrian network from curb cuts, parking access or above ground utilities should be minimized or consolidated where possible.*
 12. *Residential development designed for older adults should consider integration with uses such as daycares, recreation or community facilities, café's or other complementary uses that encourage interaction with other generations.*
 13. *Developers are encouraged to adopt Transportation Demand Management (TDM) measures such as van/ carpool programs, car co-ops and telecommuting. Reductions in required parking rates may be considered with the adoption of proven and effective TDM measures.*
 14. *On-site parking facilities that serve multiple uses with peak parking demands at different times of the day are encouraged.*
 15. *All new development should make provisions for the common private parking and storage of bicycles. Developments are encouraged to provide showers and lockers for use by active mode commuters. Where bicycle parking is provided in excess of the Land Use Bylaw requirements, consideration should be given to reductions in the required number of vehicle parking spaces.*
 16. *Developments should include accessible bicycle parking posts or racks. Bike racks should be located in visible areas with adequate nighttime lighting in accordance with the provisions of the Bicycle Parking Handbook.*
 17. *Loading and service entrances for buildings, especially non-residential buildings, should be located internally within a site, away from public sidewalks.*
 18. *Surface parking should be provided internally to a site and not between a building and a public street.*
 19. *For residential developments above four storeys, the majority of off-street parking should be provided underground.*
 20. *Above grade parking structures should be screened from streets through architectural treatments that make the parking areas indistinguishable from other buildings.*

Maximum Building Height Map 8

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9.7 Mobility

An objective for new development on the Riley Park Village site is to enhance mobility within the site and with the community of Hillhurst around the site. Mobility improvements are intended to ensure integration of new development with minimized impacts and that convenient alternatives to private automobile use are provided. A number of strategic improvements to the local transportation network and guidelines for improvements to the street and sidewalk network have been included.

1. All three of the following off-site mobility improvements must be completed in order to allow for the development of any uses other than residential care, over and above the existing 9,500 square metres referenced within the Direct Control District bylaw for the site:
 - a. a full traffic signal at the intersection of 5 Avenue NW and 12 Street NW to allow for the controlled flow of vehicles northbound on 12 Street NW towards Riley Park Village;
 - b. a left turn traffic signal southbound on 14 Street at 5 Avenue NW to allow for the controlled and safe turning of vehicles onto eastbound 5 Avenue NW; and
 - c. wayfinding signage and temporary curb extensions for safe pedestrian crossing on 12 Street NW at 7 Avenue NW and 8 Avenue NW.
2. The maximum cumulative use area for any uses other than residential uses (as identified in the Direct Control District bylaw) is 40,000 square metres, subject to the provision of the same three mobility improvements above.

3. The mobility improvements listed below shall be completed as negotiated with the Development Authority at the development permit stage, in order to accommodate build out of the site. Specific details of design and costing shall be determined through the development permit process.

a. The following public realm improvements along and adjacent to 12 Street NW between 5 Avenue NW and 8 Avenue NW must be provided to establish a contemporary urban street standard and accommodate active transportation users:

- (i) pedestrian sidewalks from 5 Avenue NW to 8 Avenue NW;
- (ii) a bicycle facility (e.g. multi-use pathway, cycle track, on-street bicycle facility) from 5 Avenue NW to 8 Avenue NW;
- (iii) curb extensions and pedestrian crossings at 7 Avenue NW and 8 Avenue NW;
- (iv) street furniture and active mode facilities such as benches and bicycle parking stalls;
- (v) landscape improvements along 12 Street NW;
- (vi) wayfinding signage to Riley Park and Riley Park Village; and
- (vii) on-street parking where feasible.

b. The following public realm improvements along and adjacent to 8 Avenue NW must be provided to establish a contemporary urban street standard and accommodate active transportation users:

- (i) pedestrian sidewalks from 12 Street NW to 14 Street NW;

(ii) a bicycle facility (e.g. multi-use pathway, cycle track, on-street bicycle facility) from 12 Street NW to 14 Street NW;

(iii) wayfinding signage to Riley Park and Riley Park Village; and

(iv) pedestrian crossing improvements on 8 Avenue NW between 12 Street NW and 14 Street NW must be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, rapid flash beacons, and traffic calming measures.

4. Pedestrian crossing improvements on 7 Avenue NW between 12 Street NW and 14 Street NW must be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, rapid flash beacons, and traffic calming measures.

9.8 Implementation

1. An urban village concept plan shall be submitted with each development permit for new proposed buildings, within the context of the entire site and until full build-out of the site is achieved. The concept plan should indicate how new development contributes to pedestrianization, parks and open spaces that encourage community gathering, connectivity between different uses, and the management of vehicular on-site movement.
2. Development within the Village should be comprehensively planned. The urban village concept plan must include phasing and must be submitted to

the Development Authority as part of development permit applications for new development within the site, indicating how the overall site can be redeveloped over time to meet the intent of the Village vision.

3. *In conjunction with the urban village concept plan, an implementation strategy must be included that relates the improvements identified in Section 9.7 (Mobility) to the development phasing. The implementation strategy must be to the satisfaction of the Development Authority and must be updated with each subsequent development permit application. The full range of off-site mobility improvements, as negotiated with the Development Authority, must have been provided or included in fully executed development agreements, which may be associated with multiple development permits, in order for the overall site to develop to the maximum floor area ratio.*
4. *At the discretion of the Development Authority, any significant development permit applications located within the Village site may be referred to the Urban Design Review Panel and/or the Calgary Planning Commission.*

Bylaw 26P2021



Hillhurst/Sunnyside

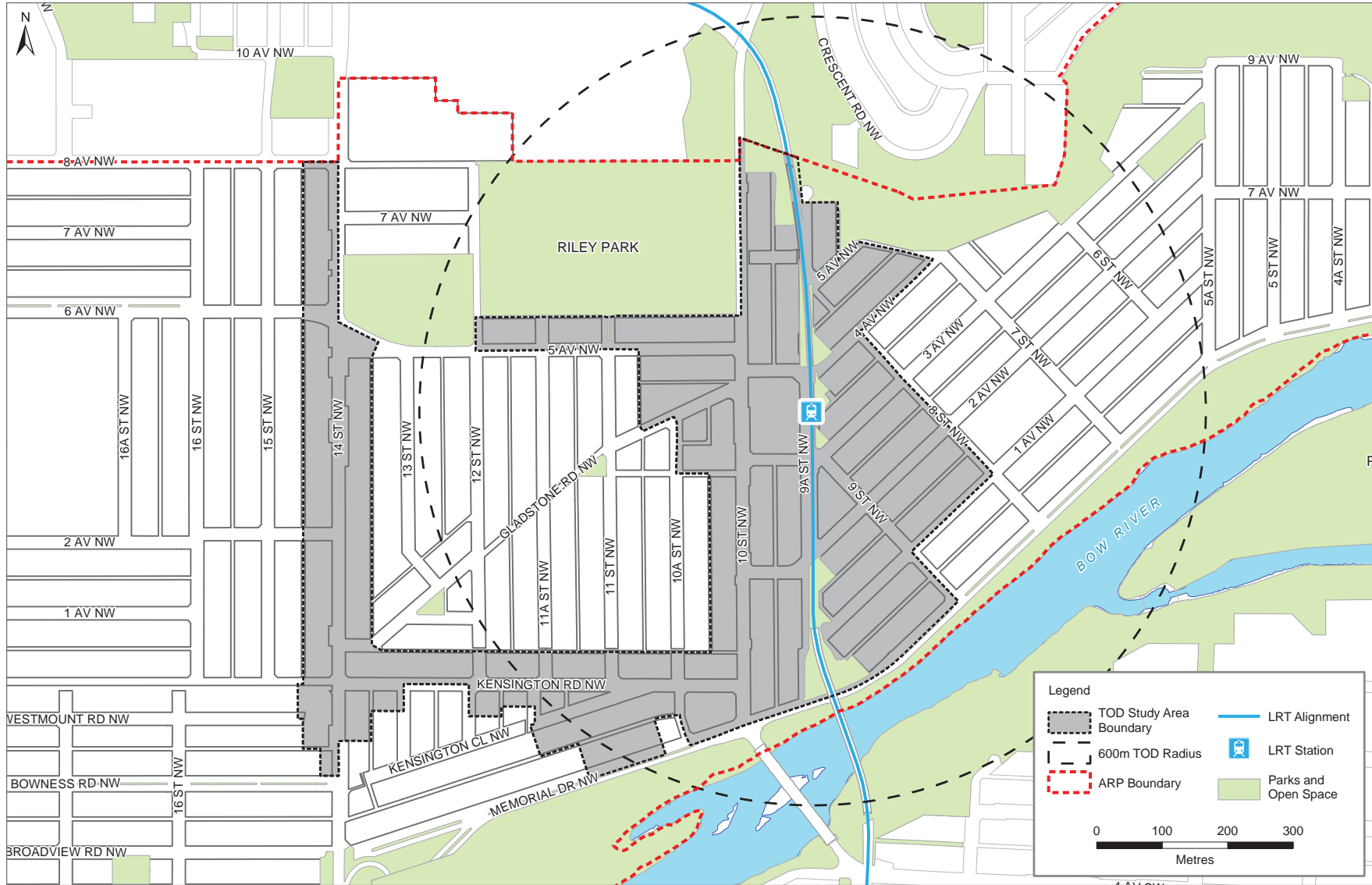
Area Redevelopment Plan

Part II

Transit Oriented Development Area

Map 1.1 TOD Study Area

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 Amended: 6P2016



1.0 Introduction

1.1 Context

Part II of this ARP provides specific guidance for the implementation of Transit Oriented Development (TOD) policy within the community of Hillhurst/Sunnyside. It is intended as part of the broader Hillhurst/Sunnyside Area Redevelopment Plan (ARP), with principles and policies specific to the TOD Study Area and as a supplement to the general area-wide policies of Part I of this Plan.

This section builds upon a new public engagement process and planning policy program initiated by The City of Calgary in Hillhurst /Sunnyside in May 2006 to implement TOD policy in existing communities. The TOD planning program is intended to address the following:

- The lack of significant redevelopment along the commercial corridors within walking distance of LRT stations throughout the city since the system has been operational.
- The adoption of the Transit Oriented Development Guidelines (2004). The Guidelines are based on Calgary Plan policies and establish specific objectives and criteria for development within the vicinity of an LRT station and area, and should be incorporated into local plans.
- Implementation of other Council objectives aimed at ensuring Calgary enhances its environmental, economic and social sustainability.

Key actions that will enhance the sustainability of the city as well as the Hillhurst/Sunnyside community include:

- Providing opportunities for more people to live within the community so that they can walk, cycle or take transit to work.
- Attracting a broader range of goods and services to the Kensington Road NW and 10 Street NW commercial area by encouraging development of a larger local market base. A larger local population will stimulate the demand for more goods and services within walking distance of residents.
- Encouraging the provision of family-oriented and affordable housing, thus enhancing the viability of local schools by creating opportunities for more families with children to move into the community.
- Improving the pedestrian and cycle environment.
- Enhancing the public realm through reinvestment and the creation of new public gathering places.
- Testing the economic feasibility of land use policy to ensure that city-wide and community goals and objectives can be realized.

Hillhurst/Sunnyside was chosen as the first community to launch this program in for the following reasons:

- Imminent redevelopment opportunities;
- Presence of large parcels of City-owned land that is underdeveloped; and,
- Need to assess the lack of significant redevelopment and reinvestment activity along the 10th Street NW commercial corridor since the LRT station has been operational.

1.2 Study Area Boundaries

The study area boundary for new policy to address Council's TOD policies, as shown on Map 1.1, is based on the following criteria:

- A 600 m walking distance from the Sunnyside LRT Station;
- Primary pedestrian and vehicular traffic corridors;
- Kensington Road NW and 10 Street NW commercial area;
- Adjacency to major amenities (e.g., Riley Park);
- Residential lands within close proximity to the Sunnyside LRT Station;
- City-owned lands within the area;
- Lands that have significant redevelopment potential; and,
- Lands that have the best potential to accommodate higher densities with minimal impact on the surrounding low-density residential community.



14 Street NW



5 Avenue NW



10 Street NW



Sunnyside

1.3 Policy Context

This Plan seeks to implement numerous City policies aimed at creating a more sustainable approach to urban planning and land use. These include the Calgary Plan (1998), Council's Sustainability Principles (2006), the Transit Oriented Development Policy Guidelines (2005) and the Corporate Affordable Housing Strategy (2002).

For example, this Plan will help to achieve the broad strategic objectives set out in the plans and policies mentioned above by:

- Encouraging greater mobility choice through improved walking, transit, and cycling options;
- Increasing housing, employment, and service choices within existing communities;
- Promoting a better jobs/housing balance;
- Benefiting from the health benefits of walkable communities;
- Pursuing TOD as a catalyst for economic development;
- Reducing greenhouse gas emissions through reduced vehicle trips;
- Reducing energy consumption resulting from efficient land use and transportation choices;
- Maximizing use of transit infrastructure;
- Reducing traffic congestion-related costs; and
- Redeveloping vacant or underutilized commercial sites.

2.0 Vision and Guiding Principles

The following Vision and Guiding Principles were developed in consultation with community residents and other stakeholders. The Vision and Guiding Principles represent the aspirations of the local community and the key ideas that will guide development towards this Vision.

2.1 Vision

Hillhurst/Sunnyside is a community where neighbours are friendly, supportive and helpful to each other. Where new residents are welcomed into a safe and friendly community. Where the special qualities of the neighbourhood are cherished in the village atmosphere – beautiful tree-lined streets, eclectic variety of shops and services in Kensington, small public plazas, river and escarpment pathways, access to Downtown, SAIT and the University, and choice of schools in the community. Where there is a strong sense of civic pride and neighbours are actively engaged in creating a vibrant, sustainable community for the future while respecting its unique history and character. Where there is a strong commitment to lifestyles that promote environmental stewardship and ecologically friendly behaviours.

2.2 Guiding Principles

The Plan will:

2.2.1 Increase Housing

- Sensitively increase residential development within the vicinity of the Sunnyside station and along the study area transportation corridors;
- Accommodate a wide variety of housing types and choices to meet residents' needs through various stages of life and economic situations;
- Create opportunities for affordable housing, especially for families with children.

2.2.2 Respect Existing Community Character and Quality of Life

- Locate higher density developments in low impact locations (e.g., where shadowing and traffic impacts are limited);
- Continue to encourage small-scale stores and restaurants along commercial streets;
- Accommodate mixed-use development including retail, office, residential and live/work;
- Require well articulated and designed major buildings;
- Require developments to provide front doors on the street;
- Require taller buildings to step-back to reduce perception of mass;
- Promote well-landscaped streets and an attractive, safe public realm;



2.0 VISION AND GUIDING PRINCIPLES

- Define boundaries between public, semi-public and private spaces (especially for residential developments);
- All developments should contribute to achievement of the community vision.

2.2.3 Promote Vibrant and Vital Mixed-Use/ Commercial Corridors

- Promote more opportunities for local-serving and unique destination and specialty retail at grade on 10 Street NW, 14 Street NW and Kensington Road NW;
- Create opportunities for strategically located higher density mixed-use development (more people living in the

area provides reliable local market for retail/commercial uses).

2.2.4 Emphasize Walking

- Enhance the pedestrian viability and vibrancy of 10 Street NW, 14 Street NW and Kensington Road NW;
- Promote environments that support walking, cycling, and transit;
- Give priority to the safety and convenience of pedestrians and cyclists in the design of the public realm;
- Make it easy and convenient for people to meet all of their daily needs within an easy walking distance from their homes.

2.2.5 Create Memorable and Inviting Public Places

- Enhance existing and encourage new lively 'bumping into' places;
- Protect and/or replace important sunny public places;
- Improve the aesthetics, safety and public function of rear lanes;
- Enhance the Sunnyside station and immediate area as a vibrant community focal point and unique gateway;
- Enhance access into Riley Park;
- Improve connectivity between green spaces.

2.2.6 Promote an Environmentally Friendly Community

- Make it easy and convenient for people to reduce their ecological footprint;
- Promote the use of innovative green technologies for all items of City infrastructure including such things as lighting and storm water management;
- Encourage green building technologies in building design such as green roofs, utilization of district heating, recycling collection systems and innovative on-site and off-site storm water management systems;
- Promote the development of mixed-use buildings.



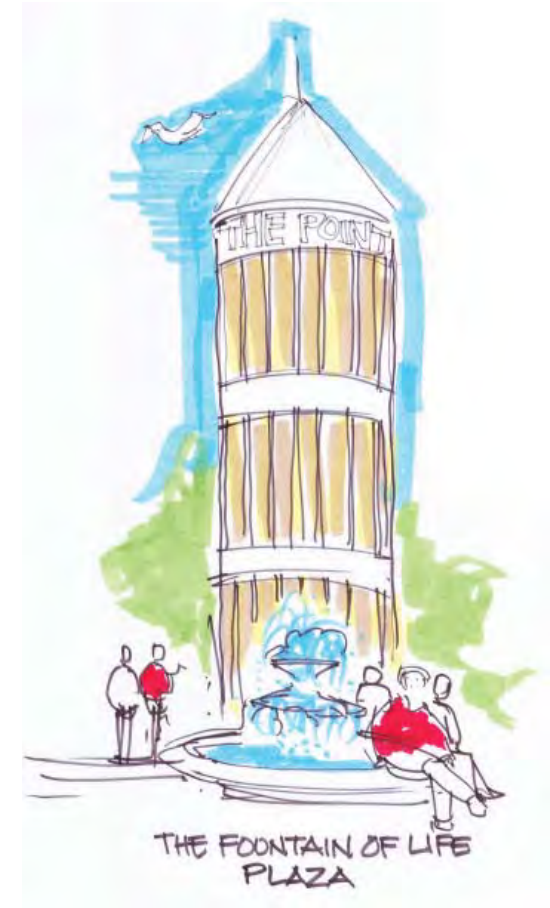
2.2.7 Promote Architecture that Stands the Test of Time

- Ensure that new buildings are well designed, meet the street and the sky in interesting ways, are well proportioned and pleasant to look at and experience;
- Preserve important heritage buildings;
- Promote a safe and welcoming community for residents and visitors;

- Ensure that the public realm is safe and inviting for pedestrians.

2.2.8 Be achievable.

- Build a practical climate for success.



3.0 Plan Concept

Part II of this Plan provides a vision for residents “to live, work, shop and play without the need of a car” within the context of an established community with a unique and historic identity. This vision emphasizes medium-density mid-rise development, located on major streets and locations where development supports transit use, creates a vibrant pedestrian realm, and maintains existing community character. The traditional ‘high streets’ of the community: 10th Street NW and Kensington Road NW, maintain their character as eclectic, mixed-use and pedestrian-friendly streets and are revitalized with mid-scale urban infill development with houses above shops and offices. Opportunities for residential intensification are provided where they can be buffered from low-density residential neighbourhoods – through a combination of low-rise infill and small-scale laneway housing – and in close proximity to the Sunnyside LRT station. Development along the southern edge of Riley Park will provide an urban edge to 5 Avenue NW while creating welcoming pedestrian gateways and improving access to the park itself.

The use of the mid-rise development typology is central to the plan concept. Mid-rise development can provide densities sufficient to support the TOD vision but in a manner consistent in scale and character with the surrounding community. New buildings will be oriented towards the pedestrian, with well-articulated streetwalls built along the sidewalk with a steady rhythm of front doors and windows. Building elements above three and four stories are stepped back to create uniform cornice lines and maintain sun access to the street and sidewalk. Off-street parking areas are minimized and hidden from public view.

Above all, a key element of the Plan Concept is the improvement of the public realm in Hillhurst-Sunnyside, focused on the pedestrian, cyclist, and transit user. Along the retail ‘high streets’, plazas and pedestrian amenities such as reclaimed urban plazas, the result of reducing the width of key side streets, and new street furniture and streetlights, will provide attractive and comfortable places for leisure and social interaction. The triangular spaces along 9A Street NW, remnant properties created where two street grids meet, is reconceptualized as a series of urban parks. These parks are redesigned to allow for a variety of activities from community gardening to active recreation, and to ensure the spaces are safe and inviting. Streets that provide key pedestrian linkages, such as 2 and 3 Avenues NW will be improved with expanded sidewalks and street trees to create the sense of the ‘shared street’ where all modes of travel can co-exist.

Planning for Sustainability

A major theme heard throughout the ARP amendment process was the desire for a sustainable future in Hillhurst-Sunnyside, consistent with the broader City of Calgary commitment to becoming a sustainable city with a high quality of life for all its citizens. To meet this goal requires a commitment and action at every level – national, provincial, municipal, community, household, and individual – and from many different spheres of influence. The ARP is a key component of the broader effort, applying land use planning tools to meeting City objectives in each of the three spheres of sustainability: social, economic and environmental. Within the TOD Study Area, the primary focus of this amendment, the principles and policies of TOD provide a local and community-oriented framework for the sustainability vision. Indeed, the TOD approach is comprehensive and holistic, creating comfortable, attractive, and interesting places to live and visit and contributing to sustainability through the following:

Transportation Choice

TOD creates communities where individuals and families can live, work, shop, and play without the need for an automobile. At the heart of this approach is a balanced transportation strategy that provides for the pedestrian, cyclist, and transit user in equal measure to the automobile. Streets and sidewalks are designed for the safe, enjoyable, and efficient mobility of all users and are understood as integral parts of the public realm. The entire transportation system is built upon an interconnected network allowing a variety of routes and serving all properties.

Planning for pedestrians is central to this strategy – transit riders start and end their trips as pedestrians. Creating a pedestrian environment that makes the transit trip more enjoyable and is therefore paramount in planning for a successful transit oriented area. As part of this Plan, new infill development contributes to the creation of a transit and pedestrian-supportive environment including mixed-use higher density development within a comfortable walking distance (roughly a 5 minute walk, or 400 to 600 metre radius) of the Sunnyside LRT station.

Compact and Sustainable Development Patterns

TOD is also about creating more opportunities for people to live closer to where they work and to reduce their reliance on automobiles. Higher density mixed-use development, concentrated near the station, makes transit more convenient for more people and encourages ridership. Further, compact development patterns that incorporates green design and technologies and is located where infrastructure is in place, provides an attractive contrast to suburban sprawl development and is a key component to the sustainable vision. In Hillhurst-Sunnyside, this translates to mid-rise urban infill development with a variety of uses along the

'high streets' and a strong residential character elsewhere – placing people in close proximity to the many destinations of daily life. Pedestrian-oriented design further contributes to the balanced transportation vision. Finally, a mix of housing types supports social and economic sustainability by supporting a broad diversity of households.

Access to Jobs

From a city-wide perspective, increasing opportunities for people to live within close proximity to their jobs is both practical and an important part of a sustainable community. Hillhurst/Sunnyside is well located with convenient access to downtown and other major employment centres in Calgary. Providing more opportunities for people to live in the community reduces demand for auto-oriented infrastructure.

Retail Vitality

The opportunity to walk to local stores and services is another important component in enhancing the sustainability of the community and offers residents a convenient way to reduce their ecological footprint. The continued viability of the Kensington retail commercial area and the location of associated jobs within the community are important considerations in the development of ARP policy. Increasing the attractiveness of the shopping environment – through careful attention to the quality of the streets, sidewalks, and public spaces, ease of wayfinding, architectural interest and concentration of complementary goods and services in close proximity to one another – supports local retail and further encourages pedestrian travel.

Urban Structure and Public Realm

Urban design is an approach to city building that ties together the various elements that comprise the urban experience. This includes land use, design of the public realm, siting

of buildings, landscaping as well as the natural attributes of an area. The ARP is a vehicle for systematically linking these elements together in order to achieve the vision and objectives set out in this Plan.

In keeping with the key thrusts of the Guiding Principles, it is important to establish an overall framework for redevelopment that will enhance the strengths of the existing community character, improve the public realm and the quality of development, address redevelopment issues, and create new and enhanced opportunities for public gathering places. An urban design analysis of the study area identified strengths and weaknesses in the existing physical and land use structure of the community. Opportunities to enhance and reinforce the community character were identified as well as to encourage transit-oriented development.

This amendment to the ARP sets out to deliberately choose where significant redevelopment activity should be focused and the nature of that redevelopment relative to specific locations. The urban design approach will help ensure that the inherent qualities of specific sites are understood and that as redevelopment occurs, the new development will contribute to an enhanced urban and community experience. This requires a very specific approach to land use and urban design and means that unlike previous approaches where all parcels along 10 Street NW and Kensington Road NW enjoyed the same redevelopment opportunities, only certain locations will have the opportunity to redevelop at the highest densities.

A significant factor in identifying higher density locations is the need to respect the low-density residential environment particularly where it is immediately adjacent to the commercial areas. Those locations that have been identified as higher density may enjoy the greatest level of redevelopment opportunity. In conjunction with that

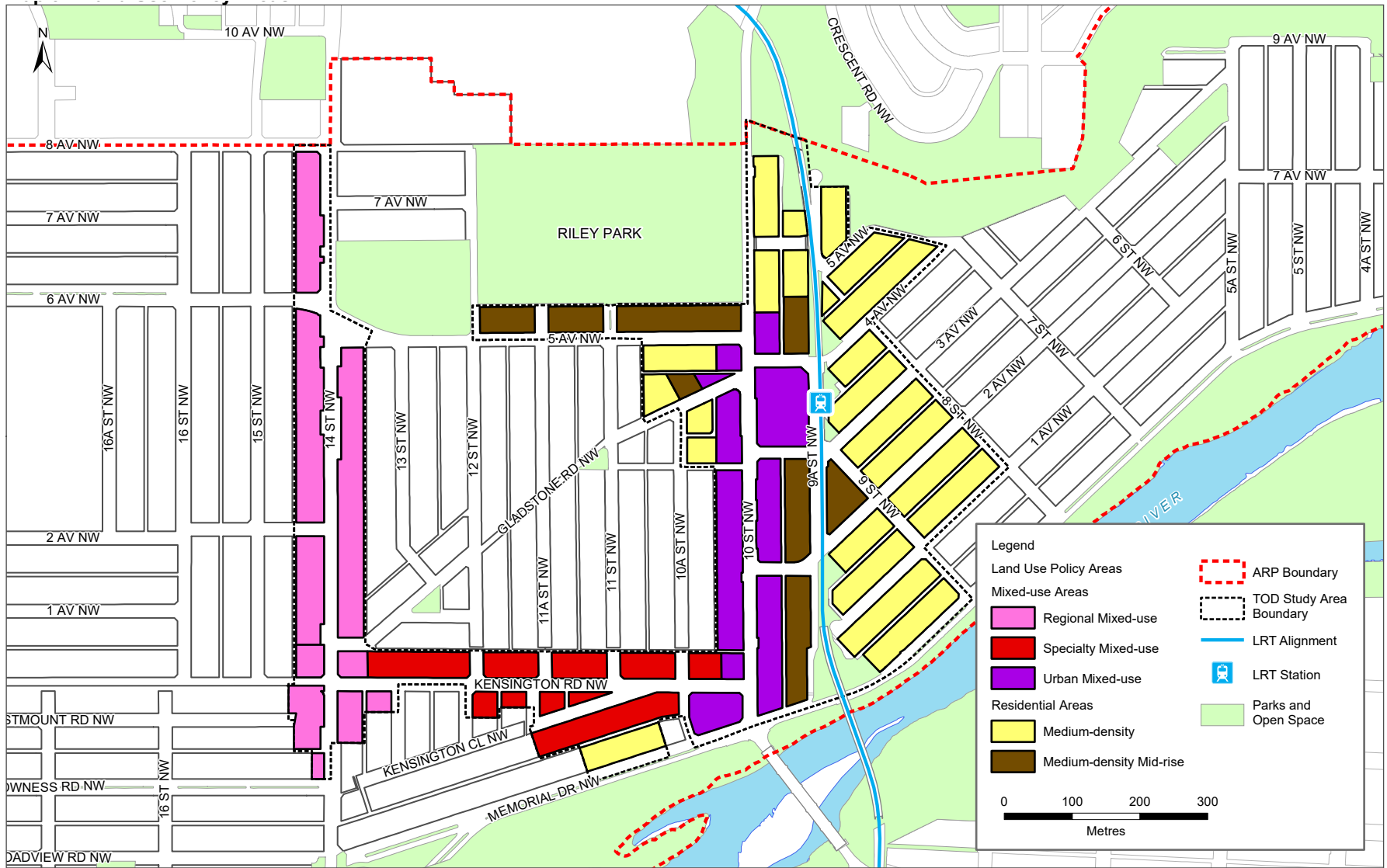
opportunity comes the obligation to meet the highest standards for excellence in architectural design and public realm. Areas identified for higher heights and densities are the:

- Parcels abutting 10 Street NW on the west side between 5 Avenue NW and 3 Avenue NW
- Blocks between 9A Street NW and 10 Street NW from Memorial Drive to 5 Avenue NW
- North side of 5 Avenue NW
- Corner of Kensington Road NW and 10 Street NW
- Intersection of Kensington Road NW and 14 Street NW
- West Side of 10 Street NW.

