

HILLHURST/SUNNYSIDE

Area Redevelopment Plan

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**Office Consolidations
January 1999, August 2004**

HILLHURST/SUNNYSIDE

Area Redevelopment Plan

**Bylaw 19P87
Approved January 1988**



Note: This office consolidation includes the following amending Bylaws:

Amendment	Bylaw	Description	Date
1	6P89	a. Add text to Section 3.4.2 b. Change Map 4 (Superceded by Bylaw 29P94), Map 5 (Superceded by Bylaw 6P98), Map 7	1989 March 13
2	5P90	a. Replace paragraphs 3 and 4 in Section 3.3.2	1990 March 12
3	29P94	a. Delete second paragraph in Section 3.4.2 b. Change Map 4 and Map 7	1994 November 14
3	6P98	a. Change Map 5 b. Add text to the end of Section 3.3.2	1998 March 23
4	21P2001	a. Add Section 9 Grace Hospital Site	2001 September 10

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 Approving 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.

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.

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, the Hillhurst/Sunnyside A.R.P. reaffirms the Inner City Plan policies of conservation, infill and revitalization for the community.

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.

The policies of the Hillhurst/Sunnyside A.R.P. can be summarized as follows:

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 large mid-portion (about one half) of the community with the distinct aim of providing for a variety of low profile, family-oriented development.

- 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 general commercial areas of 10th Street, Kensington Road, Kensington Crescent and 14th Street N.W. are reaffirmed utilizing the Direct Control land use district with existing guidelines and a height restriction.
- The village flavor of the general commercial areas is reaffirmed and protected through extensive commercial design guidelines for new development and renovation of existing development.

Open Space and Recreational Policies

- In general, the amount of existing open space is adequate for the current population, however, should the community experience a significant increase in population there is a requirement for 0.1 hectares (0.3 acres) in the northeast portion of the community, preferably adjacent to existing parkland.
- Residual triangular parcels to the east of the LRT line on 9A Street are to be designated PE.

- 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.

Transportation

- All roadways within the community will retain their existing designations.
- A Northwest LRT Impact Monitoring Study will document and evaluate socio-economic and environmental changes resulting from the introduction of LRT into the area.
- 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 8063 people. It contains a variety of land uses and has an extensive network of community services providing for the needs of a diverse population.

The area is faced with problems which are similar to those experienced by inner-city neighbourhoods in cities across Canada. For example, the community's proximity to the central business district has resulted in redevelopment pressures and transportation related problems that have a destabilizing impact on existing land uses.

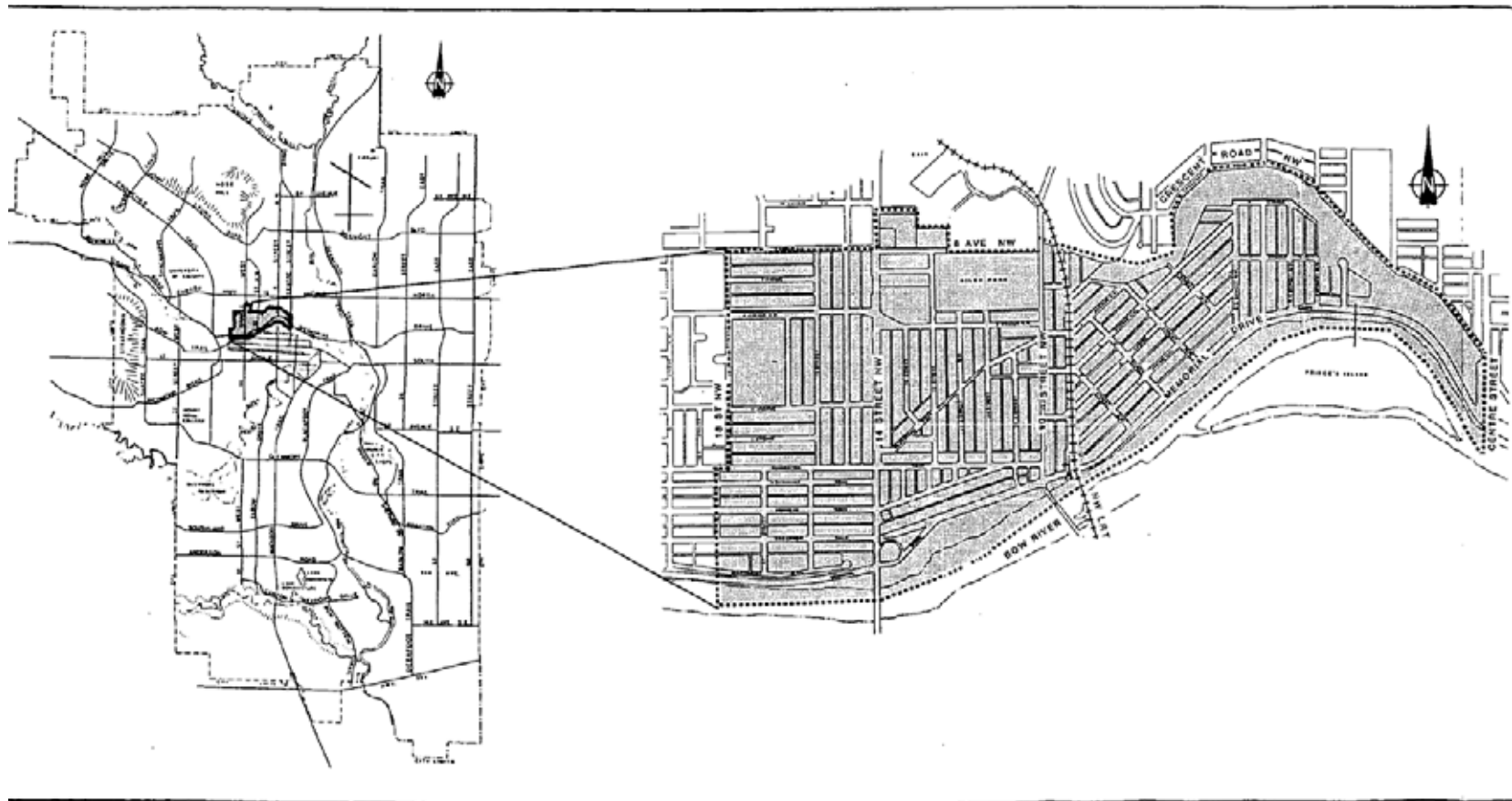
In the 1950's much of the community had been redesignated for medium density residential uses. The physical impact of these redesignations was not actually experienced until the 1960's and early 1970's when substantial apartment development took place in the older portions of the neighbourhood. At the same time, roadway improvements and increased commuter traffic on 10th Street, 14th Street and Memorial Drive were impacting the community as well.

Hand in hand with the physical redevelopment of Hillhurst/Sunnyside came significant changes in its demographic make-up. The community's traditional population of family and older homeowners was increasingly replaced by a more mixed population with a relatively higher proportion of young, single

renters. The area's proximity to the Downtown and its larger number of apartments were important factors in facilitating this transition.

These changes in the physical and demographic nature of Hillhurst/Sunnyside led, in the early 1970's, to a strong concern on the part of its residents that the character of the community be protected and enhanced where possible. In 1977, the Hillhurst/Sunnyside Design Brief, was adopted by City Council and contained a number of significant measures aimed at improving the community. Key recommendations of the Design Brief included:

- 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.



HILLHURST/
SUNNYSIDE

MAP
No
1

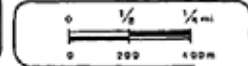
TITLE
LOCATION MAP

LEGEND

..... Study Area
Boundary

DATE
January 1988

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The Design Brief has been an effective document. This Area Redevelopment Plan reinforces and gives statutory status to these recommendations and goes on to deal with other issues which have arisen in the community since the Design Brief was prepared. This A.R.P. replaces the 1977 Design Brief.

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 - 18th 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 and recommendations of the Inner City Open Space Study as they apply to Hillhurst/ Sunnyside.

- 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.
- To encourage commercial development in keeping with the “village character” of the area and that serves both local and regional commercial needs.
- To ensure that new commercial development and the redevelopment of existing commercial uses are compatible with adjacent residential districts.
- 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 Hillhurst/Sunnyside as described below:

(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.

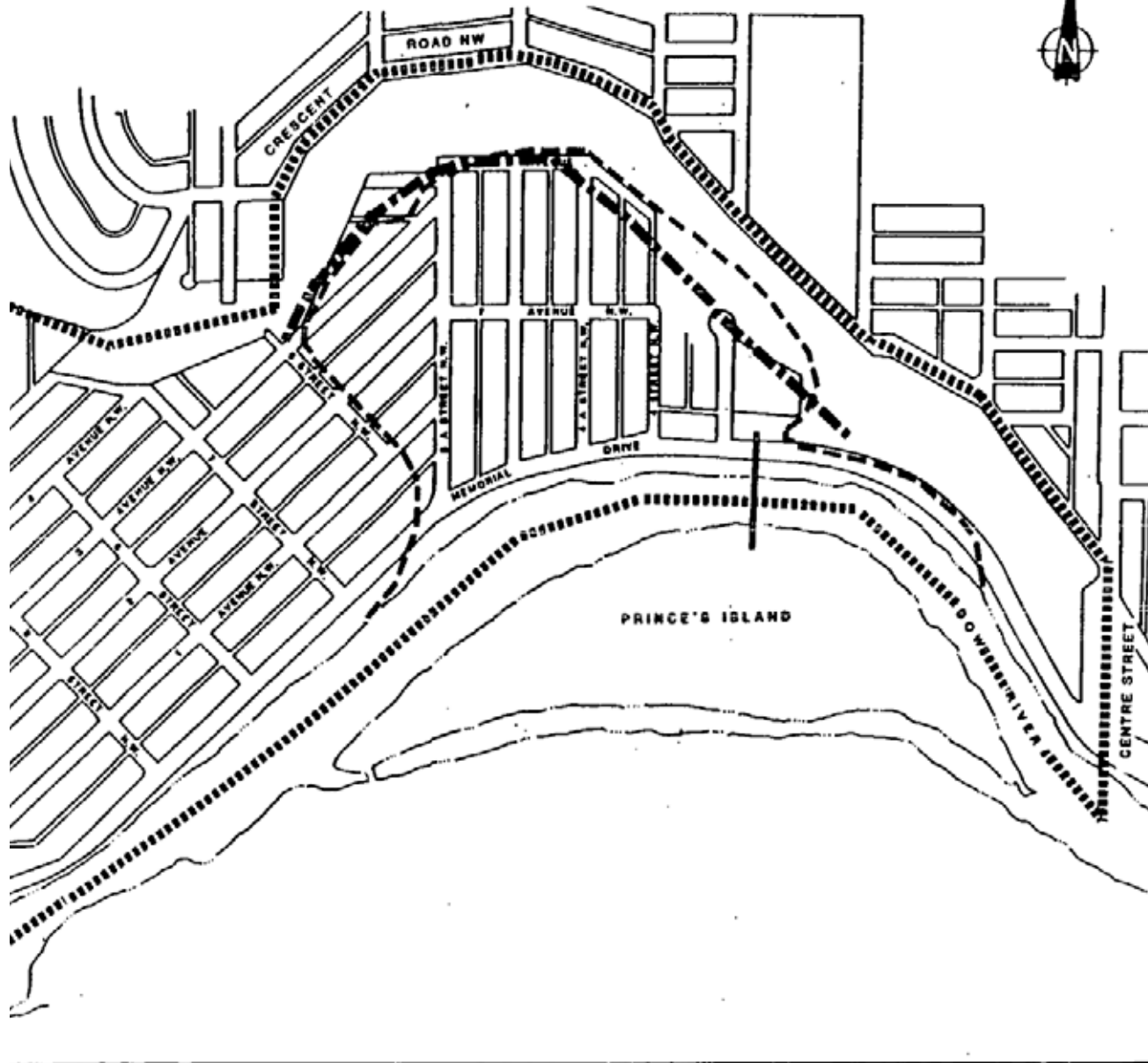
2.3.3 Medium Density

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.

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.



HILLHURST / SUNNYSIDE MAP 2

TITLE
BUILDING LIMITS & FLOOD BOUNDARY

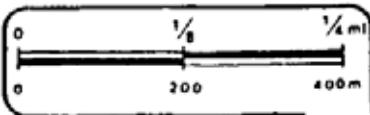
LEGEND

—●—●— Building Limit Line

--- Floodplain Limit

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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.

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.

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 this ARP. The former, the residential units themselves, are discussed here under general guidelines and then under specific land use designations (eg. RM-2).

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 Approving Authority to provide direction in considering and approving development

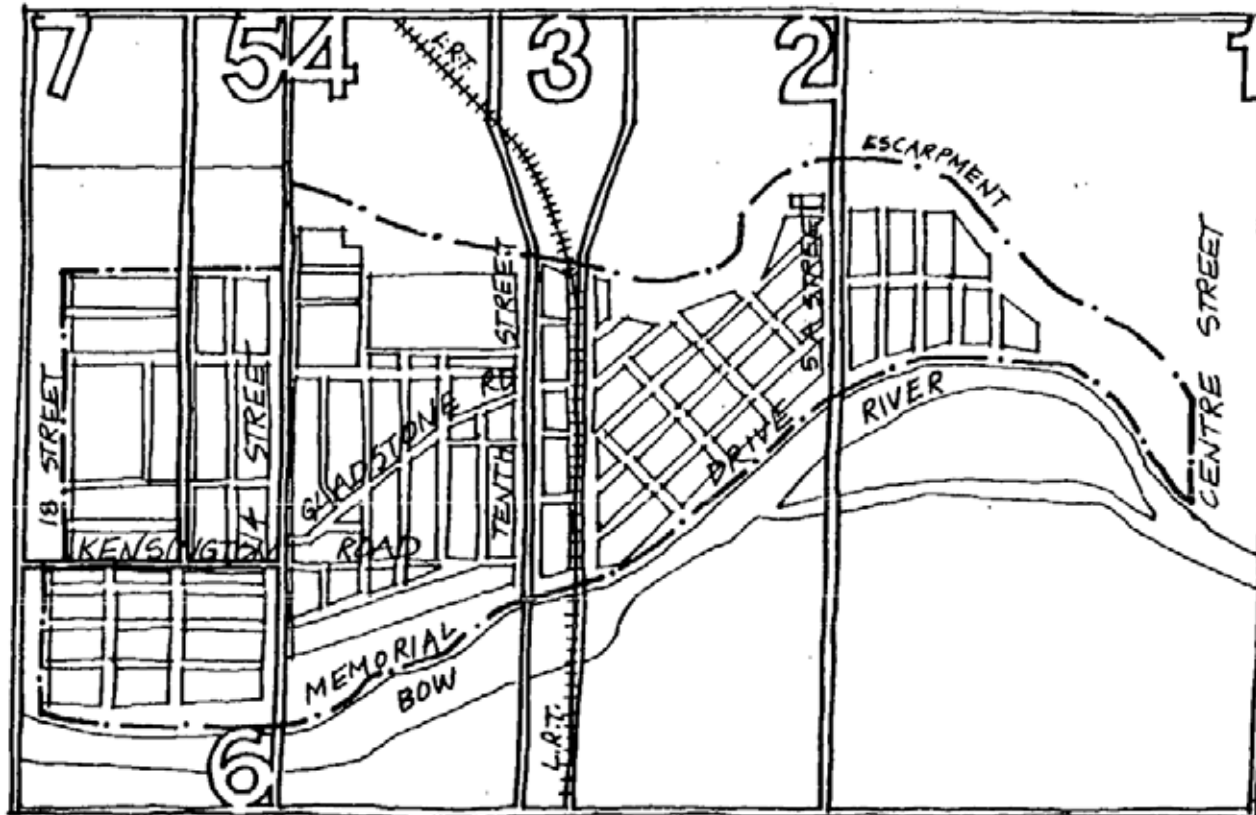
HILLHURST/
SUNNYSIDE

MAP
3

TITLE RESIDENTIAL
CHARACTER AREAS

LEGEND

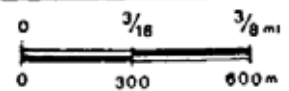
1-7 Character Areas



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January 1988



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in this area. In cases where the use proposed is a discretionary one under the Land Use By-law, these guidelines will be used as the guiding principles by the Approving Authority. In other cases, it is hoped that the developer will take advantage of these guidelines to the mutual benefit of himself and the community.

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.

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 eaveline 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.

- 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).

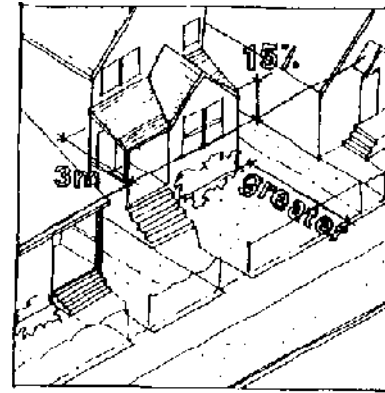


Fig. 1

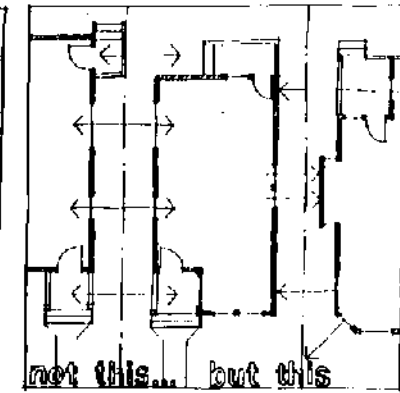


Fig. 2

Summary Chart of Residential Development Guidelines*

(Numbers Under Designations Refer to Character Areas - See Map 3)

Guidelines	Areas	All	All	R-2				All	RM-2			All	All
			R-2	1	5	6	7	RM-2	2	4	6	RM-4	RM-5
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 and 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.

