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# PARKHILL/STANLEY PARK

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## AREA REDEVELOPMENT PLAN



THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



The Blue Pages of this document contain supporting information and do not form part of the bylaw.

For the purposes of electronic publications the Blue Pages are identified by the footer “Parkhill/ Stanley Park ARP Background and Supporting Information”.

**OFFICE CONSOLIDATION  
2019 July**

# **PARKHILL/STANLEY PARK (AREA REDEVELOPMENT PLAN)**

**Approved 1994 July  
Bylaw 20P94**

Note: This office consolidation includes the following amending Bylaws:

<b>Amendment</b>	<b>Bylaw</b>	<b>Date</b>	<b>Description</b>
1	40P2008	2008 June 01	(a) Delete text in "Preface" (b) Add text in the "Preface" (c) Delete and replace text in "3.0 Land Use," under the heading "3.1.4 Implementation" (d) Delete and replace text in "3.0 Land Use," under the heading "3.1.4 Implementation," under the subheading "3.1.4.3 Architectural and Design Guidelines for Low Density Residential Conservation and Infill Development (R-1 and R-2)";
2	3P2012	2012 July 16	(a) Delete and replace Map 3 entitled "Land Use Policy Areas" (b) Under the existing section 3.2.1 at the end of the second paragraph, insert the words "except for the Special Policy Area" (c) Under the existing section 3.2.3.3 following the words "commercial development should be oriented to the Macleod Trail frontage and not the residential avenues," insert the words "except for the Special Policy Area" (d) Insert a new section 3.2 and renumber subsequent sections accordingly.
3	22P2017	2017 May 9 <i>Signed: 2017 May 23</i>	(a) Insert word "approach" after the word "District" in Section 3.2.1. (b) Insert text after the word "provided" in Section 3.2.5. (c) Delete and replace Figure 6 entitled "Special Policy Area Regulating Plan"
4	59P2019	2017 July 29	(a) Amend Map 3 "Land Use Policy Areas"

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 amendments thereto are available from the City Clerk and should be consulted when interpreting and applying this Bylaw.

### **PUBLISHING INFORMATION**

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# Parkhill/Stanley Park Area Redevelopment Plan

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## **EXECUTIVE SUMMARY**

On 1984 February 13, City Council adopted an Area Redevelopment Plan (ARP) for Parkhill/Stanley Park (By-law 19P83). In 1991, the Planning & Building Department began a Review of the ARP. As a result of that review, a revised ARP is proposed herein. Due to extensive editorial and policy changes, the revised ARP is intended to replace the existing 1984 ARP in its entirety. The revised Plan was prepared in consultation with the Community Association, a Community Planning Advisory Committee (CPAC), interested property owners and residents, and supplemented by open houses, meetings, and questionnaires. Highlights of the Plan are as follows:

### **ARP Boundary Changes**

The Plan proposes that the 1984 ARP boundaries be amended, to include two parcels of land designated PE for open space. These parcels are located adjacent to the north and northwestern boundary of the Plan and represent logical planning extensions. Both parcels are immediately adjacent to and generally obtain their access through the Parkhill/Stanley Park community.

### **Residential**

The principal residential objectives of the ARP are:

- to provide for a variety of housing types;
- to enhance and ensure the continued stability and character of this low density family-oriented community;
- to encourage the development of multi-family residential sites in a manner compatible with the scale and character of the existing community; and
- to encourage new development and renovations to existing development which respect the scale and character of the existing community.

Given these objectives, the existing land use designations are retained to ensure the predominately low density character of the community and to accommodate a range of housing choices in the community. In addition, architectural and design guidelines are included to encourage new development and renovations, compatible with the existing character of the community.

### **Commercial**

The principle commercial objectives of the ARP are:

- to define the boundaries of the commercial area;
- to provide a form of commercial development which is compatible with adjacent residential development;
- to prevent intrusion of commercial uses into the residential area to the west; and
- to encourage an attractive and viable commercial strip along this portion of Macleod Trail South.

To achieve these objectives, Plan policies support regional auto and general commercial development, which reflects the existing character of the Macleod Trail commercial strip. In the long term, the Plan policies also encourage mixed use development, consistent with the recommendations of the L.R.T. South Corridor Land Use Study. In addition, Plan policies also strongly discourage the westward expansion of commercial uses into the adjacent residential community; encourage the orientation of commercial development towards Macleod Trail; and encourage a more attractive public environment along Macleod Trail.

Architectural and design guidelines are included to encourage new development and renovations which are compatible with the adjacent residential community as well as with the function of Macleod Trail as a major roadway.

## **Parks, Open Space, and Community Facilities**

While Parkhill/Stanley Park is adequately supplied with open space, improvements are proposed to:

- encourage better use of and access to existing open space;
- preserve natural areas (e.g. escarpment lands); and
- enhance existing streetscape vegetation.

Plan policies call for the closure of undeveloped portions of road/lanes located within or adjacent to Stanley Park and the Community Hall site to reflect their existing use as open space; and the partial closure and development of the lane adjacent to the community hall site to improve the site development opportunities available to the community. During Plan preparation, improvements to the 42 Avenue entrance to Stanley Park were undertaken.