To achieve the overall Plan vision, this section addresses the mix, location and intensity of land uses, their relationships to the public realm, and the amenities required to ensure new development is consistent with Plan objectives.

Map 3.1 Land Use Policy Areas

Approved: 19P87
Amended: 86P2018



3.1 Land Use

This Plan sets out a land use structure for the TOD Study Area that clearly defines specific land use objectives for five distinct subareas illustrated in Map 3.1 Land Use Policy Areas. Although each area is intended to have an individual character and unique defining elements, together they will reinforce each other and create a cohesive whole that is “greater than the sum of its parts”.

For example, the vision of a complete mixed-use community where all the components of life are located within easy walking distance of transit access requires the development of a residential community in balance with employment, retail, open space and public uses. To realize this vision, a critical mass of new development will be needed to add people to the sidewalks, to support neighbourhood-oriented services and retail development, to rationalize investments in public realm improvements and to provide the diversity of activities and people that make urban life interesting and convenient.

Further, to support this type of mixed-use community, a range of public and private amenities will be needed where they are not currently located. To remedy this situation, a series of public realm improvements and plazas are proposed as part of the Plan implementation. These improvements will reflect the urban character of the evolving neighbourhood in scale and design. As the area becomes a more attractive place to live and more pedestrian traffic occurs throughout the area, a wider range of services and amenities will develop, contributing to a finer-grained and more interesting pedestrian environment.

3.1.1 General Policies

1. Land use redesignations must be consistent with the general land use classifications identified on the Land Use Policy Areas Map (Map 3.1).
2. Commercial land uses within the TOD Area shall only be approved in the Mixed-Use Areas identified on the Land Use Policy Areas Map, unless otherwise permitted by the applicable land use district. Any proposed expansion of commercial sites beyond these areas would require an amendment to the Area Redevelopment Plan.
3. Vibrant pedestrian streets that provide activity throughout the daytime and evening hours should be encouraged and enhanced.
4. Compatibility of adjacent uses, within and among buildings and properties, particularly with respect to residential uses should be pursued.
5. Adjacent landowners are encouraged to co-operate with one another in order to:
 - Facilitate improvements to the public realm that are planned and implemented on a comprehensive basis;
 - Create opportunities to share retail parking and loading facilities; and
 - Optimize development opportunities.
6. Support the provision of non-market housing, especially housing units that are appropriate for families with children.
7. City-owned development sites should give priority to including non-market housing developments that caters primarily to the needs of families with children.

8. Developers of large-scale projects are strongly encouraged to partner with non-profit agencies or The City of Calgary in order to provide non-market housing units within a market development.

3.1.2 Mixed-Use Areas

A traditional focus of the Hillhurst/Sunnyside community is the historic and eclectic Kensington commercial area – a popular mix of shops, restaurants and services. The area is a regional draw, notably for its pedestrian-friendly character and diverse range of small-scale businesses. Infill development within this area is expected to reinforce the unique character of the street, emphasizing small-scale retail and pedestrian oriented streetscape design while enabling sufficient density to encourage creation of public amenities and improvements to the public realm. At the same time, it is important to allow flexibility so that a broad range of retail commercial uses may be accommodated, provided that all new development conforms to the built form and urban design policies of this ARP.

Urban Mixed-Use Area

The Urban Mixed-Use Area recognizes the potential of the 10 Street NW Corridor to accommodate the highest densities and building heights in the area with minimal impact on the character or quality of the nearby residential districts. The area would benefit significantly from improvements to the public realm, particularly the sidewalk environment. It is anticipated that this area will see the most substantial change in the future and will be the catalyst for revitalization of the area.

3.0 PLAN CONCEPT

It is recognized that there is an opportunity for the comprehensive redevelopment of the former St. John's Church site and the adjacent parcels to the north. Due to location and the ability to complete coordinated site planning and design, these sites can accommodate higher density mixed-use development along 10 Street NW and lower-density residential development along the 10A Street NW portion of the sites. It is the intent of this Plan that these 'through' parcels (as they cross from a residential to a commercial frontage) accommodate a limited amount of appropriately located commercial uses in a primarily residential mixed-use development.

Specialty Mixed-Use

Similarly, the purpose of the Specialty Mixed-Use Area is to accommodate a diverse range of small-scale retail, restaurant and personal service businesses in a pedestrian



Eclectic, narrow storefronts, typical to Hillhurst/Sunnyside and other traditional urban 'high streets' is the preferred commercial typology.

oriented environment along Kensington Road NW. Due to the adjacency of a low-density residential district, maximum building heights, setbacks, and site density must be limited. Within the Specialty Mixed-Use Area, the functional needs of commercial businesses must be balanced with the need to limit undue negative impacts on the adjacent low-density residential development.

Regional Mixed-Use

The Regional Mixed-Use Area is focused along 14 Street NW and incorporates a mixture of small-scale commercial development, large-scale commercial and residential development, and vacant sites. The lack of recent development and the larger landholdings mean that this corridor could become an attractive location for redevelopment provided certain factors are addressed such as vehicular access and circulation and improved pedestrian circulation.

The intersection of 14 Street NW and Kensington Road NW represents a major entrance into the Kensington commercial area and there is an opportunity to highlight the significance of this location through a greater intensity of development. Mid-rise heights and medium densities are considered appropriate along the rest of 14 Street NW given the sensitive context of the low-density residential development immediately adjacent to the rear lane. Pedestrian-friendly land uses and development patterns are encouraged within this area while new auto-oriented developments are strongly discouraged.

It is intended that by approaching the redevelopment potential of 14 Street NW comprehensively, appropriate new development will be attracted to the area and that it will quickly evolve towards a pedestrian-friendly environment.

This strategy balances the functional needs of commercial businesses with limiting negative impacts on the adjacent low-density residential district.

Policies

1. New development within the Mixed-Use Land Use Policy Areas is strongly encouraged to incorporate mixed-use development in a multi-storey format with residential uses above the street level.
2. Development within the Urban and Regional Mixed-Use Areas may include a mix of retail, office and residential development up to and including the fourth floor along a commercial street frontage. Street level uses shall consist primarily of retail, personal service and restaurant uses. Above the fourth floor of a building, additional storeys may be added only for residential development.
3. A minimum of 20 percent of the gross floor area of buildings should contain commercial uses, with the exception of those sites described in policy 3.1.2.4 below.
4. For sites that extend from 10 Street NW to 10A Street NW or from 10 Street NW to 9A Street NW, a minimum of 10 percent of the gross floor area of the buildings should contain commercial uses. Commercial uses should only be located on the portion of the site along the 10 Street NW frontage.
5. Small-scale and at-grade retail commercial uses are encouraged. Retail commercial uses that are larger than 230 square metres should be designed to be compatible with the small storefront character of the street. Individual store frontages of 7.5 metres are encouraged. Additional retail commercial floor area should be located on upper or lower levels or wrapped behind adjacent retail units.

6. In order to address the unique needs and requirements of a supermarket, the Development Authority may consider exceptions to the size limits in policy 3.1.2.5 above.
7. Commercial uses that do not generate significant pedestrian activity, such as financial institutions, may also locate on the ground floor provided store frontages do not exceed 7.5 metres. The remainder of the commercial area should locate on a second floor, basement, or wrapped behind adjacent retail units.
8. Restaurants and drinking establishments should only be allowed where:
 - The business can be fully enclosed within a building, except for outdoor patios; and
 - Noise, odor, vibration, heat, high illumination levels and waste caused by the business are not disruptive to adjacent uses and are, to the largest extent possible, mitigated through development permit approval requirements.
9. In order to address potential impacts on nearby residential areas and residential dwelling units located within mixed-use buildings, the Development Authority may consider restricting the size of the business or the type of use proposed. For example, in some cases a restaurant may be appropriate, but not a drinking establishment.
10. Residential dwelling units should not be located on the ground floor where it fronts onto a public street. Residential dwelling units may be allowed to locate on the ground floor along a rear lane or interior mews frontage, at the discretion of the Development Authority.
11. The provision of live/work units is encouraged. At the discretion of the Development Authority, live/work units may locate on the ground floor of the building if located in the portion of a building that faces a rear lane or interior mews.
12. In order to facilitate comprehensive redevelopment opportunities for sites that front onto 2 or 3 Avenues NW between 9A and 10 Streets NW, the Development Authority may consider partial closure of the north-south rear lanes subject to the following:
 - submission of a comprehensive development concept plan at the Subdivision, Land Use or Development permit application stage; and
 - provision of a new east-west lane that will provide access between 9A Street NW and the north-south rear lane of the block.
13. Pedestrian-friendly land uses and development patterns are encouraged within this area while new auto-oriented developments are strongly discouraged.

3.1.3 Medium-Density Mid-Rise Area

A key objective of this ARP is to create new opportunities for more housing to be provided in the community. The Medium Density Mid-Rise Land Use Policy Area identifies areas that can accommodate new development in a form that is compatible with the existing character of the community. It also allows for higher density development provided that the project is designed to meet the design principles and guidelines set out in this Plan. Development must be street-oriented in design in a mid-rise format. Modest increases in



Eclectic, narrow storefronts, typical to Hillhurst/Sunnyside and other traditional urban 'high streets' is the preferred commercial typology.

height may be allowed to occur in key locations that would highlight gateway entrances into Riley Park.

The sites included in the Medium-Density Mid-Rise Land Use Policy Area were chosen for several reasons. These include the close proximity of the LRT Station, the transition provided by 9A Street NW and the LRT tracks to the Sunnyside residential neighbourhood, the sites with minimum impact on the existing residential development and the opportunity to take better advantage of the amenity that Riley Park offers to future residents as well as provide better oversight of the park. Medium Density Mid-Rise Land Use Policy Areas include:

- Lands on the west side of 9A Street NW;
- The triangular parcel located on the east side of 9A Street NW between 2 and 3 Avenues NW; and
- Lands between 5 Avenue NW and Riley Park between 10 and 12 Streets NW.

Policies

1. New development within the Medium Density Mid-Rise Area should be limited to medium-density multi-family residential developments and includes townhouses, apartments, and live/work units.
2. New low density residential development such as single detached and semi-detached dwelling units are strongly discouraged.
3. Retail commercial uses should be discouraged within residential developments, however, a limited range of support commercial uses may be permitted.
4. Live/work units are encouraged throughout the Medium-Density Mid-Rise Land Use Policy Area

3.1.4 Medium-Density Area

Portions of the Sunnyside neighbourhood fall within the TOD Area due to the proximity of the Sunnyside LRT station, the ability to accommodate small-scale urban infill development, and the opportunity to provide new housing choices that fit within the existing community character and strengthen the pedestrian-friendly nature of the neighbourhood. New development within this area is expected to be predominantly residential with no expansion of commercial uses beyond currently established uses.

Densities planned for this area represent a modest increase compared to existing built densities and permit a broader range of small-scale infill residential development opportunities. Increasing the range of housing types allowed supports the provision of affordable housing units – for example, secondary suites in the form of laneway housing or legal secondary suite within the primary residential building. The low-rise built form (approximately 4 storeys) and design guidelines established in this Plan will ensure that new development will be consistent with the existing character of the area. Further, the ability to build additional housing along a rear lane creates opportunities to modestly increase the housing supply while retaining existing homes – many of which contribute to the unique character of the community.

Policies

1. New development within this area should be limited to medium-density low-rise residential land uses.
2. To support the preservation and restoration of original character single-detached dwellings and apartments in the medium-density residential area, semi-detached dwellings, townhouses and apartments with a maximum height of 10 metres should be allowed in rear yards.

3. The Development Authority should consider relaxations to the Land Use Bylaw in order to accommodate a secondary suite on a parcel of land. (Figure A)
4. Redevelopment of individual parcels should demonstrate sensitivity with the neighbourhood context through building scale and design while encouraging innovation in design.
5. Live/work units may be allowed throughout the Medium-Density Land Use Policy Area.

Figure A – Laneway Housing and Secondary Suites



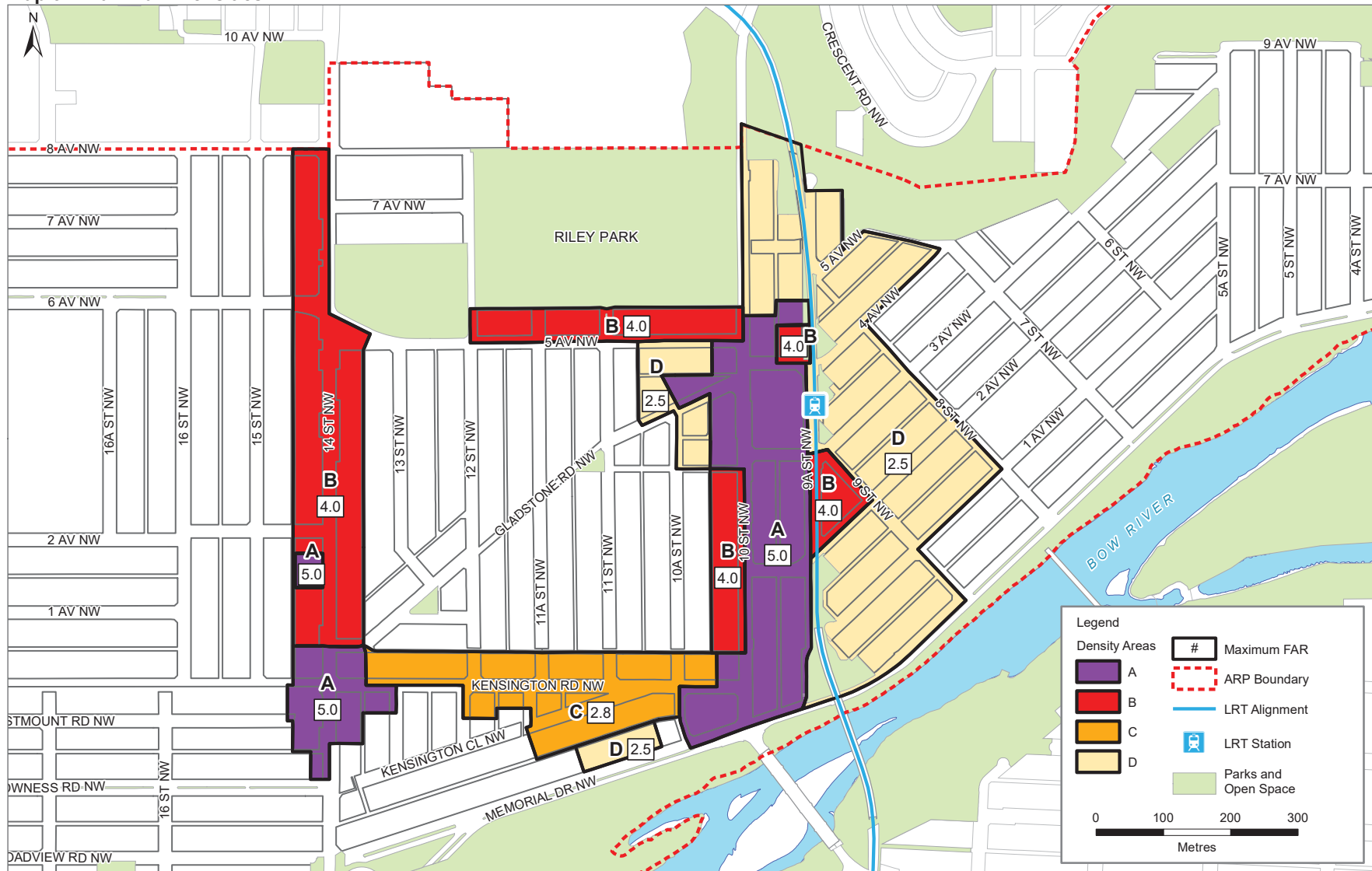
Lane Development



Secondary suites are an effective technique for improving housing affordability in low and medium-density residential areas. This page illustrates a few potential options for laneway housing within the Medium-Density Area. It is the intent of this Plan to encourage innovation in accessory residential uses, consistent with the direction contained within the Land Use Bylaw.

Map 3.2 Maximum Densities

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Amended: 81P2019



3.1.5 Density

Each block within the TOD Area has been assigned a minimum and a maximum density through the use of floor area ratio (FAR). FAR is the gross floor area of the building divided by the gross area of the site. A minimum density has been set in order to ensure that new development will contribute to the vibrancy of the street and to ensure that the building mass will be large enough to contribute to an appropriate streetwall. The area covered by above-grade parking structures is to be included in the calculation for the total gross floor area permitted for a development.

A base density has also been established which is equivalent to the density that is allowable under the provisions of the Land Use District in effect on 2012 August 31. In order to develop above this base density to the maximum FAR, a developer may provide one or more bonus items described in subsection 4 below in exchange for a defined amount of density. For density measured in units per hectare, one unit is considered to be equal to 100 square metres. Where the base density on a parcel is lower than the minimum density shown in Table 3.1, the minimum density shall be considered to be the base density.

Bylaws 27P2012, 6P2016

Policies

1. To ensure transit supportive densities and to discourage stand alone uses, developments are strongly encouraged to achieve the minimum density as shown in Table 3.1.
2. Development should not exceed the maximum densities outlined in Table 3.1 based on conformance to the design policies and guidelines of Section 3.0 of the Plan.
3. The maximum densities Table 3.1 (or on Map 3.2) are not guaranteed entitlements. In order to achieve these maximums, projects will need to meet high standards of architectural and urban design quality that ensure projects make positive contributions to the public

Table 3.1 Minimum & Maximum Densities

Bylaw 27P2012

Area (refer to Map 3.2)	Minimum FAR	Base Density	Maximum FAR
A	2.0	as allowable under the provisions of the Land Use District in effect on 2012 August 31	5.0
B	2.0	as allowable under the provisions of the Land Use District in effect on 2012 August 31	4.0
C	1.0	as allowable under the provisions of the Land Use District in effect on 2012 August 31	2.8
D	-	as allowable under the provisions of the Land Use District in effect on 2012 August 31	2.5



A mixed-use, medium-density typology planned in Hillhurst/Sunnyside.

realm based on conformance to the design policies and guidelines of Section 3.0 of the Plan.

4. Eligible bonus items include the following:

- i. Contribution to a Hillhurst/Sunnyside Community Amenity Fund

The Hillhurst/Sunnyside Community Amenity Fund (HSCAF) has been established as a means of gaining public amenities in exchange for density that exceeds the base density in order to offset the impacts of increased density in the community. The fund will be used for projects within the Hillhurst/Sunnyside Community, including but not limited to:

- Heritage Conservation;
- streetscape design and improvements within City rights-of-way;
- implementation of urban design strategies and public art on public land;

- community support facilities, including community association facilities;
- transit enhancements;
- community planning studies and enhancement projects; and
- other projects deemed appropriate.

The contribution rate per square metre of floor area above the base density shall be that rate approved by Council and in effect at the time of development approval.

Bylaw 19P2015

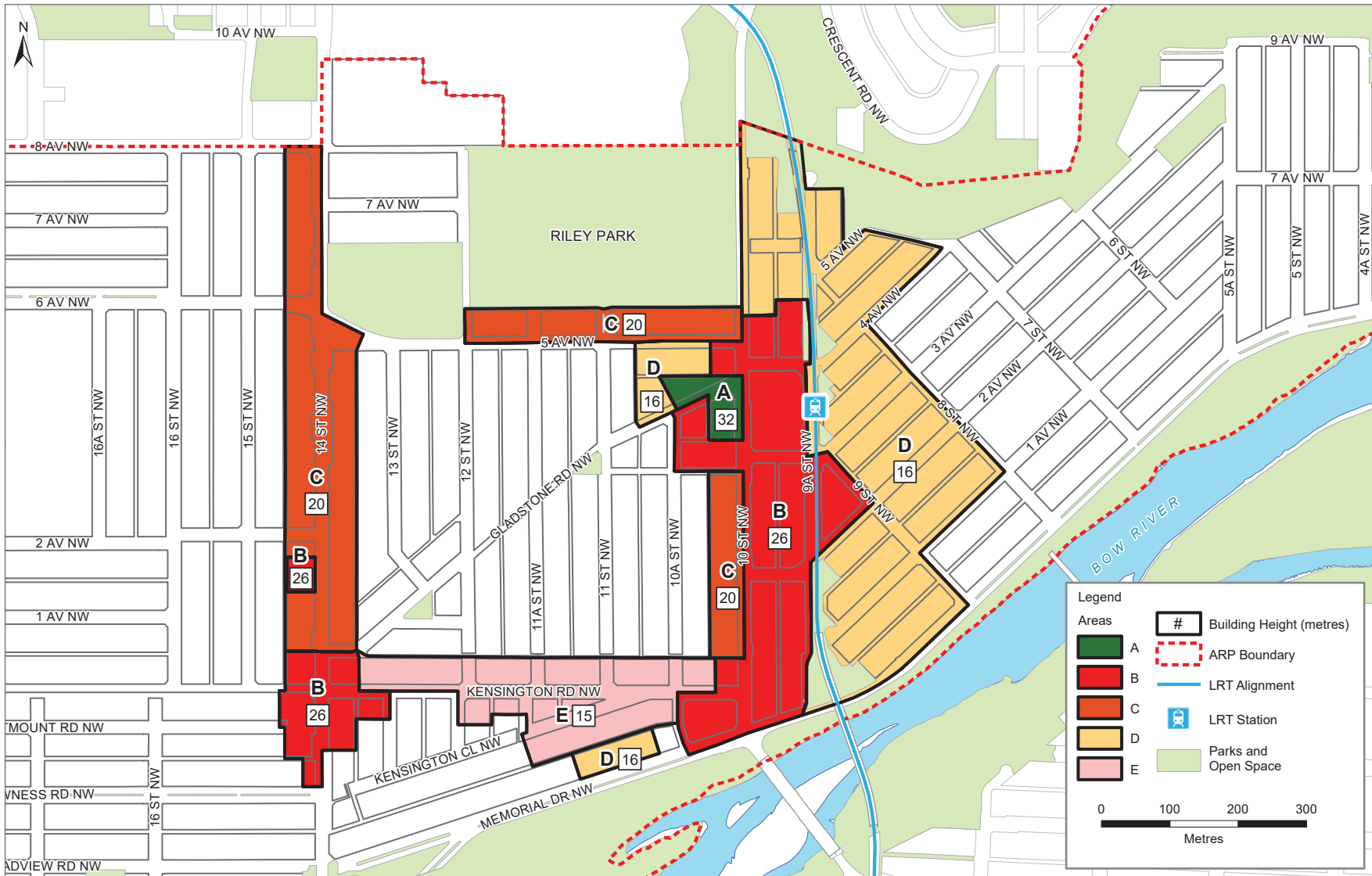
ii. Provision of Urban Design Improvements

A developer may provide specific urban design improvements related to the Urban Design Initiatives described in Section 3.3 Urban Design Initiatives and Public Realm, identified on Map 3.4 Urban Design Initiatives or otherwise negotiated with the Development Authority. The allowable bonus floor area in square meters is equal to the total construction cost of the improvement divided by the contribution rate referred to in Section 3.1.5.4.i. Total Construction cost shall not include any construction costs necessary to fulfill the infrastructure requirements of a development permit for a development equal to or less than the base density. Specific details of design and costing shall be determined through the development permit process.

Bylaw 27P2012, 86P2018

Map 3.3 Building Heights

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iii. *Designation of Historic Resources*

For a density bonus a developer may designate a building(s) as a Municipal Historic Resource under the Historical Resources Act. Specific details of repair, restoration, or improvement of the historic building will be determined through a Municipal Historic Resource Designation and Compensation Agreement.

Bylaw 9P2015, 86P2018

3.2 Built Form and Site Design

Hillhurst/Sunnyside has evolved into an urban village with a unique flavour. The area is characterized by low-rise buildings that establish a fine-grained rhythm of small-scale retail commercial and residential buildings along tree-lined streets. Introducing higher density development into the area has been undertaken with care in order to ensure that new development enhances the qualities of the area that are valued. In this regard, particular attention has been given to the built form and site design elements of placemaking.

One of the most sensitive components of this Plan, is the height of buildings and the placement of the tallest buildings. Due to the low-rise nature of the community and the sensitive interface that exists between the retail commercial and residential areas (usually separated by a lane), a mid-rise format (6-8 storeys) has been employed for the majority of the areas identified for higher density development. In addition, opportunities to locate taller buildings are limited to locations that will have minimal impact on existing residential areas. Finally, buildings that are 8 storeys or higher are generally expected to be designed as landmark features that provide reference to important destinations within the community – such as the LRT station or Riley Park.

Buildings will be designed with setbacks on the upper floors in order to reduce the perception of large building masses and to provide opportunities to view open sky.

The second important design element that requires careful consideration is the placement of buildings on a site. In keeping with the existing development pattern, buildings should be designed and sited to contribute to the creation of a pedestrian-oriented TOD Area. While architectural variety is strongly encouraged, development should be respectful and integrated with the surrounding environment. In general, buildings should relate well to the street and to each other, foster a vital and active pedestrian-oriented street life, maintain sunlight penetration to streets and open spaces and contribute to a fine-grained, pedestrian-oriented urban form.