- 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).



Fig. 3

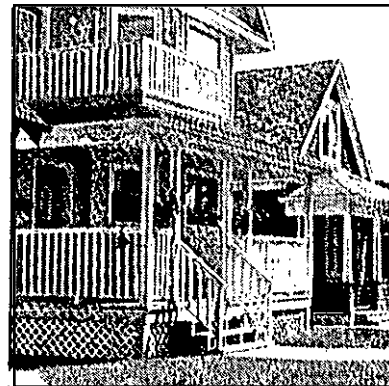


Fig. 4

- 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.

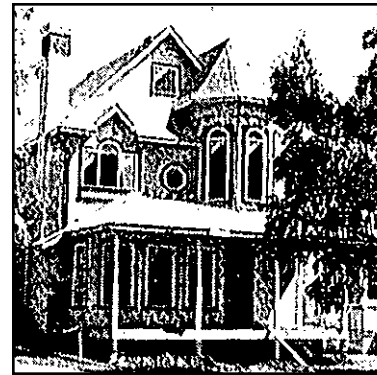


Fig. 5

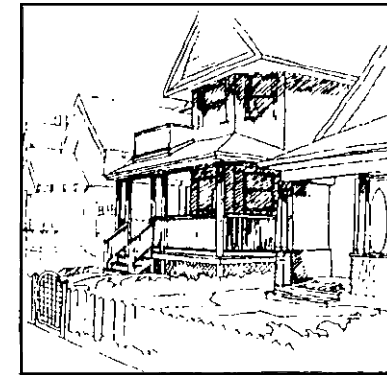


Fig. 6

- 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).



Fig.7

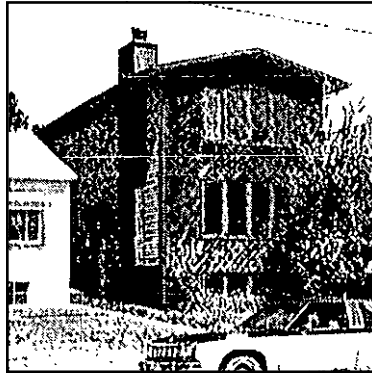


Fig.8

- 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).

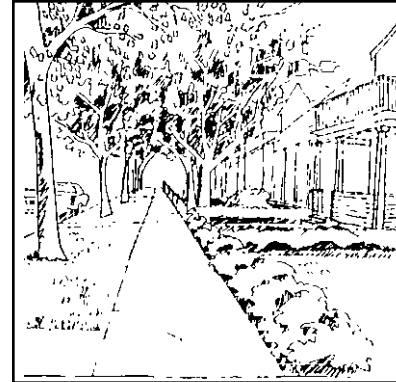


Fig. 9

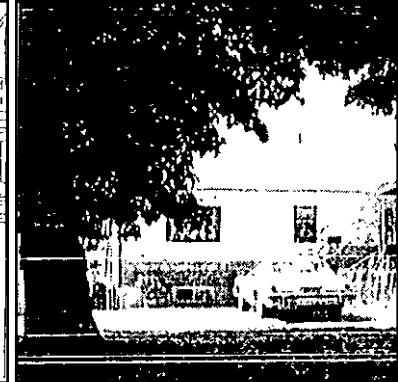


Fig. 10

- 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.

- 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).

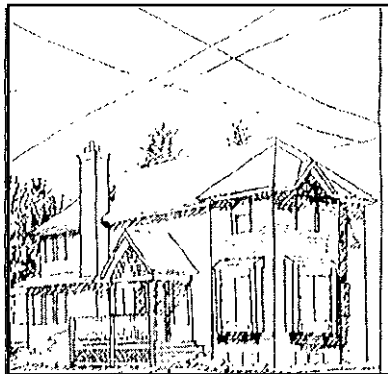


Fig. 11

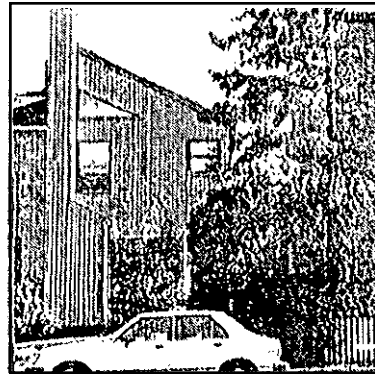


Fig.12

- 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).

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.

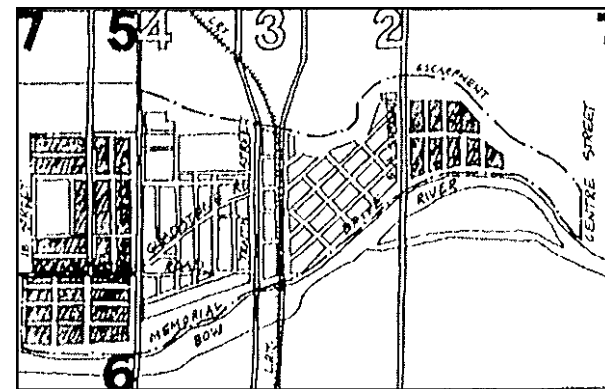


Fig.13

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).

- 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.

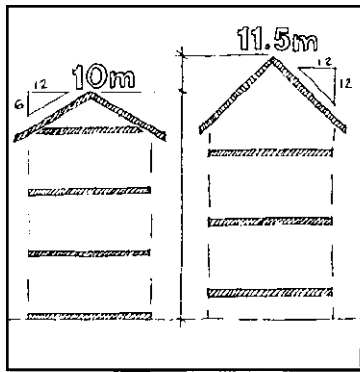


Fig.13

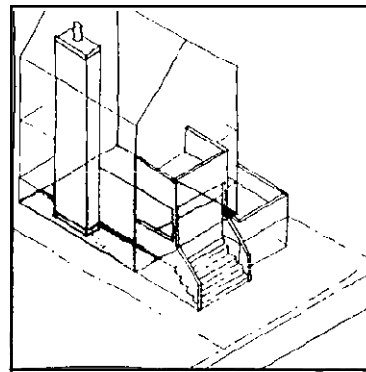


Fig.14

- 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.

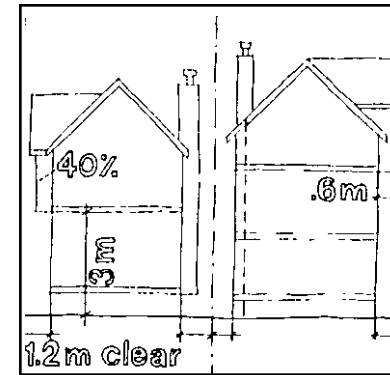


Fig.15

- 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 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).

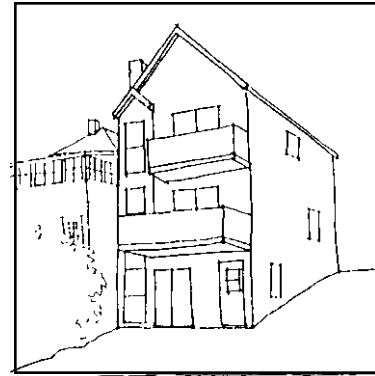


Fig.17

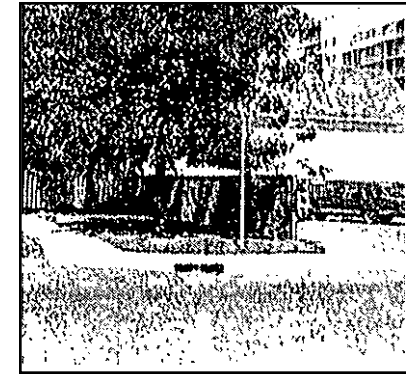


Fig.18

- 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).



Fig.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.

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).

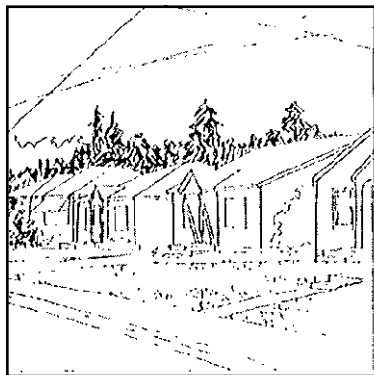


Fig.20



Fig.21

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

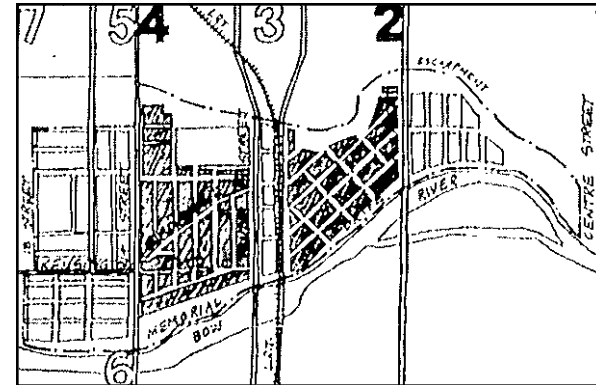


Fig.22

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.

- 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).

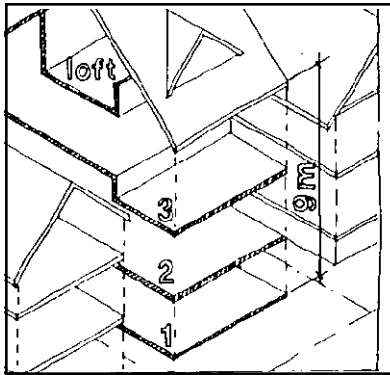


Fig.22

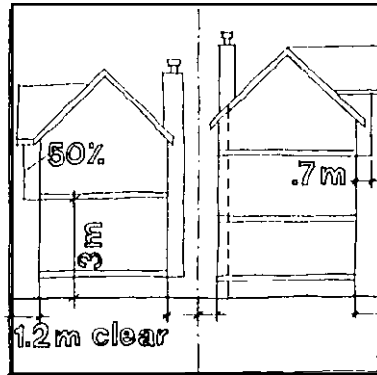


Fig.23

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.

- Lot consolidation along Memorial Drive should be encouraged to reflect historic structures of this scale (Figures 24, 25).

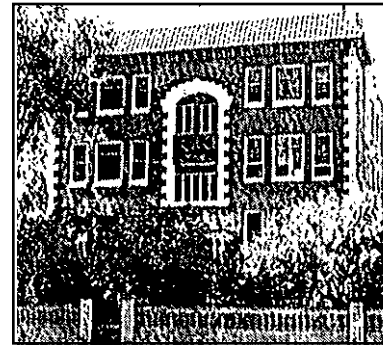


Fig.24

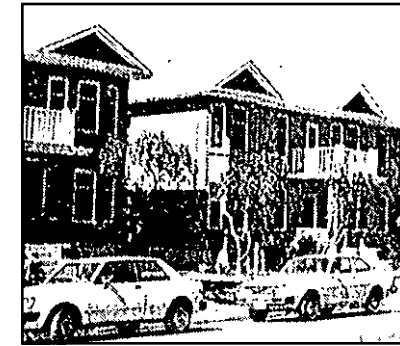


Fig.25

- 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).
- Developments on lots adjacent to the LRT right-of-way and the Sunnyside Station should have their entries and some window openings oriented to the landscaped LRT corridor both to present a residential image and to provide a sense of security and safety for people at the station.

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.

- 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).

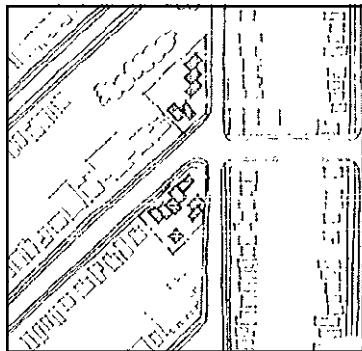


Fig.26

- 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.

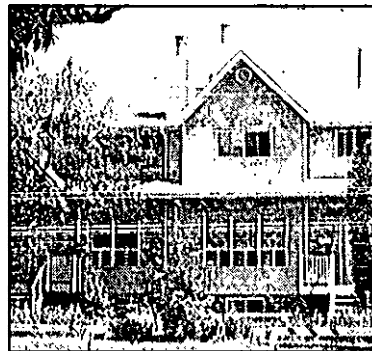


Fig.27

- Consideration should be given to appropriate relaxations of regulations on lots abutting commercial lanes as follows:
 - 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).
 - 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).

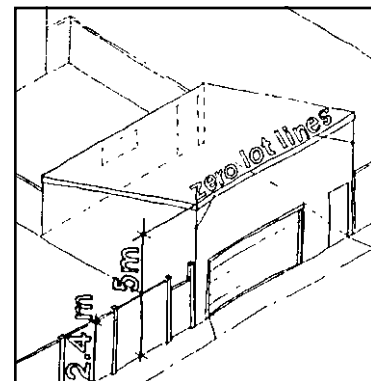


Fig.28

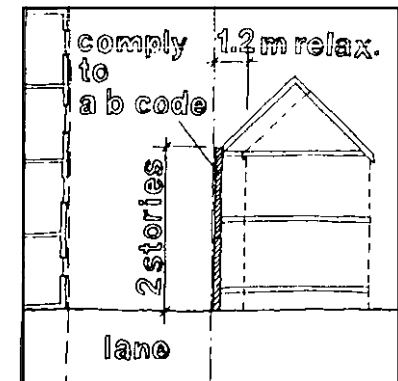


Fig.29

- The block facing Riley Park should permit developments with a dual frontage and vehicular access so as to take better advantage of the adjacent park.
- Rear units should orient to the laneway with vehicular access to attached garages from this lane. Front units should face 5th Avenue N.W., with attached garages accessed from the avenue (Figure 30).

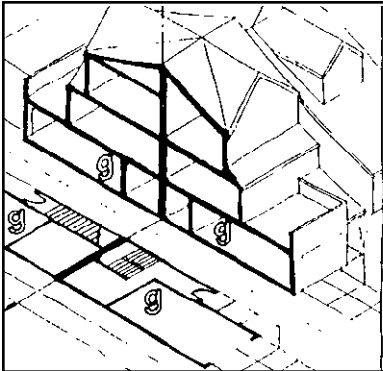


Fig.30

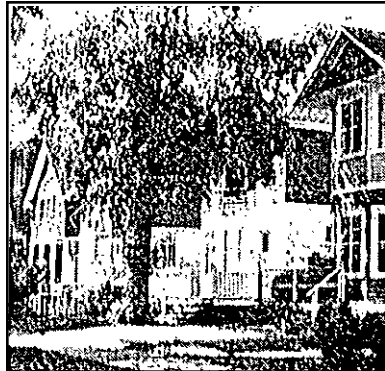


Fig.31

- 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

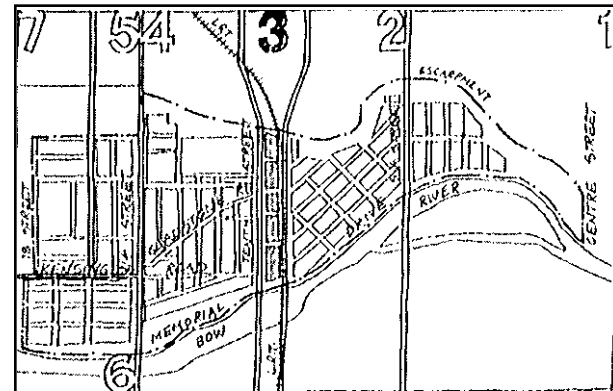
- The block in Area 6 on Kensington Road classified RM-2 should reflect the dual frontage which exists between Kensington Road and Westmount Boulevard by orienting entries to each street. Vehicular access should be restricted to Westmount Road only, as access to Kensington Road is considered dangerous.

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 (Generally Area Three)

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).

2.4.1.5.1 Specific Recommendations - RM-5 Development in Area Three

Area 3 is the most isolated of the character areas bounded by 10th Street commercial and the northwest LRT line. It is also the most likely to be totally redeveloped. Efforts should be made to encourage new development to be sensitive to and reflect existing housing forms in the community through the following:

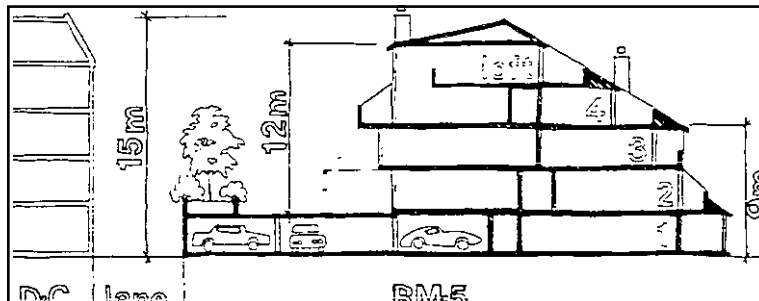


Fig.32

- Entries to ground oriented units and common entries to upper and rear units should be located on the continuous facades of development along the single block having an RM-5 designation on 10th Street N.W. and all of 9A Street N.W.