## **Transportation**

Transportation issues, particularly those associated with through traffic, safety, and overspill parking continue to be of concern to community residents. The intent of the transportation policies is to ensure an efficient and safe transportation system and to protect the resident quality of the community. To address through traffic and safety concerns along Mission road, 42 Avenue/Lansdowne Avenue, and 45 Avenue, a number of improvements are proposed (e.g. installation of curb bulbs) or have already been undertaken (e.g. traffic signals installed at 45 Avenue/Macleod Trail). Plan policies call for the closure of a portion of Erlton Court S.W., north of Mission road to formally recognize the severe slope and undeveloped road right-of-way. The Transportation Department will continue to work with the community in accordance with standard procedure, to address traffic and parking concerns.

## **Implementation**

The Plan emphasizes that public facilities and improvements proposed or recommended in the revised ARP are subject to Council's capital budget priorities and approval process.

**PARKHILL/  
STANLEY PARK** **MAP  
1**

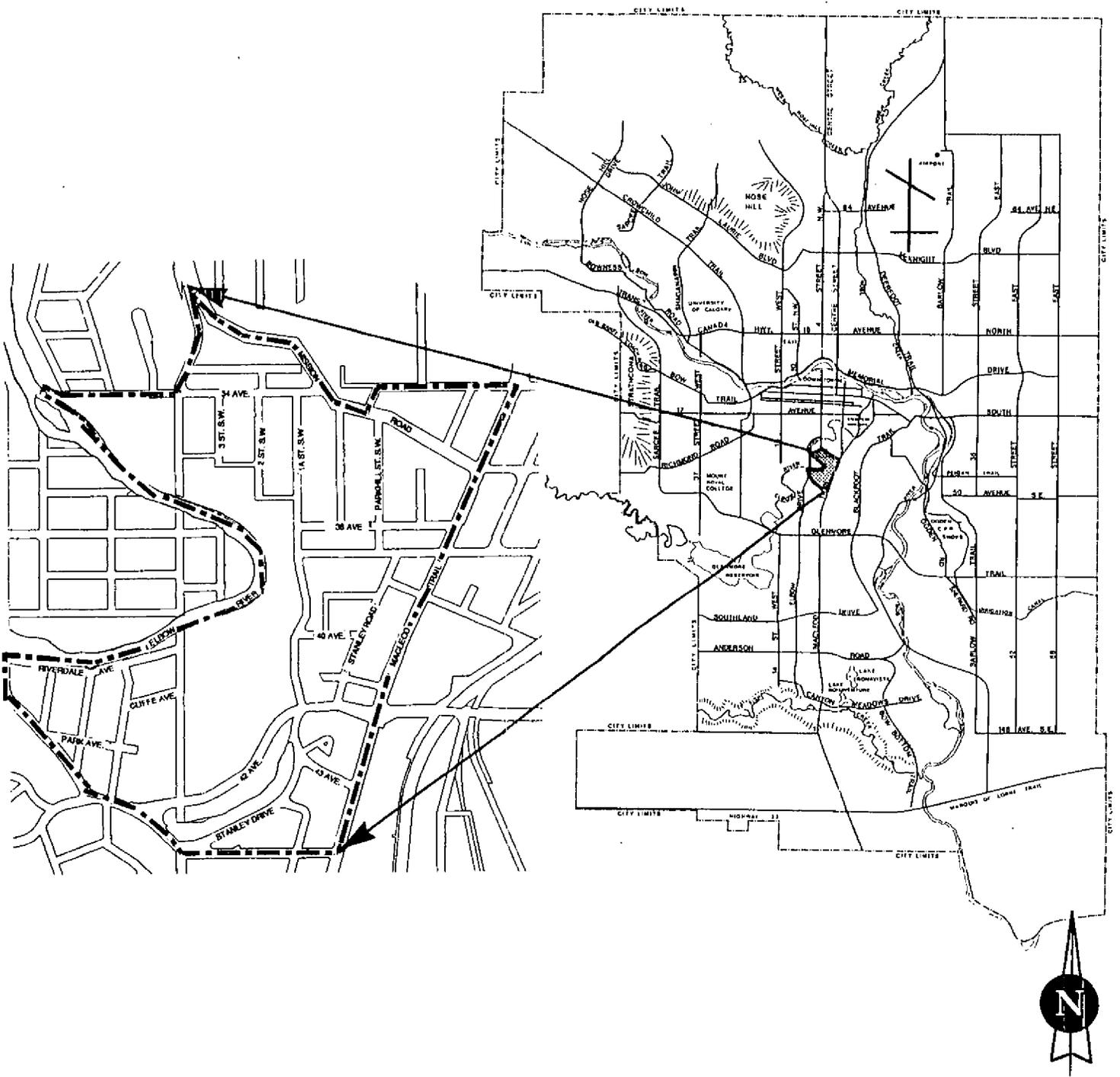
**TITLE LOCATION MAP /**

**LEGEND**

-  **STUDY AREA**
-  **STUDY AREA BOUNDARY**

**DATE**  
**JANUARY 1994**

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



## Preface

### i. What is an Area Redevelopment Plan?

Area Redevelopment Plans (ARPs) are planning documents which set out comprehensive land use policies and other proposals that help guide the future of individual communities. An ARP supplements the *Calgary Land Use Bylaw* by giving a local policy context and specific land use and development guidelines on which the Approving Authorities can base their judgements when making planning decisions in the area. While the land use districts (zones) and their accompanying rules apply uniformly throughout the City, an ARP provides a community perspective to the land use districts within a community. An ARP also provides guidance for the City Administration in undertaking actions and programs relating to the community.

#### **Bylaw 40P2008**

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

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

#### **Bylaw 40P2008**

The expected planning horizon of the Parkhill/Stanley Park ARP is approximately 15 years. However, the planning period may vary in relation to the general trends within the City and to certain specific trends within Parkhill/Stanley Park. It is, therefore, important that an evaluation of the effectiveness of the Plan in meeting its objectives be undertaken when circumstances warrant.