At the site level, except where noted in this Plan, individual buildings are encouraged to be placed adjacent to the sidewalk to create a uniform ‘streetwall’ and to enclose the street, forming a ‘public room’. Exceptions are made where there are opportunities to create outdoor seating areas or plazas. Small-scale storefronts and townhouse entrances will further contribute to the fine-grained urbanism advocated by this Plan.

To ensure private development is designed to contribute to the TOD vision, this section provides general design guidelines and parameters for individual buildings and sites.

3.2.1 General Policies

1. New development should comply with the minimum and maximum building heights indicated in Table 3.2 and Map 3.3 based on conformance to the design policies and guidelines of Section 3.0 of the Plan.

Table 3.2 - Minimum & Maximum Building Heights (In Metres)

Area (Refer to Map 3.3)	Minimum Height	Maximum Height
A	7.5	32
B	7.5	26
C	7.5	20
D	-	16
E	7.5	15

2. The maximum heights shown in Table 3.2 (or on Map 3.3) are not guaranteed entitlements. In order to achieve these maximums, projects will need to meet high standards of architectural and urban design quality that ensure projects make positive contributions to the public realm.
3. Ancillary structures above the roofline should be setback from the roofline and screened in a manner consistent with the overall architectural design of the building.
4. Development of built forms and uses other than loading and vehicle access is encouraged in rear lanes in order to create activity and natural surveillance.
5. Lane closures and/or air rights over public lanes may be negotiated on a project specific basis to facilitate comprehensive development projects on sites located in blocks between 10 Street NW and 9A Street NW.
6. New development should contribute to the distinctive and eclectic character of the area, including the traditional small lot pattern of development. Buildings should be articulated and detailed in a manner that reinforces existing development rhythms. Building materials and colour palettes should be compatible with existing development.

3.0 PLAN CONCEPT

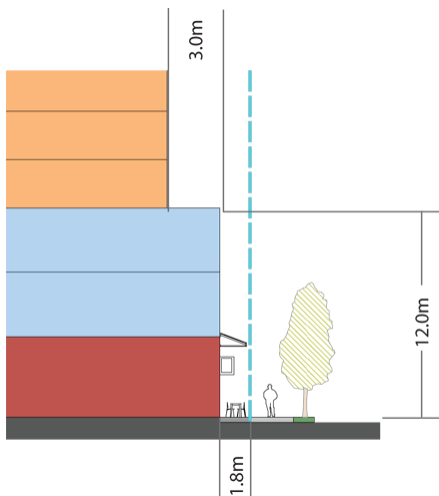
7. All new residential units should be provided with private outdoor amenity space, either exclusive to an individual unit or as a common amenity available to all units within a development. Common amenity space may be provided at or above grade. Amenity spaces should be located and designed to ensure privacy of adjacent low-density residential areas.
8. New buildings should be designed to ensure universal access for all citizens. Where feasible, buildings should be designed to eliminate the need for access ramps. Where this is not feasible, the ramps should be designed to have minimal impact on the sidewalk and should not intrude into the sidewalk throughway.
9. New development should strive for a LEED™ rating through consideration of sustainable built forms and an integrated approach to building infrastructure systems. The following design concepts, development practices, and technologies are encouraged:
 - Management of construction waste including recycling to divert material from landfill sites;
 - Optimization of building energy performance;
 - Use of renewable energy sources;
 - Use of innovative wastewater technologies;
 - Management of stormwater including reduction of quantity; collection, filtering, reuse;
 - Provision of water efficient landscaping;
 - Provision of occupant transportation alternatives;
 - Provision of a high quality of indoor air quality and thermal comfort;
- Maximizing day lighting;
- Use of building materials with a high-recycled component;
- Use of durable and rapidly renewable materials;
- Encouragement of innovation in the design of buildings, their systems, and their site considerations; and
- Provision of green roofs.
10. All new developments should provide for the collection and pick-up of recyclable materials.
11. All new developments should provide for common private parking and storage of bicycles. Reference should be made to the Land Use Bylaw and the Bicycle Parking Handbook.
12. All areas of a parcel not required for buildings, vehicular access, loading or garbage enclosures should be landscaped.
13. Where a parcel shares a property line with a parcel designated for residential use, the adjacent yard should be soft landscaped.
14. Ensure that landscaping does not compromise security by preventing clear views from the street to pathways, open space or car parking areas.
15. Design outdoor lighting to prevent light intrusion beyond the site, e.g., by applying down-lighting and low-reflectance ground covers, selecting lighting locations that contain light within the site and employing lamp fixtures that do not allow direct-beam illumination to leave the site.
16. Provide adequate security lighting for walkways, car parking areas and other areas used by the public.
17. New development should be designed in accordance with the principles of Crime Prevention Through Environmental Design (CPTED) where feasible.

3.2.2 Mixed Use Areas

1. New development should contribute to the creation of pedestrian-oriented street fronts through the following:
 - Active uses located at-grade along major pedestrian frontages (10 Street NW, 14 Street NW and Kensington Road NW).
 - Buildings aligned to relate directly with the primary pedestrian frontage with lobbies and building entries oriented toward the sidewalk.
 - Building faces modulated in width, height, and finishing materials to visually break up large building facades. The inclusion of smaller commercial retail units (CRUs) into the building façades of large retail tenants is encouraged.
 - New buildings should be built to the property line in order to avoid the creation of vacant spaces between buildings. Sideyard setbacks are not permitted below the cornice line of the building.
 - Unless otherwise specified, building frontages should maintain a minimum of 50 percent glazing (windows and doors).

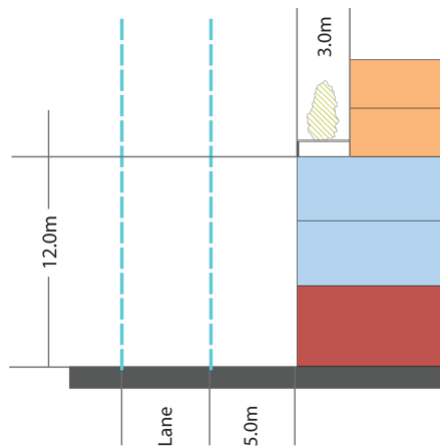
- Canopies or other forms of shelter provided for pedestrians and bicycle parking. Canopies should incorporate a no-drip design (e.g., sloped towards the building with integrated gutters).
2. To create consistent streetwalls buildings taller than 12 metres should stepback along street frontages a minimum of 3 metres at a cornice line set to a maximum height of 12 metres above grade (Figure B). Exceptions may be allowed for distinctive corner elements.
 3. Buildings should be accentuated at corners through the use of architectural details, massing, and / or prominent entries. Pulling back corner elements to create pedestrian plazas is also encouraged.

Figure B – Minimum Setbacks and Stepbacks



4. Where new developments share a lane with a low-density residential district the building should:
 - Setback a minimum of 5 metres from the rear-lane; and
 - Stepback a minimum of 3 metres at a maximum height of 12 metres,
 as shown in Figure C.

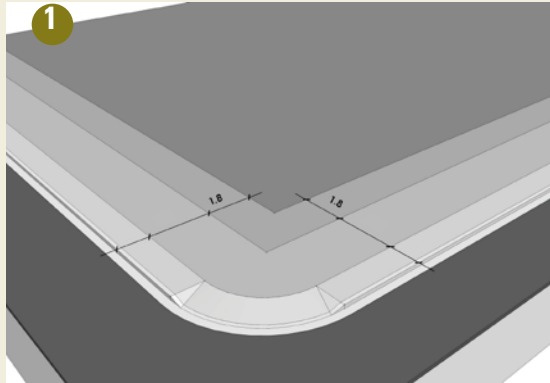
Figure C – Minimum Rear Yard Setbacks and Stepbacks Adjacent to Low Density Residential



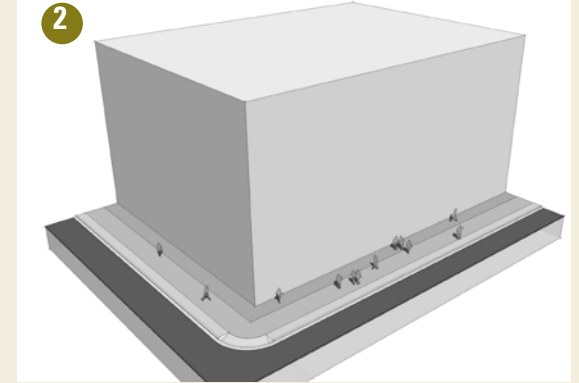
5. Ensure that the design of the rear façade of commercial mixed-use buildings is compatible with the residential use on the opposite side of the lane and uses materials of a standard similar to the front façade of the building.
6. Building elements below the cornice line are encouraged to use masonry or other durable materials and other architectural details that establish a strong visual rhythm with human scaled elements.
7. Materials used above the cornice line may differ from materials used below the cornice line, but compatibility and transition between materials should be considered and the rhythm of the lower floors should be respected. Building elements above the cornice line may have a lighter appearance with more glazing than used at the base.
8. All ground floor glazing shall be completely transparent (door and windows) except where used as a spandrel material.
9. Punched window openings are recommended, with an appropriate ratio of wall to window, as a means of responding to the existing "village" context.
10. Materials that add warmth, texture and visual interest are an important consideration in the feel of a pedestrian street. Suggested building materials, particularly for the lower storeys, are:
 - Brick
 - Stone and concrete/stone composites
 - Ceramic tile
 - Concrete composite siding and panels
 - Wood (used as an accent material only)
11. Internal retail courtyards with access from a public sidewalk are discouraged.

Conceptual 10 Street NW Building Massing Guidelines

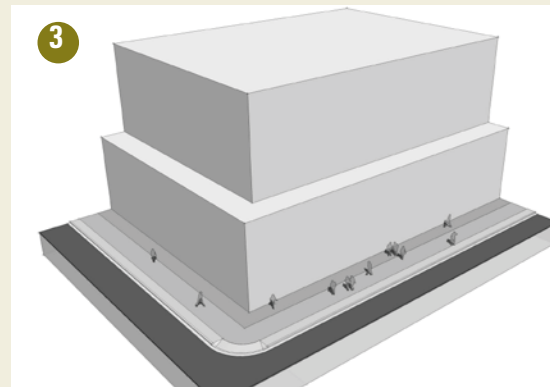
The Plan encourages new infill development along the 10 Street NW corridor that contributes to the street's tradition of a pedestrian-oriented and lively retail streetscape and that can accommodate a mix of uses in a manner that is consistent with the distinctive character of the area, minimizes impacts on adjacent low-density residential neighbourhoods, and meets the TOD objectives of the Plan. The following diagrams provide an illustration of the building massing, siting and form guidelines presented in Section 3.2.



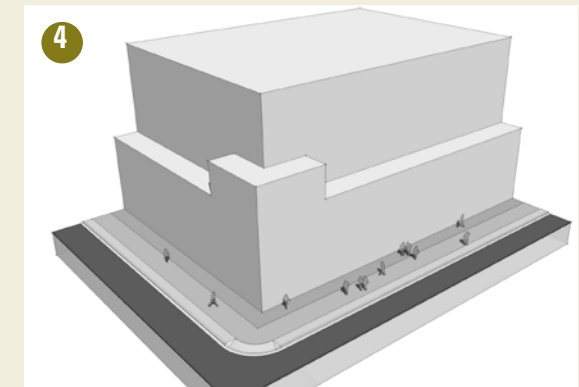
Buildings should be setback 1.8 metres from the property line to create a publicly accessible 'building frontage zone', to allow for pedestrian-oriented amenities, such as outdoor signage, and architectural projections to create a distinctive streetfront. A similar setback should be provided on intersecting avenues for residential frontages (eg. stoops, planting boxes, and patios).



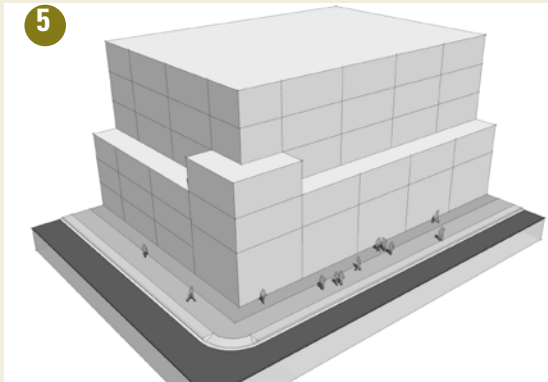
Buildings should be aligned with, and relate to, the sidewalk. New development should be built up to the adjacent property lines (zero lot line development) to ensure a seamless street front along 10th Street NW. Lobbies and building entries should also be oriented toward the primary sidewalk frontage.



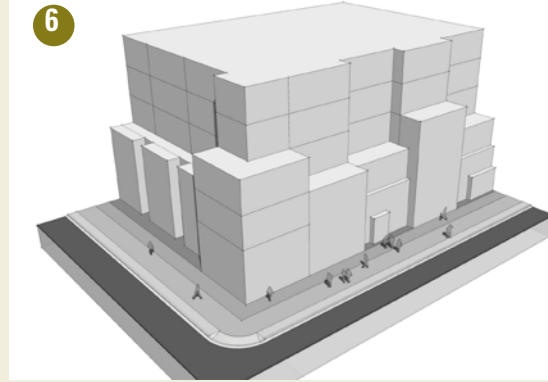
A well-defined cornice line should extend for the length of the building. This may be set at either 2 or 3 storeys, depending on the specific building, but it should be approximately 12 metres above-grade. Building elements above this cornice should be setback a minimum of 3 metres to accentuate the cornice line.



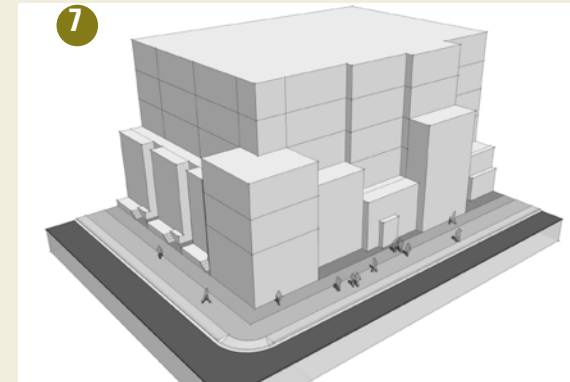
Buildings should be accented at street corners through the use of architectural details, massing and/or prominent entries. The cornice line may be 'broken' in these locations to facilitate this.



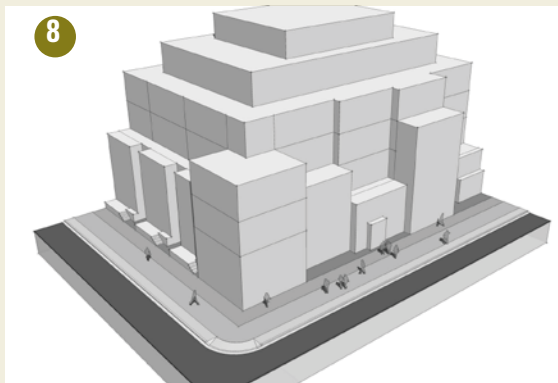
Employ smaller bay sizes to facilitate smaller, more varied retail spaces.



Modulate building faces in width, height, depth and finishes and accentuate building entries to visually 'break down' large building walls. Physically break up large retail tenant frontages by inserting smaller Commercial Retail Units (CRUs) into the building face.



Increase building setbacks in some areas to create usable plazas, and outdoor seating areas to connect indoor spaces of the building to the outdoor space of the sidewalk. Residential frontages should be oriented towards the sidewalk but also allow a degree of privacy.



Setback the top floor of all buildings at least 3 metres to help reduce bulk and create a more interesting roof line. The top floor should be designed to resemble a 'penthouse'. Ancillary structures may project above the maximum allowable height provided they are screened and incorporated into the overall architectural design of the building.



Views in and out of buildings should be maintained through a high degree of transparency (windows and doors) based on a linear measure of the façade. Views must not merely be into display windows, but into actual building interiors.



Street frontages should be designed to encourage pedestrian activities by providing shelter from elements (such as canopies) and pedestrian-oriented uses such as retail, personal services, restaurants and outdoor cafés.

12. Diversity along shopping streets is encouraged by limiting shopfront widths to narrow increments and allowing tenants to choose their own plan configuration and storefront system, awnings, interior and exterior lighting, graphics and signage. The traditional storefront pattern of approximately 7.5 metres is encouraged.
13. Individual business frontages that are greater than 30 metres in width:
 - Should provide for multiple entrances at the street level, which may include incorporating separate, individual uses that have entrances oriented to the street; and
 - May be located above the ground floor.
14. The width of individual entrance lobbies, whose only function is to provide access to upper or lower level uses, should be minimized along the commercial streetscape so as not to create major gaps in activity and should not exceed 7.5 metres in width. Where the lobby serves as the principal entrance lobby for a residential building, the width may be exceeded to the satisfaction of the Development Authority.
15. New office developments should contain at-grade retail. Lobbies should be highly visible, clear-glazed and easily recognized from the street, so as to enhance the street scene.
16. New development should incorporate artful design as part of all parking and loading area entrances and gates.
17. *At the discretion of the Approving Authority, the maximum building height allowed at 211 to 221 - 14 Street NW may be increased from 26 metres to 30 metres to create an indoor common amenity area with*

associated rooftop patio. The indoor common amenity area and other rooftop improvements such as mechanical penthouse shall be set back from the front and rear building facades.

Bylaw 81P2019

Urban Mixed Use Area

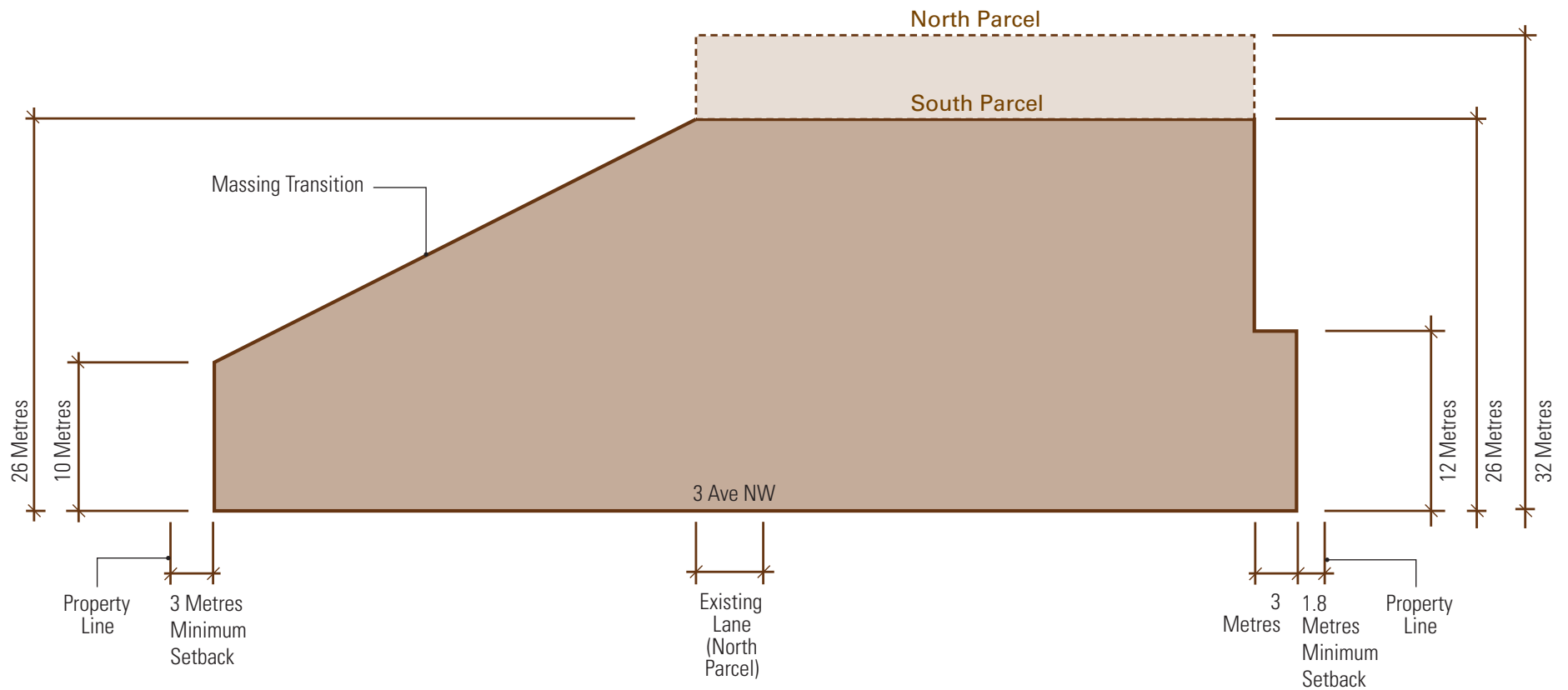
18. Street-level frontages along 10 Street NW shall provide a minimum of 75 percent transparent glazing (windows and doors). Retail/commercial frontages along side streets within the Urban Mixed-Use area should provide a minimum of 50 percent transparency at street-level.
19. Buildings along 10 Street NW should be setback a minimum 1.8 metres from the front property line to create a building frontage zone, permitting the following:
 - Hardscaping, outdoor seating, signage, newsstands, public art, bike racks, canopies and entrance projections.
20. Curb-cuts, loading areas, and any automobile access should not be permitted along the 10 Street NW frontage.
21. For the through-site parcels bounded by 10 Street NW to the east, Gladstone Road NW to the north, 10A Street NW to the west and 3 Avenue NW to the south, new development should be designed to be compatible with the following:
 - The maximum allowable building heights for development specific to these parcels should be:
 - 32 metres at the north end of the 10 Street NW frontage
 - 26 metres at the south end of the 10 Street NW frontage

- 26 metres aligned at the west edge of the existing north-south laneway
- 10 metres along the 10A Street NW frontage.

- Building height should gradually transition from lowest to highest between 10A Street NW and 10 Street NW in order to provide an appropriate interface with the existing residential development on 10A Street NW. The transition should begin at 10 metres in height at the 3 metre setback from the 10A Street NW elevation property line and transition up to 26 metres in height at the approximate position of the existing north-south lane, as illustrated in Figure D.
- At the discretion of the Development Authority, portions of the building above four storeys may extend above the massing transition line to allow articulation of the building facades and functionality of floor plates.
- Building corners along 10 Street NW should be accentuated through the use of architectural detailing, massing, and/or prominent entries.
- Buildings along 10A Street NW should be setback a minimum 3 metres from the property line.
- Buildings along 10A Street NW should stepback a minimum 3 metres from the face of the building at a maximum height of 12 metres above grade.
- Buildings along 3 Avenue NW should be setback a minimum of 1.8 metres from the property line.
- Along 3 Avenue NW, portions of a building above a height of 12 metres above grade should be setback a minimum of 5 metres from the property line.
- Surface parking areas must not be visible from 10 Street NW.

- Access to internal parking areas is not permitted from 10 Street NW.
- Parking garage entrances should be designed as an integral component of the building, employing similar levels of architectural detailing and quality of materials.
- No new vehicle access/egress will be permitted from 10 Street NW or 10A Street NW.

Figure D – Through-Site Massing Concept



Building Façade



Blade



Free-Standing



New Mexico Precedence Santa Fe, New Mexico has a charming central retail zone that makes extensive use of blade signage. There is not a free-standing sandwich board to be found on any sidewalk throughout the city.



Signage Guidelines

Building Façade

- Signs on the building façade, either attached to the wall or part of an awning, can accommodate a great diversity of attractive sign styles.
- Façade signs should be scaled in proportion to the building and designed to be complimentary to the architecture of the building.

Blade

- Signs perpendicular to the building façade contribute to a pedestrian-friendly rhythm of the street and are encouraged.
- Blade signs should be scaled for the pedestrian, not extend excessively over the public sidewalk, and use distinctive colours, shapes and materials to add diversity and interest.

Free-Standing

Free-Standing Signs Should Be Prohibited

- Unplanned and uncoordinated free-standing signs on the public sidewalk can be a hazard and create a cluttered streetscape.
- A coordinated program of pedestrian amenities (street furniture) and publicly-oriented banner signs are a more appropriate use of the public sidewalk.

Signage

22. The size of signage should be scaled and oriented to the pedestrian. Signs that are scaled to automobile traffic should be prohibited.
23. Signs should be designed in accordance with the following guidelines:
 - Designed as integral components of the architecture of the building to which they are attached in terms of materials, colour, scale, and character;
 - Architectural features should not be obscured; and
 - Illumination should be used only when necessary and overspill lighting that impacts neighbouring residential properties should be minimized.
24. Freestanding signs should not be permitted within the sidewalk or boulevard right-of-way.
25. Retail frontages are encouraged to employ blade signage oriented towards pedestrians.

3.2.3 Residential Areas

1. A variety of building forms are encouraged including, but not limited to:
 - Low- and mid-rise buildings;
 - Buildings or collections of buildings that create internal courtyards or mews; and
 - Street fronting dwelling units, courtyard oriented dwelling units and laneway dwelling units.
2. At-grade residential units that front a public sidewalk or publicly accessible private sidewalk should have individual, primary entrances (e.g., front doors) providing direct access to and from that public sidewalk or publicly accessible private sidewalk.
3. All at-grade residential units should be designed to provide visual privacy from any public or internal sidewalks without the need for high or non-transparent privacy fences or walls that detract from the active street edge.
4. Front yard gardens with low fences or hedges should be provided for each street-level dwelling unit.
5. In multi-unit developments, building facades should be articulated to indicate individual ground floor units.
6. New developments are strongly encouraged to incorporate distinctive design approaches such as mews, mid-block forecourts and other design approaches that create visual interest and pedestrian activity.
7. Residential projects should be sited to maximize opportunities for creating usable, attractive, well-integrated open space. Consideration should be given to the following site planning elements:
 - Entry enhancement such as landscaping along a common path;
 - Location and design of decks, balconies and upper level terraces;
 - Play areas for children;
 - Individual gardens;
8. Location of outdoor spaces to take advantage of sunlight; and
9. Signage shall be low-key in nature and be illuminated in a manner that is in keeping with the residential nature of the street.