- 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.
- Further study of Area Three is recommended after LRT becomes operational.

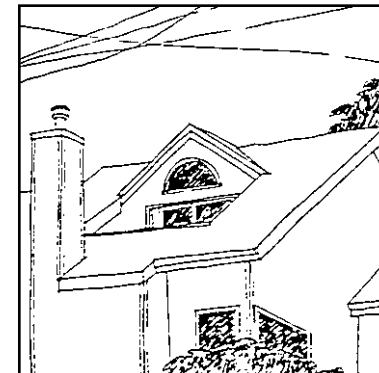


Fig.33

**MAP
4** HILLHURST/
SUNNYSIDE

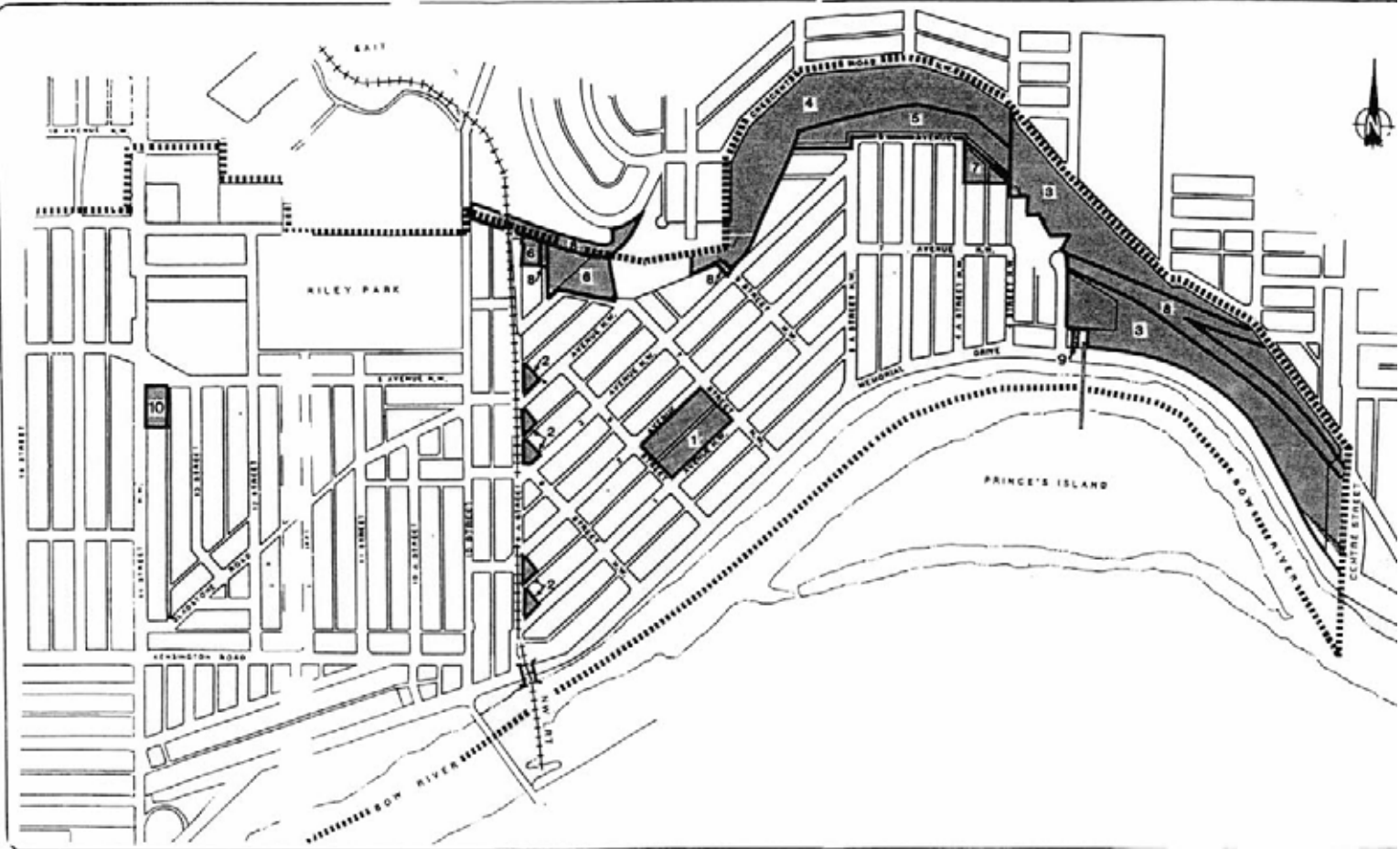
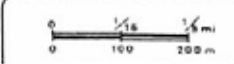
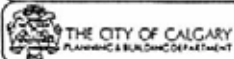
**TITLE SITES REQUIRING
IMPLEMENTATION
ACTION**

LEGEND

Site Number
(See Action Required
Sections)

2

Approved 19P87
Amended 6P89, 29P94



2.4.2 Action Required

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

EXIT. DESIGN.	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.

3.0 COMMERCIAL LAND USE

3.1 Objective

To clearly establish the extent and role of commercial areas within the community, and to limit commercial development to that which relates well to the appearance, scale and function of the surrounding residential areas.

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.

10th Street and Kensington Road N.W.

Tenth Street and the eastern few blocks of Kensington Road perform basically the same commercial function, and meet both regional and local needs. This area has become a very unique shopping district in the city over the past ten years. It is village-like in its size and character, and performs functions catering to both the commercial needs of the surrounding neighbourhoods and to the needs of a larger sector of the City. In many cases, a city-wide function (e.g. specialty boutiques and services) is provided.

This commercial area adds to the attractiveness of Hillhurst/Sunnyside as a place to live and is therefore, important to the community.

The recent designation of the Business Revitalization Zone has resulted in increased attention being paid to the maintenance and enhancement of the area as a unique commercial precinct.

14th Street N.W. Area

14th Street and the western few blocks of Kensington Road near 14th Street have become a regionally oriented commercial area (e.g. auto related and office-commercial uses) with some local auto oriented uses (e.g. food stores, banks, dry cleaners).

Even though 14th Street is some distance from Downtown, the atmosphere for redevelopment in the late 70's seemed more conducive here than on 10th Street or Kensington Road. It was already an auto oriented route and, therefore, did not experience pressures to be as sensitive to existing development. The community was not as active in opposing development here that was proposed to the maximum allowed under the existing land use designation. In addition, the nature of this area made it much easier for developers to assemble large parcels of land capable of accommodating more substantial developments.

Several parcels of land have been redeveloped and many more cleared in anticipation of redevelopment. As a result, 14th Street has developed a spotty appearance, with a mixture of original housing, small scale commercial development, large scale commercial development and vacant sites.

The community has acknowledged 14th Street as a regionally oriented commercial area. The existing DC designation with generally C-2 guidelines and a 50 foot height restriction is therefore felt to be appropriate here. The major change proposed is the addition of pedestrian oriented uses where appropriate and, therefore, an attempt to create a more attractive pedestrian environment and a village-like atmosphere along the lines of the 10th Street/Kensington Road area.

Other Commercial Uses in the Community

There are also several small parcels throughout the community which accommodate local commercial uses.

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 as noted in Map 5, the present DC designations with local commercial guidelines are reaffirmed for the following reasons:

- (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 Pedestrian Oriented Strip Commercial

10th Street and Kensington Road N.W.

For the 10th Street commercial corridor encompassing both sides of 10th Street West from Memorial Drive to approximately 5th Avenue North (Map 5), the DC designation with existing guidelines is reaffirmed.

A similar designation is reaffirmed for the Kensington Road area encompassing both sides of Kensington Road from 10th Street to 14th Street N.W. and both sides of Kensington Crescent from 10A Street to 11th Street N.W. as shown on Map 5. It should be noted that while the western end of Kensington Road (nearer 14th Street) may take on more of a regionally oriented commercial use to match that of 14th Street, the extent, if any, of this type of future development is unknown. Therefore, in the interim, this area will retain its current designation.

An attempt to mitigate any negative impacts of commercial uses up against the adjacent residential precincts of Hillhurst/Sunnyside is made through the development guidelines in the following Implementation Sections.

Further, the layout of the adjacent residential areas suggests that any encroachments of commercial uses, including parking areas or structures, into residential areas and in particular down the very long, low density residential blocks north of Kensington Road, could quickly erode the residential fabric of the community. As such, the present extent of commercial uses along the more major roadways, as shown in Map 5, is considered the maximum extent of commercial land use in this area.

Any further expansion of these commercial areas should not be allowed and would require amendment to the Area Redevelopment Plan. (Bylaw 5P90)

The east half of the block bounded by 4 Avenue and 3 Avenue, 10 Street and 9A Street NW, has been included in the Commercial Study area and redesignated to accommodate a retail food store.

Any future significant redevelopment of this area of land must include a substantial residential component, the specifics of which shall be established through a new land use redesignation. (Bylaw 6P98)

3.3.3 Regional Oriented Commercial - 14th Street S.W.

The DC designation with the existing guidelines is reaffirmed for that area on both sides of 14th Street West from Bowness Road to 8th Avenue North as shown in Map 5. Guidelines for the development of this area are noted below.

As with the other commercial areas, any expansion of this area is to be discouraged and would require an amendment to this A.R.P.

3.4 Implementation

3.4.1 Development Guidelines

To reflect the intent of the Commercial Land Use Policies, the following guidelines are to be considered by the Approving Authority in reviewing applications. These guidelines apply to both the Pedestrian Oriented Strip Commercial and to the Regional Oriented Commercial unless otherwise specified.

The purpose of these guidelines is to direct the character and design of new commercial developments and renovations and public improvements to:

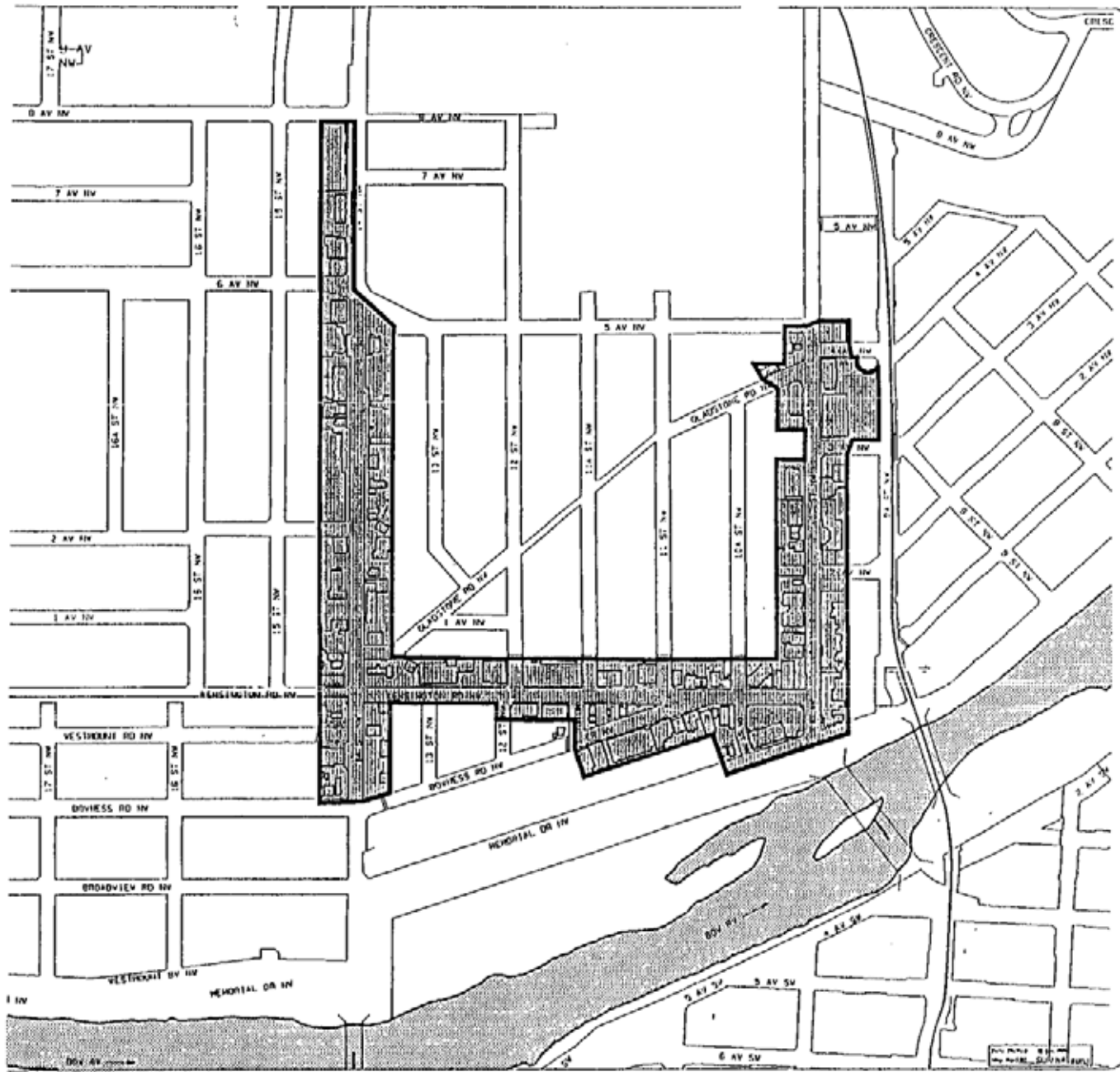
- (a) retain and reinforce the small scale and the variety and diversity found within an urban village. Creating this diversity without chaos and developing an order without monotony is encouraged;
- (b) enhance the pedestrian environment along the commercial streets of 10th Street and Kensington Road and encourage the same on 14th Street.

General guidelines are discussed below under the headings of Land Use, Building Form, Pedestrian Environment, Signage and Parking Guidelines.

3.4.1.1 Land Use

The existing D.C. classification with primarily C-2 guidelines allows for a broad range of commercial, institutional and residential uses. This mix of uses is desirable. The appeal of an urban village stems from the diverse range of choices and opportunities available to its inhabitants. A broad range of activities for both day and night time users is one means of achieving diversity in the community.





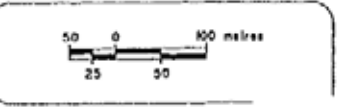
**HILLHURST/
SUNNYSIDE** MAP
5

Title
**COMMERCIAL STUDY
AREA**

Legend
 — Boundary of
 Commercial Study
 Area

January 1998

 **THE CITY OF CALGARY**
 PLANNING & BUILDING DEPARTMENT



- Encourage a variety of uses including residential and small scale institutional, offices, hotels, shopping, restaurants and entertainment which enhance both daytime and night time users, but which do not unduly negatively affect residents in the area.
- Applicants will be encouraged to design all new development to accommodate commercial uses at grade.
- Mixed use projects containing a residential component should be encouraged (see Building Height).
- Strip retail parking in front of buildings should be strongly discouraged because this form of development is disruptive to the development of a pedestrian oriented street face.

- There are several uses within the D.C. guidelines which are generally considered inappropriate for the pedestrian oriented nature of 10th Street and Kensington Road and for the introduction of a pedestrian flavour of 14th Street. They are as follows:
 - autobody and paint shops;
 - automotive sales and rentals;
 - automotive services;
 - automotive specialties;
 - funeral homes;
 - drive-through and fast food outlets and large scale restaurants/lounges (e.g., more than 100 seats);
 - larger hotels and motels (e.g., more than 50 rooms).

3.4.1.2 Building Form

The building form to a large extent determines the character of a shopping area or street. In terms of building form, the principal ingredient in creating an “urban village” environment is scale. The appeal of “village” environments is the small humanly scaled nature of development.

Creating a shopping street in scale with the pedestrian achieves two things. Firstly, in terms of building massing - height and width - a small scale of buildings means that the street will be “comfortable” to the pedestrian, both physically in terms of sunlight, but also psychologically - in the sense that the pedestrian does not feel dwarfed (or out of scale) with the adjacent buildings. Secondly, a small scaled environment is simply more exciting and interesting because there is so much more going on.