A Review of the Parkhill/Stanley Park ARP was initiated in 1991 by the Planning & Building Department in accordance with City policy and in consultation with the Community Association and a Community Planning Advisory Committee (C.P.A.C.). A revised ARP, contained herein is proposed to replace the 1984 Plan, approved by Council in 1984 February 13 (By-law No. 19P83).

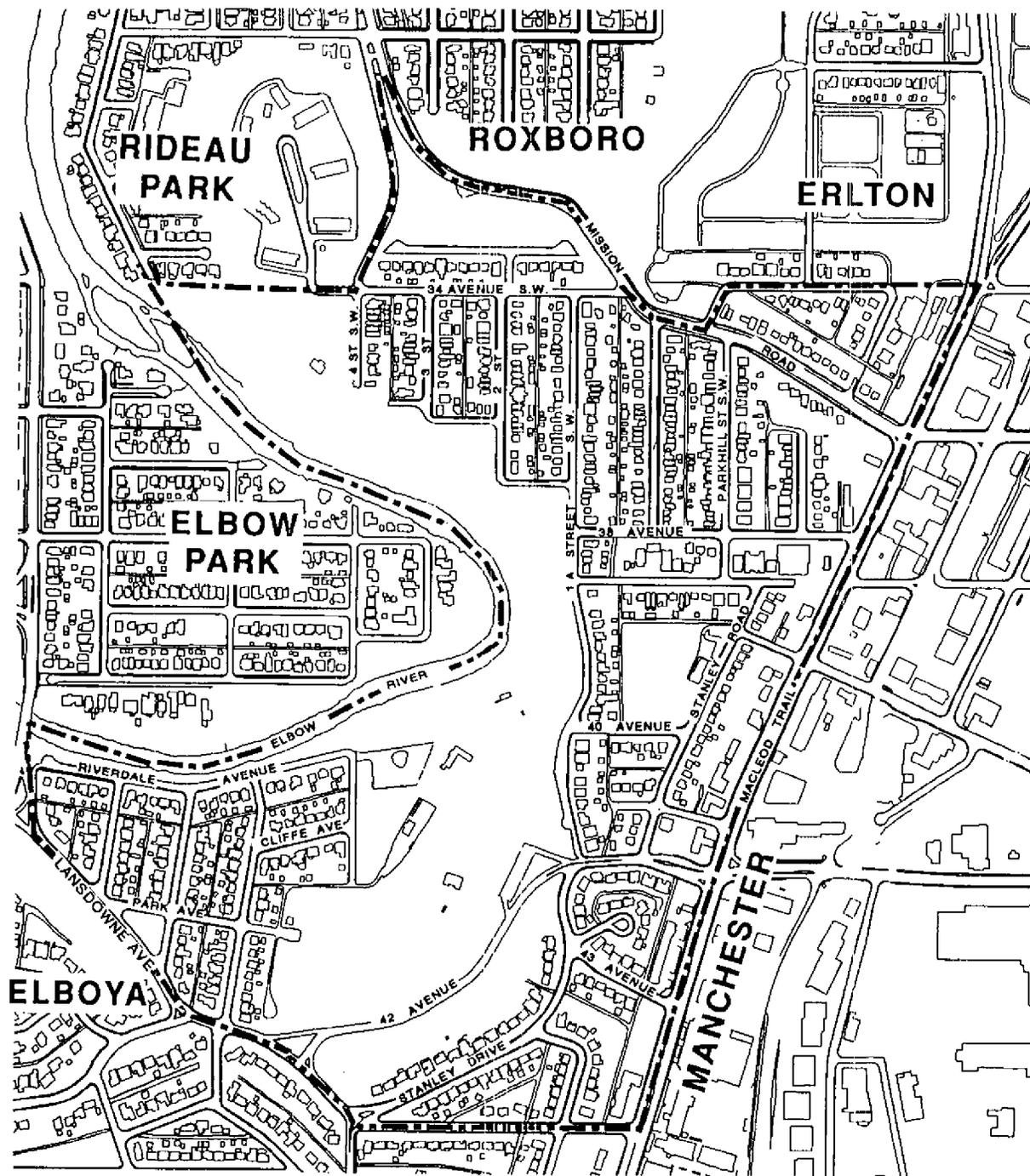
### i. Format of the Area Redevelopment Plan

The Area Redevelopment Plan is made up of the white pages only. The white pages are adopted as a by-law by City Council. Any changes to the policies or substantive changes to the implementation actions included in the white pages require an amendment to the ARP with a public hearing and advertising as set out in the Planning Act. The blue pages contain the background, supporting information and appendices and have no legal status.

### iii. Implementation

It is important to emphasize that public facilities and improvements proposed or recommended in the revised ARP are subject to Council's capital budget priorities and approval process.

Programs recommended in this Plan will be evaluated in relation to the needs of other communities and in relation to city-wide spending priorities.



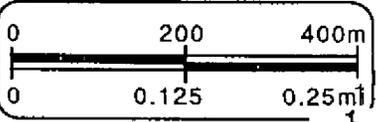
**PARKHILL/  
STANLEY PARK** **MAP  
2**

**TITLE**  
STUDY AREA BOUNDARY

**LEGEND**  
 - - - - - STUDY AREA BOUNDARY

**DATE**  
JANUARY 1994

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



## THE PLAN

### 1.0 STUDY BOUNDARIES

The study boundaries of the Parkhill/Stanley Park Area Redevelopment Plan as illustrated in Map 2 are as follows:

North: 34 Avenue S.W./Mission Road

East: Macleod Trail

South: 45 Avenue/Lansdowne Avenue S.W.