Medium-Density Mid-rise Area

8. To create a consistent streetwall, building facades should maintain a uniform cornice line of 3 storeys or a maximum height of 10 metres. Building elements above the 10 metre cornice should maintain a minimum stepback of 3 metres.
9. New development should not cast shadows on to Riley Park beyond a line measured 20 metres into the park, parallel to any exterior property line between the hours of 10:00 a.m. and 4:00 p.m. MST on September 21.
10. *At the discretion of the Approving Authority, the maximum building height allowed along the north side of 5 Avenue NW may be increased from 20 metres to 26 metres to create a tower element at the corner parcels at the intersections of 5 Avenue NW and 11 Street NW, 11A Street NW and 12 Street NW. These tower elements should be designed to create landmarks that signify the entrance to Riley Park as an important community location. Each tower element is limited to an area within 30 metres of the property line shared with 5 Avenue NW and within 23 metres of the property line shared with 11 Street NW, 11A Street NW and 12 Street NW. The gross floor area of each storey within a tower element should not exceed 433 square metres.* **Bylaw 14P2012**

deleted image

Bylaw 6P2016

11. New development at the corner parcels at the intersections of 5 Avenue NW and 11 Street NW and 11A Street NW should be designed to visually complement one another and to frame enhanced gateways into Riley Park. (Figure E)
 - The buildings must be setback sufficiently to create a generous public realm with tree-lined boulevards and wide sidewalk.
 - At the time a proposal to redevelop one or more sites is put forward, The City should negotiate with the landowner for the acquisition of land for additional right-of-way along 11 and 11A Street NW in order to widen the carriageway for the proper movement of vehicles and a median of appropriate width to accommodate mature trees.
12. *New development along 5 Avenue NW that is on a site greater than 70 metres in width is strongly encouraged to break up the massing of the building through design approaches such as mews, mid-block forecourts, courtyards, or publicly-accessible midblock pedestrian connections from the street to the park. These elements should be of a sufficient width and with an appropriate use of paving and landscaping to ensure they create visual interest and pedestrian activity. Building facades along such design elements should be activated by residential frontages, articulation, and glazing (windows) to prevent the creation of blank walls.*
13. Due to the unique configuration of the site at 1020 2 Avenue NW, the following guidelines should guide the design of any new projects:
 - A minimum building setback of 2 metres is required along the west façade of the building. 1 metre

Bylaw 28P2011

adjacent to the local pathway shall be provided as a publicly accessible right-of-way to accommodate widening of the local pathway. An additional 1 metre is required to accommodate doorsteps. A maximum 3 metre setback may be provided if the design of the building requires front yards for dwelling units.

- Redevelopment of this site should improve and expand the adjacent pedestrian environment to facilitate pedestrian connectivity to nearby public spaces and amenities, as well as to create an attractive “block-walk” that extends a park-like atmosphere around the site. Improvements should include expanded sidewalks with regular and formal street tree plantings. The development of an appropriate “road diet” or road narrowing adjacent to the site should also be explored in an effort to widen sidewalks and to encourage traffic calming.
14. *The maximum building height allowed for the sites at 219 to 231-9A Street NW may be increased from 26 metres to 27 metres in order to accommodate flood requirements. Development should ensure that the impact of any mechanical or ancillary structures above the roofline is minimized.*

Bylaw 4P2021

Figure F – Sunnyside Infill Development Concept



Medium Density Area

15. New development is expected to be oriented towards the street and to support a pedestrian-friendly environment. Residential infill development should be designed to be sensitive to existing neighbourhood character and maintain a low-rise residential building typology oriented towards the street and the sidewalk. (Figure F)
16. To support the preservation and restoration of existing residential buildings, the Development Authority may consider relaxations of the Land Use Bylaw in order to

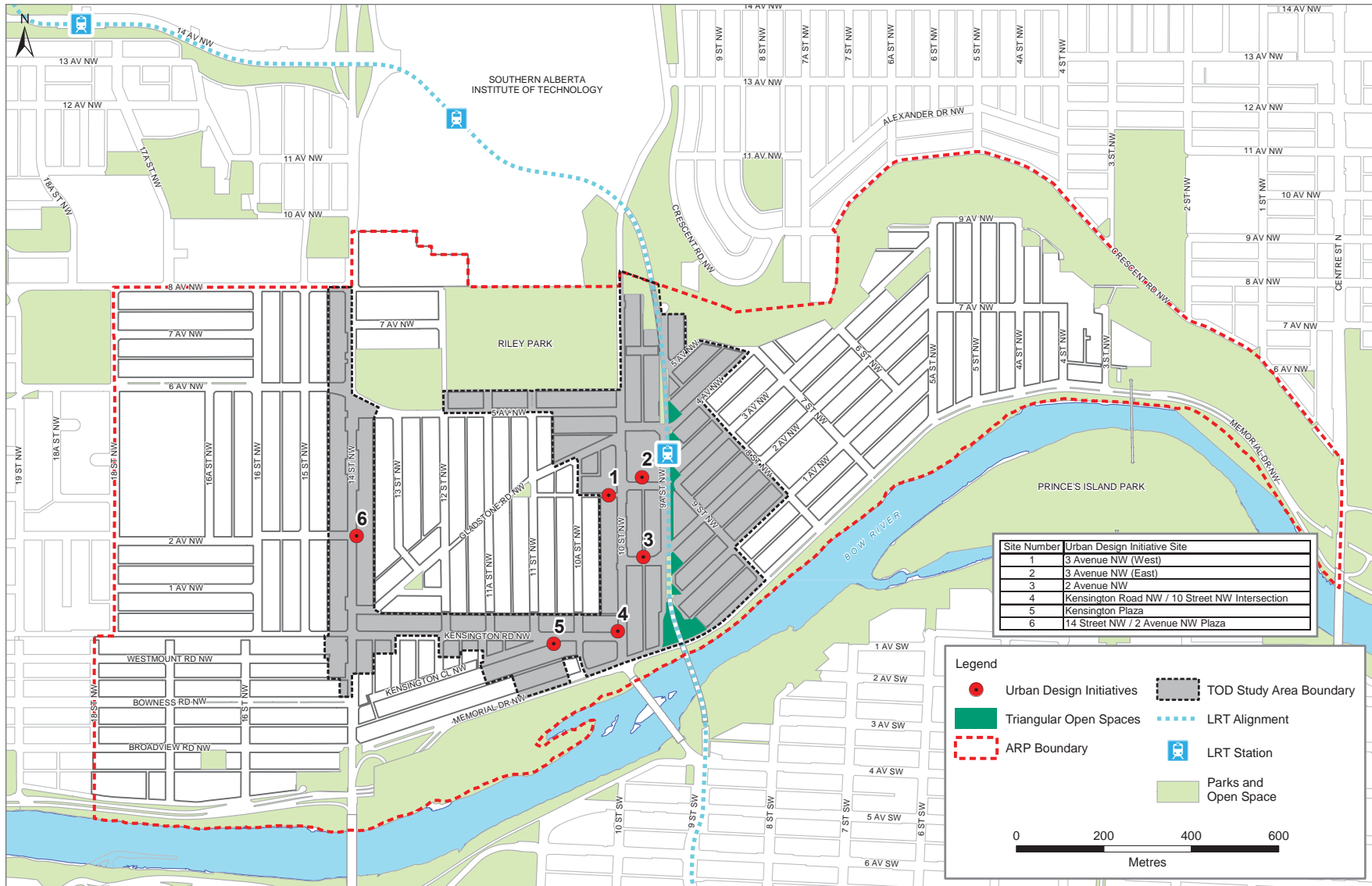
facilitate the development of semi-detached dwellings, townhouses and apartments in rear yards.

17. A Land Use Amendment or Development Permit application for the development of semi-detached dwellings, townhouses and/or apartments in rear yards should include submission of a comprehensive development concept plan. The concept plan should include the following information:
- Siting of buildings;
 - Location of parking and waste collection;
 - Building envelopes;

- Compatibility of architectural design with existing development on the site;
 - Landscaping; and
 - Design approaches that minimize overlooking of adjacent properties.
18. New development on a site that is greater than 15 metres in width should be designed based on the following principles:
- The rhythm of individual dwelling units should be emphasized;
 - The front façade should be articulated with minor variations in building setbacks, building projections and other design techniques that add visual interest; and
 - When an internal residential courtyard is proposed, a distinct pathway between the courtyard and the public sidewalk should be provided. **Bylaw 9P2015**

Map 3.4 Urban Design Initiatives

Approved: 19P87
Amended: 6P2016



3.3 Urban Design and Public Realm

The success of a TOD Area is determined to a large degree by the quality of its public realm - its streets, boulevards, sidewalks, and public squares - the extent to which it is experienced as an interesting, vital, beautiful place within the community and the extent to which it has a unique identity within the city. Key to the successful implementation of this Plan will be the creation of a healthy attractive public realm that supports and contributes to the urban vitality and economic vibrancy of a community.

This Plan proposes a series of public realm improvements to create a lively, walkable and attractive community. This will be achieved through street and sidewalk improvements, public realm improvements that include new urban plazas and green spaces, improved pedestrian and bicycle linkages and new community amenities. Design of the public realm will also reflect the need to create safe and secure environments that optimize comfort by responding to climatic factors.

The physical layout and design of a TOD Area can contribute to the safety and security for residents, workers, visitors, and transit users. Crime Prevention Through Environmental Design (CPTED) techniques should be considered at all stages of development. These techniques involve designing the built environment to reduce the opportunity for random crime in the public realm. Basic principles include defining a boundary between public and private space, improving natural surveillance (by reducing blind spots and encouraging 'eyes on the street'), and controlling access to private space.

Designing for safety is particularly important in transit areas where citizens are occasionally required to wait, particularly in the evening hours. By ensuring that the public realm, especially the transit waiting area is well-defined, active, and well-lit with clear sight lines, the built environment will discourage unwanted activity and increase public safety and security.

Calgary is a winter city and the public realm should consider the impact of harsh weather on public spaces by providing protection and comfort to pedestrians. Weather protection should be built into all developments, especially in areas where pedestrians are encouraged to gather and wait. Transit stations and stops in particular require care to provide comfort for waiting riders in harsh winter conditions.

The key to enjoying winter in the city is to have amenities that provide comfort and escape from the cold, a visually stimulating environment, clear sidewalks for safe pedestrian travel and landscape design that incorporates changing seasons. With appropriate planning and design, winter can be equally accommodating to outdoor pedestrian activity.

Public art is an important element in the creation of great civic spaces and offers an opportunity to contribute to a unique sense of place within the TOD Area. Opportunities for public art should be incorporated throughout the area.

This Plan envisions active City participation in the early stages of plan implementation to 'front-end' the cost of some key public realm improvements. As more high-density development is attracted to the area, development levy payments can allow recovery of costs and may fund future improvements.

The public realm can be classified into two forms, public spaces and semi-private spaces. From an urban perspective the public realm is a synthesis of public and private domains, the private realm providing enclosure, creating the wall of the 'room', the public realm creating the 'floor', and together, the 'stage'.

Given this public realm ownership, this section will serve the following purposes:

- Guide public investment decisions;
- Guide private development requirements.

As the TOD vision for Hillhurst/Sunnyside is realized, the need to enhance existing public space and create additional public or publicly accessible space will increase due to:

- Higher volumes of pedestrians;
- The anticipated increase in population requiring additional public or publicly accessible open spaces; and
- The need to maintain and enhance the quality of life in the community.

Areas that require improvement include:

- 10 Street NW boulevards and sidewalks;
- 14 Street NW boulevards and sidewalks;
- 3 Avenue NW sidewalk from 9A Street NW to 10A Street NW;
- 2 Avenue NW sidewalk from 10 Street NW to 9A Street NW;
- Pedestrian waiting area on the northwest corner of 10 Street NW and Kensington Road NW;

Figure G – Urban Design Initiative – Community Concept of Plaza Theatre Plaza



- Plaza located in front of the movie theatre on Kensington Road NW; and
- Small parks located immediately east of the LRT line.

(See Map 3.4)

Key challenges include insufficient sidewalk and boulevard widths, lack of an attractive and functional design for the plaza and compromised urban safety and inappropriate use of small park spaces.

To create the type of public realm that encourages walking and attracts visitors to the area, this section includes guidance on creating people-friendly streets and sidewalks, urban-style and scale parks and lively public spaces.

3.3.1 General Policies

1. Opportunities for public art should be incorporated throughout the pedestrian realm as part of the streetscape design, especially along 10 Street NW.
2. Funding for public art installations should be identified in City projects in accordance with the Public Art Policy.
3. The planting of deciduous street trees is strongly encouraged wherever possible.

4. Landscape design should incorporate indigenous vegetation that also provides habitat for a variety of birds and small animals.
5. The creation of new publicly accessible plazas, outdoor seating and pocket parks will be encouraged by allowing buildings to be set back from the property line in order to accommodate these publicly accessible amenities.
6. Pedestrian-friendly public plazas are encouraged at major intersections by setting back corner elements of new development. In particular the following key plazas are envisioned:
 - The south west corner of 10 Street NW and Gladstone Road NW.
 - The south east corner of 10 Street NW and 2 Avenue NW.
7. In the event redevelopment is proposed on sites affecting the urban place located on the east side of 10 Street NW between 2 and 3 Avenue NW, the developer will be strongly encouraged to provide a publicly accessible space of similar dimensions and orientation.
8. The plaza in front of the Plaza movie theatre should be redesigned. The redesign could include additional tree plantings, well-designed kiosks, water features and new urban street furniture. (Figure G)
9. The northwest corner of the Kensington Road NW and 10 Street NW intersection is a key pedestrian corner (pedestrians gather while waiting to cross 10 Street NW) and should be redesigned and expanded to include the following:



Figure H – Kensington & 10 St NW Pedestrian Refuge BEFORE



Figure I – Kensington & 10 St NW Pedestrian Refuge AFTER

- Indented corner 'plaza' to provide increased pedestrian space
- Textured paving to establish the corner as pedestrian-friendly space
- 'Full-length' lowered sidewalk curb encompassing both crosswalks to ensure universal accessibility and ease of movement between the sidewalk and the crosswalk.
- Relocation of traffic signal box to a less prominent location.

Figure H illustrates the existing condition at this corner of the intersection. Figure I illustrates a conceptual design solution for the corner to improve pedestrian flow and accommodate pedestrian queues at the intersection. This design solution could be implemented prior to redevelopment of the adjacent site.

10. The removal of the bollards along the eastern edge of the Kensington Road NW and 10 Street NW intersection to provide a complete sidewalk along the western edge of the street should be investigated.

3.3.2 Streetscape Design

Streets are an essential part of the public realm in the TOD Area and lively streetscapes comprised of a variety of design elements are key to a pleasurable pedestrian experience. Streetscapes are the total result of many smaller components: streets, sidewalks, building frontage, and other elements. Collectively, these design elements are the physical infrastructure of placemaking throughout the pedestrian realm.

1. A coherent design theme specific to the TOD Area should be applied to all streetscape elements along all streets.
2. Street furniture, street lighting, signage, and landscaping should be oriented towards the pedestrian.
3. Facilities for street trees are to be sustainable and allow trees to achieve a 25-year lifespan in sidewalk plantings and 50 years in tree lawns. Designs must include sufficient root and branching space and should include a means of supplying supplementary water, fertilizer and air as well as protection against snow clearing and de-icing activities. Design should also accommodate removal of stumps and planting of replacement trees. Facilities should account for all seasonal variations and practical constraints.

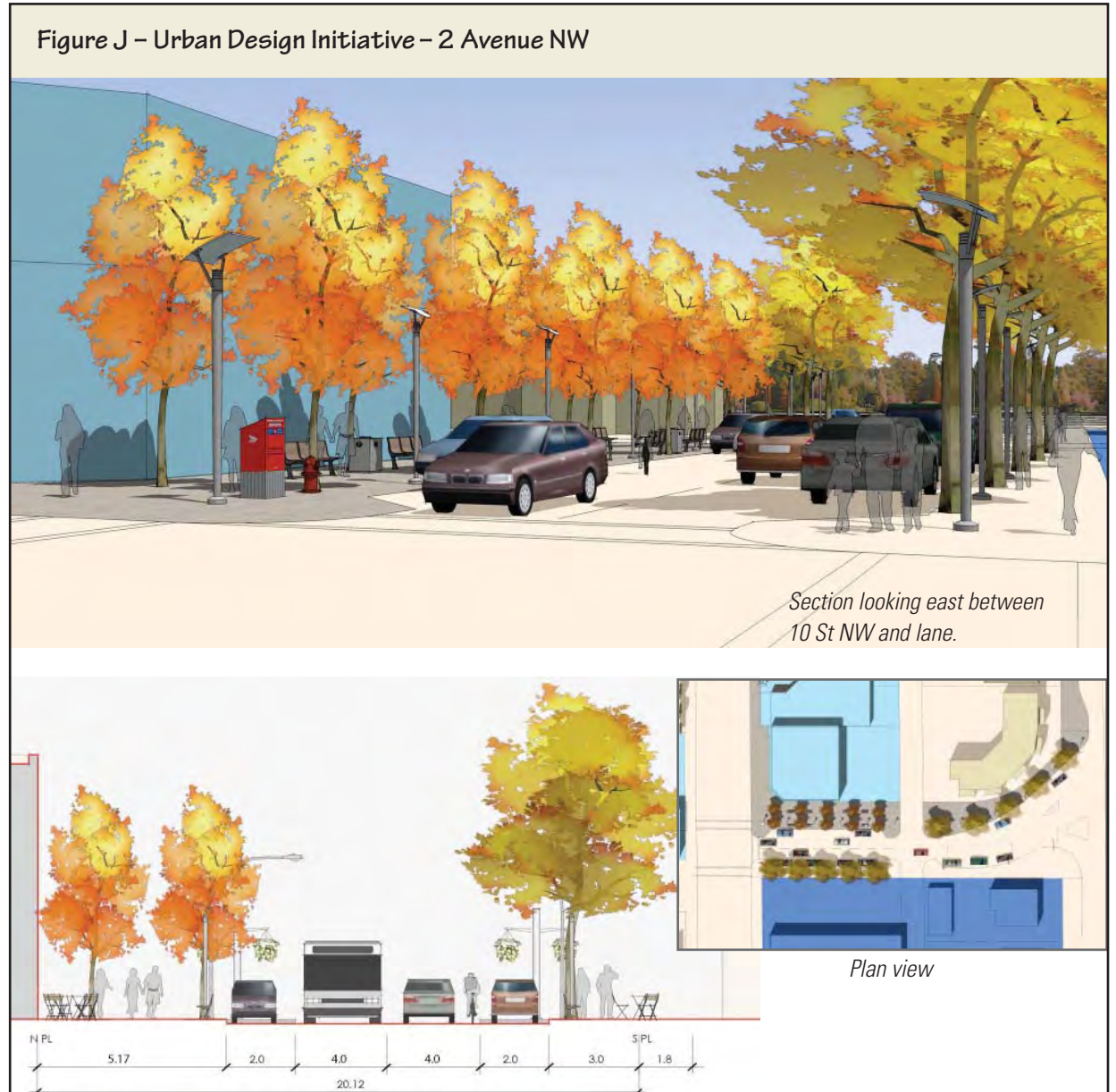
3.0 PLAN CONCEPT

2 Avenue NW

The existing right of way along 2 Avenue NW between 10 Street NW and 9A Street NW presents an opportunity to enhance the pedestrian environment and address the need to reinforce the linkage between 10 Street NW and the Sunnyside community. This will allow for the addition of a linear urban plaza on the north side of 2 Avenue NW.

4. 2 Avenue NW between 10 Street NW and 9A Street NW should be narrowed to create an expanded sidewalk along the north side of the street. Bicycle improvements such as pavement markings and shared-use bicycle stencils should be included in the redesign. A sidewalk width of approximately 5.17 metres is encouraged. (Figure J)

Figure J – Urban Design Initiative – 2 Avenue NW



3 Avenue NW

A key opportunity to enhance the pedestrian realm exists on 3 Avenue NW between 10A Street NW and the Sunnyside LRT station. 3 Avenue NW is an important east-west linkage in the community and should be improved to enhance pedestrian and cycling connections. It is also important to improve conditions for transit users transferring between the bus and LRT. Improvements should include wider sidewalks, additional tree plantings and other design elements.

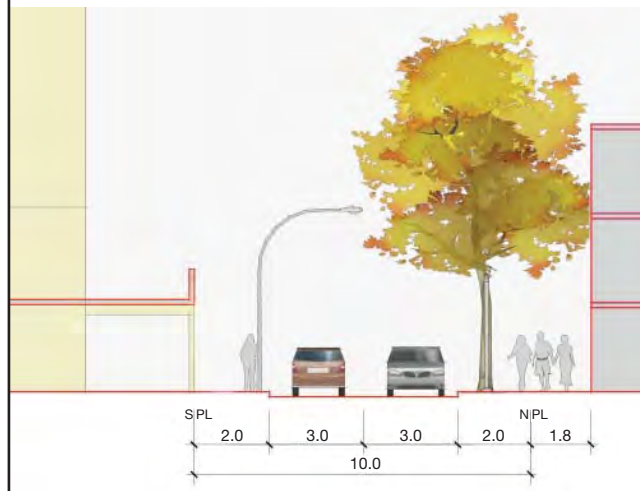
5. To establish and maintain an east west linkage across 10 Street NW, 3 Avenue NW between 9A Street NW and 10A Street NW should be redesigned to create a pedestrian/cycle friendly 'shared street' as illustrated in Figures K and L, based on the following design guidelines:

- Expanded sidewalks to accommodate increased pedestrian activity with a minimum 1 metre wide planting strip that includes sustainable high canopy street tree plantings, coordinated furnishings including benches and waste bins, and bicycle parking.
- The use of distinctive concrete patterning within the sidewalk area is encouraged. The design should consider the need of those requiring mobility aids for smooth walking surfaces.
- Sufficient space along the building edge to accommodate outdoor seating areas and seasonal displays; however, the pedestrian thoroughway must take precedence to meet the needs of pedestrians, transit customers, and shoppers.
- On-street parking east of 10 Street NW to be provided on the south side of the street with curb extensions

Figure K – Urban Design Initiative – 3 Avenue NW, West of 10 Street NW



Section looking west between 10 St and 10A St NW.

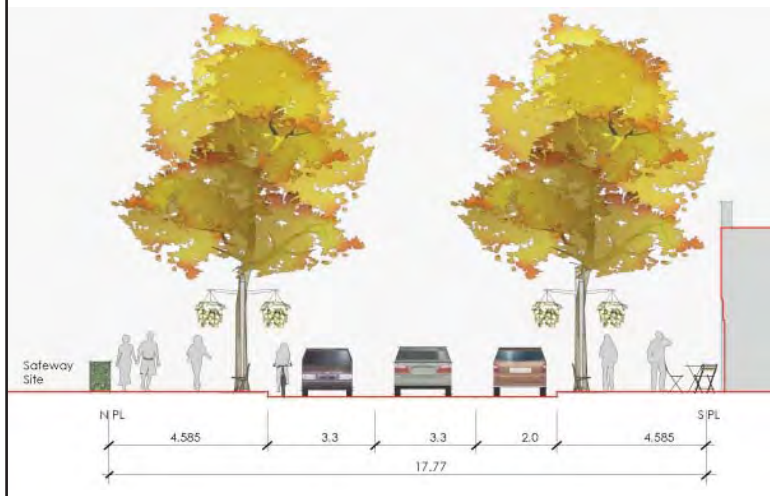


Plan view

Figure L – Urban Design Initiative – 3 Avenue NW, East of 10 Street NW



Section looking east between 10 St NW and station.



Plan view

provided at intersections to narrow the crossing distance for pedestrians. Curb extensions are to be coordinated with the sidewalk design and should have on-street cycling treatments, such as shared use bicycle stenciling.

14 Street NW

A new strategy is being established for 14 Street NW to encourage pedestrian-friendly development. Part of this new strategy includes a new circulation pattern with all-turns movement at 2 Avenue NW from both sides of 14 Street NW. This requires the creation of a new east-west lane on the east side of 14 Street that will connect to the north-south lane. Creation of this lane could result in available space for creation of a pedestrian plaza. (Figure M)

6. A new pedestrian plaza is proposed to be located on 14 Street NW at approximately 2 Avenue NW. The design of the plaza should focus on the comfort and safety of pedestrians and include a public seating area and appropriate landscaping to create a public amenity.
7. The pedestrian plaza should be comprehensively designed and integrated into its surrounding environment. When adjacent lands are redeveloped, their design and use should integrate with and complement the plaza.
8. The pedestrian plaza should be designed to permit through-access by cyclists.

3.3.3 Design for Climate

Calgary is a winter city and the public realm should provide protection and comfort to pedestrians and consider the impact of harsh weather on public spaces. Weather

Figure M – Urban Design Initiative – Intersection of 14 St / 2 Avenue NW



Intersection of 14 St/2 Ave NW Rendering

protection should be built into all projects, particularly in areas where pedestrians are encouraged to gather and wait. Transit stations and stops in particular require care to provide comfort for waiting riders in harsh winter conditions including wind and snow.

The key to enjoying winter in the city is to have comfort and escape from the cold, a visually stimulating environment, clear sidewalks for safe pedestrian travel and landscape design that incorporates changing seasons. With appropriate planning and design, winter can be equally pleasant and comfortable for outdoor pedestrian activity.

Policies

1. Weather protection should be incorporated into streetscape design. This can be achieved with use of canopies, shelters and street trees, and by:
 - Maximizing sun exposure for waiting areas (especially in winter months) by careful location of seating, plantings, building elements and building setbacks and massing.
 - Providing protection from wind, rain and snow with plant screens, walls and canopies.

- Avoiding wind tunnels and large barren expanses in the design of the station and the surrounding area.
2. Pedestrian connections and waiting areas should incorporate durable paving that is resistant to salt and snowplow damage.
 3. Heat tracing in sidewalks and ice-resistant surfacing is encouraged to keep areas clear of dangerous snow and ice buildups.
 4. Use of colour, light, urban furniture and natural materials is encouraged to counter the dreary effects of winter days.
 5. Incorporate coniferous trees into landscape design to provide natural colour in the winter and to act as a valuable windscreen.
 6. Design and position buildings to minimize wind tunneling and the creation of uncomfortable microclimates.
 7. A highly integrated development pattern with careful spacing of taller building elements is encouraged to ensure wind movements are kept at higher levels and 'smoothed' out over low areas.

3.3.4 Parks & Open Space

Public open space is essential for a vital and active community life. In an established neighbourhood such as Hillhurst/Sunnyside, a variety of methods to enhance the supply and design of existing park areas need to be considered. One of the best ways to improve the parks and open space in the TOD Area is to enhance existing spaces

3.0 PLAN CONCEPT

through a comprehensively planned and designed park network.

The series of existing triangular open spaces located east of the LRT is envisioned as an urban greenway, a “green necklace” that facilitates north and south pedestrian and cycling movements through the community, and to and from the transit station. Each of these parks can have a unique place and function within the greenway, from encouraging locally grown food to transforming the areas adjacent to the station into vibrant, active urban places. The potential for these park spaces is illustrated in the conceptual renderings; however, the final design will be based on a detailed Design Development Study.

The Plan recognizes that Hillhurst/Sunnyside is an urban neighbourhood where a system of private and public spaces, defined by buildings and activated by well-designed amenities, will create tremendous value for local residents. Accessibility and connectivity to the larger regional open space areas, such as the Bow River Parkway system, the escarpment to the north, and Riley Park, provide further recreational opportunities for local residents.