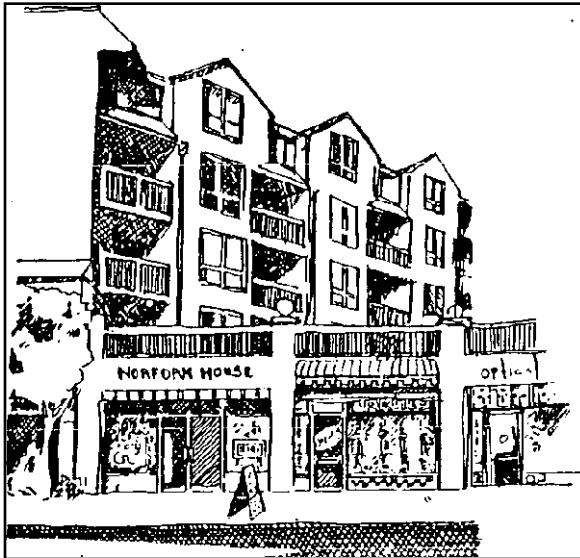
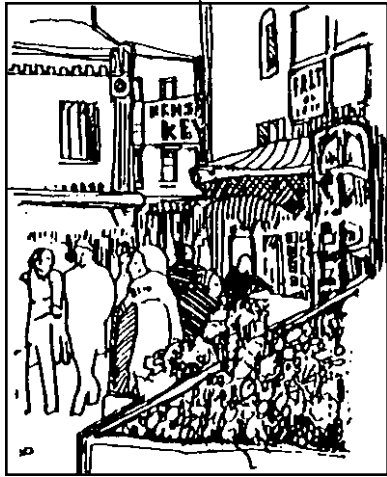


Fig.33

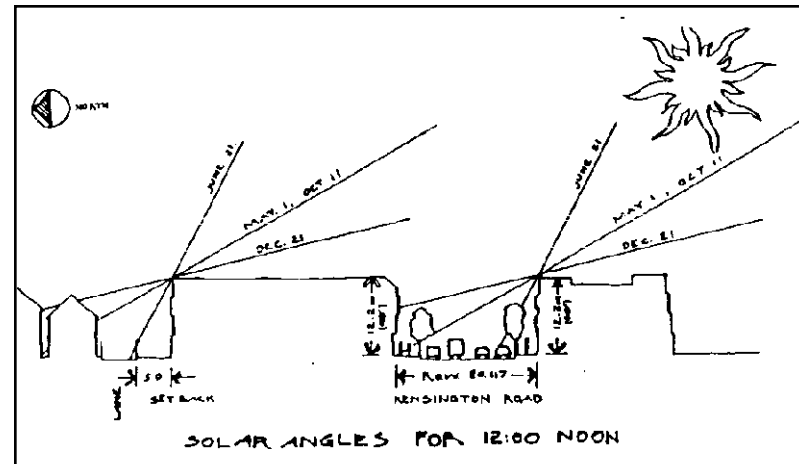


The general character of buildings along 14th Street should be generally consistent with those on 10th Street and Kensington Road, although the scale of development can be larger because of higher volumes and speed of traffic along the 14th Street Corridor.



3.4.1.2.1 Building Height for Kensington Road and 10th Street

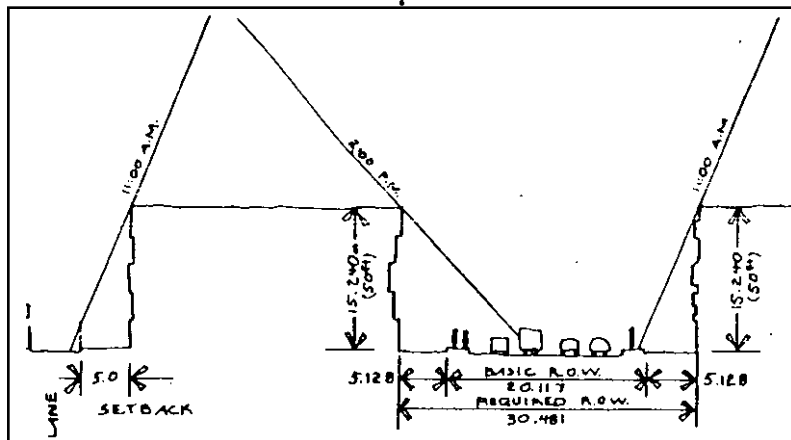
- The existing D.C. height restriction of 40 feet (12.2 m) for the majority of this area shall be retained. It is important to retain low heights along Kensington Road and 10th Street for the following reasons:
 - to allow sunlight to reach the north sidewalk along Kensington Road during most of the year;
 - to minimize the overshadowing of adjacent residential areas (i.e, 5 m setbacks for commercial buildings adjacent to residential areas should be retained).
 - to reinforce a small scale “village-like” ambiance.



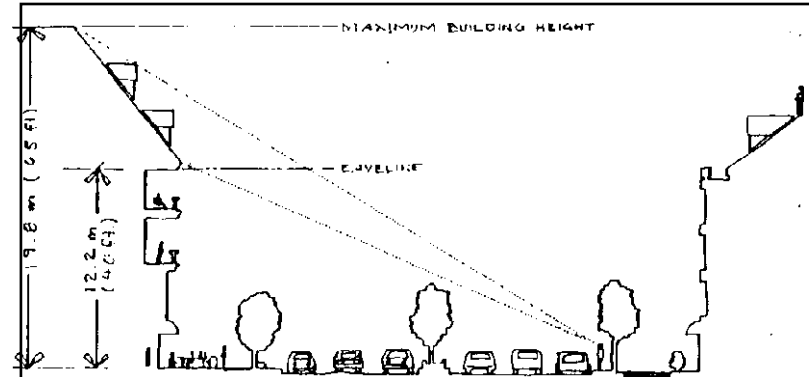
- Any minor relaxations to the 40 foot height restriction should only be considered if an applicant demonstrates that the above objectives are primarily met.

3.4.1.2.2 Building Height for 14th Street

- The existing D.C. height restriction of 50 feet (15.2 m) shall be retained. The objectives of this height limit are:
 - to allow sunlight to reach the back-yards of adjacent homes;
 - to minimize overlooking and overshadowing of adjacent homes.
- To reinforce the “urban village” character of the area through the use of sloping roof forms and to encourage higher density residential development along 14th Street, total building height may be increased to 65 feet (19.8 m) under the following conditions:



- the eaveline shall be a maximum height of 50 feet (15.24 m) and all window areas above the 50 foot (15.24 m) height should be located in dormers or bays projecting from the roof slope or in balcony areas cut into the roof slope;



- only for residential or mixed use buildings incorporating a residential component;
- roof slopes to be a minimum of 8:12 and a maximum of 15:12.

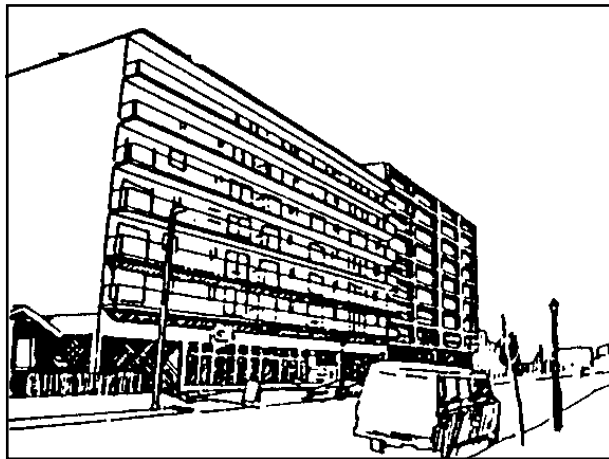
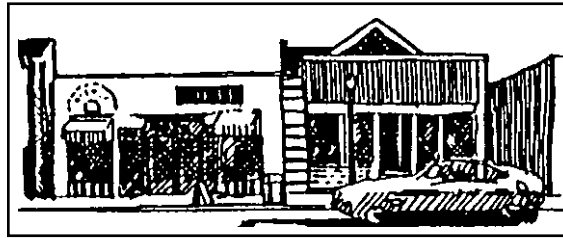
3.4.1.2.3 Building Width

Large scale developments can destroy the rhythm and scale of a shopping street, with monotonous columns, windows, etc.



All new developments in Hillhurst/Sunnyside should recognize the existing pattern of small lot development. If larger buildings or developments do occur, they should be built to look like a series of smaller buildings, rather than creating large monolithic structures with repetitive bays, column lines and windows. This can be accomplished by changes along the facade in materials, cornice lines, roof slopes, window sill heights, window types, and variations in building line.

EXISTING
PATTERN

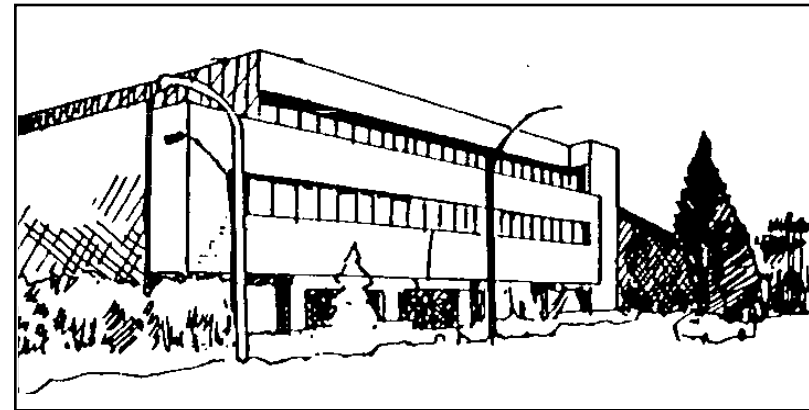


INAPPROPRIATE BUILDING FORM

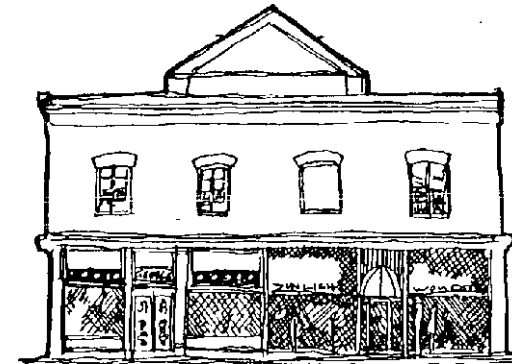
3.4.1.2.4 Window Types

Long horizontal strips of windows are scaleless and are not consistent with the “village” feeling.

- Windows that are separate and distinct, whether they be horizontal or vertical, are more consistent with a village. Bay windows, French windows and leaded glass can also add a human scale to the building facade.



LONG STRIPS OF WINDOWS DO NOT CONFORM TO THE SCALE AND CHARACTER OF HILLHURST/SUNNYSIDE



IN THE PAST, DEVELOPMENT CHARACTERISTICLY RESULTED IN LARGE CONTINUOUS DISPLAY WINDOWS ON THE GROUND FLOOR WHILE WINDOWS ON THE UPPER FLOORS WERE SEPERATE AND DISTINCTIVE.

- The use of dormers in steeply sloping roofs reduces the apparent storey-height of buildings and should be encouraged to reduce the visual impact of building height.



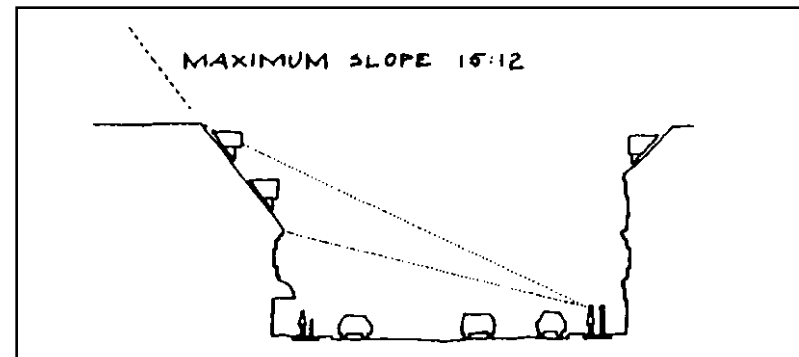
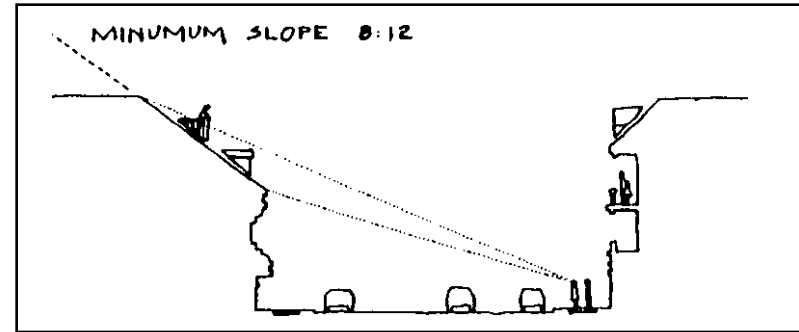
3.4.1.2.5 Roofs and Cornice Lines

Sloped roofs can enhance the small-scale nature of a village. For sloped roofs to be apparent from the view point of pedestrians, the slopes must be steep (8:12 or more).

- To reinforce the small scale “urban village” ambiance, encourage commercial buildings with sloped roofs.



- Roof slopes to be a minimum of 8:12 and a maximum of 15:12.

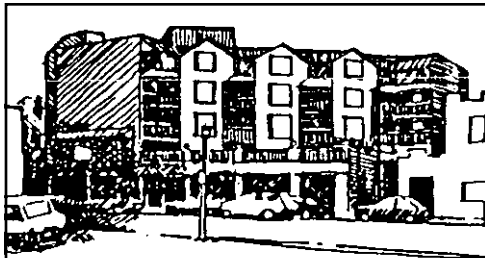


- When sloped roofs are not used, cornices or pediments should be used to add scale and character to building facades.

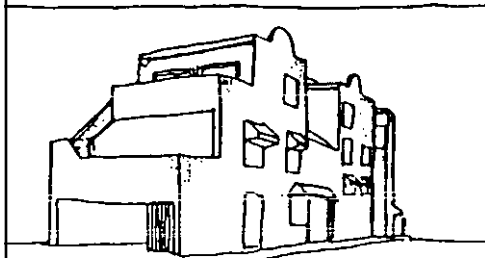
3.4.1.2.6 Materials

People associate a village with human scale, not only in building size, but also in types of building materials. Reflective glass, steel and concrete are associated with more massive monolithic projects and are not appropriate for buildings in the Hillhurst/Sunnyside area.

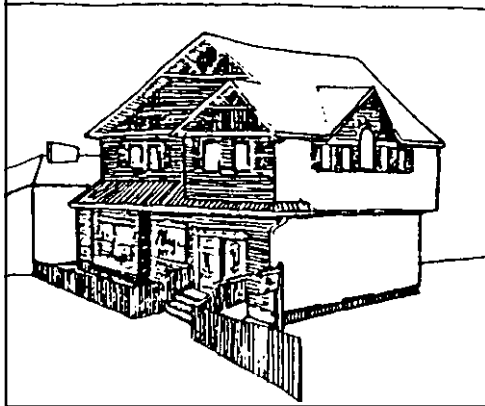
- Suggested building materials are:
 - brick;
 - stone;
 - sand finish stucco;
 - ceramic tile;
 - narrow lap siding;
 - or equivalent of the above.



BRICK



SAND FINISH STUCCO

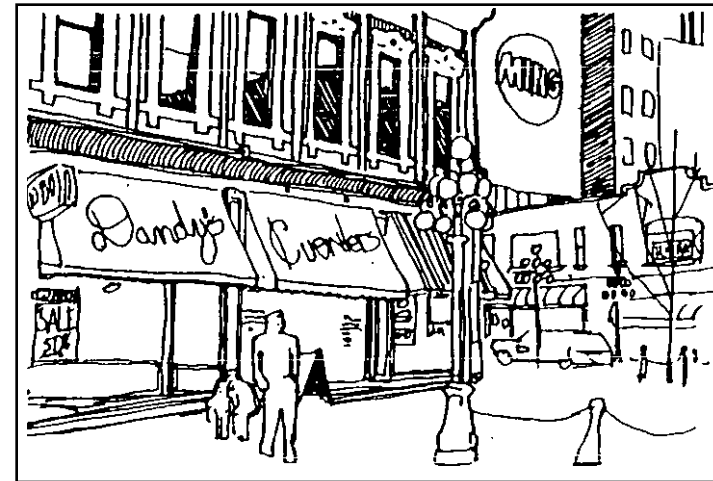


NARROW LAP SIDING

- The types of materials and material colours should be considered in relation to adjacent existing buildings.

3.4.1.2.7 Detailing and Articulation

Encourage incorporation of traditional details and forms in new building design.

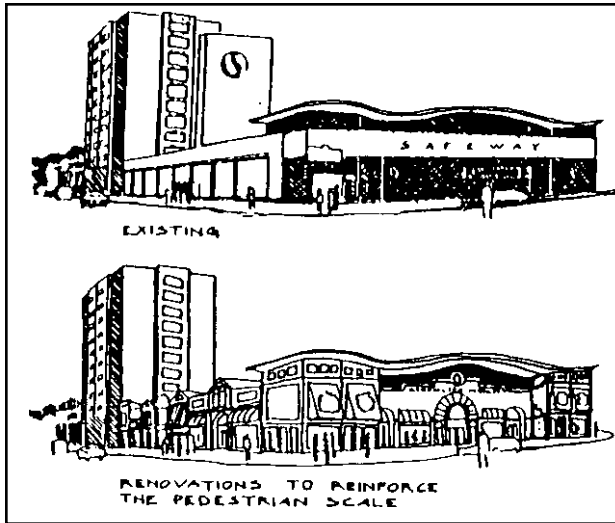


3.4.1.2.8 Building Renovations

Existing buildings that are inconsistent with the village character should be encouraged, when considering renovations, to be consistent with the intent of these guidelines.