West: Elbow Drive/The Elbow River/4 Street S.W.

The Area Redevelopment Plan covers a total area of 62 hectares (153 acres)±.

### 2.0 GOALS

The goals of the Parkhill/Stanley Park Area Redevelopment Plan are:

2.1 To establish a policy framework for managing growth and change within the overall context provided by the Calgary General Municipal Plan, the Inner City Plan, and the LRT South Corridor Land Use Study.

- 2.2 To encourage community stability.
- 2.3 To ensure a compatible relationship between land uses along Macleod Trail and the community.
- 2.4 To preserve and enhance the existing residential character and quality of the community.
- 2.5 To encourage the conservation/renovation of the existing housing units within the community as well as allow for compatible infill development.
- 2.6 To enhance pedestrian access to community open space and recreational facilities and to the LRT.
- 2.7 To review and improve, where necessary, the community's transportation system in order to ensure safe and efficient pedestrian and vehicular movement within the community and to adjacent communities; and to minimize transportation related impacts on the quality of the residential environment.
- 2.8 To assist the Approving Authorities and the Parkhill/Stanley Park community in reviewing subdivision, land use redesignations, and development proposals.

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### **3.0 LAND USE**

#### **3.1 Residential Land Use**

##### **3.1.1 Context**

Parkhill/Stanley Park is a low density inner city community which is characterized predominately by a mix of low scale, family oriented housing types, including single family dwellings, two-family dwellings (duplex and semi-detached development), and to a lesser extent, low rise apartment development.

The Parkhill/Stanley Park community was originally annexed to the City of Calgary in 1910. Most of the housing stock located within the northern (Parkhill) portion of the community dates from the 1910 – 1920’s era, while most of the low rise apartments were constructed in the 1950’s. In contrast, the southern (Stanley Park) portion of the community, located south of 42 Avenue S.W. is characterized by single family dwellings developed in the 1950’s and 1960’s. The westerly portion of the community (part of the Elboya Community District), located west of Stanley Park, is characterized by single-detached dwellings, developed in the 1940’s and 1950’s.

Existing apartment development is concentrated in the eastern and north central portions of the community adjacent to Macleod Trail, between 38 and 38A Avenues, and between 45 Avenue and Stanley Drive. Currently, lands designated RM-4 (Residential Medium Density Multi-Dwelling District) for multi-family development have a significant undeveloped potential in comparison to the existing number of units.

Substantial redevelopment has occurred in the community since the adoption of the original ARP in 1984. Activity has focused primarily on new infill development on 25 foot lots in the northern portion of the community (Parkhill) and on additions/renovations in the western and southern portions (Elboya and Stanley Park). The community has expressed a desire to see these trends continue, in a manner which will maintain and enhance the character of the community.

Community streets have a sense of order and attractiveness due to the relatively consistent building setbacks, pitched rooflines, mature vegetation, consistent small lot development (frontages of 50 feet or less), individual pedestrian access to dwelling units from the front yard, and consistent exterior finishing materials, typically found throughout the community on the original housing stock.



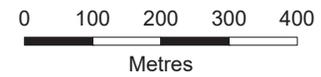
# Parkhill/ Stanley Park A.R.P.

Map 3

## Land Use Policy Areas



-  Study Area Boundary
-  Low Density Residential Conservation and Infill
-  Low/Medium Density Multi-family
-  Regional Auto/General Commercial
-  Open Space
-  Special Policy Area



Approved: 20P94  
Amended: 59P2019

**3.1.2 Objectives**

- 3.1.2.1 To encourage a balanced community, which provides for a variety of housing types, in order to accommodate lifecycle choices.
- 3.1.2.2 To enhance and ensure the continued stability and character of this low density family oriented community.
- 3.1.2.3 To encourage redevelopment of the multi-family residential sites in a manner compatible with the character and scale of the community.
- 3.1.2.4 To encourage the conservation and renovation of the existing housing stock within the community, where viable.
- 3.1.2.5 To encourage new infill development which is compatible and respects the existing residential character of the community.
- 3.1.2.6 To ensure that both new development and renovations are compatible with the existing residential character and scale of the community.
- 3.1.2.7 To assist the Approving Authorities and the Parkhill/Stanley Park community in their review of residential subdivision, land use redesignations, and development proposals.

**3.1.3 Policies**

3.1.3 The residential land use policies provide for a variety of housing types and are intended to cater to a broad range of households (e.g., singles, seniors, and families). Two residential land use policy areas are proposed:

3.1.3.1 Low Density Residential Conservation and Infill (R-1 and R-2)

The low density residential conservation and infill policy, as set out in The Inner City Plan 1979, is affirmed for the areas shown on Map 3. The intent of this policy is to maintain community stability and to protect the existing character and quality of the community. The current R-1 and R-2 land use designations, which reflect the existing uses, are considered appropriate.

The R-1 District applies to those lands where there is a consistent subdivision and development pattern of single detached housing on large lots (40 ft. or greater in width), while the R-2 District is intended to accommodate low density residential development on a mix of lot sizes, and includes both narrow lot single detached (on lots as low as 25 ft. to 40 ft. in width), and wide lot single detached (on lots 40 ft. or greater in width) or duplex and semi-detached residential development.