Policies

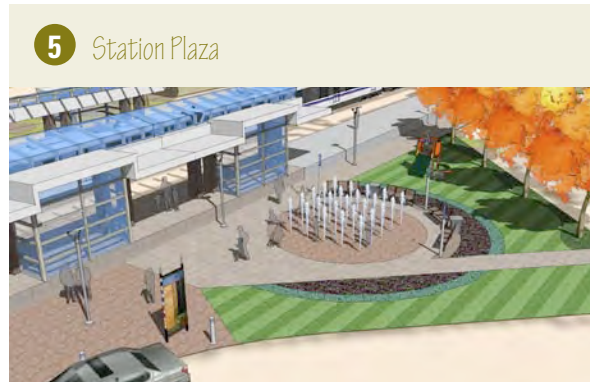
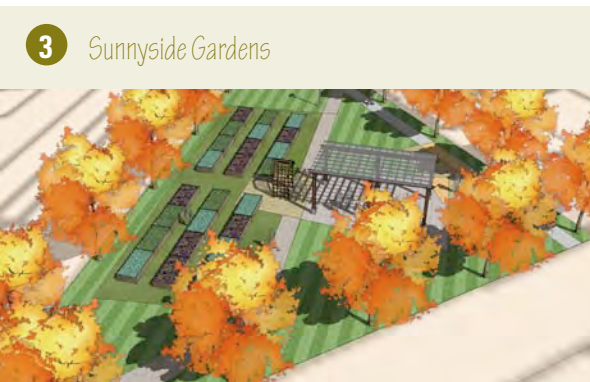
1. The open spaces located along the east side of the LRT corridor and illustrated in the “Urban Greenway” (Figure N) should be redesigned with the intent to create a coordinated network of park sites connected by the existing pedestrian/bicycle pathway. Detailed design should be the subject of further study, however, the overall concept of the individual sites should be consistent with the following, as conceptually illustrated in Figure O:

- Site 1: Sunnyside Gateway. The design of this park should reflect its “gateway” location, both to the Sunnyside neighbourhood and as the anchor node to the urban greenway adjacent to the Sunnyside section of the LRT line. Possible design elements include new orchard trees, public art and a floral planting area/water feature.
- Site 2: Due to the small size of this area, it is recommended that the LRT electrical panels and storage currently located in Site 5 be relocated to Site 2. If the electrical panels cannot be relocated, this Site should be disposed of, with proceeds used to enlarge Site 6. If these options are not feasible, the site should be reviewed in terms of compliance with recommended CPTED design principles and remain as a primarily linear element of the enhanced pedestrian system.
- Site 3: Sunnyside Gardens. This site should be disposed of in order to enlarge Park 6. If disposal is not possible, the site should be made available for use as a community garden to encourage locally grown food.
- Site 4: Warehouse Site. This existing City warehouse is intended to accommodate new residential development. The west side of the development should be setback to allow a wide enhanced pedestrian pathway connection past the site and incorporate seating and enhanced landscaping that form a well conceived and integrated transition between the public and the private realm. It is further recommended in Section 3.2.3 that a road diet for 2nd Avenue NW and 9 Street NW around this site be explored to improve and expand the pedestrian

Figure N – Urban Greenway



Figure 0 – Conceptual Illustrations of Urban Greenway



environment around this entire site to create an attractive 'block walk' that extends a park-like atmosphere around the site.

- Site 5: Station Plaza. The re-design of this site should be done in concert with an enhanced and enlarged Site 6. The integrated site should incorporate plaza spaces connected to the Sunnyside LRT station, with formal design elements that activate the space, such as a water feature, seating, bicycle racks,

and a community information board. In the spirit of community involvement and cooperation, residents should be encouraged to participate in the Adopt-a-Park program to provide flower plantings or other special natural design elements.

As part of this effort, the relocation of the Sunnyside LRT Station electrical panels to a less prominent and obtrusive location, such as Site 2, should be explored. If this is not feasible, the existing wooden structure should be removed from the site and the remaining

concrete platform be creatively integrated into the overall design of the site.

- Site 6: Sunnyside Station Park. It is recommended that Sites 2 and 3 be disposed of to enlarge Site 6. Through lane closures and acquisition of adjacent residential properties, Site 6 should be joined to Site 5 to create a large multi-use park area with the possibility of features as noted above and including urban orchard plantings. As a part of its design, this park should have a plaza component to ensure safe

and convenient access to and from the Sunnyside Station.

- Site 7: Community Garden. This site should remain as a node along the urban greenway and could be made available for use as a community garden. If Site 7 is required for changes in the future LRT configuration, the area lost should be replaced by acquisition elsewhere in the Plan area.
2. All park spaces should be designed to incorporate Crime Prevention through Environmental Design (CPTED) principles to ensure adequate surveillance (plantings should not hinder visibility) and encourage appropriate activity. Similarly, all existing sites should be reviewed in terms of compliance with recommended CPTED design principles.
 3. Should the population of Hillhurst/Sunnyside exceed the threshold established by existing open space standards, The City will acquire land in an appropriate location on an opportunity basis, including, but not limited to the westernmost portion of the Sunnyside School site for enhancement and use as public open space. Any acquisitions should provide complementary linkages to Riley Park or the Sunnyside School Site to maximize use of existing public spaces.
 4. The future extension of the Sunnyside Station LRT platform may affect the recommended new configuration and size of Site 5/6 and Site 7. If the LRT extension results in the reconfiguration of these parks, public open space of equivalent size shall be integrated into the land use concept plan for redevelopment of this area. The design and configuration of the new open space shall be examined during the LRT Special Study.

3.4 Mobility

The land use and urban design guidelines in the TOD Area are intended to create a neighbourhood that is focused on pedestrians, cyclists and transit users in place of auto dependency. This vision requires a balanced transportation network, providing convenient and efficient access to all modes of transportation: walking, bicycling, transit and automobile. To achieve this balance, streets and sidewalks are designed as multi-functional spaces, safe and pleasant for all users. Sidewalks and other elements of the pedestrian network need to be improved to provide safe and enjoyable pedestrian travel.

In the TOD Area, the primary objective is to ensure traffic impacts from new development are minimized and provide convenient alternatives to private automobile use. In response, the Plan identifies a number of strategic improvements to the local transportation network and guidelines for the street and sidewalk network improvements. Key strategies include:

- Providing improved pedestrian connectivity in the TOD Area through enhanced pedestrian environment including sidewalks with plantings, street furniture, weather protection and other pedestrian amenities;
- Improving pedestrian and cycling connections between the Sunnyside LRT station and the surrounding community;
- Ensuring that automobile access and commercial loading is designed such that traffic is directed towards the major road network, and away from existing residential streets;
- Using increased density as a catalyst for improved transit linkages and service; and

- Improving bicycle connectivity through an enhanced cycling environment on-street (e.g., bicycle pavement markings) and off-street (e.g., multi-use pathways) as well as the provision of amenities such as weather protection and private and public use bicycle racks.

Bylaw setbacks for future road widening along 14 Street NW have been protected. With the focus on creating a more walkable community, it is recommended that where road widening is no longer planned, these setback areas should be used for pedestrian and bicycle improvements as well as the provision of on-street parking.

The Transportation Department acknowledges that there will be a degree of congestion in the TOD Area. The need to prioritize pedestrian, bicycle and transit travel necessitates some limitations of automobile mobility.

3.4.1 Street Network

The street network is the basic framework for the TOD Area. In the Hillhurst/Sunnyside TOD Area, the network is good, with a modified street grid with reasonable block lengths, a variety of routes throughout the area, and easy wayfinding. However, with the intent to create a network of complete streets, opportunities to further integrate streets with the pedestrian, bicycle, and transit infrastructure should be capitalized upon.

The blocks along 14 Street NW are generally longer than other city blocks. In particular, the block on the east of 14 Street NW between Gladstone Road NW and 5 Avenue NW is approximately 400 metres in length, more than double the length of a typical inner city block. This has created some challenges for businesses on 14 Street NW to

effectively use the rear lane, and for pedestrians to penetrate the community. Although 14 Street NW is an important corridor for moving vehicles, planning and designing for the pedestrian is vital to the success of the commercial developments and to increase mobility options. A 5.182 metre by-lawed setback exists for both the east and west sides of 14 Street NW and should continue to be acquired on an opportunity basis to improve the pedestrian realm. On-street parking in front of retail and residential uses provides for a visible and accessible area to meet the short-stay parking demand and, where feasible, a portion of the by-lawed setback could be used to develop parking bays. On-street parking also acts as a buffer between the vehicles and the pedestrians.

Policies

1. Permanent full or partial street closures by new buildings, utilities, ramps, or transportation improvements should not be permitted. Where a street closure to vehicular traffic may be essential, access for pedestrians and bicycles should be maintained.
2. Rear lanes should be maintained throughout the TOD Area. For comprehensive developments that encompass an entire block, rear access may be provided through private internal vehicle access routes.
3. Encourage and support the development of uses and built forms, other than loading and vehicle access, that create activity in and provide natural surveillance of the rear lanes in accordance with the design principles of Crime Prevention Through Environmental Design (CPTED). Portions of a building adjacent to rear lanes should be designed and constructed to a similar quality and level of detail as the front of the building.
4. Developers are responsible for street and sidewalk improvements adjacent to their site. Improvements should be in accordance with the applicable design guidelines of this Plan.
5. Pedestrian crossings at intersections should be designed in a manner to increase visibility between pedestrians and drivers. Design features to be provided at key intersections include:
 - Sidewalk bulb-outs (in locations that do not interfere with bus operation) to reduce the width of crossings and improve visibility; and
 - Extension of sidewalk finishes through intersection crossings.
6. Where possible, building setbacks should be modulated at intersections to create plazas that improve visibility at intersections.
7. On the portion of 3 Avenue NW between 10 Street NW and the LRT corridor, on-street parking should be provided on the south side of the street with curb extensions provided at intersections to narrow the crossing distance for pedestrians. Curb extensions are to be coordinated with the sidewalk design.
8. 14 Street NW is a key commuter corridor with high traffic volumes. Alternative corridors (e.g., 9A Street NW, 19 Street NW) should be promoted as bicycle routes.
9. A new connection to the lane on the east side of 14 Street NW is to be created in alignment with 2 Avenue NW. This would require the acquisition of the affected privately-owned lot.
10. Design of the new connection to the lane shall consider northbound/southbound left turn lane storage, signalization, and consider elements that discourage vehicular short-cutting traffic, through adjacent residential streets and lanes.
11. On-street parking bays should be created where possible to serve the commercial and residential development. Parked vehicles can also act as a buffer between the pedestrians and the roadway.
12. Existing lane and roadway widths should remain with the exception of the lane on the east side of 14 Street NW and where new left turn lanes are to be developed on 14 Street NW at 2 Avenue NW.
13. Vehicular access from 14 Street NW is generally discouraged to reduce the conflict with pedestrians and to preserve reasonable traffic flow. Primary access for the commercial and residential developments should be via the rear lane. A lane widening of 1.5 metres is required for the lane on the east side of 14 Street NW to support the future traffic volumes and should be taken from the commercial lands on the west side of the lane.

14 Street NW

3.4.2 Pedestrian and Bicycle Network

One of the main attractions of the TOD model is the ability to move freely and accomplish everyday tasks without a car. To enable a variety of travel modes, particularly walking and bicycling, the transportation network must ensure these modes are convenient, safe, efficient, and pleasant. Further, the increased densities provided by the Plan will both require and enable an improved pedestrian and bicycling infrastructure. Finally, it should be emphasized

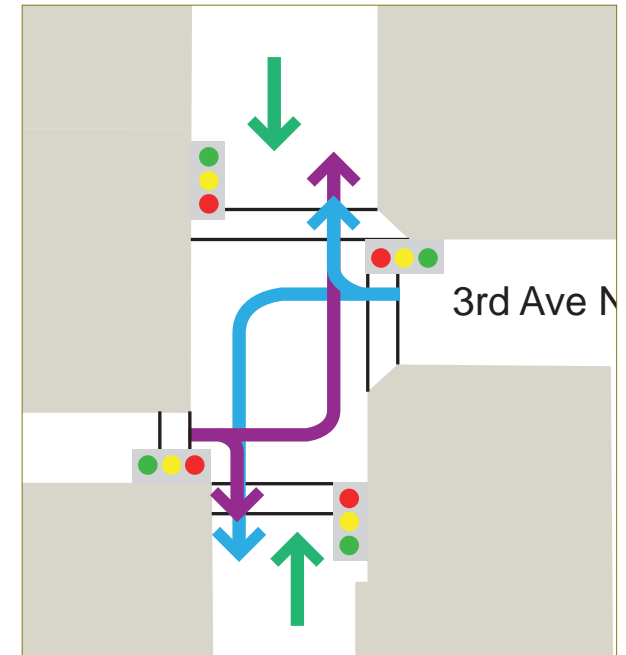
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that pedestrian networks and spaces serve more than simple mobility. Sidewalks and pathways are also public spaces, providing valuable opportunities for social interaction and passive recreation. Therefore, the pedestrian and bicycle network should have a prominent role in the transportation system. To achieve this goal, the Plan emphasizes a number of design strategies. The sidewalk network will be completed throughout the TOD Area and designed to accommodate and encourage walking. Pedestrian and bicycle routes will connect the areas within and outside of the TOD Area. Street trees and other streetscape improvements will create an attractive pedestrian realm with sheltering elements for inclement weather.

Policies

1. The intersection of 10 Street NW and 3 Avenue NW should be signalized to improve access to 3 Avenue NW (Figure P). Bicycle detection should be provided.
2. Consideration should be given to connect Riley Park with other local pedestrian links to improve the openness and usability of the park.
3. The local pedestrian pathway located east of the LRT line from Memorial Drive to the Sunnyside LRT station should be upgraded to improve pedestrian access between Memorial Drive and the Sunnyside LRT station. The pathway should be designed as a 2 metre local pathway with a 1 metre set back on either side of the pathway in accordance with the City of Calgary Parks Development Guidelines and Standard Specifications: Landscape Construction, current edition. The 1 metre setback on the east side of the pathway should be incorporated as a public access easement particularly at 1020 2 Avenue NW.
4. New development adjacent to the local pathway should be oriented toward the pathway in order to enhance the experience of the pedestrian, improve the safety of the community by providing for 'eyes on the path' and creating a cohesive community environment.
5. In order to appropriately identify key pedestrian crossing locations, alternative pavement marking materials should be investigated. These materials should be visible during winter months and could include crosswalk markings, DuraTherm inlayed thermoplastic, or other similar materials.
6. Where possible, curb extensions and median refuge islands should be provided to reduce pedestrian exposure at intersections.
7. Pedestrian and bicycle routes should be direct, convenient, safe, secure and comfortable.
8. Where development is located on a corner, the pedestrian environment should be enhanced by extending the major street landscaping and sidewalk conditions onto the side street.
9. Pedestrian routes should be barrier-free for people of all types of physical ability.
10. Wayfinding to transit stops and the Sunnyside LRT Station should be improved.
11. In accordance with the Land Use Bylaw standards in place at the time of application, bicycle parking is required for all new developments.
12. Encourage bicycle-sharing programs in the area.

Figure P – 10 St NW / 3 Ave NW
Signalized Intersection



13. To ensure the signal operation accommodates cyclists, bicycle detection should be provided at the intersection of 10 Street NW and 5 Avenue NW.
14. The need and ability to improve cycling conditions on 10 Street NW should be examined.
15. Modification of the road closures north of Kensington Road NW should be considered to allow for easier passage by on-street cyclists, while still restricting automobiles.

16. Principles outlined in Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities¹ should guide the redevelopment of key corridors within the community.
17. The roadside consists of the following four distinct functional zones as illustrated in Figure Q:
- Edge Zone - area between the face of curb and the furnishing zone, an area of required clearance between parked vehicles or traveled way and appurtenances or landscaping.
 - Furnishing Zone - area of the roadside that provides a buffer between pedestrians and vehicles, which contains landscaping, public street furniture, transit stops, public signage, utilities, etc.
 - Throughway Zone - walking zone that must remain clear, both horizontally and vertically, for the movement of pedestrians.
 - Frontage Zone - distance between the throughway and the building front or private property line that is used to buffer pedestrians from window shoppers, appurtenances and doorways. It contains private street furniture, private signage, merchandise displays, etc. and can also be used for street cafes.
18. A minimum throughway zone dimension of 2 metres should be maintained on all streets. More clear width may be required closer to the LRT Station due to higher pedestrian volumes.
19. Where roadside zone dimensions cannot be achieved due to existing building encroachments, mature landscaping,

driveways, outdoor seating, etc., priority should be given to maintain the pedestrian throughway dimension.

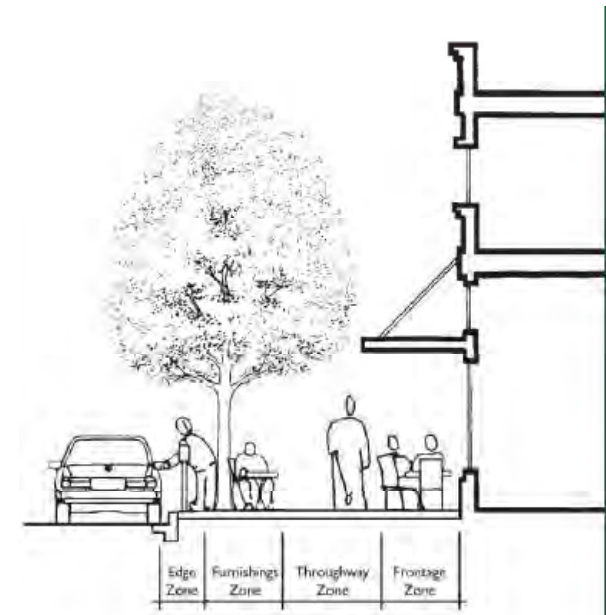
20. Outdoor seating areas should be accommodated as long as they do not unduly affect pedestrian safety and comfort and the seating area is designed in a manner that contributes to the vibrancy and aesthetics of the streetscape.

¹ An ITE Proposed Recommended Practice, 2006.

3.4.3 Parking & Loading

The TOD vision emphasizes pedestrian activity and transit usage: enabling residents to live, work, shop, and play without the need for a car. Therefore, the parking management strategy for the TOD Area reflects the reduced demand for parking and emphasizes the need to maintain a strong pedestrian-friendly urban environment. Parking standards for this area must also be flexible, recognizing the historically established fine-grain urban development of the neighbourhood and the limited ability to provide on-site parking on small parcels. Larger developments are expected to place parking areas internal to the building and not separate the front entrance from the sidewalk with surface parking. Small-scale retail uses along the 10 Street NW Corridor may be exempted from on-site parking requirements to ensure their economic viability and discourage multiple short automobile trip from store-to-store. Parking areas may be further reduced through the implementation of Transportation Demand Management (TDM) techniques. Finally, parking management, street network design, and bylaw enforcement must work together to limit impacts to residential neighbourhoods.

Figure Q – Roadside Zones



Policies

1. In order to reduce trip generation rates and increase transit use the minimum parking requirements for commercial uses should be considered the maximum parking requirements within the TOD Area.
2. The total amount of parking required for any new development may be reduced by employing various Transportation Demand Management (TDM) measures. These may include provision of transit reimbursement programs, car-pooling stalls, shared parking with complementary developments, share cars, and cycling facilities including showers and lockers, etc.
3. In order to facilitate the delivery of affordable and non-market housing, the Approving Authority is encouraged to consider parking relaxations for proposed

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affordable / non-market housing development where it is demonstrated that the proposed development would have a reduced automobile ownership rate and that the development is secured through an agreement to ensure long-term use for low-income households.

4. Underground parking is strongly encouraged to accommodate the majority of parking requirements. Underground parking shall be secure, well lit and well ventilated.
5. Where surface or at-grade or above grade structured parking is deemed appropriate it may only be located internal to a building or at the rear of a building and may not be accessed directly from a public street frontage or located between the building face and a property line that abuts a public street.
6. Parking entrances should be integrated into the building or landscape, and exposed walls should be architecturally treated. Good visibility should be provided for vehicles at access points to enhance the safety of pedestrians and the security of the building.
7. Use time restrictions and residential parking permit zones as tools to manage on-street parking issues. The issuance of residential parking passes should be revised to consider on-street frontage, off-street parking supply and lane access. Dwellings in new multi-family developments are not to receive parking passes regardless of their off-street parking provisions. Visitor parking should be issued through a guest permit system rather than the current visitor parking system. This approach will better utilize on-street space available and reduce commuter parking intrusion.

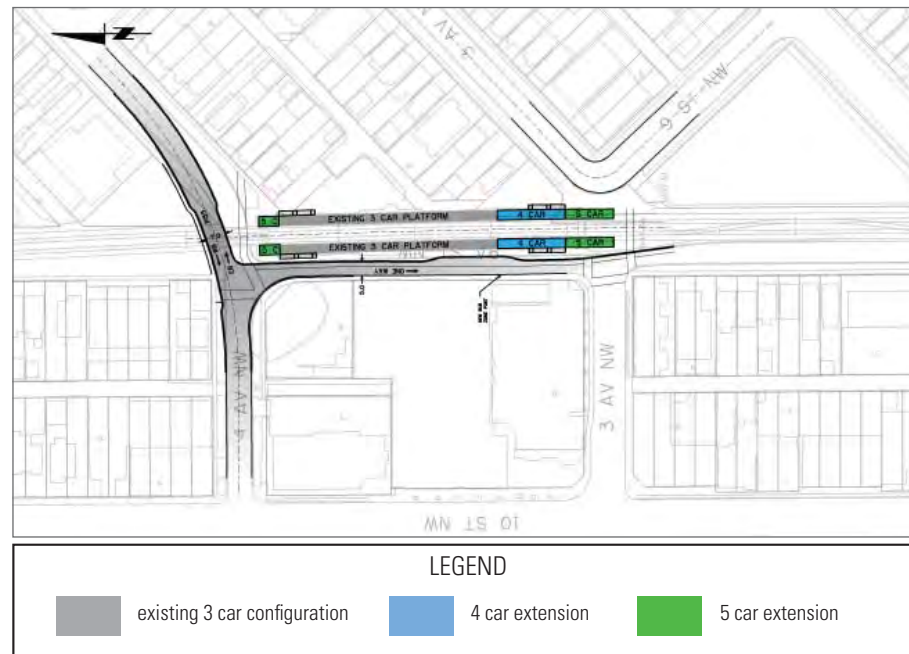
8. Where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and adjacent residential uses.
9. All new developments shall make provisions for common private parking and storage of bicycles.
10. Loading activities should occur at the rear of buildings with access provided from a rear lane.
11. Waste and recycling should be stored within buildings in order to avoid waste disposal facilities being located in rear lanes.
12. Encourage innovative solutions for waste and recycling collection that minimize negative impacts on the

pedestrian environment and minimize the outside surface area require for on-site garbage and recycling collection.

3.4.4 Transit Service & LRT Station Improvements

Calgary's LRT system has proven highly successful in serving increasing volumes of transit riders with the highest ridership in North America, both per capita and overall. To accommodate increasing ridership, Calgary Transit is currently planning and implementing capacity improvements. The principal improvement strategies are to increase the number of peak period trains and to extend the current three-car platforms to permit the operation of four-car trains by 2014. To accommodate

Figure R – LRT Four & Five Car Extension



increasing ridership, Calgary Transit is currently planning and implementing LRT capacity improvements at all South LRT and Northwest LRT stations. By 2014, current three-car platforms will be extended to permit the operation of four-car trains. In the long term, Calgary Transit intends to operate five-car trains on the South and Northwest lines.

Design work has addressed how the Sunnyside station platforms can be extended in the future to accommodate four and five-car train operation. The station platforms will be extended southward to achieve the four-car length, while the five-car platform will be extended in part to the north, but primarily to the south (Figure R). The platform expansions will require minor modifications to 4 Avenue NW, but will protect existing vehicle and pedestrian travel across 4 Avenue NW as well as pedestrian travel across the tracks at 3 Avenue NW. By maintaining at-grade pedestrian access that aligns with the natural design lines, the safety and functionality of the infrastructure for the greatest number of users will be preserved.

Station enhancements can be examined in conjunction with the triangular parks along the east side of the station.

In addition to LRT, several major bus routes run through the community as part of the city-wide transit network. These bus routes will continue to provide this transit service connectivity via 10 Street NW, 14 Street NW, 5 Avenue NW and Kensington Road NW. Transit priority measures such as queue jumps and signal priority should be considered in order to minimize delays and enhance the attractiveness of transit.

The community is also served by several local bus routes that complement major bus route and LRT services. These routes provide connections to local destinations to increase mobility choices, and reduce the need for auto trips within the community and surrounding areas.

Policies

1. The future extensions of the Sunnyside LRT platform should be designed to preserve and enhance the role of the station as a gateway to the Hillhurst/Sunnyside community and the Kensington commercial area.
2. The Sunnyside Station and related amenities should reflect TOD guidelines and community scale:
 - Sunnyside Station should remain a walk-on, community platform;
 - Platform extensions should respect pedestrian and cyclist connectivity and adjacent public amenities; and
 - The Station area facilities should continue to support bus connections and cycling passengers;
3. Visibility and accessibility of the station should be enhanced through redevelopment of the surrounding blocks.
4. Development along the LRT right-of-way should be designed to engage with transit customers, pedestrians and cyclists through quality architectural design and pedestrian entrances.
5. Provide transit priority measures to minimize bus delays on 10 Street NW, 14 Street NW, 5 Avenue NW and Kensington Road NW, where appropriate.
6. Measures to improve bus operations along 10 Street NW should be investigated in conjunction with future streetscape improvements, particularly with respect to the provision of improved bus stop environments where possible.
7. Provide attractive local bus services that address the needs of the surrounding communities and reduce short-distance auto trips within the community.

4.0 Implementation

4.1 Financing the Public Realm

Successful implementation is the key to realizing the vision proposed by the Hillhurst Sunnyside TOD Area. Approval of this Plan is only the first step.

Creating a high quality TOD requires appropriate development on individual sites and in the public realm. Financing the public realm improvements requires a partnership between The City and private development interests. In achieving such a partnership, The City needs to:

- Be prepared to 'front end' the costs of key public realm improvements and undertake appropriate improvements to public infrastructure such as the revitalization of 10 Street NW;
- Establish clear expectations with respect to the responsibilities of individual developments for upgrading of adjacent public rights-of-way; and
- Establish an equitable method to enable all new development to contribute to public realm improvements that serve the entire TOD Area.

4.1.1 Publicly Funded Improvements

The redevelopment of the TOD Area in the manner proposed in this Plan contributes to the achievement of Council's sustainability principles and is serving a greater public interest.

City Council will be requested in future capital budgets to allocate funds for projects such as undertaking improvements to 10 Street NW.

4.1.2 Options for Funding of Improvements

Lands within the TOD Area will benefit from enhanced development opportunities and an improved physical environment. Options for the funding of the improvements of public infrastructure include contributions from new development and other local financing mechanisms including the following:

1. New developments will be required to contribute to the improvement of the public realm in the following ways:
 - Upgrading of adjacent public rights-of-way: All new development regardless of density will be required to reconstruct the public right-of-way adjacent to the development incorporating the appropriate sidewalk, landscaping, street lighting and furniture.
 - Utility obligations: All new development will be responsible for paying for any necessary upgrades to underground utilities including any improvements required to handle the increased intensity of development.
 - Development Levies: All new development will be required to pay a development levy, or levies based on each square metre of building towards the cost of public improvements that serve the entire area, once levies are established.