- Awnings or arcades projecting from the building face would tend to develop a sense of enclosure for the pedestrian and block the view of the more massive structure.

- Opening retail areas with more glass would also make the ground floors of these buildings more attractive for retail tenancies and pedestrians.
- Bays projecting forward from the existing building face at-grade also help to create a scale at the pedestrian level.



3.4.1.3 The Pedestrian Environment

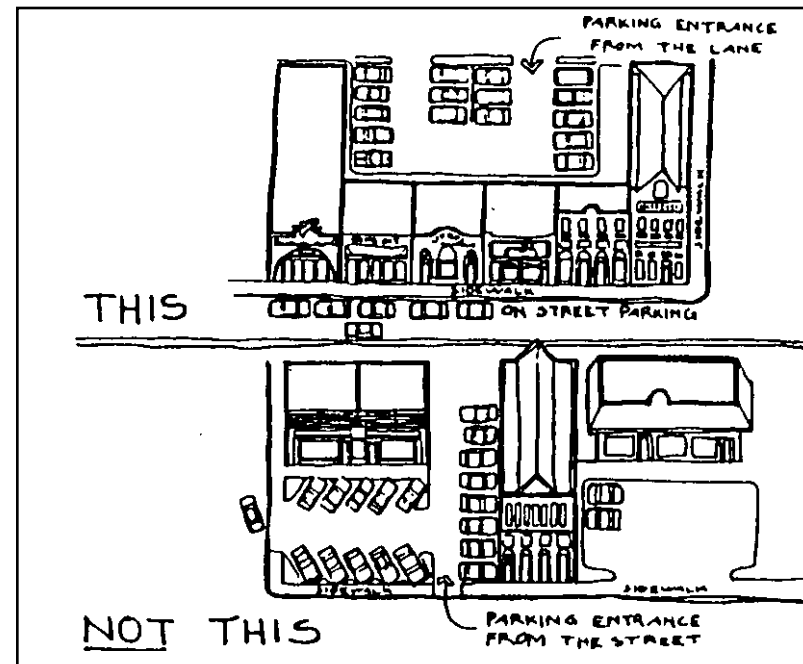
It is important to create an interesting and exciting pedestrian environment for a shopping street to be successful.



3.4.1.3.1 Continuity of Store Fronts

The continuity of store fronts presents the window shopper with a constant variety of activities and goods drawing the shopper along the street.

- Store fronts should be as continuous as possible with few breaks for vehicular access, parking lots or parking structures.



- The development of strip retail with off-street parking in front shall be strongly discouraged. This form of development is disruptive to the development of a continuous shop frontage, which is essential for successful shopping streets.

- The development of small mews and courtyards perpendicular to the shopping streets and second floor retail can enhance the village atmosphere by adding the element of spatial complexity and surprise. Care must be taken, however, not to interfere with the use and amenity of neighbouring residential properties through overlooking, shadow casting or noise.

3.4.1.3.2 Shopfront Widths

Diversity along shopping streets is achieved by limiting shopfront widths to narrow increments similar to the existing 7.62 m pattern, and allowing tenants to choose their own plan configuration and storefront system, awnings, interior and exterior lighting, graphics and signage (see Building Form).

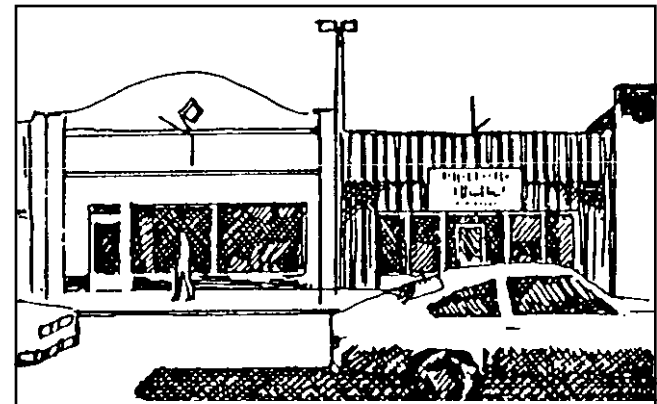
- When developments contain larger stores, efforts should be made to reduce the storefront widths by introducing narrow frontage store widths along the street and encouraging access from the street.

3.4.1.3.3 Shop Fronts and Facades

Large shop windows are desirable and enhance the pedestrian experience. Continuous glass storefronts, however, should be limited to a maximum of 25 feet to allow for the introduction of elements and materials which will maintain the traditional retail scale of Hillhurst/Sunnyside.



- A wide variety of storefronts, entrances, walls and awnings that relate to the unique character of each shop should be encouraged.



3.4.1.3.4 Office Lobbies

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.



3.4.1.3.5 Street Scale

The intimacy and scale of the street is affected by the street width and also by the patterns and variety of materials on the paved surface.

- Along Kensington Road, 2nd Avenue and 5th Avenue consider mechanisms of reducing the apparent scale of the street.
- Where practical in the area, use interlocking pavers at crosswalks to define differing paving areas, and thereby adding scale to the street surface.
- Accessways from the commercial area to the LRT should be improved to the same standards as 10th Street N.W., with new walks, interlocking pavers, tree grates, lamp standards and park benches.

- If and when the by-lawed setback for roadway improvements is taken along 14th Street in the study area, a landscaped boulevard should be provided between the carriageway and the sidewalk to provide a buffer against traffic impacts for the pedestrian.

3.4.1.4 Signage

A wide variety of materials should be encouraged and allowed. The size of signage should be scaled and oriented to the pedestrian, and very large signs that are scaled to the auto (such as found on major arterials), should be prohibited.



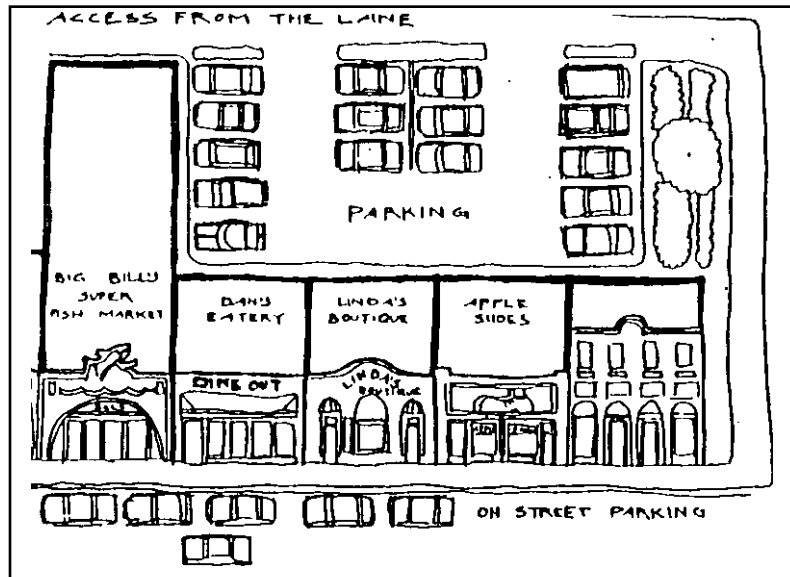
3.4.1.5 Parking

This section deals with the design guidelines for parking areas within the community. There is, as well, a severe shortage of parking in the commercial sector of the area. Ways of ameliorating this shortage are dealt with in Section 6.4, Transportation - Parking.

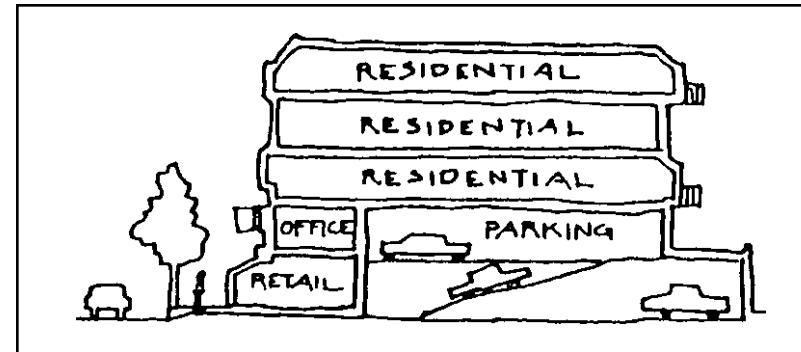
3.4.1.5.1 Off-Street Parking

Open parking lots detract from the flow of activities and the spatial order along a street.

- All surface parking areas should be located behind buildings. Strip retail with parking in front or parking beside should be strongly discouraged as it detracts from the pedestrian environment.



- Encourage out-of-sight parking, preferably underground in larger developments.
- In the case of above grade structured parking, the street face should be office or retail with retail only at street level with parking located behind.



- Parking lots for commercial buildings on the west side of 14th Street N.W. should not be located west of the lane.
- Commercial access to the lane abutting residential uses behind 14th Street should be discouraged.
- When surface parking for low-scale commercial is provided it should be screened from the street by retail or buildings to maintain a continuous street face.

3.4.1.5.2 On-Street Parking (10th Street and Kensington Road)

On-street parking acts as a buffer between the pedestrian and traffic and provides the short-term parking that shoppers require.

- Curb parking should be maintained along 10th Street and Kensington Road.



- Other methods of expanding on-street parking should be explored wherever appropriate.

3.4.2 Action Required

In order to promote a more pedestrian environment on 14th Street, remove from the existing D.C. guidelines on the southeast corner of 14th Street and 5th Avenue N.W., legally described as Lots 40-47, Block 2, Plan 5179 (see Site 10 on Map 4), the following uses:

- auto body and paint shops;
- automotive sales and rental;
- automotive service;
- automotive specialties.

Amended
Deleted

Bylaw 6P89
Bylaw 29P94

MAP
6 HILLHURST/
SUNNYSIDE

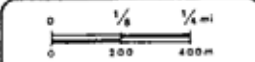
TITLE AREA SCHOOLS
AND OPEN SPACE/
PARKS FACILITIES

LEGEND

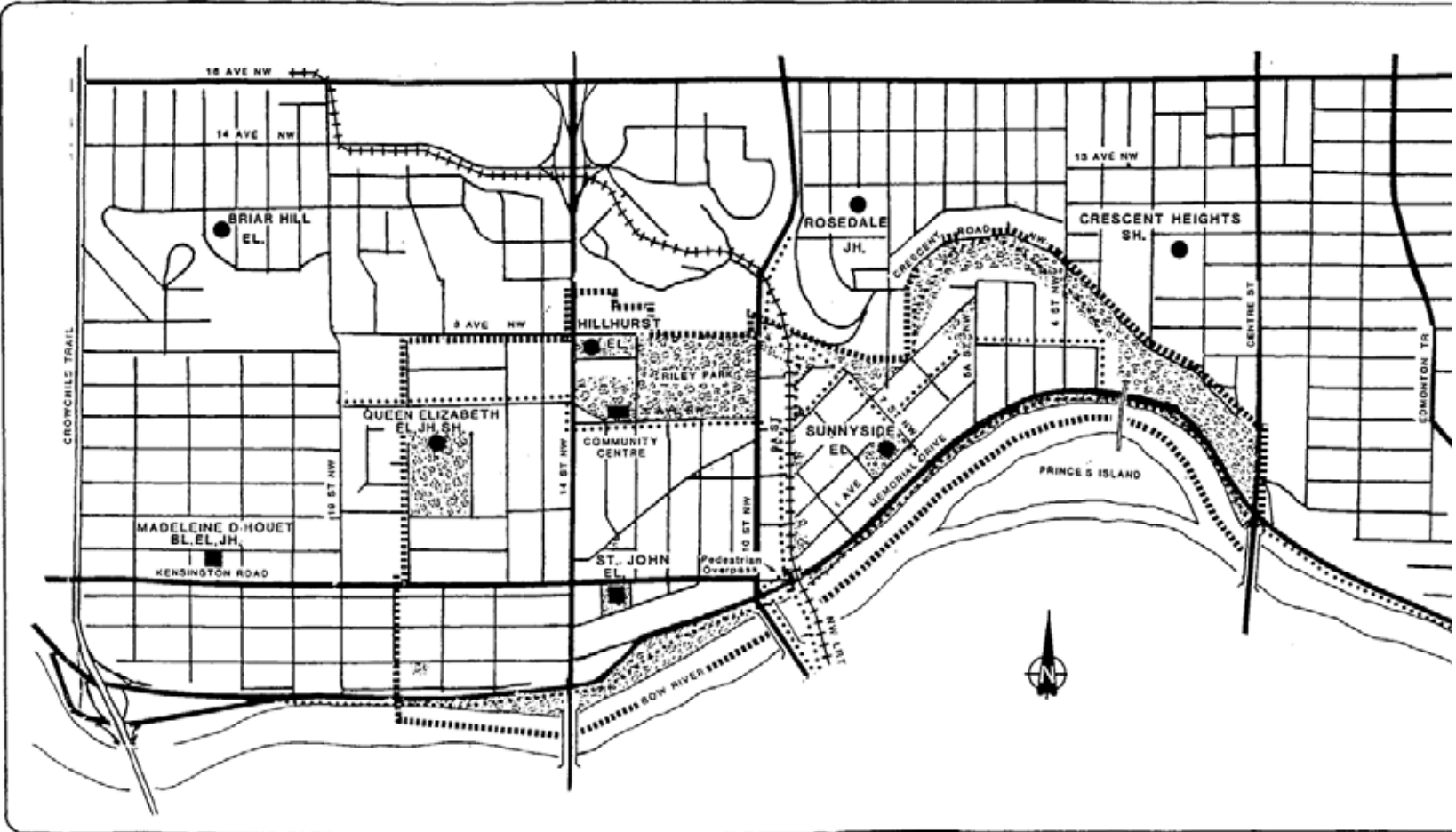
- Calgary Board of Education
- Separate School Board
- ☼ Open Space/Parks
- Pedestrian/Bicycle Pathway
- ▬▬▬▬▬▬▬ Study Area Boundary

DATE
January 1988

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT



44



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 6): 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).

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.

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 acquire on an opportunity basis, 0.1 hectares (0.3 acres) of land in the northeast portion of the community (adjacent to the existing open space on 5A Street and 8th Avenue N.W.) for use by young children.
- 4.3.4 Residual triangular parcels to the east of the LRT line on 9A Street are to be registered as reserve and designated PE. The Community Association and adjacent residents will be encouraged to adopt this additional parkland by assuming all or a portion of the maintenance responsibilities through the Adopt-a-Park program.
- 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:

	Site	Existing Design	Land Use Policy	Proposed Designation/Implementation
2.	Triangular RM-2 Parcels East of LRT Line.	RM-2	PE	Five sites to be redesignated PE to provide an attractive buffer between the LRT line and the adjacent residential community.
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.

	Site	Existing Design	Land Use Policy	Proposed Designation/Implementation
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 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.
	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>

	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 Gladstone 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 7)

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 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.

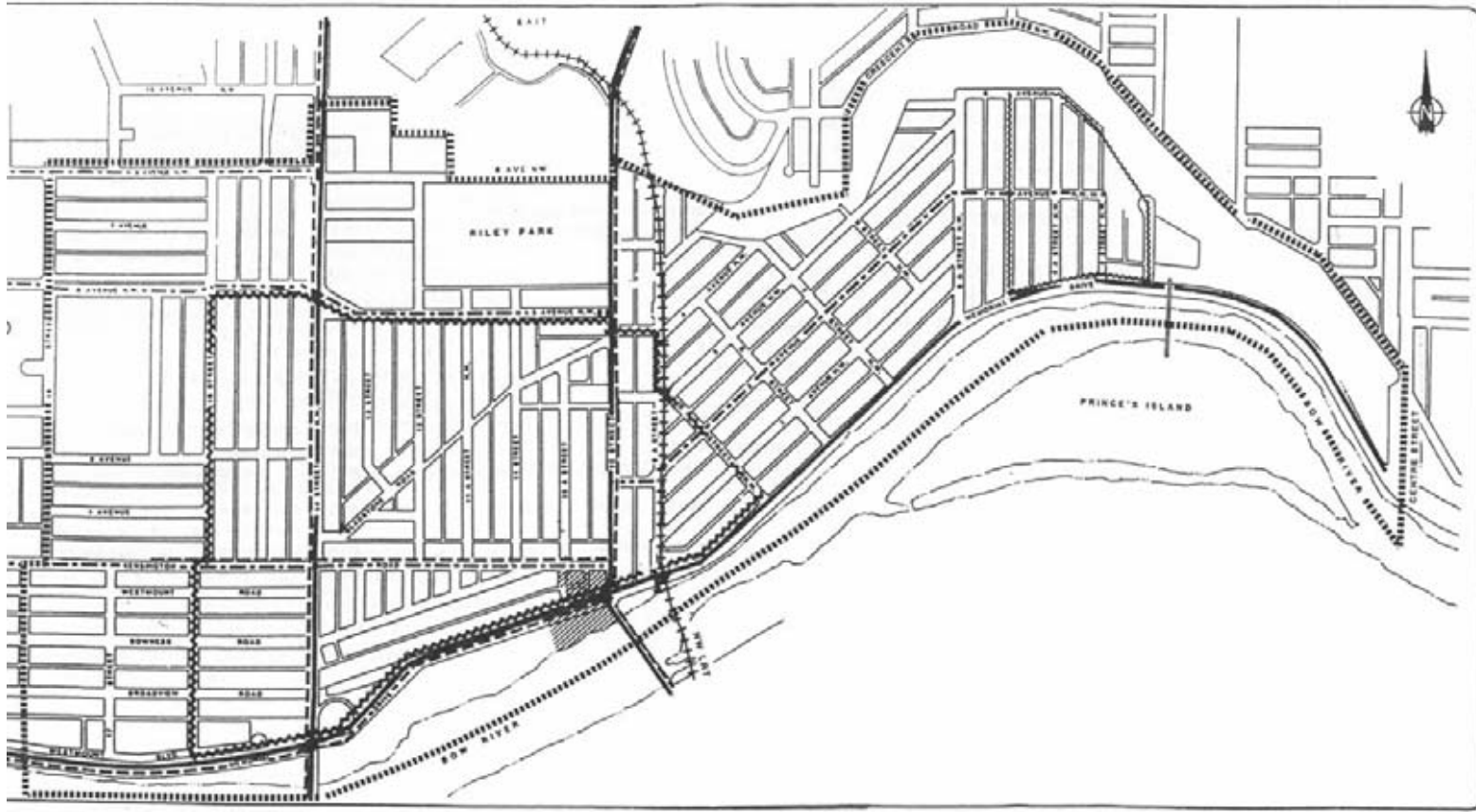
6.3.2 LRT and Transit Policies

- The Sunnyside station is located between 3rd and 4th Avenues on 9A Street. In order to minimize potential intrusive traffic and control problems created by potential long-term overspill parking in the residential streets adjacent to the station,

the Transportation Department will work closely with the Hillhurst/Sunnyside Community on local traffic problems and examine the feasibility of:

- implementing appropriate preventative measures to reduce shortcutting such as selective road closures and installation of traffic control devices (diverters, traffic signs or signals); and
 - implementing appropriate programs to discourage non-local traffic using local roads for access to the LRT stations when the line becomes operational. Where appropriate, solutions are being investigated prior to LRT start-up.
- The area is adequately served by a system of bus routes. Calgary Transit will revise the majority of bus routes in the northwest section of the City with the implementation of the Northwest LRT system. Prior to the finalization of the bus route network, meetings will be conducted with the affected communities to gain public input.