3.1.3.2 In order to maintain the stability and character of the community, the redesignation of existing low density residential land uses to other higher density residential or commercial uses is strongly discouraged. Such redesignations are contrary to this Plan and would require an ARP amendment before proceeding.

3.1.3.3 Compatible and sensitive infill development, renovation, and rehabilitation are encouraged to ensure the continued renewal and vitality of the community.

3.1.3.4 Re-subdivision of existing lots should respect the general development and subdivision pattern of the adjacent area in terms of parcel size, dimensions, orientation, and the original subdivision plans which date to 1900-1910.

3.1.3.5 **Low/Medium Density Multi-Dwelling Residential (DC and RM-4)**

The Low/Medium Density Multi-Dwelling Residential Policy area is affirmed for the existing DC and RM-4 sites and is shown on Map 3. The intent is to accommodate the existing low profile, multi-family housing development in the community while providing the opportunity for a variety of compatible housing types in the low/medium density range to occur.

The existing Direct Control District (19Z88) is considered appropriate and provides for the development of four apartment units within the existing Parkhill School building, located at 3650 – 2 Street S.W. and was approved by Council on 1988 March 14.

3.1.3.6 In order to maintain the stability and character of the community, the redesignation of existing low/medium density multi-dwelling residential land uses to other higher density residential or commercial uses is strongly discouraged. Such designations are contrary to this Plan and would require an ARP amendment before proceeding.

3.1.3.7 Opportunities for new residential development on City-owned lands should be identified and pursued, where appropriate.

**3.1.4 Implementation**

To encourage new developments and additions/renovations which are sensitive to the existing scale and character of the community, the following guidelines are to be considered by the Approving Authorities in reviewing discretionary development applications.

3.1.4.1 **Residential Land Use Districts**

The land use districts which best reflect the intent of the residential land use policies are as follows:

Residential Land Use Policy	Land Use District
Low Density Residential– Conservation and Infill	· R-1 Residential Single-detached · R-2 Residential Low Density
Low/Medium Density Multi-Family	· RM-4 Residential Medium Density Multi-Dwelling · DC Direct Control

3.1.4.2 *Development in the Floodway, Flood Fringe Area*

*The provisions of the Land Use Bylaw with respect to Floodway, Flood Fringe and Overland Flow are to be adhered to for any new development or redevelopment.*  
**Bylaw 40P2008**

3.1.4.3 Architectural and Design Guidelines for Low Density Residential Conservation and Infill Development (R-1 and R-2)

- *All discretionary use development permit applications for low density residential will be evaluated according to the **Low Density Residential Housing Guidelines for Established Communities**, to ensure that new development/renovations are compatible with and respect existing development.*  
**Bylaw 40P2008**

- If an application departs from the **Low Density Residential Housing Guidelines for Established Communities** and the architectural and design guidelines contained herein, the applicant is required to demonstrate to the Approving Authority how the proposed development will not detract from existing development and will benefit the community.

Compatibility

- While recognizing the wide variety of architectural styles within Parkhill/Stanley Park, new development and renovations to existing development should respect/complement the existing massing, scale, rooflines, setbacks, and building orientation of the surrounding development in order to maintain the rhythm of the street (see Figure 4).
- New development or renovations to existing development on sloping sites must exercise particular sensitivity to adjacent properties.

**FIGURE 4 DEVELOPMENT SHOULD RESPECT THE EXISTING STREETScape**



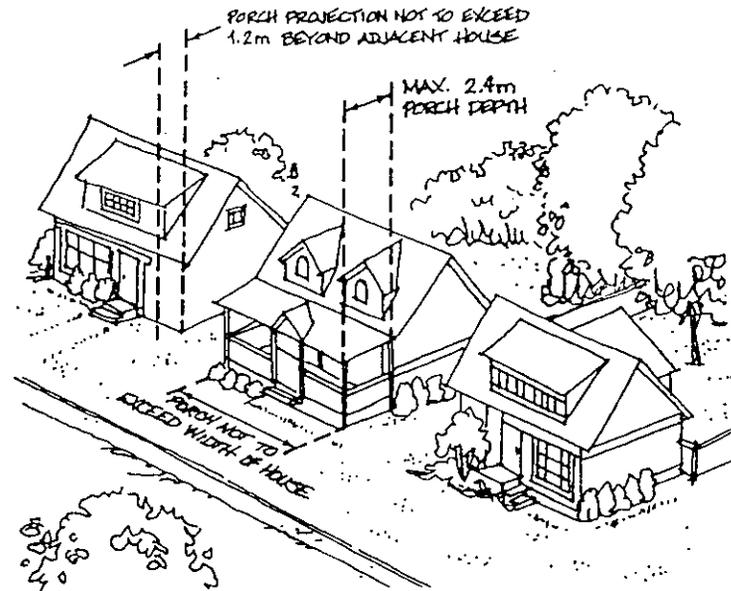
### Architectural Elements

- Architectural features such as front porches, or other similar elements which promote neighbourliness and street level activity/interaction are encouraged. Where a main floor front porch is provided and does not exceed the width of the residence nor a depth greater than 2.4 m (8.0 ft.), relaxations to the maximum site coverage requirements may be considered by the Approving Authority. The porch should generally not extend more than 1.2 m (4.0 ft.) in front of the adjacent home, as illustrated in Figure 5.
- Exterior finishing materials should complement those used in the surrounding area. Typical building materials may include horizontal siding, sand finished (smooth) stucco, and asphalt shingles and cedar shingles/shakes.
- Where possible, brick should be incorporated into the façade treatment of new development or renovations on 2 Street S.W., to complement the existing Parkhill School building.