2. The following are the type of improvements that should be considered in the establishment of development levies:
 - Upgrading of streetscapes and open spaces elsewhere within the community;
 - A pedestrian/cycle friendly 'shared street' at 3rd Avenue NW between 9A Street NW and 10A Street NW;
 - Pedestrian-friendly public plaza at the corner of 10 Street NW and 2 Avenue NW;
 - Pedestrian-friendly public plaza at the corner of the intersection of Kensington Road and Kensington Crescent; and
 - A new public plaza in the vicinity of 14 Street NW adjacent to the new east/west lane located at 2 Avenue NW.
3. The Plan proposes the potential to create new community open space, which may require the assembly and development of land. Options that exist for creating such an open space include:
 - Acquisition of land through the subdivision process and/or use of the Joint Use Reserve Fund;
 - Imposition of a redevelopment levy on new development in the area. This would require preparation of an amendment to the ARP authorizing the imposition of the levy/levies; and
 - Use of an area wide local improvement bylaw.

4. Implementation of any levies will require:
 - Preparation of detailed designs, including cost estimates;
 - Further consultation with all stakeholders;
 - Preparation and approval by Council of appropriate bylaws, procedures and policies;
5. Options for obtaining contributions to the funding of improvements from lands not the subject of new development include:
 - Local improvement bylaws;
 - Contributions through a Business Revitalization Levy; and
 - Contributions from The City Capital Budget.

These options would enable areas, not the subject of new development, to be upgraded leading to the provisions of more comprehensive areas of improvement. They will be explored further with all stakeholders in conjunction with the work related to the levies identified above.

Following Council approval of this Plan a consultation process will be set up with all stakeholders to explore these options for funding of improvements and a separate report will be presented to Council.

4.2 Review of Planning Applications

1. All planning applications within the TOD Area boundaries are subject to the provisions of Part II of this Plan.

4.2.1 Land Use Amendments

1. Changes to land use designations to reflect the increased densities allowed will be land owner initiated. New land use designations must be in conformance with the Plan. Where feasible, land use districts established in the Land Use Bylaw will be used to implement the policies set out in this Plan. Direct Control districts may be required in some circumstances in order to implement the land use and urban design requirements specific to the Plan.
2. The exact land use district boundaries will be determined at the land use redesignation stage, using the land use policy area boundaries on Map 3.1 Land Use Policy Areas as a guide.

4.2.2 Development Permit Applications

1. The evaluation of Development Permit applications shall have particular regard to the policies contained in Section 3.1 Land Use and Section 3.2 Built Form and Site Design.

4.2.3 Transportation Impact Assessments

A Transportation Study was undertaken in support of the TOD study. Overall, there is sufficient capacity on the existing roadways to accommodate the densities outlined in Section 3.1.

1. As individual sites apply for development permits or land use redesignation, Transportation Impact Assessments (TIA) may be required to determine the localized impact of the development on the transportation network, and identify any improvements required to support the development.
2. The scope of all TIAs should include transit, pedestrian and bicycle service statements.
3. Transportation Demand Management (TDM) initiatives should be encouraged for all new developments including bicycle parking, shower and locker facilities, preferred carpool parking, transit passes for employees, etc.

4.3 Follow-up Actions

The approval of the ARP does not represent the final step in planning for in Hillhurst/Sunnyside. A number of more detailed studies and design efforts are expected in the area as part of the implementation program of this Plan, in addition to the periodic updates and revisions necessary to ensure the Plan is a living document that is responsive to the evolving needs of the community. Priorities to be pursued subsequent to ARP approval include, but are not limited to, the following:

4.3.1 Financing of Improvements

1. As per Section 4.1 and in consultation with stakeholders:
 - Prepare detailed designs, including cost estimates, for the proposed improvements to the public realm;

- Review options for funding such improvements including introduction of development levies, use of local improvement bylaws etc.; and
- Present reports incorporating recommended implementation mechanisms to Council through the appropriate Committees.

4.3.2 Street and Retail Vitality

1. A detailed design concept for 3 Avenue NW from 9A Street NW to 10A Street NW, should be prepared, including phasing and funding alternatives. The design between 10A Street and 10 Street should incorporate elements that discourage vehicular short-cutting traffic.
2. To meet the retail vitality and pedestrian-friendly design objectives of this Plan, as a priority, a detailed Streetscape Study including phasing and funding of 10 Street NW and intersecting side streets (2 Avenue NW, 3 Avenue NW, 4 Avenue NW and 5 Avenue NW), Kensington Road NW and 14 Street NW will be carried out to develop and ensure a coordinated and comprehensive streetscape design.
3. A retail strategy for the Kensington Business Revitalization Zone should be carried out in order to determine the optimal strategies for maintaining and enhancing retail vitality and the TOD vision along the mixed-use commercial corridors of the Study Area.

4.3.3 Parking Strategy

1. The strategy to set maximum parking requirements within the TOD Area as outlined in Section 3.4.3 should be monitored in terms of its effectiveness.

4.3.4 Residential Parking Permits

1. Residential parking permit programs in the TOD Area will be reviewed periodically as redevelopment of the area proceeds. Adjustments will be made to the programs, where appropriate, in consultation with affected residents.

4.3.5 Parks and Open Spaces

1. A Design Development Plan should be undertaken to guide the redevelopment and enhancement of the urban greenway open space network immediately east of the LRT line.
2. To address increased population in the area and any potential loss of park area due to LRT redesign, 0.5 hectares of additional parkland should be acquired, on an opportunity basis, in the following areas:
 - in the vicinity of Sites 5/6 (see Section 3.3.4), in conjunction with the review of open space reconfiguration required to accommodate LRT station expansion.
 - in areas that enhance the connectivity from the Greenway system along the LRT to Sunnyside School and Riley Park.

3. To secure existing open space for future population growth, The City of Calgary should actively pursue the acquisition of 0.8 hectares of the Sunnyside School site for enhancement as a public park.

4.3.6 Urban Design Requirements

1. Explore ways of ensuring how the urban design requirements can effectively be applied in the Plan area, including requesting all significant projects be reviewed by the Urban Design Review Panel.
2. The first six development permit applications submitted for consideration after the adoption of the ARP, excluding permitted use, change of use and sign permit applications, will be brought before the Urban Design Review Panel, regardless of the project size.

4.3.7 Affordable Housing

1. In support of the Plan's objectives of creating more choices in housing, City departments, including Corporate Properties & Buildings, Calgary Housing Corporation, and other relevant social agencies should work together to explore the opportunity of providing affordable and non-market housing units where feasible. Partnership between The City and the private sector to develop non-market housing is encouraged.

2. In order to facilitate the delivery of affordable and non-market housing, the Approving Authority is encouraged to consider supporting relaxations to bylaw regulations where it is demonstrated that the relaxation is appropriate for the development and that the development is secured through an agreement to ensure long term affordability for low-income households.

4.3.8 Traffic Management Monitoring

1. Traffic management opportunities including, but not limited to, traffic optimization, access management, and traffic calming will be pursued as part of the review of new developments within the TOD area.
2. Upon completion of six significant redevelopments in the study area, The City shall prepare a Mobility Assessment & Plan (MAP) in consultation with the Community Association to review the transportation impacts of the intensified land use on adjacent roadways, as well as pedestrian, bicycle and transit connections.

4.3.9 Pedestrian Circulation

1. Innovative pedestrian accommodation should be explored at the intersections of;
 - 10A Street NW and Kensington Road NW;
 - 12 Street NW and Kensington Road NW; and
 - 10 Street NW and 3 Avenue NW.

4.3.10 Plan Monitoring

1. The policies of this Plan will be monitored for their effectiveness and adaptation to changing conditions. Amendments arising from the monitoring program will be brought forward for City Council's consideration where appropriate. City-wide sustainability indicators will be used to monitor the effectiveness of the ARP policies over time.

4.3.11 Community Involvement

1. Include the Hillhurst/Sunnyside community and the Kensington Business Revitalization Zone in ongoing implementation committees and projects related to the ARP including review of the effectiveness of Part II of the Plan.

4.3.12 Sustainable Building and Site Performance Practices Methods

1. Methods of encouraging sustainable building and site performance standards will be explored, including, but not limited to protocols for evaluation of applications.

4.3.13 Commercial and Residential Compatibility

1. When evaluating development permit applications for sites adjacent to lanes containing both commercial mixed use and residential, the Approving Authority should consider conditions to address planning concerns associated with commercial operations (for example, late night noise) from 10 p.m. until 7 a.m. on a case by case basis.

Hillhurst/Sunnyside

Area Redevelopment Plan

Supporting Information

HILLHURST/SUNNYSIDE AREA REDEVELOPMENT PLAN

Supporting Information Table of Contents

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Supporting information

Preface

This section provides background information to the Hillhurst/Sunnyside Area Redevelopment Plan (A.R.P.). Its purpose is to describe the context within which planning for Part 1 of the A.R.P. has been formulated. However, this section is not a part of the A.R.P. By-law and, therefore, has no legal status.

1.0 Context for Planning and Planning Implications

Hillhurst/Sunnyside is a community that has not only completed the first of its neighbourhood life cycles, but has worked very hard at establishing directions for its future. As the community has matured, children have left home, some parents have stayed in the community and retained ownership of their dwellings while many new residents have moved into the area. Random low-density infill has replaced some deteriorated single-family dwellings and many single-family dwellings have been converted to two-family dwellings. During the 1960's and 70's much of the Sunnyside area was redeveloped to walk-up apartment-type housing.

Unfortunately, only a small number of young families with school age children have moved into the area resulting in a continuing decline in school enrollment. This trend is illustrated by the low proportion of children in the 0 to 14 age group residing here.

The intent of the Hillhurst/Sunnyside A.R.P. is to provide for stability in the community by maintaining and enhancing the stock of family-type accommodation in the area. The area will remain a viable community and be better able to maintain stability through the encouragement of:

- a combination of residential conservation, rehabilitation and infill;

- a variety of residential dwelling types;
- revitalized and viable commercial areas; and
- improvement in the quality of open space and recreational activities.

Hillhurst/Sunnyside's role in the Inner City/Inner Suburb areas should be one of providing for an environment of low-density and medium density residential and local and regional commercial uses.

1.1 Historical Development

The first building in Hillhurst/Sunnyside was built in 1882 and settlement proceeded at a steady pace until around 1909. During the 1909 to 1912 period, representing the first boom years for the community, the majority of the two storey houses which characterize the community were built and the water and sanitary sewer service was established. During that period the schools were expanded and commercial development along 10th Street gained momentum. During the second major boom following the First World War, the one storey bungalow house appeared. The 1920's and 1930's were formative years for the community, maturing the neighbourhood, establishing community facilities and filling in the vacant housing sites which remained. In the late 1930's development in Calgary moved north of the neighbourhood and Hillhurst/Sunnyside became an "inner city" community. This was formally established in the 1950's with the introduction of the multi-residential R3 and R4 land use classifications to the community and the increasing use of 10th and 14th Streets as commuter routes to the Downtown.

In 1954 the Mewata Bridge was constructed over the Bow River, turning 14th Street into a major link to the Downtown and initiating commercial redevelopment of the housing which had been built along the street. Memorial Drive also began to be utilized as a cross-town thoroughway.

The basic challenge to the community's long term future came in the late 1960's and early 1970's as a result of the earlier planning decisions made in the 1950's. The substantial apartment redevelopment taking place in the older portion of the neighbourhood reflected the impact of the land use classification zoning while roadway improvement schemes followed the increased commuter traffic on 10th Street, 14th Street and Memorial Drive.

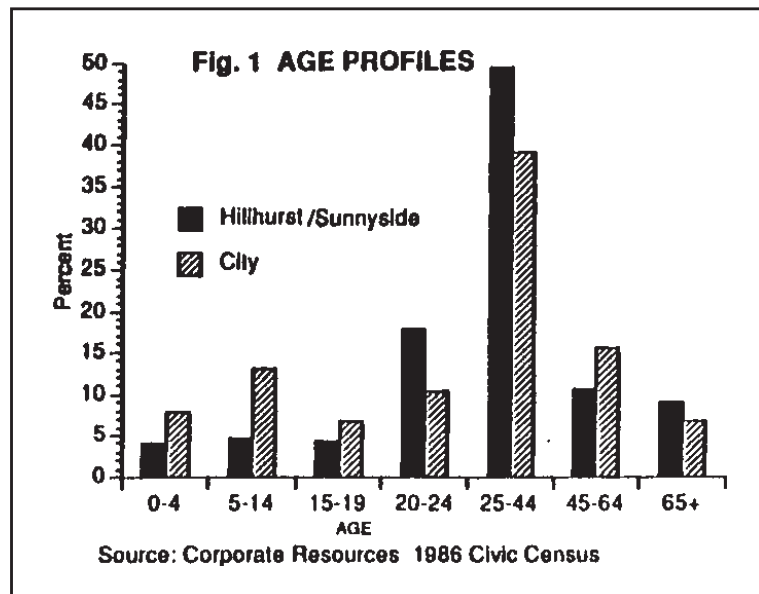
In 1977 the Hillhurst/Sunnyside Design Brief was adopted by City council. This document put in place policies which would alter the face of the community significantly. Commercial policies were aimed at stopping the spread of nearby Downtown type uses into the area. Residential policies established new land use designations which encouraged a move away from the 50's and 60's apartment-type development and towards family-type accommodation.

The Neighbourhood Improvement Program, operating in the area from 1976 to 1983, provided for the substantial improvement of the public facilities components of the area. A tandem program, the Residential Rehabilitation Assistance Program, provided funds for improvements to the residential component of the area. Both programs served to substantially stabilize the community.

1.2 Demographic Characteristics

Hillhurst/Sunnyside displays demographic characteristics common to many inner-city communities. Over the past decade, declining occupancy rates (average number of people per dwelling unit) and birth rates have led to a population drop of 9.8% from 8,939 to 8,063. There has also been a substantial decline among the pre-school and child age groups leading to substantially smaller enrollments in area elementary schools. Comparisons with Calgary-wide averages indicate clearly the low proportion of school age children (Figure 1). The population decline in Hillhurst/Sunnyside was moderated by the construction of apartments resulting in a smaller net population loss than in the more homogeneous inner area communities. This has resulted, however, in a large young adult and middle age population (Figure 1). There has been a decline from 1974 to the present in the average number of people per dwelling unit in Hillhurst/Sunnyside. This figure is comparable to the City as a whole and reflects the phenomenon of declining occupancy rates common across North America.

The proportion and numbers of senior citizens have decreased gradually in Hillhurst/Sunnyside over the past decade. This is contrary to the trend reflected throughout the City and is due in part to redevelopment and displacement of seniors in the community.



Housing Structure

The majority of the dwelling units in Hillhurst/Sunnyside are apartments (53 percent) as shown in Figure 2 and Table 1. The proportion of apartments has stabilized recently after very substantial increases in the past decade. There has been a steady erosion in the number of single family homes over the past 15 years from 48 percent of the total dwelling units in 1968 to only 27 percent in 1985, as apartments and row housing have been developed in significant numbers.

Owner occupancy is an important measure of stability within a community. In Hillhurst/Sunnyside the increase in the proportion of apartment units has contributed to a decline in the percentage of units owned by the occupant from 64 percent in 1980 to 54 percent in 1985. The proportion is higher east of 10th Street where the majority of the apartments are located.

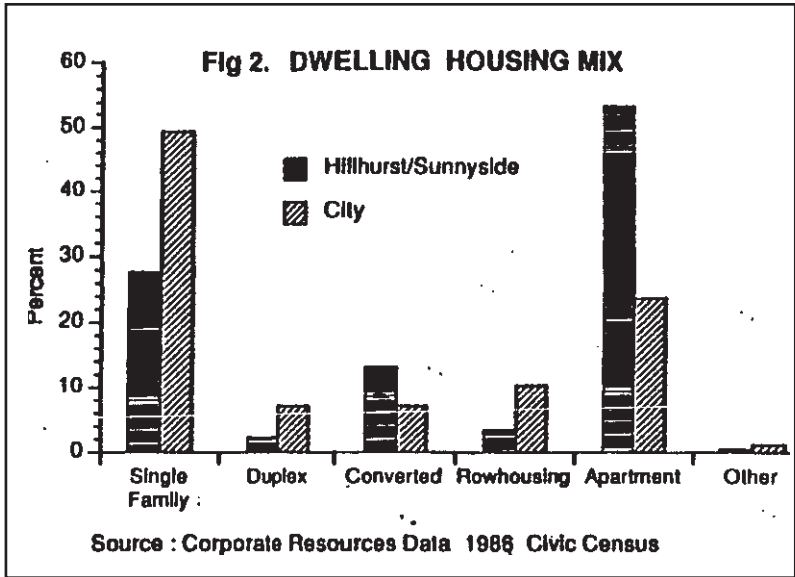


TABLE 1
Growth of Different Types of Dwelling Units (1977-1985)

	1977	1979	1981	1983	1985
Single Family	1,413	1,356	1,304	1,305	1,321
Duplex	93	103	109	104	103
Converted	738	731	748	746	693
Apartments	2,295	2,520	2,610	2,600	2,609
Row	15	127	135	159	163
Other	56	44	44	25	22
All Structure Types	4,610	4,881	4,950	4,939	4,911

1.3 Development Potential

The following estimates are based on the development of the community to full potential within each of the land use districts and an estimate based on population trends within the community over the life of this plan.

1.3.1 Population Potential

Full development under the proposed residential policies could accommodate a total theoretical population of 16,473 persons living in 6,389 dwelling units.* This would be an approximate 49 percent increase over the present population of 8,063 living in 4,543 dwelling units. However, realistically, a figure considerably below this should be anticipated as being reasonable. City projections put the probable 1994 population of Hillhurst/Sunnyside at about 8,643, given a continued decrease in occupancy rates and a gradual infilling of vacant land in the community.

Additional population could also be accommodated within areas designated for commercial use; however, such a figure has not been included in the above totals due to the fact that commercially designated areas are unlikely to become receptors of a large residential population.

* The following assumptions are made in estimating population potential:

- (1) That existing non-apartment structures will be redeveloped to the maximum permitted density;
- (2) That existing apartment uses do not redevelop; and

(3) That occupancy rates similar to existing rates will occur in new developments.

1.3.2 Commercial Potential

Full development under the proposed commercial policies could result in 309,044m² (3,326,640 square feet) of commercial floor space **, compared to the 50,500m² (530,480 square feet) presently developed in the Community; a potential increase of approximately 600 percent. Again, as in the case of the residential projections, the actual figure attained is likely to be substantially less than this theoretical estimate. In fact, discussion with the commercial interests in the area suggests that no more than about 50,000 m² (500,000 square feet) are likely to be built within the next 10 years.

** The following assumptions are made in estimating commercial floor space potential:

- (1) That all sites will be developed to the maximum permitted density; and
- (2) That all development occurs as retail/office space with no residential component.

1.4 Existing Land Use Policy

1.4.1 Residential Land Use

Present residential land use policies offer a variety of residential dwelling options to a wide range of potential occupants. However, particular emphasis has been placed on dwelling forms that provide family-type accommodation. The intent of this approach is to stabilize the community physi-

cally and therefore make it attractive to a wide variety of people.

Conservation and Infill Policy (R-2 District)

The A.R.P. reaffirms the conservation policy of the Inner City Plan providing for the retention of the existing character and quality of the area through the conservation and rehabilitation of existing housing while allowing for low-scale compatible infill development.

Thus, the existing Low Density Residential District of R-2 is retained. This district allows for the retention of single-family dwellings, conversion of existing single-family dwellings to two-family dwellings, duplexes and 7.5 metre (25 foot) lot infill development. To ensure compatibility of proposed infill development with existing dwellings, a set of design guidelines have been developed (see A.R.P., Section 2). The guidelines would be applied by the Approving Authority in the review of discretionary development permit applications for infill development.

Low Density Multi-Dwelling Policy (RM-2 District)

The intent of a low density multi-dwelling policy is to encourage an improvement in residential quality and character, as under the conservation and infill policy, while simultaneously allowing for low profile family-oriented redevelopment. In addition to single and two-family dwellings, small multi-dwelling infill projects containing townhouse or stacked townhouse units would be appro-

priate. Maximum density would not exceed 75 units per hectare (29 units per acre). A large portion of the community is designated as such at present and this policy is reaffirmed here. Only one parcel of land, the site of the Sunnyside School and school grounds (Site 1, Map 1) is redesignated from RM-5 to RM-2, so that, should redevelopment of the site ever occur, it would be to the same densities approved for the area surrounding it.

Medium Density Policy (RM-4 District)

Only one area of the community, the present site of the Hillhurst Elementary School and the St. Barnabas' Anglican Church sites, at opposite corners of 7th Avenue and 13th Street N.W. are designated RM-4. Given their location next to open spaces and higher density RM-5 uses, this designation is reaffirmed in these locations. Should they ever be redeveloped (which is not foreseen in the near future), development up to 148 units per hectare (60 units per acre) would be allowed.

Medium Density Policy (RM-5 District)

This designation typically provides for apartment forms of development up to 210 units per hectare (85 units per acre). However, development of a wider variety of housing forms such as triplexes, fourplexes and townhouses, in combination with specific guidelines to encourage family-oriented accommodation, is also encouraged in these areas.

This designation presently exists in four locations in Hillhurst/Sunnyside. Two of the RM-5 sites are retained, one accommodating RM-5-type development on the S.E. corner

of 14th Street and 7th Avenue N.W. and the other providing for eventual higher density development in a long strip from Memorial Drive and 8th Avenue N.W. between 9A Street to the lane west of it up to 5th Avenue N.W. and between 9A Street and 10th Street from about 4th to 8th Avenue N. A third site, the present site of the Sunnyside School, is being redesignated to RM-2. The last RM-5 site, on the S.E. Corner of Gladstone Road and 10A Street, is reaffirmed at this time.

1.4.2 Commercial Land Use

The intent of the commercial policies is to clearly establish the extent of commercial areas, while encouraging the provision of a range of local and general commercial uses. These uses would serve the immediate neighbourhood as well as a regional population.

The following policies provide for the stabilization and revitalization of the community's commercial areas. These policies are intended to complement and be sensitive to the residential policies noted earlier.

The Inner City Plan policy provides for local commercial development, with regional pedestrian orientation on 10th Street, local pedestrian on Kensington Road and regional automobile orientation on 14th Street N.W. within the community.

To reflect the emerging trends and the desire of the community, these general policies are altered slightly to reflect both the local and regional nature of both 10th Street and Kensington Road and to encourage a pedestrian character to develop, where appropriate, on 14th Street.

By encouraging a wide variety of commercial uses, these policies will simultaneously be aimed at discouraging commercial redesignations in other areas of the community, while still providing for adequate commercial opportunities for both the developer and the resident. The A.R.P. strongly discourages any expansion of existing commercial areas.

All commercial sites in the community are designated D.C., some with C-1 and, some with C-2 guidelines. These designations are all recommended for retention.

1.4.3 Direct Control (D.C.) Sites

All other D.C. sites are compatible with the intent of the proposed policies for adjacent and surrounding properties and are recommended for retention.


1.4.4 Open Space, Recreation and School Facilities

At present the Hillhurst/Sunnyside Community is considered to have an adequate rating in terms of the quantity and quality of open space. However, school related open space, which forms a substantial portion of the amount of usable open space, is a concern in that closure of some of the area schools may result in the loss of the school sites for open space purposes. One school (St. John's) has already been

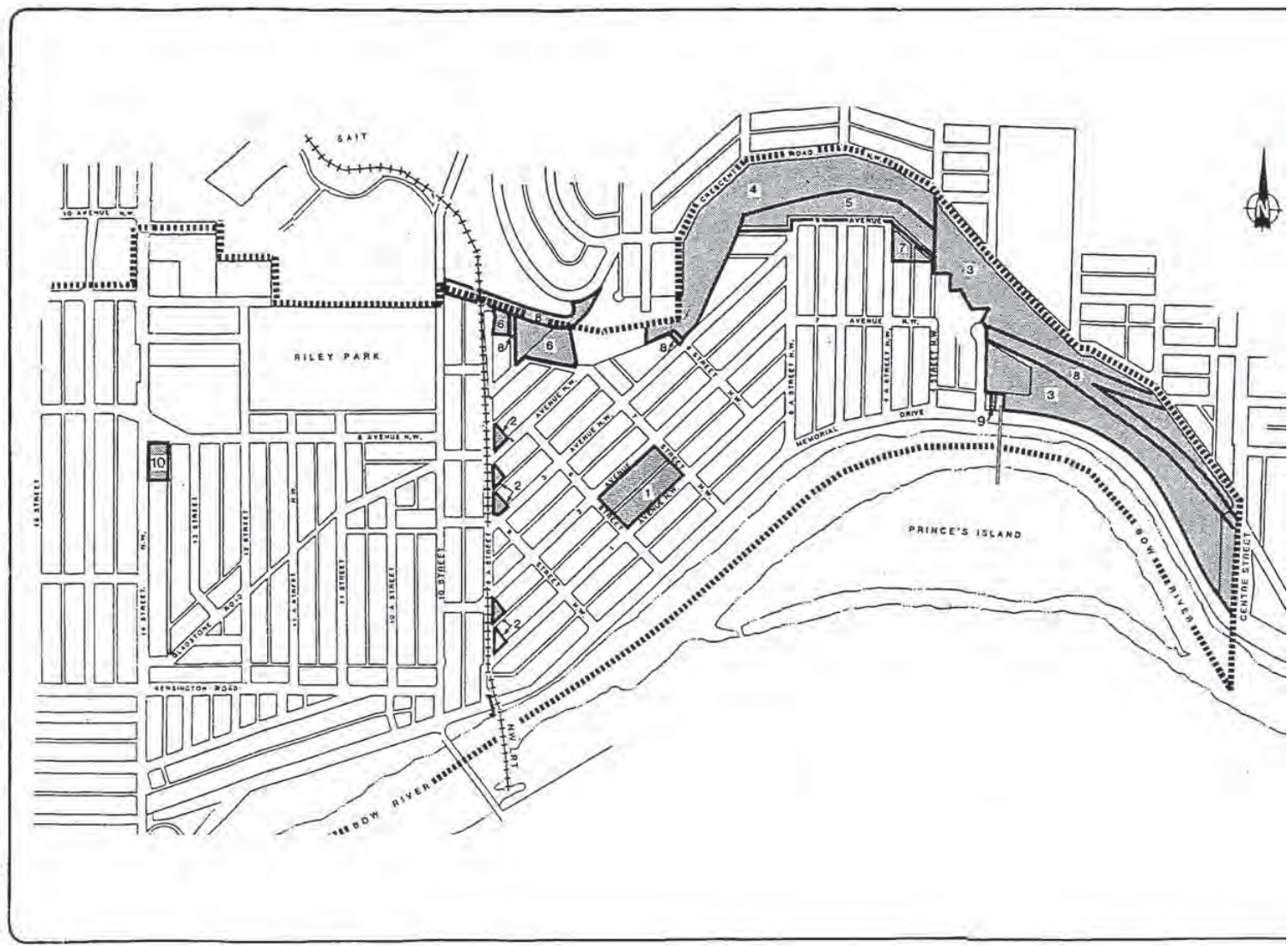
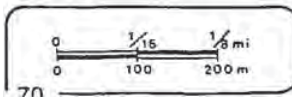
1.0 CONTEXT FOR PLANNING AND PLANNING IMPLICATIONS

MAP
1 HILLHURST/
SUNNYSIDE

TITLE SITES REQUIRING
IMPLEMENTATION
ACTION

LEGEND
 Site Number
 (See Action Required
 Sections)
 3

DATE
January 1988



closed and reopened as a specialized education facility. Sunnyside school has been on a recent closure list, but has subsequently been taken off. Because of the particular location of the Sunnyside, St. John's and Queen Elizabeth Schools, portions of all three are needed for adequate distribution of open space in the area. The open space portions should be no less than 0.5 hectares (1.24 acres) per site. The precise amount and location will be determined by the City at the time the sites are declared surplus by the School Board.