To assist in the implementation of the LRT policies, a study to document and evaluate the potential socio-economic and environmental changes resulting from the introduction of Northwest LRT is being conducted in the Hillhurst/Sunnyside area in conjunction with the "Northwest LRT Impact Monitoring Study", authorized by City Council in 1985. Ameliorative action will be taken by the appropriate body as problems arise.



HILLHURST/ SUNNYSIDE **MAP 7**

TITLE
TRANSPORTATION SYSTEM

LEGEND

- Major Roads
- - - Collector Roads
- - - Truck Routes
- + + + + LRT Alignment
- ~ ~ ~ Zone K
- ~ ~ ~ Zone L
- ▨ Under Parking Policy Review
- ⋯⋯⋯ Study Area Boundary

Approved 19P87
Amended 6P89, 29P94

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

0 1/4 1/2 mi
0 200 400 m

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. A new cash-in-lieu of parking policy, optimization of existing parking lots and adherence to the Land Use By-law parking requirements in this area are required to alleviate this problem.

An area identified on Map 7 as under policy review in the area of 10A Street and Memorial Drive N.W. is being further examined for its potential for additional commercial parking for the area.

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.

An analysis of the nature of commercial development on 14th Street West, ("Commercial Land Use", Section 3.2, 14th Street) identified a concern over the need for some parking on that street. However, present and expected future traffic volumes on the road preclude parking on it at any time.

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.
- By-lawed parking requirements in the Hillhurst/Sunnyside commercial area are to be adhered to and Development Permit requirements are to be enforced.
- The Calgary Parking Authority will attempt to enter into agreements with private parking lot owners (surface and underground) to better utilize these lots.
- A cash-in-lieu of parking policy will be developed for this area and offered to businesses deficient in their parking requirements. This policy will be developed in conjunction with the existing Hillhurst Parking Committee.
- 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 Objective

To encourage the continued conservation of the community's heritage resources through sensitive renovation and adaptive reuse.

8.2 Context

Hillhurst/Sunnyside has an abundance of buildings of historical and architectural significance. Early development in this area, a long period of little redevelopment activity and, of late, an active community which strives to maintain its heritage component in spite of mounting pressure for redevelopment has aided in retaining this supply of buildings.

Through an analysis conducted by the Administration and the City's Heritage Advisory Board, a number of historical elements have been identified for consideration in this area (for a complete listing, see Appendix 1 in the Supporting Information):

- historical street names (particularly for the Hillhurst portion of the area);
- significant heritage sites (considered the most significant properties in the area);
- other heritage sites (important heritage elements);
- neighbourhood groupings (groups of architecturally significant homes);

- special heritage areas (Kensington/Louise Crossing retail area).

8.3 Policy

8.3.1 The City of Calgary Heritage Advisory Board and the Administration will continue to encourage the conservation of significant heritage resources in the area.

8.3.2 Additions and alterations to heritage structures shall be evaluated in terms of the specific styles and details dictated by the character of the heritage structure.

8.3.3 Renovation and new construction adjacent to heritage resources should reflect the urban design guidelines for residential and commercial areas contained in this Plan.

8.4 Implementation

8.4.1 Sites designated under the Alberta Historical Resources Act shall be governed by the provisions of that Act. The City will work with the Community Association in securing the designation of significant heritage resources.

8.4.2 In approving development, the Approving Authorities shall encourage preservation of buildings by considering various incentives to encourage reuse of existing structures. Such incentives should include:

- (i) Relaxation of specific by-law provisions related to use, parking, yard or setback requirements.
- (ii) Transfer of density for significant sites.

- 8.4.3 Conservation efforts will involve the community through education and public awareness programs, monitoring of heritage resources and continued participation in the development approval process.
- 8.4.4 The 10 Street/Louise Crossing-Kensington retail area is the major heritage district. It is recommended that steps be taken to preserve the major heritage sites/buildings or their facades in this area, and that a process of special designation be evaluated. Positive steps must be taken by the City to preserve this unique retail area in Calgary.
- 8.4.5 The area has historically been Hillhurst/ Sunnyside. It is suggested that signs be erected to indicate the historic name of the area as well as the historical street names.

9.0 GRACE HOSPITAL SITE

9.1 History

The Grace Hospital, located on 8 Avenue NW near Riley Park, 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 City of Calgary's "Native Archaeological Site Inventory" does not identify any known burial ground or hunting sites in the Hillhurst area, however, it is mentioned that there is a high potential for buried First Nations archaeological sites on the north side of the Bow River from Montgomery to Centre Street.

The history of health care provision on the site goes back to 1924, when the Salvation Army bought the former Bishop Pinkham College (8th Avenue and 13th 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.

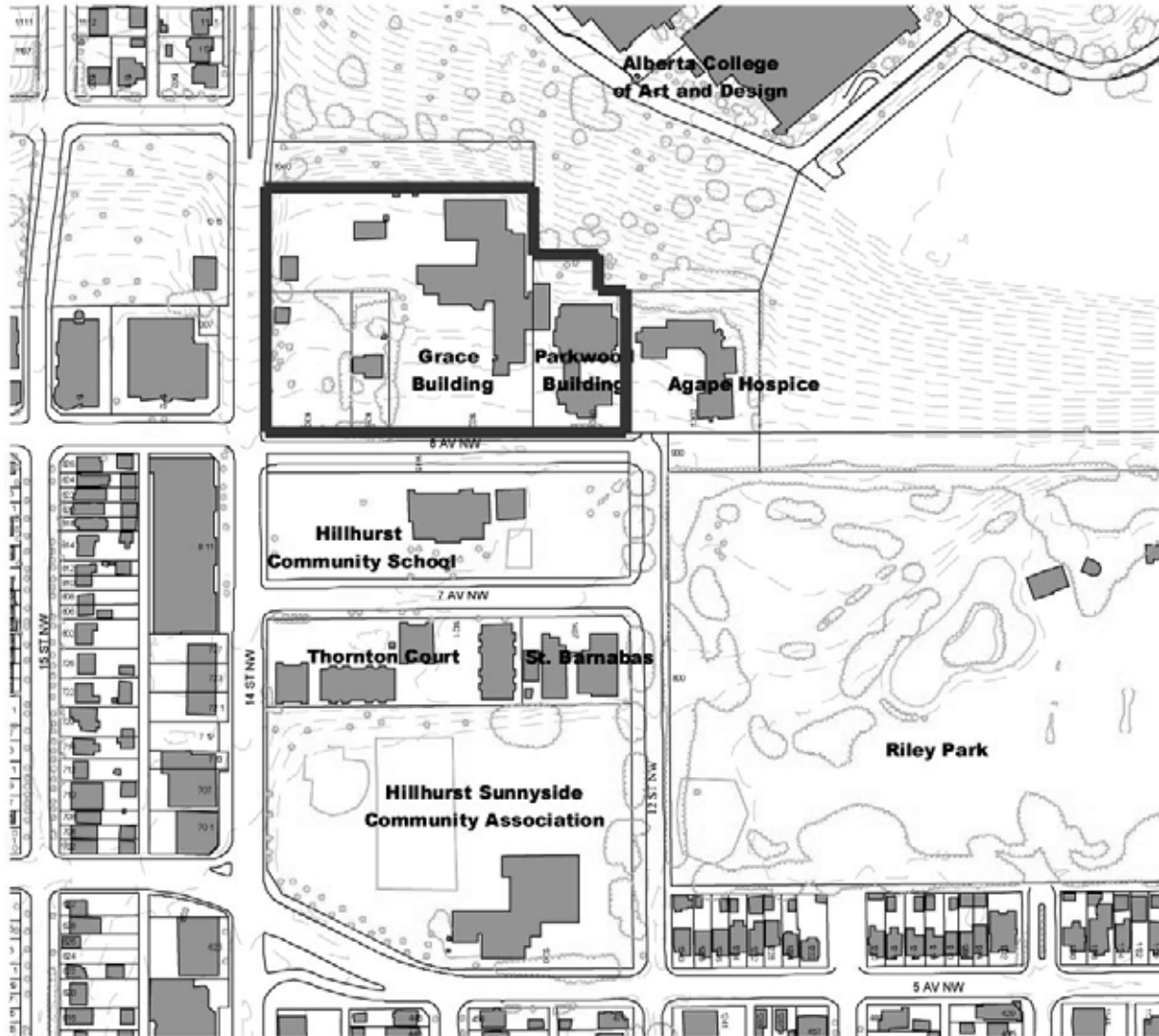
9.2 Site Description

The Grace site, approximately 2.17 hectares (5.37 acres), abuts the escarpment below the Alberta College of Art 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. It is known as a sensitive geological area with a tendency to slough. Vistas onto and from the escarpment are an important natural feature for the community. Informal paths crossing the escarpment indicate a pedestrian connection from Hillhurst to the SAIT/ACAD/Lion's Park LRT area.

The site slopes down slightly from the toe of the escarpment to 8 Avenue NW. The western portion of the site is currently vacant except for a single-family dwelling. Development along the western edge of the site will be impacted by noise from traffic on 14 Street NW. The remainder of the site is occupied by the Grace Hospital building infrastructure.

With regard to other site specific attributes, the site has excellent accessibility to open space, an elementary school and community facilities. It also has good access to the Kensington and North Hill shopping areas, bus and LRT routes.

9.3 Context



Adjacent land uses, which would be affected by a redevelopment of the Grace site, are the Agape Hospice in the east (currently designated PS), the Hillhurst Community School across 8 Avenue NW (RM-4), the pedestrian corridors of 14 Street and 8 Avenue NW, and the Extendicare development in the west across 14 Street NW (RM-4). There is no immediate development north of the site (escarpment, currently designated RM-2 and PS).

Other neighbouring developments are St. Barnabas Anglican Church (RM-4), Thornton Court Apartments on 7 Avenue NW (RM-5), Riley Park (PE), the Hillhurst Sunnyside Community Association site and playing fields (PE), and the SAIT/Jubilee Auditorium/Alberta College of Art & Design campus (PS) on top of the escarpment.

The site is in close proximity to the 14 Street NW commercial area and low density residential areas in Hounsfeld Heights/Briar Hill, located on the west side of 14 Street and further up the escarpment.

9.4 Land Use Policy

The Hillhurst/Sunnyside ARP provides a local land use policy context to the more general, citywide policies of the Calgary Plan and acts as a supplement to the Calgary Land Use Bylaw 2P80 for use by the Development Authority in assessing applications in Hillhurst/Sunnyside (see Hillhurst/Sunnyside ARP, Preface, p.3).

Calgary's Municipal Development Plan established an overall goal of increasing the intensity of land use within established areas of the City. The Plan contains the following relevant policies:

- “encourage sensitive intensification in all neighbourhoods, in accordance with local plan...” (Policy 2-2.2.2A);
- “support the accommodation of a more balanced and stable population structure in the inner city and respond to neighbourhood life cycle changes...” (Policy 2-2.2.2D); and
- “increase the efficiency of land use in the inner city, (e.g., increased use of vacant and under-used land, infill and selective redevelopment). (Policy 2-2.2.2E).

The Hillhurst/Sunnyside ARP as a “local plan” establishes the land use policy framework for any intensification proposals.

Community Objectives

The Hillhurst/Sunnyside Community Association has identified a number of specific objectives for the Grace site. These objectives were identified through public consultations held in September 1998 and February 1999. Any future development shall:

- be consistent with the low to medium density context of the community;

- *not exceed the current capacity of the existing road structure such that current road widths are maintained, all existing on-street parking is maintained, all mature trees along adjacent and neighbouring streets are maintained and pedestrian safety is not compromised.*
- *Maintaining public service uses on the site and encouraging family oriented housing are land use objectives identified by the community. Any residential development shall include:*
- *10% affordable residential units, that is, accommodate households earning no more than the median Calgary household income;*
- *5% non-profit or subsidized housing units.*

Future Development

The closure of the Grace Hospital has resulted in the potential for redevelopment of approximately 5.37 acres of inner city land, currently designated PS, with a 3-storey health care provision centre on site.

For future redevelopment, institutional and other uses similar to those allowed in the PS (Public Service) Land Use District which are appropriate for the site could be considered (e.g., hospitals, private schools, public administration buildings, public and quasi-public buildings, universities, colleges, provincial training centres). In general, future development must be compatible with existing neighbouring uses, e.g. elementary school, hospice.

The existing buildings, which housed the Grace Hospital and the Parkwood Building, form the basis for the potential for continuing health care service use

on a portion of the site. Special care facilities and medical clinic uses with ancillary uses such as doctors' offices and dispensaries are the most appropriate use of the purpose-built hospital buildings. Considering the close proximity of existing commercial areas and in order to avoid the negative impact of additional traffic drawn to the area, any on-site commercial component must clearly be ancillary and intended to serve the residents on the site.

Additionally, a broad spectrum of services and accommodations for seniors with different needs and social backgrounds would be appropriate. Such a mixed use development could include a combination of additional low to medium density residential redevelopment and the continuing provision of a range of health care services, which have historically been established on the site, using the existing building infrastructure left when the Hospital closed.

Given the residential nature of Hillhurst/Sunnyside, it would also be appropriate for the Grace site to accommodate a component of family-oriented housing as well as some affordable housing units. Family-oriented housing would have the following characteristics:

- *Two or more bedrooms per unit;*
- *Direct unit access to grade;*
- *Private unit amenity space; and*
- *On-site public amenity space.*

The density of proposed uses will be primarily determined by:

- the medium density character of adjacent land uses;*
- transportation limitations based on the local transportation cell (the area bounded by 14 Street NW, 8 Avenue NW, 12 Street NW and 5 Avenue NW) and the area transportation system (see Transportation Chapter); and*
- the provision of sufficient parking on site according to Land Use Bylaw requirements for all of the intended uses.*

9.5 Development Guidelines

- 1. Developments should be designed in context with the surroundings in terms of massing, scale and finishing materials. Buildings should be of a high quality design, should support an attractive, safe and convenient pedestrian environment, and should respect and enhance the area's inner-city context. Therefore, all facades of a building should provide visual interest, e.g. through choice of materials, through detail articulation or varied setbacks. Following the existing pattern on the site, the use of red brick on facades is encouraged.*
- 2. Building height shall stay within 3 to 5 storeys (not exceeding 12 metres at any eaveline) and shall not interrupt the horizon line as viewed from the Robert the Bruce hilltop monument on the Jubilee site. Any 5th storey shall be integrated within the roof of the building.*
- 3. Residential densities on the whole site or on any subdivided parcel shall be limited to the maximum allowed in the RM-5 Residential Medium Density district of the Land Use Bylaw.*
- 4. Applications should include comprehensive site and vicinity context plans, considering the topography of the site in the design of new buildings. A geotechnical study will be required for applications.*
- 5. Developments should contribute to an attractive pedestrian environment through landscaping and design of front and side yards. The design should include features that encourage interaction between residents and passers-by (e.g. at grade patios, etc.).*
- 6. No signage for ancillary commercial uses should be visible from outside the buildings.*
- 7. All parking requirements according to Land Use Bylaw standards shall be met on the site. Vehicular access as well as parking and loading areas shall be located and designed in a manner so as to minimize the impact of parking and driveways on the pedestrian environment and the safety of site residents, pedestrians and school children.*
- 8. It is important to retain as much existing mature vegetation on site as feasible. Trees should be replaced at a ratio of 2 new trees for each tree lost in addition to the other landscaping requirements of the Land Use Bylaw. Deciduous trees should be distributed throughout parking areas at grade, providing a break between at least every 5 stalls.*

9. *Development along 14 Street NW should address the potential impact of traffic noise.*

9.6 Transportation

Redevelopment scenarios for the Grace site need to be assessed considering a variety of transportation parameters, including

- the limitation on site access from 8 Avenue NW,*
- the traffic numbers historically generated by the former Grace Hospital,*
- the cumulative impact of the Grace site redevelopment with future redevelopment potential of other sites in the vicinity, and*
- the traffic impact on directly adjacent uses as well as the community at large.*

A trip generation study by The City of Calgary estimates that the former Grace Hospital generated about 1650 vehicle trips per day. As a comparison, assuming that the hospital was still operating and that the vacant west part of the site and the Parkwood Building were developed as residential units, the total site trip generation would be about 3280 vehicle trips per day. Another benchmark trip number can be generated by assuming that the whole site would be developed as residential with RM-5 density, which would result in about 2740 vehicle trips per day.