### Landscaping

- Trees which are removed, should be replaced using the equivalent formula outlined in the Low Density Residential Housing Guidelines for Established Communities. However, where this replacement cannot be provided wholly or partially on site, replacement on the adjoining boulevard should be considered. To ensure that any proposed boulevard planting does not conflict with underground utility service, a line assignment from the Engineering and Environmental Services Department is

**FIGURE 5 PORCH DESIGN**



required. Any tree replacement program in this area should respect the minimum separation to utilities.

- Existing stone retaining walls should be retained, where possible. Where new retaining walls are required, they should be designed in a manner which is compatible with the streetscape, incorporated into the overall landscaping plan for the site, and constructed with natural facing materials (e.g., stone, brick, or wood). Plain concrete walls are strongly discouraged, or should be screened with perennial vines, shrubs, and trees. Retaining walls should be constructed on private property.

- Where similar conditions exist in the majority of nearby properties, the front yard should be defined at the sidewalk or property line with a hedge or fence constructed of natural materials. The use of natural vegetation is preferred over the use of fencing. Fences and hedges should be placed on the property line and not at the back of walk.

#### 3.1.4.4 Architectural and Design Guidelines for Low/Medium Density Multi-Family Development (RM-4)

##### Compatibility

- New multi-family residential development should be designed and sited in a manner which is compatible with the scale and character of the surrounding lower density residential neighbourhood.
- Larger multi-family residential projects should be designed to resemble a series of smaller projects through sensitive massing and site coverage, height transitions, articulation of the façade, rooflines, window treatment, and finishing materials which complement the surrounding low density residential character of the area. Monolithic, flat façade solutions are strongly discouraged.
- To minimize the impact on adjacent lower density residential development, multi-family residential development projects are encouraged to lower the eaveline below the permitted 9 m eaveline height on that side of the development which abuts lower density residential development. For example, where a proposed multi-family residential project abuts a neighbouring home(s) which is 6 m (19.7 ft.) or less in height, the development

should take place with the following building envelope. This envelope is formed by planes vertically extended 5.5 m (18.0 ft) in height from the side property lines and from that point, extending inwards and upwards at an angle of approximately 45 degrees to a point where the planes intersect but do not exceed 8.6 m (28.0 ft.) in height.

##### Family Orientation

- In new multi-family residential development, a minimum of 50 percent of the total number of dwelling units should contain two or more bedrooms, and these same units should have direct access to at grade amenity space.

##### Privacy

- New multi-family residential development should respect the privacy of adjacent residences through the careful placement and orientation of windows and above grade decks. High decks or balconies located on the second floor or higher should be avoided if they cause undue over-viewing problems to neighbouring properties. Where this is difficult to achieve, balconies should be designed with opaque side screens and railings.

##### Entry

- The primary entry to any multi-family residential development should be oriented to the front of the property, and prominent to the street. Side entries are strongly discouraged as primary entries.

### Corner Sites

- The design of any development on a corner site should reflect its dual frontage and incorporate elements such as window treatment, building projections, wrap-around verandas and decks, roof forms, or other architectural elements facing both the frontage and flankage roadways.
- Building setbacks should reflect the streetscape along both frontages.

### Parking

- The residential parking standards of the Land Use By-law should not be relaxed with respect to the provision of on-site parking, visitor or RV parking.
- To discourage additional on-street parking congestion and to facilitate parking for visitors, the following standards are encouraged:
  - 0.3 visitor parking spaces per dwelling unit, which is double the Land Use By-law standard of 0.15, should be provided in all multi-family residential projects;
  - the location of visitor areas should be clearly identified (e.g., signed) and easily accessed.
- To minimize the impact of large parking areas on adjacent residential development, parking for large multi-family residential projects should be located underground where possible.
- Where surface parking areas are provided and can be viewed from the street, these areas should be screened using a combination of landscaping and/or fencing. All landscaping

and/or fencing must be designed to allow for easy surveillance. Screening of surface parking areas should be located on private property.

- To minimize disruption to pedestrians, the streetscape, and vehicular traffic, parking must be accessed from the rear lane, except where there is no rear lane access or where the steepness of the lane makes access difficult.

### Landscaping

- Retention of existing vegetation, particularly large mature trees, is strongly encouraged and some planning relaxations to ensure existing trees are retained may be considered by the Approving Authority. Post and beam or other construction methods rather than foundation walls should be considered near existing trees.
- The landscaping requirements of the Land Use By-law with respect to multi-family residential development should not be relaxed.
- Garbage enclosures should be located to the rear of the development, and incorporated within the site development plan, screened, and designed in a manner which is compatible with the residential context.

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3.1.4.5 All City-owned land not required for road, utility, or park purposes should be made available for sale to the public. Prior to releasing lands for sale, City departments will define further needs/conditions. In addition, any small remnant, otherwise undevelopable parcels of City-owned land, deemed surplus to City needs, should be disposed of to adjacent owners (i.e., lease or sale).