The # 6 Firehall located at the southwest corner of Memorial Drive and 10th Street N.W. is presently designated for PE uses and is used as a storage depot for Parks maintenance and for offices. This building and perhaps some space around it will be redesignated once a Proposal Call for its use is complete.

The construction of LRT through the area on 9A Street has resulted in the creation of five small residual parcels of land along the east side of the line left over for open space purposes. These parcels are to be redesignated from RM-2 to PE for buffering purposes between the LRT line and the adjacent residential area (Site 3, Map 1).

Open space policies encourage the improvement in the quality of sites, facilities and recreational activities through a program of selective site and facility upgrading which may be carried out under the Adopt-a-Park program.

1.4.5 Transportation and Parking

The Plan retains all the existing roadway designations.

The provisions of the Hillhurst Special Study, approved by City Council in 1985, deal with parking issues in this area.

Recommendations of this Study are being implemented on a high priority basis.

Any parking and traffic problems generated as a result of the NW LRT line through this community are being monitored by the NW LRT Monitoring Impact Study and will be dealt with as they arise.

1.5 Existing Land Use Districts

Residential

About one half of the residential area in Hillhurst/Sunnyside is designated RM-2 (Map 2). This low density multi-family classification was developed for use in Hillhurst/Sunnyside and requires that 50 percent of the apartment or townhouse units have two or more bedrooms and direct access to grade. These regulations were designed to achieve two primary goals:

- (a) To encourage multi-unit development which would be attractive to families;
- (b) To permit two dwelling units to be developed on a typical 7.5 metre (25 foot) lot to provide, in part a reasonable way of increasing the income of residents to facilitate necessary renovations on older buildings. A number of RM-2 projects have been developed and a cursory review suggests that they have not been successful in attracting families with children. The typical RM-2 development in Hillhurst- Sunnyside however is architecturally unique and attractive and is usually priced and built to cater to the young professional singles or couples market.

Although not successful to date in attracting young families, these developments have proven a much more attractive way of increasing densities and providing multi-family accommodation than more traditional and typical walk-up apartments. In addition, the form of these developments is suitable for families with children and will meet this demand to the extent it exists.

Lands designated R-2 make up the other major portion of the residential area. The R-2 designation provides for single family development, duplex development and infill development on 7.5 metre (25 foot) lots.

There are also several small parcels within the community with the higher density RM-4 and RM-5 multi-unit designations. Generally these designations are felt to be appropriate given existing surrounding uses.

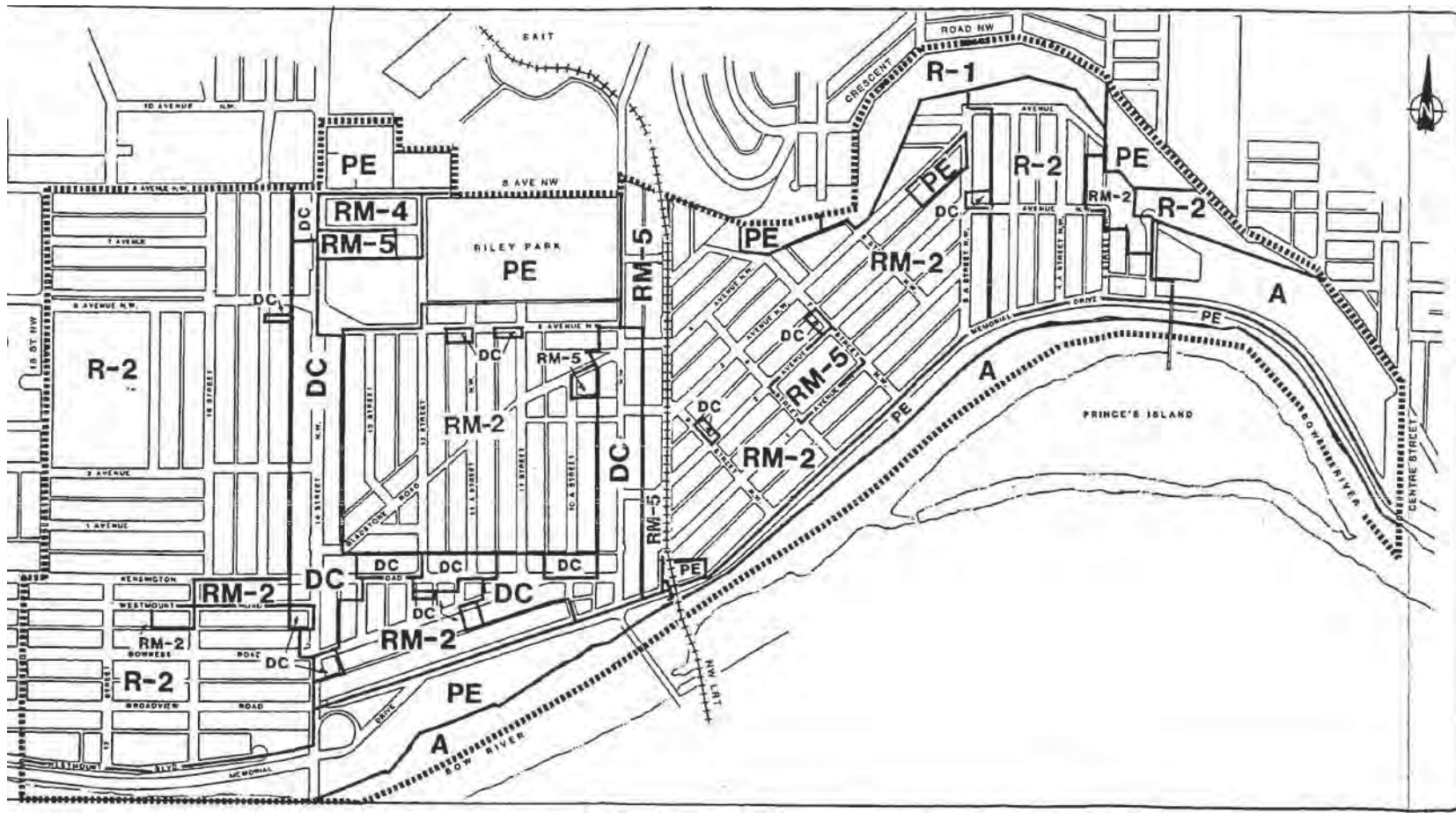
Commercial

The major commercial strips: 14th Street, Kensington Road and 10th Street, are predominantly designated direct control (D.C.) with guidelines permitting commercial development to 40 or 50 feet and a floor area ratio of 2.8 (floor area ratio is the ratio of the building area to the site area). New development under these D.C. guidelines has taken a variety of forms from small multi-shop single floor retail buildings to three and four storey office and mixed-use developments.

In addition, there are a number of D.C. sites in the remainder of the community with C-1 local commercial use rules.

Table 2 - Existing Direct Control Districts

Site #	Amendment #	Reclassification	Approved Use	Existing Use
1.	DC 103Z83	1983 September 6	RM-2 guidelines, plus grocery.	Grocery
2.	DC 191Z81	1981 October 13	Offices and including grocery store to be contained within the existing structure.	Office/Grocery
3.	DC 785	1979 March 20	C-1 guidelines - grocery stores.	Grocery
4.	DC 785	1979 March 20	C-2 guidelines with 40 foot height restriction.	Mixed Uses
5.	DC 34Z80	1980 May 12/13	C-2 guidelines with 40 foot height restriction.	Mixed Uses
6.	DC 38Z84	1980 May 13	RM-2 guidelines except for parking structure.	Parking Structure
7.	DC 961	1980 March 10	C-2 guidelines with 50 foot height restriction.	Mixed Residential
8.	DC 8262	1971 July 5	C-1 guidelines for commercial development.	Offices
9.	DC 8139	1971 March 8	Equipment store for Canadian Youth Hostel Association.	Youth Hostel
10.	DC 760	1978 October 10	Office Building with retail limited to ground floor. Maximum height 40 feet.	Offices
11.	DC 785	1979 June 18	C-2 guidelines with 50 foot height restriction.	Mixed Uses
12.	DC 104Z80	1980 October 6	C-2 office-commercial building with personal service, retail on main level with 50 foot height restriction.	Vacant
13.	DC 846	1979 June 11	C-2 guidelines-commercial office building only with 43 foot height restriction.	Offices
14.	DC 106Z82	1982 June 15	Five storey mixed apartment and commercial building.	Commercial/Residential
15.	DC 8544	1972 May 8	Triplex.	

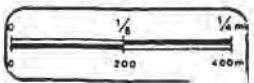


HILLHURST/ SUNNYSIDE MAP 2

TITLE EXISTING LAND USE DISTRICTS

- LEGEND**
- R-1 Residential Single-Detached District
 - R-2 Residential Low Density District
 - RM-2 Residential Low Density Multi-Dwelling District
 - RM-4 Residential Medium Density Multi-Dwelling District
 - RM-5 Residential Medium Density Multi-Dwelling District
 - A Agricultural & Open Space District
 - DC Direct Control District
 - PE Public Park, School & Recreation District
 - Study Area Boundary

DATE January 1988



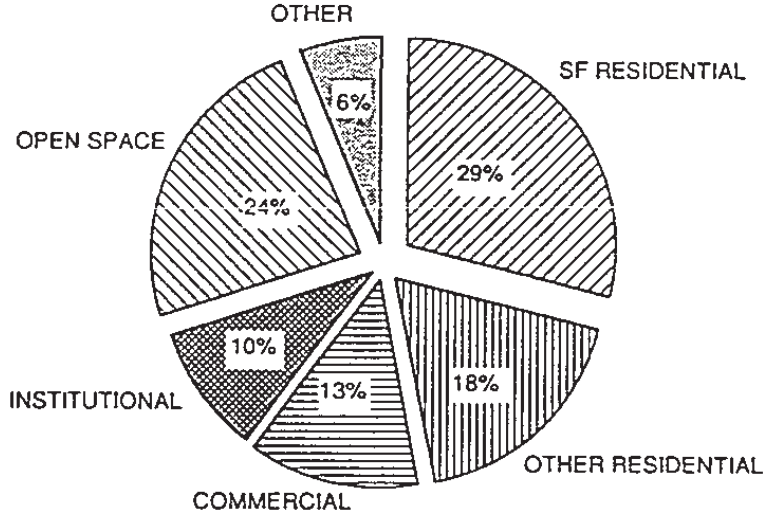
Although this designation permits two storey commercial or commercial and residential buildings, in most cases the sites have been developed for single storey retail uses. Three D.C. sites have a residential component attached to their "Use Rules".

Map 3 and Table 2 identify the direct control designations approved in Hillhurst/Sunnyside.

Public Spaces

There are a number of sites, primarily park and school areas which are available for public use. The PE and PS designations restrict the type of uses on these sites to those related to public and or institutional uses. Other designations (i.e., RM-4 and RM-5) on some of these sites make them available for other uses as well.

Fig 3. LAND USE DISTRIBUTION



Source: Planning & Building Department, 1986

1.6 Existing Land Use

The total area of the community is in the order of 234 hectares (580 acres). The existing land use distribution is shown on Figure 3.

1.6.1 Residential

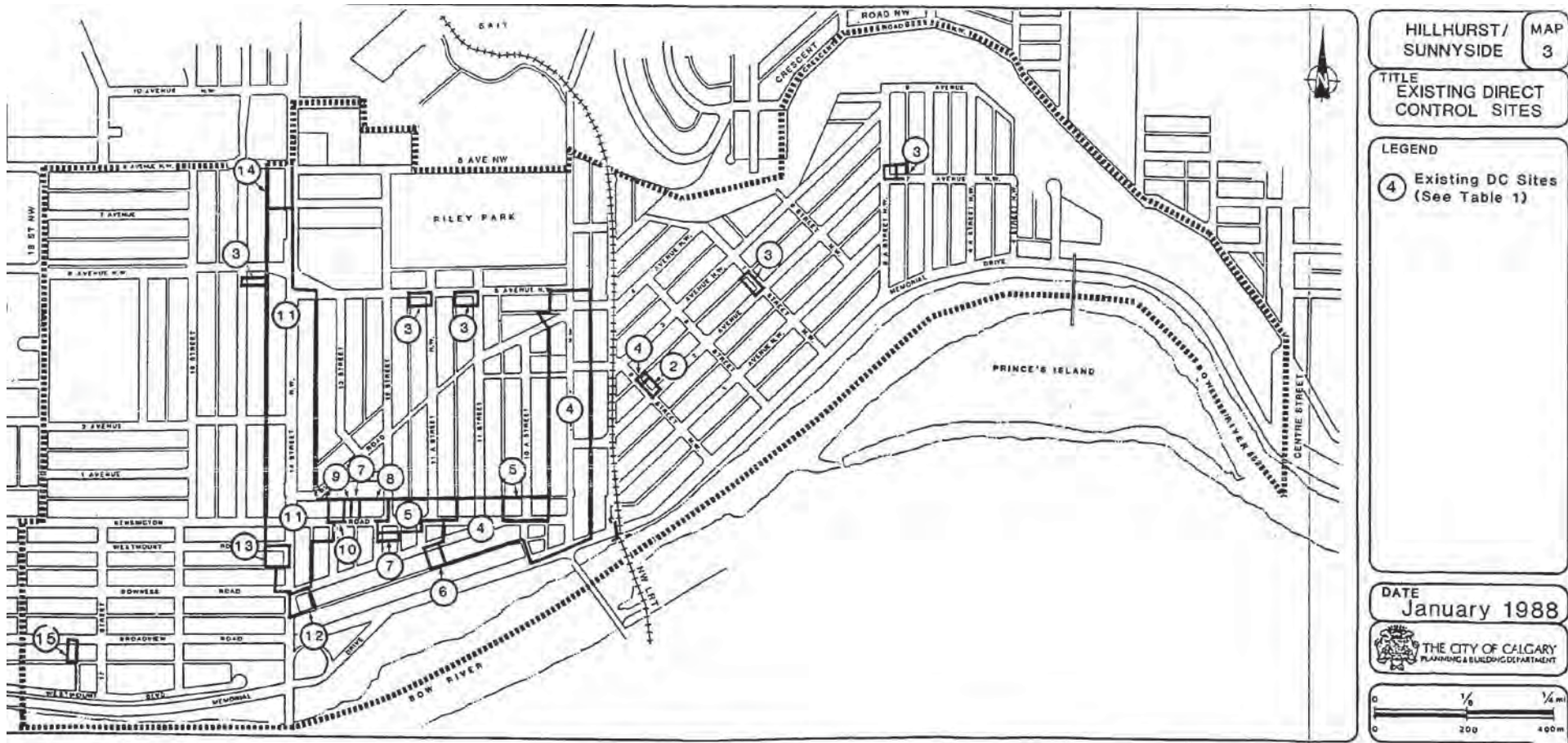
There are approximately 119 hectares (294 acres) of residential land in Hillhurst/Sunnyside. Although the large majority of this land is developed as single family and converted structures (usually a single family home with a rented suite) over half of the dwelling units in the Sunnyside portion are apartments. The development density is significantly greater in Hillhurst/Sunnyside than in the city as

a whole. This reflects the attractiveness of multi-unit development due to the proximity of the community to the downtown and S.A.I.T. and the effects of 1950's zoning which permitted walk-up apartments throughout most of the community.

1.6.2 Commercial

Commercial development is located along the 10th and 14th Streets and Kensington Road. There are also a number of local commercial uses located throughout the community.

The land owners along portions of 10th Street and Kensington Road have recently made a number of street improvements through a local improvement by-law to enhance the pedestrian environment. These improvements and the general character of the area have created a unique shopping area in the Kensington/Louise Crossing District. Merchants in the area have recently established a business revitalization zone (BRZ) to further strengthen the retail activity in the area.



1.0 CONTEXT FOR PLANNING AND PLANNING IMPLICATIONS

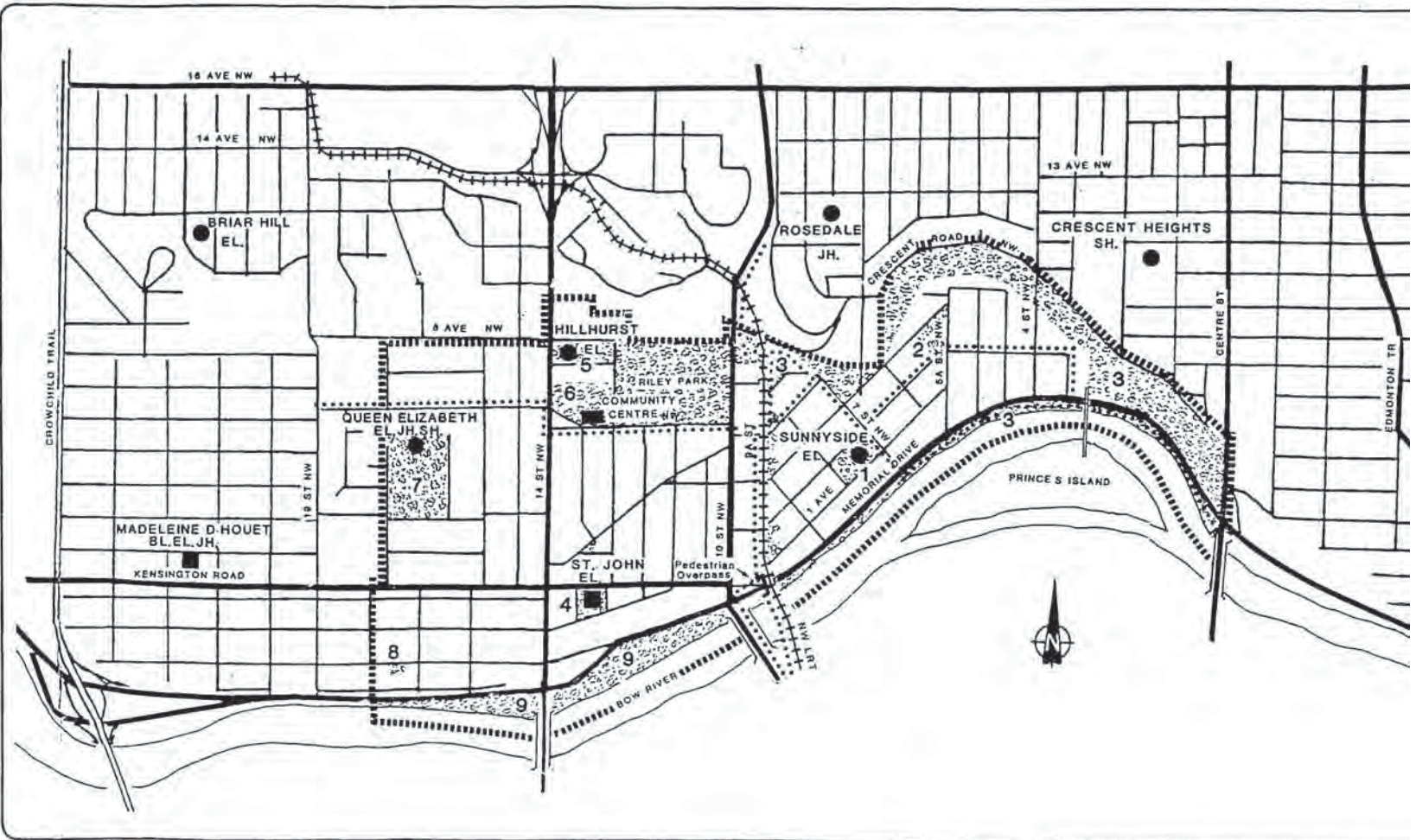
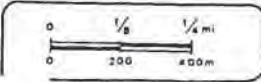
MAP
4 HILLHURST/
SUNNYSIDE

TITLE AREA SCHOOLS
AND OPEN SPACE/
PARKS FACILITIES

LEGEND

- Calgary Board of Education
- Separate School Board
- ☼ Open Space/Parks
- ⋯ Pedestrian/Bicycle Pathway
- ⋯ Study Area Boundary
- 1-9 Sites as per Table 3

DATE
January 1988



As with the residential development in Hillhurst/Sunnyside, the commercial development displays a wide variety in age, size and quality of building. A number of the original structures from the early 1900's remain in commercial use along 10th Street.

1.6.3 Institutional

There are a variety of institutional land uses within the community, including the Grace Hospital, St. John's Elementary Schools, Queen Elizabeth elementary, Junior High and Secondary School and several churches.

Table 3 - Recreation/Open Space & School Sites

	Site	Location	Designation	Size (Net)	Facilities
1.	Sunnyside School	2 Avenue and 7 Street N.W.	RM-5	0.958 ha (2.36 ac.)	65% comprised of children's play equipment and playfield areas, skating rink.
2.	Neighbourhood Tot Lot	3 Avenue and 5A Street	PE	0.407 ha (1.01 ac.)	100% open space: children's play structure, skating rink.
3.	Passive Areas	Sunnyside	PE	7.15 ha (17.67 ac.)	Riverbank, escarpment and slope.
4.	St. John's School	Kensington Road and 12 Street N.W.	RM-2	0.331 ha (0.81 ac.)	50% comprised of children's play equipment and playfield areas.
5.	Hillhurst School	14 Street and 7 Avenue N.W.	RM-4	0.84 ha (2.08 ac.)	65% comprised of children's play equipment and playfield area.
6.	Community Association (Lease Site)	5 Avenue and 12 Street N.W.	PE	1.68 ha (4.15 ac.)	70% open space, tennis courts, soccer field and baseball diamond and children's play equipment, skating rink and facilities at the community hall.
7.	Queen Elizabeth School	18 Street and 6 Avenue N.W.	R-2	4.17 ha (10.30 ac.)	65% comprised of baseball diamonds and soccer fields and children's play equipment.
8.	Tot Lot	Broadview Road between 16 and 17 Streets N.W.	R-2	.208 ha (.51 ac.)	100% open space: children's play structures.
9.	Passive Area	Hillhurst	PE	1.62 ha (3.99 ac.)	Riverbank.
10.	LRT Pocket Parks	Sunnyside 9A Street	RM-2	0.28 ha (0.69 ac.)	Passive areas.

1.6.4 Open Space

The open space and parks in Hillhurst/Sunnyside include the riverbank, four school yards, portions of the escarpment, a large community lease site and small local tot lots (Map 4, Table 3). When visual relief and buffers and roadway greens are included, the total open space in the area is considerable (61.74 hectares). However, only 17.85 ha (44.10 acres) is considered usable open space.

Regional open space in the immediate area includes Riley Park, Senator Patrick Burns Park, S.A.I.T. and Prince's Island.

1.7 Existing Transportation Systems (Map 5)

Two of the major routes into Calgary's downtown run through Hillhurst/Sunnyside. 14th Street and 10th Street, both major roads carry approximately 32,000 and 18,000 vehicles per day respectively. The high volumes on these roads and Memorial Drive (30,000 per day) result in severe congestion and some short-cutting through the community.

The collector roads are as follows:

- Kensington Road;
- 5th Avenue between 10th Street and 14th Street;
- 2nd Avenue between 4A Street and 10th Street;
- 6th Avenue between 14th Street and 19th Street.

The residential streets are developed on a grid pattern which has a disadvantage of permitting relatively direct

access to parallel collectors and major routes by a variety of "shortcutting" routes along local residential streets.

This shortcutting was addressed in the Hillhurst/Sunnyside Design Brief as it affected traffic cutting through Sunnyside to and from Memorial Drive. A number of road closures were proposed and have subsequently been approved and implemented.

The community is on the downtown route for a number of bus routes and therefore well served by Calgary Transit. The following routes currently travel through the area: # 1, # 4, # 8, # 9, # 10, # 14.

Upon completion of LRT there will be substantial revisions to the transit routes throughout the northwest. Within Hillhurst/Sunnyside public meetings will be held to discuss the route alterations.

LRT

The Northwest leg of the LRT is being constructed through Hillhurst/Sunnyside along 9A Street with a station planned between 3rd and 4th Avenues. The line is scheduled for completion in 1987.

The long term impacts of the LRT in this area are difficult to predict. Extensive discussions and reviews of the alignment have been undertaken and City Council has approved substantial funds for landscaping and other environmental protection and upgrading along the right of way.

Further, City Council has approved the work of the Northwest LRT Impact Monitoring Study to monitor the impacts of the line in this area and to attempt to solve any emerging problems.

1.8 Proposed Land Use Districts

A limited number of redesignations to the community land use districts will occur to provide more compatibility between land uses and to eliminate non-conforming land use designations. The resultant Land Use Districts for Hillhurst/Sunnyside are shown in Map 6.