In assessing the development potential of the site the existing traffic volume of approximately 1,700 trips per day on 12 Street must be taken into account. In addition, development potential of other sites within the cell (the area bounded by 14 Street NW, 8 Avenue NW,

12 Street NW and 5 Avenue NW) must be considered at the time of any redevelopment. These include Hillhurst Community School, St. Barnabas Church and Agape Hospice. However, no significant redevelopment is anticipated on the Hillhurst Community School site (currently designated RM-4) in the event of a school closure given the potential heritage character of the building and the importance of the open space component to the community. Therefore, no additional trip generation potential is being assigned to this site at this point. Any future proposed uses within the transportation cell will be assessed on the basis of capacity limitations of the road network at that time.

A volume limitation in the order of 5,000 vehicles per day has been placed on 12 Street NW to maintain a balance between reasonable traffic movement and negative impacts on adjacent land uses. The traffic volume limitation assumes that 80 percent of the traffic generated by the local transportation cell will use 12 Street NW for access/egress with the remainder using 7 and 8 Avenue NW towards 14 Street NW.

This volume limit together with the provision of all required parking according to Land Use Bylaw standards on site will establish the maximum development potential for the Grace Hospital site. The development should create a mix of land uses (as noted above) including residential, health care services or special care facilities, that can demonstrate - through traffic studies associated with future applications - that the resultant traffic generation would not require any significant changes to the physical nature of 12 Street NW (including the removal of mature trees) nor necessitate the installation of traffic signals at the 5 Avenue and 12 Street intersection.

At this point the existing traffic numbers at the 5 Avenue and 12 Street NW intersection (including a projection for future development on the Grace site) do not warrant a traffic signal. Additionally, plans for a 14 Street NW/Memorial Drive intersection upgrade are in the discussion stage. It is expected that such an upgrade would result in less traffic using Kensington Road and 5 Avenue NW.

Limited street improvements to accommodate development within the capacity limitations may be considered in the future. These could include minor improvements of intersections for pedestrian safety, both at 5 Avenue and 12 Street or at 7 Avenue and 14 Street NW.

Principles to be considered in such street improvements include:

- no loss of existing street trees along 12 Street NW;*
- retain street parking on 12 Street NW;*
- specific parking needs of institutional uses such as the Hillhurst Community School, St. Barnabas Anglican Church, Agape Hospice, the Hillhurst/Sunnyside Community Association and Riley Park; and*
- pedestrian safety.*

Bylaw 21P2001

Supporting Information

HILLHURST/SUNNYSIDE AREA REDEVELOPMENT PLAN

SUPPORTING INFORMATION

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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 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.

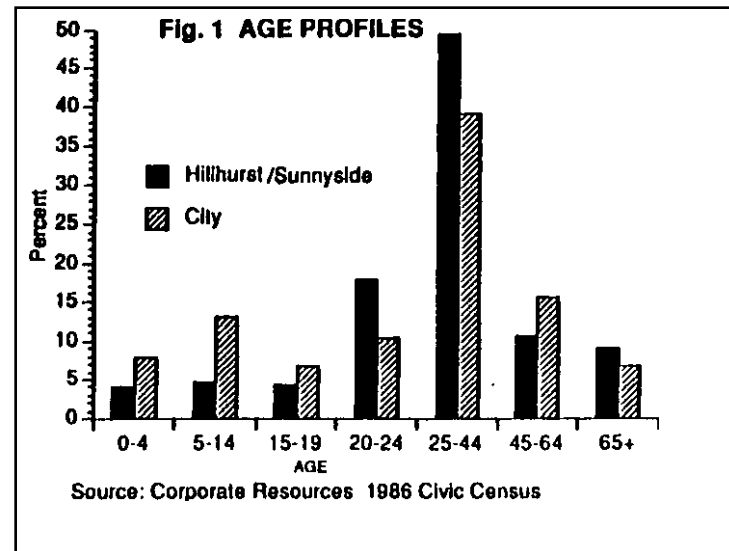
The basic challenge to the community's long term future came in the late 1960's and early 1970's as a result of the earlier planning decisions made in the 1950's. The substantial apartment redevelopment taking place in the older portion of the neighbourhood reflected the impact of the land use classification 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.

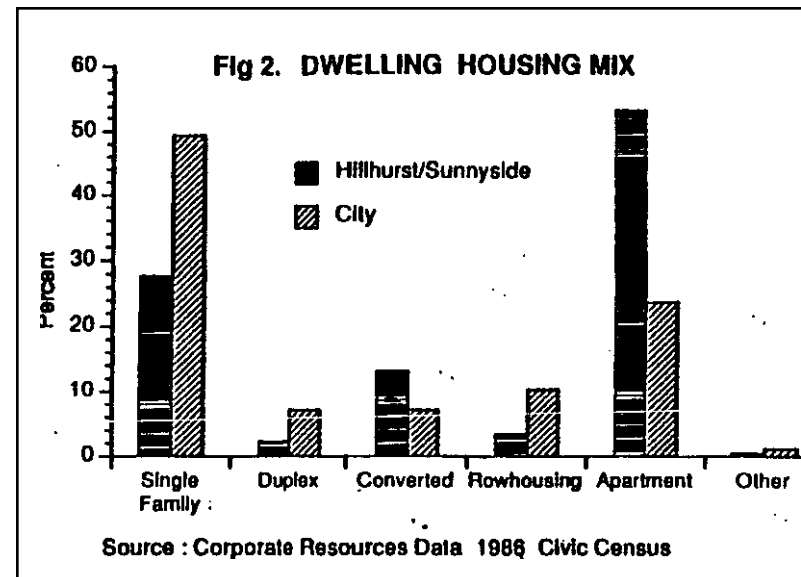


TABLE 1
Growth of Different Types of Dwelling Units (1977-1985)

	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 physically 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 appropriate. 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.

**MAP
1 HILLHURST/
SUNNYSIDE**

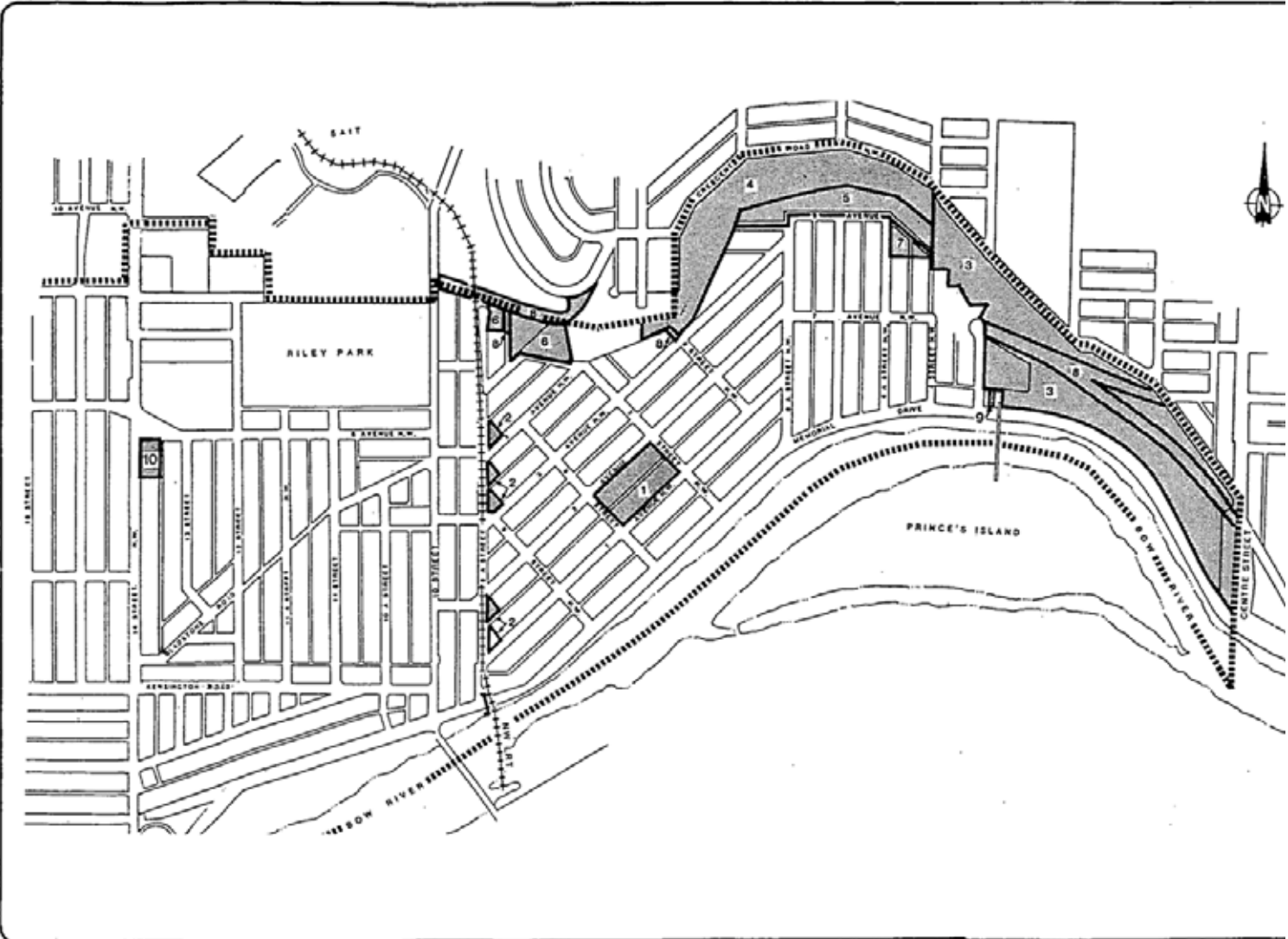
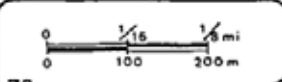
**TITLE SITES REQUIRING
IMPLEMENTATION
ACTION**

LEGEND

 Site Number
(See Action Required
Sections)

3

**DATE
January 1988**



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 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).

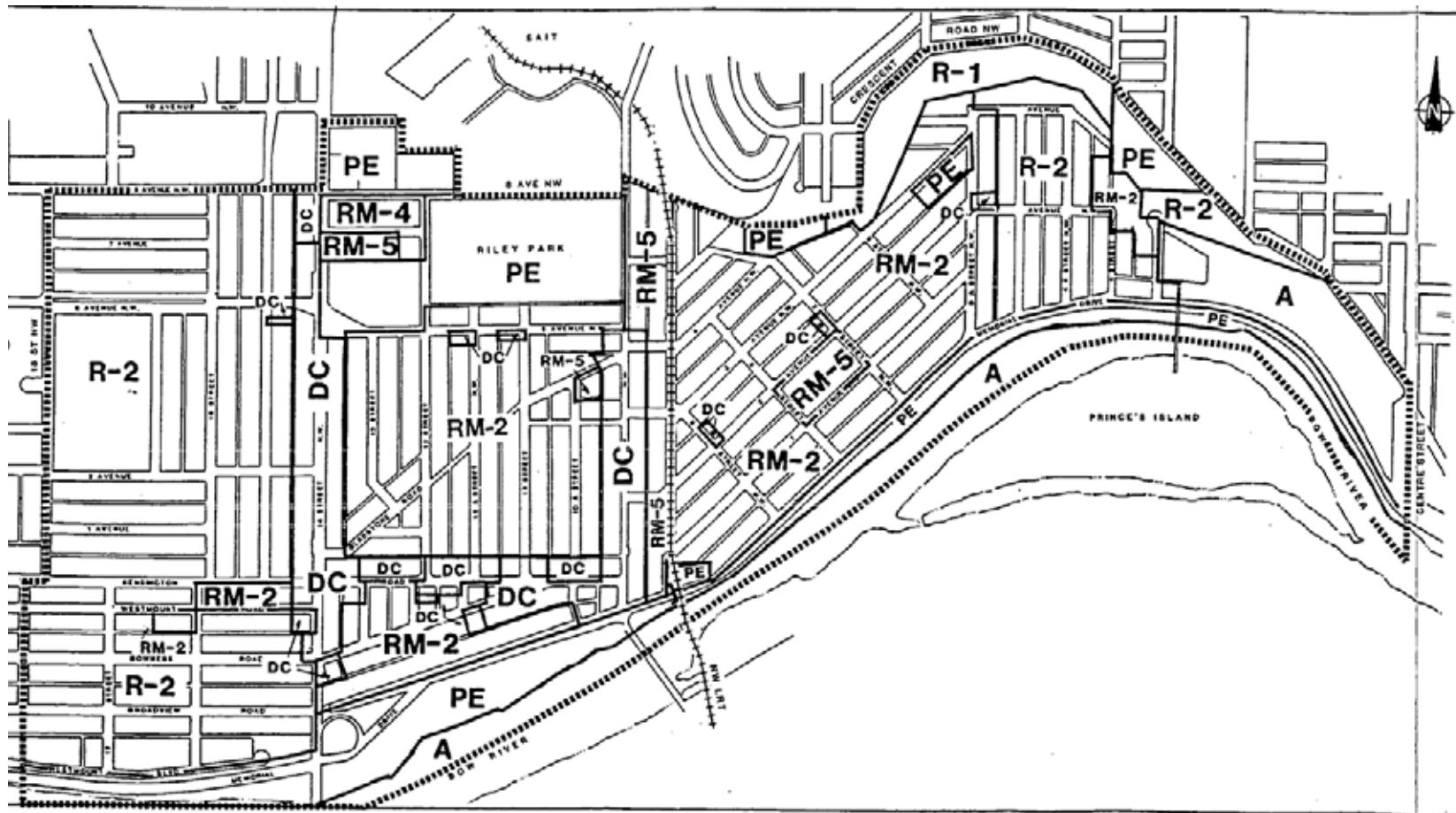
Open space policies encourage the improvement in the quality of sites, facilities and recreational activities through a program of selective site and facility upgrading which may be carried out under the Adopt-a-Park program.

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.



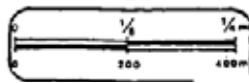
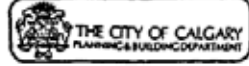
HILLHURST/ SUNNYSIDE MAP 2

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



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.