## **3.2 Special Policy Area**

*In 2011, Council initiated an “Innovation Project” entitled the “Mission Road Main Street Innovation Project” that piloted the use of the National Charrette Institute Charrette Process and examined the potential use of a SmartCode form-based code for implementation. The process produced a very detailed concept plan for lands along Mission Road. Through detailed examination of possible implementation scenarios, it was determined that it was not possible to have mandatory requirements to build all aspects of the “charrette vision”. As a result, the policies below provide a framework to enable the vision to be implemented as a potential option, but not all elements are mandatory requirements.*

### **3.2.1 Introduction**

*The Special Policy Area applies to areas shown on Map 3. The intent is to provide for a Neighbourhood Activity Centre under the Municipal Development Plan with primarily multi-residential development and limited retail/commercial in a mixed use format as well as implementation that includes form based controls, a redesigned Mission Road right of way and allows for a design developed through the Mission Road Main Street Project, as directed by Council. In conjunction with this policy, a Direct Control District approach is considered appropriate to implement policy for these lands.*

#### **Bylaw 22P2017**

### **3.2.2 Form Based Controls**

*The form based controls contained in this policy are intended to provide direction to the Approving Authority in making decisions on Subdivision and Development Permits within the plan area. These*

*controls are to be read in conjunction with land use bylaw requirements.*

### **3.2.3 Special Policy Area Components**

*Regulating Plan*

*Form Based Controls*

*Illustrative Plan*

*Street Improvement Concept and Cross Sections*

### **3.2.4 Administration and Decision Making**

*The policies for this Special Policy Area are to be applied to subdivision applications and development permit applications for discretionary uses in the land use districts in effect. It is acknowledged that the policies cannot be applied in the consideration of permitted uses that comply with the Land Use Bylaw.*

*A subdivision or development permit application within this Special Policy Area shall be subject to the Land Use Bylaw. However, these policies shall be referred to and applied as determined appropriate by the Approving Authority in recognition that this is an Area Redevelopment Plan that provides the position of Council toward the subdivision and development of land within the Plan Area, and it may contain more detailed and exacting site specific standards than the Land Use Bylaw.*

*It is recognized that inconsistencies may arise between this policy and provisions of the Land Use Bylaw. If this occurs the Approving Authority shall consider granting a relaxation of the rules of the land use bylaw in favour of this policy, in accordance with the powers contained in the Land Use Bylaw or the Municipal Government Act, where the policy provides clear direction in support of the relaxation.*

**FIGURE 6 SPECIAL POLICY AREA REGULATING PLAN**

**3.2.5 Application**

Discretionary development shall comply generally with the Regulating Plan provided, with the exception of the site specific Direct Control District for 45 Mission Road SW which allows for commercial, residential or mixed-use development. In addition to Direct Control District rules for 45 Mission Road SW to guide the design of any residential development so that it may be adapted to allow for commercial or mixed-use development with commercial uses on the main floor closest to grade, consideration that the development will either comply or can be adapted to comply with the Alberta Building Code requirements for commercial changes of use is recommended at the Development Permit stage.

**Bylaw 22P2017**

**3.2.6 Form Based Controls**

Discretionary development permits shall comply with the Form Based Controls provided below.

Secondary Buildings (or mews) are an optional building form and are not required to be provided in conjunction with any other multi-residential or mixed-use development.

For the purposes of interpreting Figure 7, a mixed-use building may include an entirely residential building where the ground floor has been designed with a minimum floor to ceiling height of 4.5 metres and where it can be demonstrated that if the ground floor were to be converted to commercial use, that the development would be able to comply with the applicable Land Use Bylaw commercial parking requirements in force at the time of Development Permit approval. Despite compliance at the time of Development Permit approval, should the

**Figure 6 Special Policy Area Regulating Plan**



- Mission Road Form Based Regulation Area
- Common Space
- Primary Frontage
- Possible Shared Parking Entry
- Terminated Vista

Approved: Bylaw 20P94  
Amended: Bylaw 22P2017

ground floor be converted to commercial use in the future, the development will be subject to all applicable parking provisions of the Land Use Bylaw in force at the time of conversion.



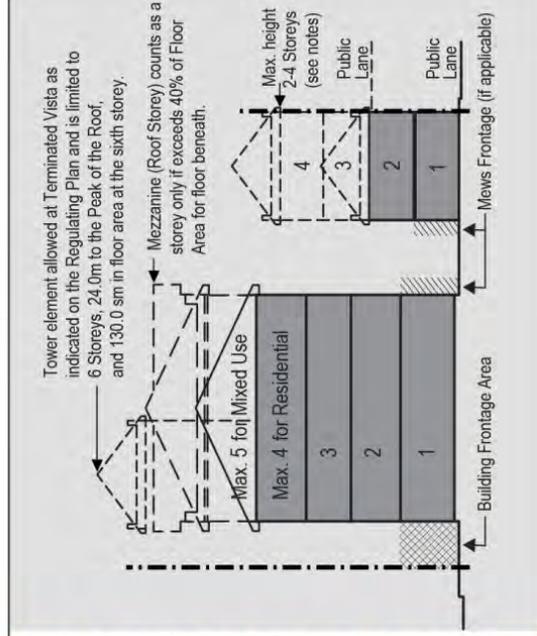
<b>PARCEL WIDTH</b>	6m min. 55m max.
<b>BUILDING DISPOSITION</b>	
Parcel Coverage	80% max
<b>Primary Buildings</b>	
Front Setback (P)	0m min. 4.0m max.
Front Setback (S)	0m min. 4.0m max.
Side Setback	0m. min. 7.0m max.(1)
Rear Setback	0.0m or 1.2m min.(2)
<b>Secondary Buildings</b>	
Building Area	within 12m of rear PL
Side Setback	0m min.
Rear Setback	0.0m or 1.2m min.(2)
<b>BUILDING HEIGHT</b>	
Principal Building - All Residential	4 stories max.
Principal Building - Mixed Use	5 stories max. (3)
Secondary Building	4 stories max. or ≤ Principal Building
<b>BUILDING FRONTAGES</b>	
Frontage Buildout	80% min at setback
Stoop	permitted
Common Entry	permitted
Shopfront	permitted
Gallery	permitted
Mews	permitted

- Buildings shall be connected at the side, to a minimum depth of 6.0m from the front facade unless:
  - where they abut another land use district, the side setback shall be a minimum 1.2m,
  - at a shared vehicular entrance as indicated on the regulating plan, the side setback shall be 0.0m-7.0m, or
  - on a corner location where the Front Setback (S) shall apply
- The setback from the rear property line shall be 0.0m where it abuts a lane, and 1.2m in all other instances.
- A sixth story is allowed at Terminated Vista locations as defined and limited on the table.