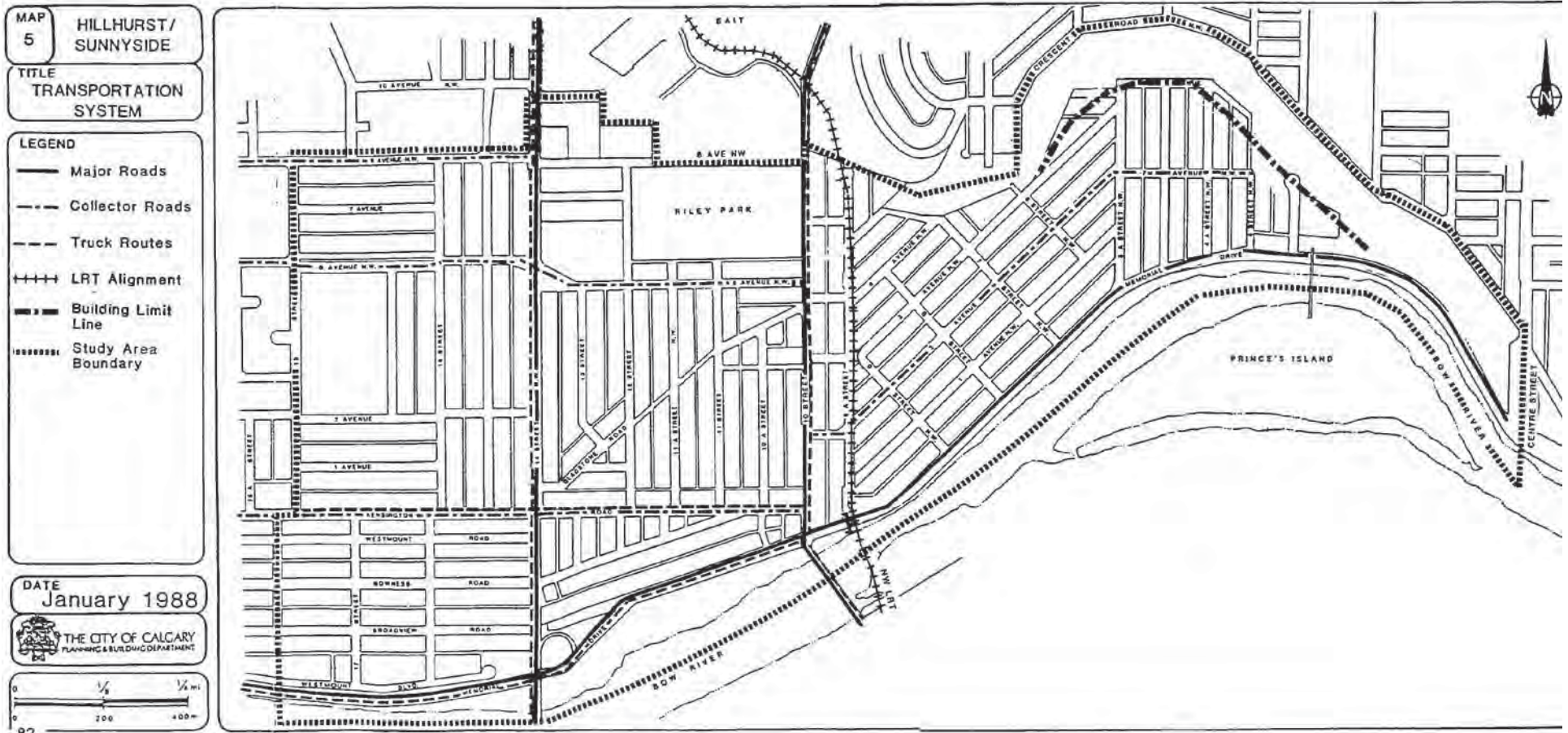
1.9 Financial Implications

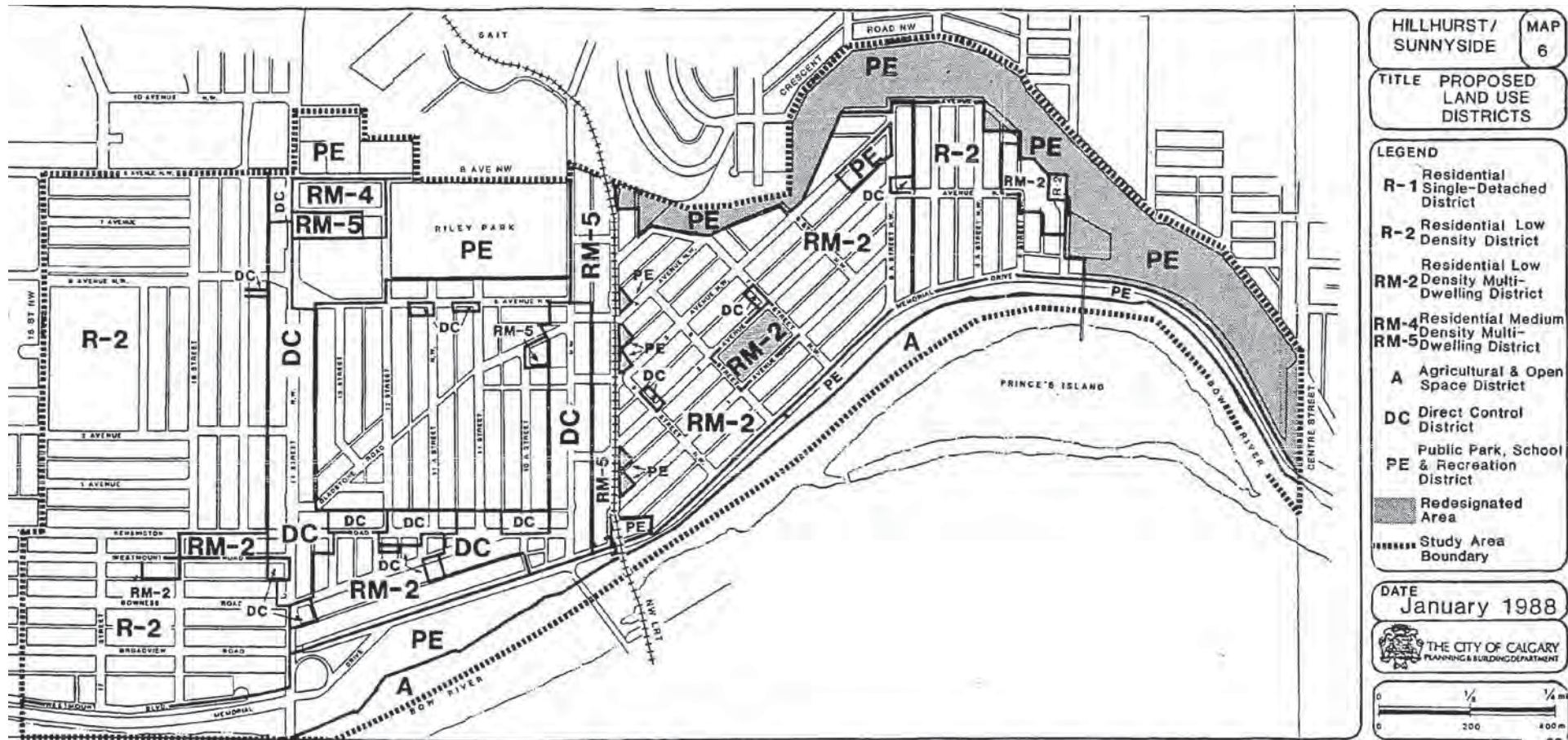
Many of the Implementation recommendations (particularly those under Section 4, Open Space and Recreation) have financial implications. These are noted in Table 4.

Table 4
Financial Implications of Recommended Improvements

Improvement	Cost	Method of Payment
1. Boulevard planting on residential streets.	As Required	Mill Rate (Urban Forest Management Policy)
2. Landscaping of street closures and barricades.	\$350 each	Mill Rate for Memorial Drive and 7th Street; Calgary Parking Authority for Kensington Crescent and 11th Street
3. Replant gaps in Memorial Drive tree canopy.	\$19,200	Mill Rate
4. Landscaping north end of Prince's Island footbridge.	\$2,400	Mill Rate
5. Street improvements between commercial area and LRT.	As required	Local Improvement By-law
6. Planting on Bowness Road median from 16 to 18 Street.	\$11,600	Mill Rate
7. Pedestrian activated crosswalks along Memorial Drive.	As required	Mill Rate
8. Enhancement of triangular parcels at Gladstone Road and 11 and 13 Streets.	\$4,400	Mill Rate
9. Edge planting of school yards, road r.o.w.s, and parks.	As required	Mill Rate (Urban Forest Management Policy)

1.0 CONTEXT FOR PLANNING AND PLANNING IMPLICATIONS





2.0 Background to Policy Formulation

2.1 Planning Process

The Hillhurst/Sunnyside ARP was prepared taking into consideration city wide interests and the concerns of the community.

Community Planning Advisory Committee (CPAC)

The CPAC, consisting of representatives from the community, was set up to work with the Administration in identifying issues and solutions to them. This committee met many times over a one year period; sub-committees were formed to examine the specific issues of commercial and residential land uses.

Urban Design Guidelines

At the request of the CPAC, Urban Design Guidelines were developed by consultants working for the City in the areas of commercial and residential land uses. The results of these studies are contained within the body of the A.R.P.

Other Interests

The Administration and the CPAC met with representatives from the Kensington/Louise Crossing Business Revitalization Zone (BRZ) to ensure that recommendations in the plan adequately reflect the desires of that group while keeping in mind the community residents' wishes.

2.2 Issues and Concerns

Hillhurst/Sunnyside community issues and concerns described in this section are derived from the public participation program conducted from 1985 to 1986 as described in Section 3.1. It includes opinions gathered from the CPAC, the Community Association, and the Business Revitalization Zone Committee.

2.2.1 Land Use Considerations

Residential

Many people felt that there was a need to ensure stability in the community. There was a common feeling that through a combination of conservation and rehabilitation of existing low density dwelling units, and the provision of strong design/development guidelines to ensure that new development respected the flavour of the existing built form of the community, that stability would be enhanced.

Commercial

Residents were concerned with the quality and type of commercial uses available in the community. There was an indication of a need to clearly define the extent and nature that future commercial development should take. It was felt that stronger design/development guidelines are necessary for new commercial development as well.

2.2.2 Open Space, Recreation and School

Facilities

It was generally felt that the amount of open space provided in the community was satisfactory.

There was a concern expressed over the threat to that amount should schools in the area be closed and the land disposed of. As well, closure of schools could jeopardize the accessibility of school facilities to children in Hillhurst/Sunnyside and pose a threat to the attractiveness of the area to families with children. The disposal of Sunnyside, St. John's or Queen Elizabeth school sites for other purposes would adversely affect open space provision in the community as well. It was felt that while the amount of open space is sufficient, that the northeast portion of the community is underserved.

2.2.3 Transportation

Roads

There is a strong desire within the community to maintain the present volumes of traffic on major roads in the area.

LRT

Residents are very concerned over the impact of LRT in the community. This concern is being dealt with through the Council approved Northwest LRT Impact Monitoring Study and through LRT Liaison Committees set up in each community to determine appropriate screening and landscaping techniques to mitigate the effect of LRT in the area.

Parking

A severe parking problem has developed in the area owing primarily to the increase in commercial and retail activity over the past several years. The Hillhurst Special Study carried out in 1985 identified several solutions to this problem. Implementation and alteration of these solutions is ongoing in this area.

Traffic Operations

A number of traffic operations type of concerns were expressed. Only those concerns considered appropriate for resolution in an ARP are included in this Plan. All others will be monitored by the community and the Administration and acted upon as warranted.

2.3 Policy Direction

Long-Term Growth Management Strategy

The Hillhurst/Sunnyside A.R.P. was prepared within the overall context provided by the City's Long-Term Growth Management Strategy, adopted by City Council on 1986 July 22. In particular, the Strategy provides the following key policy direction for established communities:

"In established residential areas, the City will endeavour to optimize the use of existing servicing systems. Through the local planning process, the opportunities for accommodating population increases will be identified in each community, ensuring that population increases will occur in ways which:

- i) strengthen the role of the community within the built-up area, as defined in local area plans;*
- ii) contribute to the community's quality and image;*
- iii) contribute to the existing community fabric and social environments."*

Residential Land Use

The Inner City Plan recommends three general residential land use policies for Hillhurst/Sunnyside:

(a) Conservation

The intent within areas designated for conservation is to retain the existing character and quality of the area. These areas should function as stable family residential

neighbourhoods. Portions of such areas should be preserved (protected from more intensive development); other parts may accept some new development so long as it respects and enhances the existing fabric of the community.

(b) Low Density

This density range corresponds roughly to the existing R-2 Land Use Classification and would allow from 12 to 30 units per net acre. The intent within these areas is to provide ground-oriented family units. All units should have a minimum of two bedrooms with immediate access to private open space at grade. Building forms should relate to the character of existing structures. Single family, semi-detached dwellings, and townhouses could be built in these areas.

(c) Medium Density

This density range relates to the existing RM-4 and RM-5 land use classifications and would allow from 60 to 85 units per acre. The intent is to provide a mix of unit types at a moderate density. While it is expected that the emphasis would be on non-family oriented units, a minimum of 25% of the units should still be two bedrooms or more and be directly accessible from grade. Building setback, form and articulation should be in accordance with a conceptual plan for the area (to be developed through a community planning process). Building types can range from townhouses to walk up apartments.

Commercial Land Use

The Inner City Plan categorizes 10th Street N.W. from Memorial Drive to Gladstone Road as a regional pedestrian oriented commercial area, Kensington Road from 10th Street to 14th Street as a local pedestrian commercial area and 14th Street from Bowness Road to 6th Avenue N.W. as a regional automobile oriented commercial area.

Transportation System

Transportation System By-law 3M82 identifies 10th Street, 14th Street, and Memorial Drive in the Hillhurst/Sunnyside area as primary thoroughfares (the equivalent of the present term major road); Kensington Road, portions of 2nd Avenue, 5th Avenue and 6th Avenue N. as secondary thoroughfares (collector roads), with the remainder of the community roads as local streets.

2.4 Community Point of View

The following comments are from the Community Association and represent concerns not felt to have been adequately addressed in this A.R.P. City Council has instructed that these comments be included in the Supporting Information Section of the A.R.P. They are as follows:

Community Association Comments

From early 1985 a committee of volunteers worked with the City Planning Department to develop the Hillhurst Sunnyside Area Redevelopment Plan. This Plan which reinforces and gives statutory status to the Community Design Brief adopted in 1977, has the general support of the residents and the community, and the Community Association is pleased to support the document.

The community appreciates the concern and sensitivity shown by the planners in the development of this document. However, there are some issues which it feels have not been adequately addressed in the Plan, and therefore the following comments are attached for the consideration of the reader.

A. STATUS OF THE DOCUMENT

The A.R.P., as a supplement to the Land Use By-law, will provide local policy context and specific land use and development guidelines, but it is recognized that the Land Use By-law takes precedence. It is the opinion of the Community Association that the Design Guidelines should be appended to the Land Use By-law for Hillhurst/Sunnyside. The City Land Use By-law should be amended to include special land use districts or unique land use designations for the community, and these designations should include the Urban Design Guidelines. If this action is taken then the design guidelines would be easily enforceable because they would form part of the Land Use By-law.

Specific Items Recommended to be Included in the Land Use By-law

The Design Guidelines for both residential development and commercial development ideally should be added to the Land Use By-law for the Hillhurst/Sunnyside Community. There is no municipal support for the above position. The Community continues to encourage the above action, and requested that as a minimum, the following guidelines be included in the Land Use By-law.

(i) RE: 2.3.2 Low Density Multi-Unit

Under the RM-2 designation the Land Use By-law should be amended for the Hillhurst/Sunnyside community to include a restriction on the maximum frontage for one redevelopment at 100 feet. This would permit developments of an appropriate scale (i.e., amend rule 5(a) of the RM-2 Discretionary Use Rules on page 69 of the Land Use By-law to read:

(a) Lot Width

A minimum of 7.5 metres and a maximum of 30.5 metres).

(ii) RE: 3.4.1.1

Special restrictions should be added to the Land Use By-law for commercial development which abuts residential development. These controls would ensure that the area residents are not unduly negatively affected. Suggested controls include parking restrictions, and more effective commercial set-backs between commercial and residential areas. Where a commercial structure abuts a residential district, or a lane shared with residential users, the rear yards and side

yards should be 7.5 metres. An additional requirement should be that where necessary a rear lane shared by residential and commercial users should have adequate fencing to protect the residents. Also restrictions such as fenced and screened outside storage and garbage should be enforced (i.e., Amend the DC-C2 guidelines to read as follows:

A minimum rear yard depth of 7.5 metres where the rear of the site abuts a residential district, or a lane which abuts a residential district).

(iii) RE: 3.4.1.5.1

The Land Use By-law should be amended to require that all at grade parking that has street frontage should be landscaped and visually buffered from the pedestrians. In addition, it should be required that all surface parking be paved and lined for efficient use. The By-law should also prohibit front strip parking (i.e., Amend the DC-C2 guidelines to include a statement such as:

On-site parking that is not underground shall not be permitted in front of any building. Above grade structured parking must not be located within a building such that it occupies the front 10 m of either the first or second floors or such that it is visible from in front of the building).

B. REDESIGNATIONS

It is recommended that the Sunnyside Community School be redesignated PE to preserve the existing open space in the Sunnyside Community. Many discussions have taken place regarding the appropriate designation for this site, and the Association is aware of the City's concerns regarding the

purchase of all land designated PE. However, the Community Association feels strongly that the School Board should, as a public body, be requested to support the retention of the open space on their land, and that it should not have the same predisposition as developers, that is, insisting that the City buy their land. As taxpayers, the residents agree that the school property is already public land, and that its existing use should be preserved.

C. POLICIES

(i) Residential Land Use Policies

2.3.6 RE: Utility Upgrading

The scale of redevelopment in the community is large compared to other residential communities. For this reason special guidelines should be developed that require the developer, or utility, whenever they dig to install services, make all repairs with materials similar to those on the street. The overall impact of repairing with asphalt is destroying some streets in this community.

2.4.1 RE: Utility and Service Replacement

It is recommended that special policies be developed for this community that establish a program for the replacement of deteriorating services. The laneways and sidewalks in this community have been in place in excess of 70 years in some parts of the neighbourhood, and a plan for their upgrading and replacement should be developed. This plan should recognize the significant contribution made by the taxpayers

of Hillhurst/Sunnyside over the years, and encourage the replacement of the aging services to be paid from the general tax base.

2.4.1.5RE: RM-5 Land Along 9A Street

The designation of the land bordering 9A Street N.W., and adjacent to the new Northwest LRT, is remaining at the existing RM-5. This is supported, but it is recommended that more extensive development than presently exists on 9A Street should not be encouraged.

(ii) Commercial Land Use Policies

The area is lively during the evening hours, but this activity does not necessarily make the area an attractive place to live. The encouragement of a broad range of activities for both day and night time use is an element of the commercial street that is attractive and gives it vitality, but adequate controls should be in place to ensure the area residents are not unduly negatively affected.

3.4.1.2.3 Additional Recommended Guideline

Larger commercial buildings should have a 7.5 m building width appearance along the facade.

(iii) Open Space and Recreational Policies

The policies for Open Space are supported. Although the community is well-served with facilities it is suggested that the possibility of locating tennis courts and a tot lot in the Sunnyside community be included in the document.

Add new 4.3.9

There is a desire for a Community Garden, as first discussed in the Design Brief, and although it is not precluded by this Plan, it was requested that the possibility of the Garden be recognized in the Plan, as it was in the Appendix of the Design Brief. The location of such a garden should be permitted on land already designated as Open Space/PE (Public Education/Recreation), or other vacant land, and determined through public input.

(iv) School Facilities

5.3.1

The open spaces adjacent to the community's schools are important to the residents and the following policy with respect to those lands is preferred:

"Should any school be declared surplus, the City should acquire the open space portion of the school property to maintain the existing provision of open space in the community."

(v) Transportation

6.2 Roadways and Traffic

6.2.1

The increase in through traffic in the community continues to cause problems. As traffic increases, and/or causes additional problems in both the residential and commercial communities, further local area traffic management measures will be required. The community desires that these be based on the successful European "Woonerf" concept of traffic restriction to slow speed for local access. In addition to cul-de-sacs, more creative consideration would be given to street textures, mini-roundabouts, corner bulbs, landscaped medians and traffic diverters among other such passive devices.

6.2.2 Roadway and Traffic Policies

RE: 2nd Avenue and 5th Avenue N.W.

Second Avenue and 5th Avenue N.W. are unnecessarily wide and as such encourage speeding through-traffic. Tree planting and widened boulevards should be established to create a more residential appearance and slow down traffic.

6.4.2 Special Parking Policies

The parking congestion in the Hillhurst/Sunnyside Community is the result of rapid commercial development

and the community's proximity to downtown. The former has led to a series of decisions that permitted commercial, and specifically restaurant development, to proceed without adequate parking provision. As a result, there is a large commercial parking deficiency in the community. The proximity to downtown creates the problem of office workers parking on the residential streets for the day and walking or using transit to get into the downtown. If the Community is to survive and grow as a stable, attractive residential area for families, then appropriate solutions to the parking congestion are important.

6.4.2 Additional Recommended Policies

Parking restrictions are now available for the entire community, on a petition basis. Those areas close to commercial development will continue to experience problems despite the restrictions, and consideration should be given to establishing a new Zone that would restrict parking to residents within 500 feet of the commercial area. This would not require petitioning.

Parking by individuals who go to the downtown to work, by foot or transit is an anticipated problem, and parking in the vicinity of Sunnyside L.R.T. Station should be monitored and ameliorative action taken if necessary.

For every parking relaxation granted by the Approving Authority, it is requested that the City must provide a parking stall so that the burden is not shifted to the residential community.

A cash-in-lieu policy, as indicated in 6.4.2, should be established for the area, as soon as possible, and businesses which cannot provide the required parking on

site will be allowed to meet their deficiencies through this policy. The amount is to be established by City Council. In any development there should be no relaxation of the parking requirement, but the developer should be allowed to meet deficiencies through the cash-in-lieu policy. It is recommended that the policy apply to all businesses that cannot meet the requirements on site, but that some minimum amount of parking must be supplied on site by any developer. A 50% guideline is suggested.

In conjunction with the cash-in-lieu policy, a systematic approach should be developed to identify appropriate sites for commercial parking, and the sites be within the existing commercial area.

Off-site parking in the commercial area has led to a “shell game” of parking lots and the City should require that businesses which currently meet parking requirements off site be made to comply with the cash-in-lieu policy when off-site leases expire.

It is recommended that all surface parking lots that provide off-site parking for businesses gradually be turned into public parking lots.

It is further recommended that all underground parking developed for day-time use be made available for public parking in the evening hours.

These solutions to the parking problems are proposed by the Hillhurst/Sunnyside Community Association. It was strongly recommended that they be included in the A.R.P.

(vi) Social Considerations

7.4.1

The Hillhurst/Sunnyside Community Association is active in the provision of social services for its residents, and maintains an ongoing assessment of the residents’ needs. It is committed to working in cooperation with the City Social Services Department to determine the needs of the residents, with special attention to those of families, single parents, and seniors.

The rate of theft, and break and enter offenses in the community is a concern of the Community Association, and it will endeavour to facilitate the establishment of a Block Watch Program, and other cooperative efforts, to increase security in the community.

8. Heritage Considerations

There is total agreement that the Heritage Resources in the community should be preserved, and that the Community Association should take an active role in ensuring that the resources are considered in any redevelopment. The Community Association desires to work cooperatively with the City to secure the designation of significant Heritage Resources (see Appendix 1 of Supporting Information for buildings included).

APPENDIX 1

HILLHURST/SUNNYSIDE AREA REDEVELOPMENT PLAN HERITAGE CONSIDERATIONS

1. Historical Street Names

Initially, many of the streets in Hillhurst/Sunnyside were given names which reflected the predominantly English and Scottish origin of the area's first settlers. Some businesses and residential developments perpetuate these original names and hopefully this practice will continue.

<u>Original Name</u>	<u>Present Name</u>
Sunnyside Boulevard	Memorial Dr. (east of 10 St. N.W.)
Westmount Boulevard (most common)	Memorial Dr. (West of 10 St. N.W.)
Hillhurst Boulevard	Memorial Dr. (west of 10 St. N.W.)
Merchiston Street	9A Street N.W.
Morleyville Road	10 Street N.W.
Norfolk Street	10A Street N.W.
Beverly Street	11 Street N.W.
Preston Street	11A Street N.W.
Oxford Street	12 Street N.W.
Richmond Street	13 Street N.W.
Strathcona Street	14 Street N.W.
Imperial Street	15 Street N.W.
Nelson Street	16 Street N.W.
Centre Avenue	Kensington Road N.W.
Victoria Avenue	5 Avenue N.W.

Source: 1911 Fire Insurance Maps
Glenbow - Alberta Archives

2. Significant Heritage Sites

The following sites have been researched and evaluated by the Planning & Building Department. They are considered to be the most significant heritage properties in Hillhurst/Sunnyside. Policies within the A.R.P. encourage the conservation and sensitive renovation of these sites. It may also be appropriate for the City to investigate designation under the Alberta Historical Resources Act to ensure the long-term protection of some sites.

Site Name	Address	Year of Construction
Donegal Mansions	830 Memorial Drive N.W.	1930
Plaza Theatre	1133 Kensington Road N.W.	1929
Hayden Block	1134 Kensington Road N.W.	1912
St. John Elementary School	1309 Kensington Road N.W.	1917
Ross Block (new)	101 - 10 Street N.W.	1911
Irwin Block	110 - 10 Street N.W.	1912
Firehall #6	1101 Memorial Drive N.W.	1909
Ross Block	116 Memorial Drive N.W.	1909
Hillhurst Cottage School	455 - 12 Street N.W.	1910

3. Other Heritage Sites

The properties listed below reflect important heritage elements; however, their significance has been diminished by poor maintenance, insensitive alteration or some other factor. These sites should not be ignored as they may be restored and many are particularly important because they maintain the character of the streetscape.

Site Name	Address	Year of Construction
Phyllis Apartments	1049 - 1 Avenue N.W.	1912
Vendome Apartments	938 - 2 Avenue N.W.	1912
St. Barnabas Church Tower	1407 - 7 Avenue N.W.	1912
Hillhurst Elementary School	1420 - 7 Avenue N.W.	1912
Glenwood Manor	904 Memorial Drive N.W.	1928
Hillhurst United Church	1227 Bowness Road N.W.	1912
Hillhurst Baptist Church	1110 Gladstone Road N.W.	1907
Sunnyside Bungalow School	211 - 7 Street N.W.	1919
Miles Apartments	1110 Kensington Road N.W.	1911
Arnell Block	1122 Kensington Road N.W.	1911
Masonic Hall	1126 Kensington Road N.W.	1926
Carscallen Block	116 - 10 Street N.W.	1911
A.G.T. Hillhurst Exchange	1510 Kensington Road N.W.	1922
Kerr Block	1118 Memorial Drive N.W.	1912

4. Neighbourhood Groupings

In spite of considerable redevelopment there are still groupings of residential units which reflect the architectural style and streetscape characteristics of Hillhurst/Sunnyside during its pre-World War One growth period. These buildings serve as models for sensitive renovation of the area's homes.

(a) 412, 413, 415, 416, 417, 418, 419, 429 - 11 Street N.W.

(b) 229, 231, 233, 235 - 11A Street N.W.

(c) 207, 209, 216 - 12 Street N.W.

There are numerous scattered residential units which have been sensitively treated over the years. This list is by no means exhaustive.

440 Memorial Drive N.W.	226 - 10A Street N.W.
732 - Memorial Drive N.W.	209 - 10A Street N.W.
905 - 1 Avenue N.W.	304 - 10A Street N.W.
916 - 1 Avenue N.W.	227 - 10A Street N.W.
1019 - 1 Avenue N.W.	215 - 11 Street N.W.
1021 - 1 Avenue N.W.	236 - 11 Street N.W.
737 - 2 Avenue N.W.	440 - 12 Street N.W.
1037 - 2 Avenue N.W.	444 - 12 Street N.W.
637 - 3 Avenue N.W.	214 - 9 Street N.W.
741 - 5 Street N.W.	216 - 9 Street N.W.
1209 - 5 Avenue N.W.	1225 Gladstone Road N.W.
916 - 5A Street N.W.	338 - 10 Street N.W.
918 - 5A Street N.W.	1410 Memorial Drive N.W.
310 - 6 Street N.W.	1634 Broadview Road N.W.
802 - 9a Street N.W.	1636 Broadview Road N.W.
229 - 9A Street N.W.	1722 - 6 Avenue N.W.

5. Special Heritage Area

The 10 Street/Kensington, Louise Crossing retail area is the major special heritage area. Recent public improvements have provided a good basis for future initiatives. A.R.P. policies addressing redevelopment guidelines, appropriate architectural controls and signage guidelines attempt to enhance efforts taken to date.