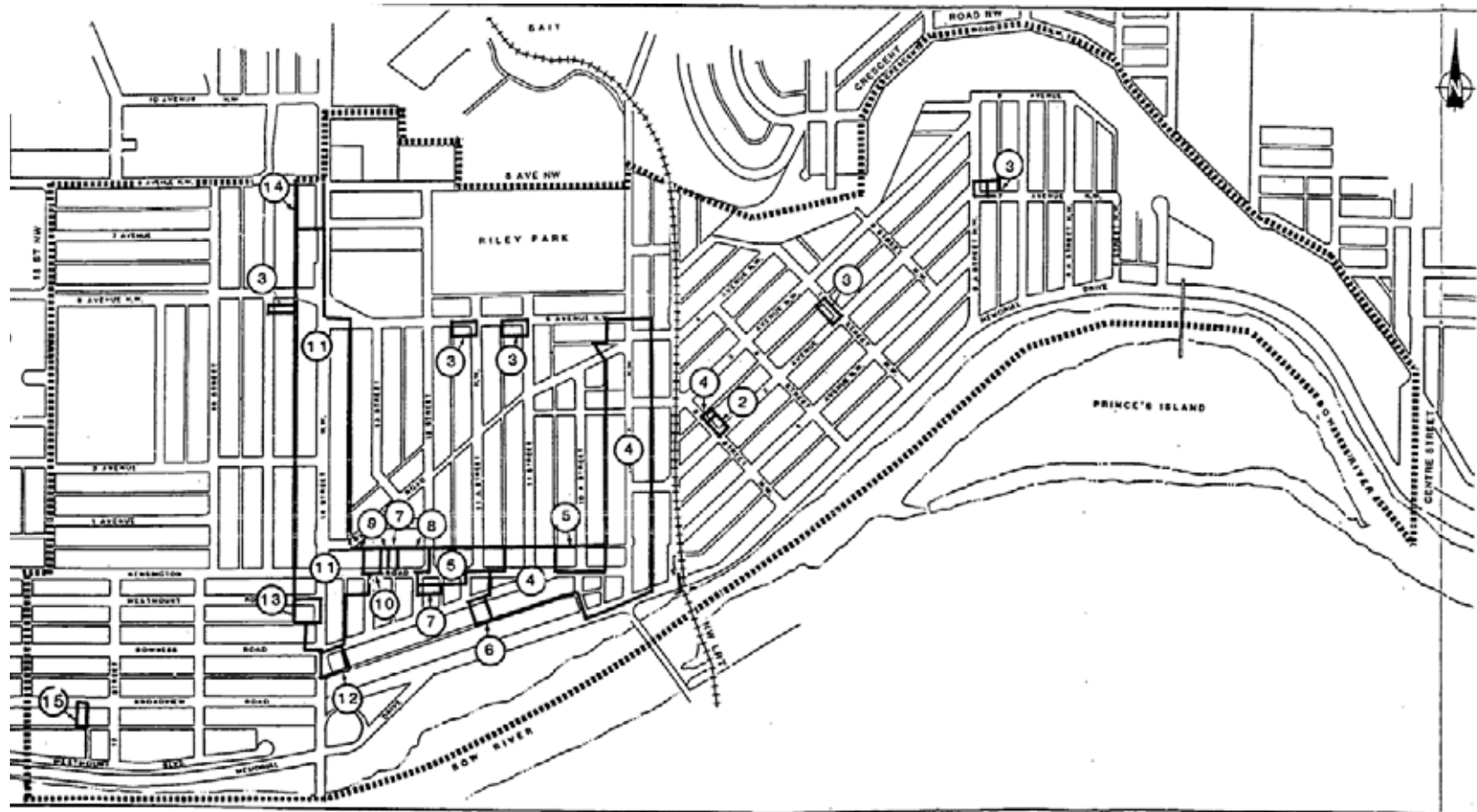
There are also several small parcels within the community with the higher density RM-4 and RM-5 multi-unit designations. Generally these designations are felt to be appropriate given existing surrounding uses.

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. 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.



HILLHURST/
SUNNYSIDE MAP
3

TITLE
EXISTING DIRECT
CONTROL SITES

LEGEND

④ Existing DC Sites
(See Table 1)

DATE
January 1988

THE CITY OF CALGARY
PLANNING & BUILDING DEPARTMENT

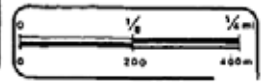


Table 2 - Existing Direct Control Districts

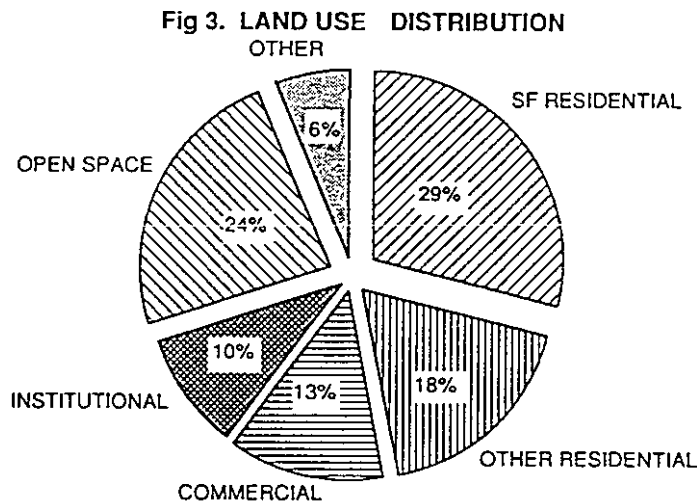
Site #	Amendment #	Reclassification	Approved Use	Existing Use
1.	DC 103Z83	1983 September 6	RM-2 guidelines, plus grocery.	Grocery
2.	DC 191Z81	1981 October 13	Offices and including grocery store to be contained within the existing structure.	Office/Grocery
3.	DC 785	1979 March 20	C-1 guidelines - grocery 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	1984 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.	

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.

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.



Source: Planning & Building Department, 1986

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.

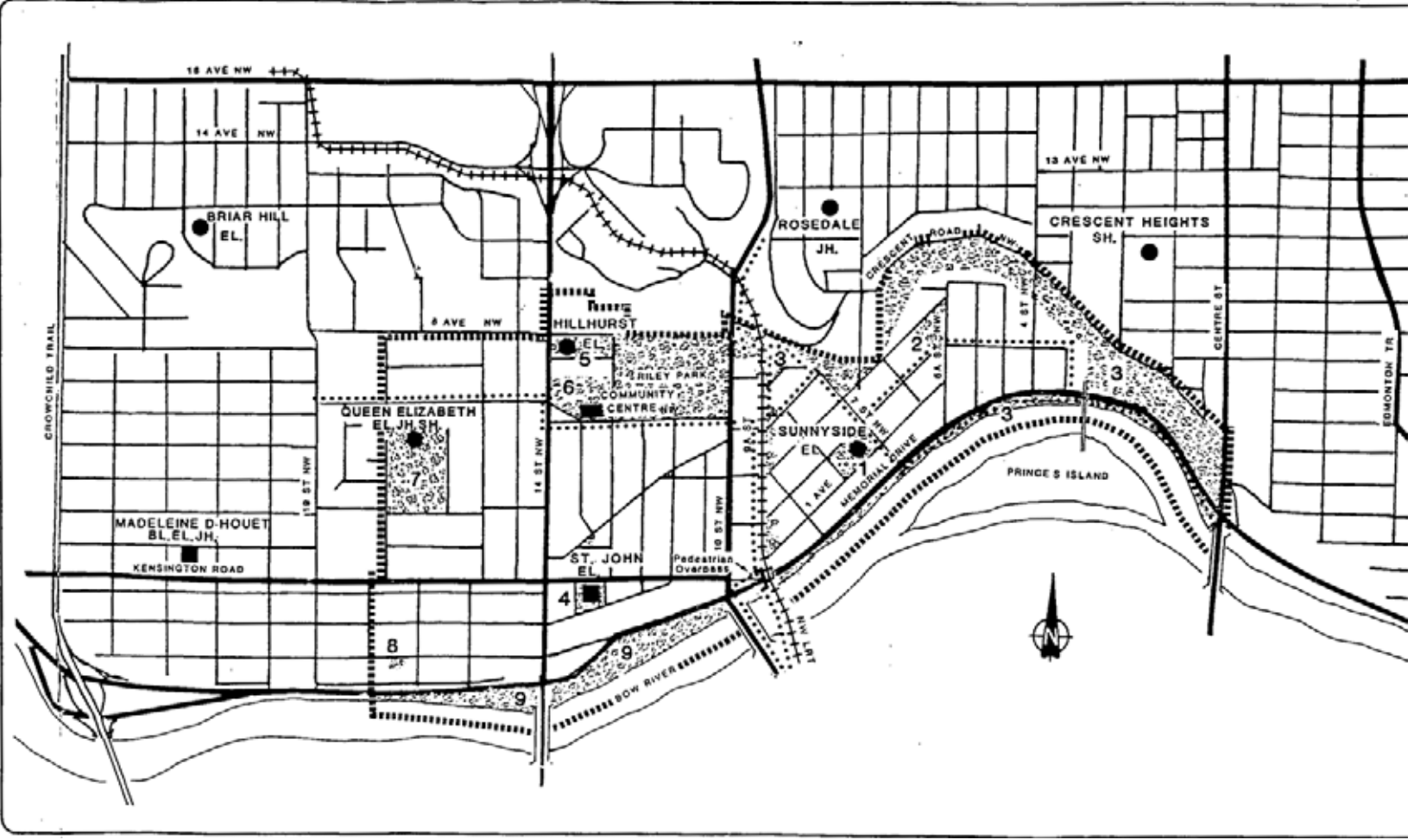
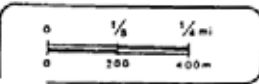
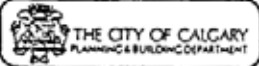
MAP
4 HILLHURST/
SUNNYSIDE

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.

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.

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% compromised of children's play equipment and play-field 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.

1.7 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.

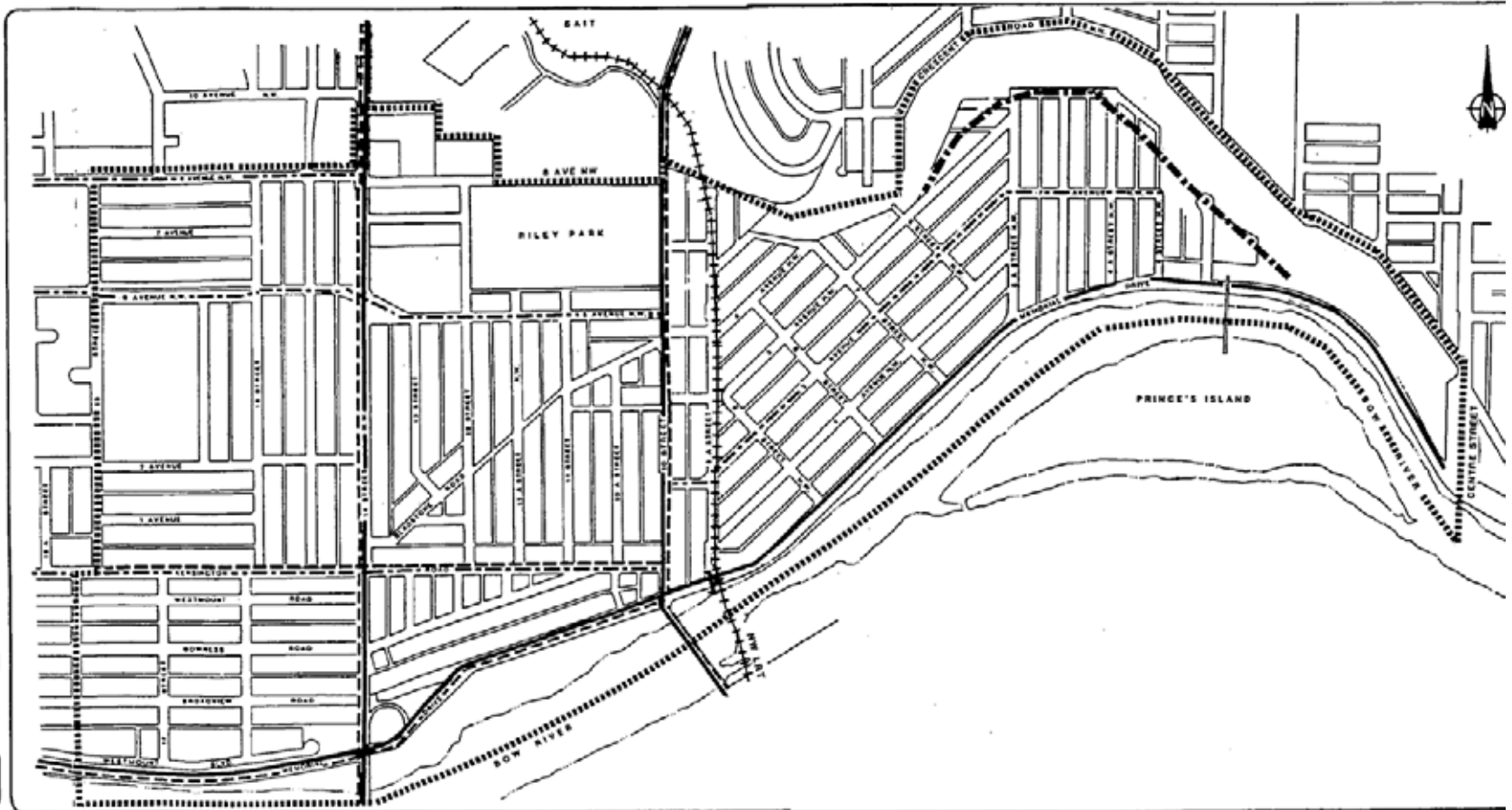
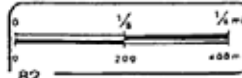
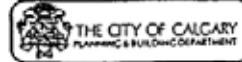
Improvement	Cost	Method of Payment
1. Boulevard planting on residential streets.	As required	Mill Rate (Urban Forest Management Policy)
2. Landscaping of street closures and barricades.	\$350 each	Mill Rate for Memorial Drive and 7th Street; Calgary Parking Authority for Kensington Crescent and 11th 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)

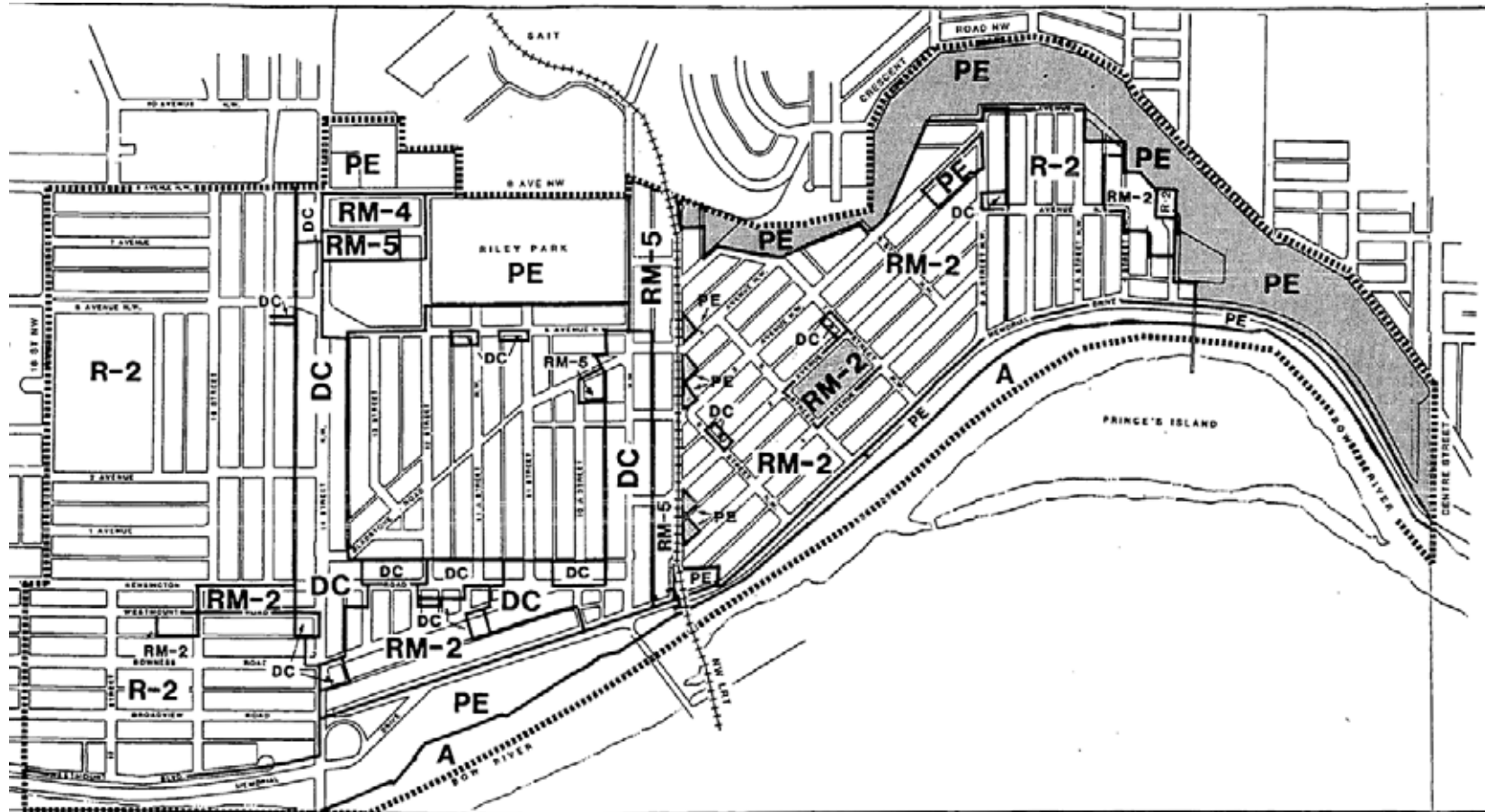
MAP
5 HILLHURST/
SUNNYSIDE

TITLE
TRANSPORTATION
SYSTEM

- LEGEND
- Major Roads
 - - - Collector Roads
 - - - Truck Routes
 - ++++ LRT Alignment
 - Building Limit Line
 - Study Area Boundary

DATE
January 1988





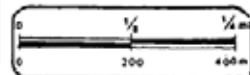
HILLHURST/ SUNNYSIDE MAP 6

TITLE PROPOSED LAND USE DISTRICTS

LEGEND

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

DATE January 1988



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.

2.4.1.5 RE: 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 BlockWatch 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.