Graphics are illustrative only. Refer to metrics for setback and height information

### Building Heights

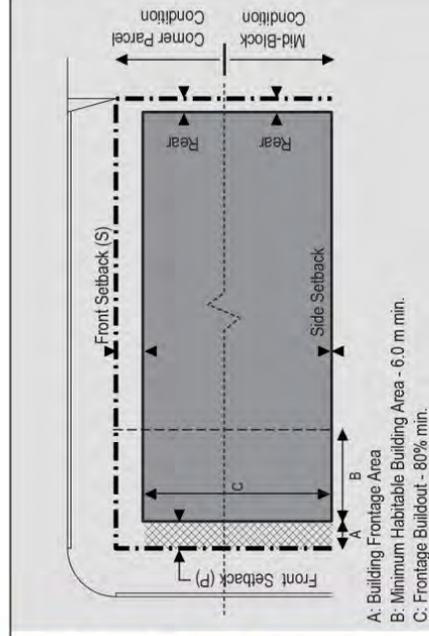
- The Secondary Building height shall not exceed that of the Principal Building, or extend higher than two stories from the adjacent lane.



- The Facades of Principal Buildings shall be distanced from the Parcel lines as shown.
- Facades shall be built along the Principal Frontage to the minimum specified width in the table.
- Parcel coverage by Building shall not exceed 80%.

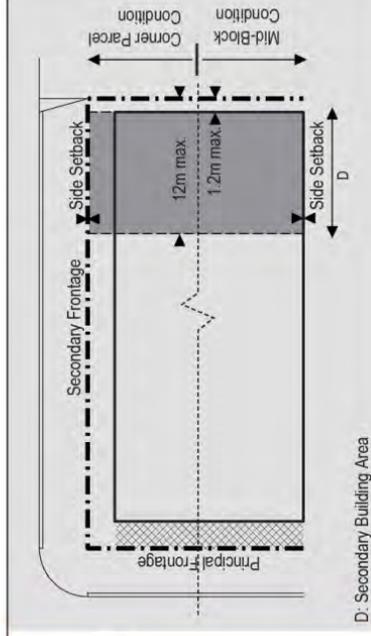
### Building Location

- The Facades of Principal Buildings shall be distanced from the Parcel lines as shown.
- Facades shall be built along the Principal Frontage to the minimum specified width in the table.
- Parcel coverage by Building shall not exceed 80%.



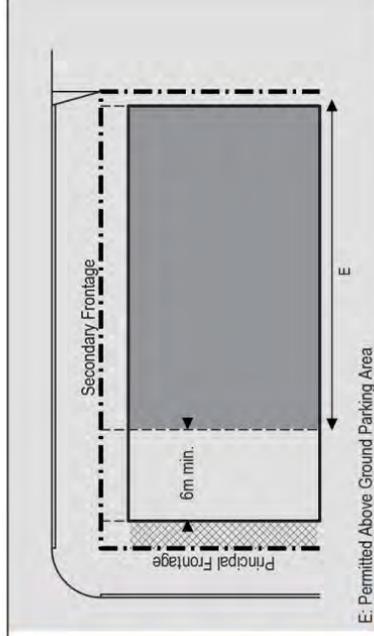
### Setbacks - Secondary Building

- The Facades of the Secondary Building shall be distanced from the Parcel lines as shown.



### Parking Location (Section 17)

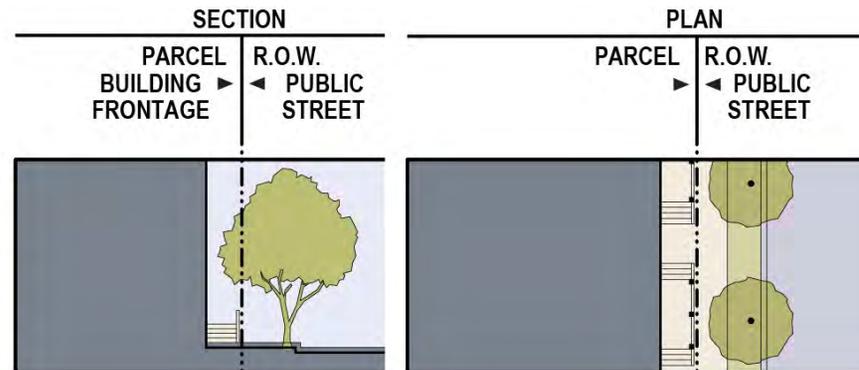
- All above-grade off-street parking shall be located a minimum of 6.0m from the front facade of a Principal Building.
- Underground parking may be built up to the Frontage Line
- Underground parking may be raised no more than 1.2m at the Front Facade.
- Trash containers shall be stored within Permitted Parking Area



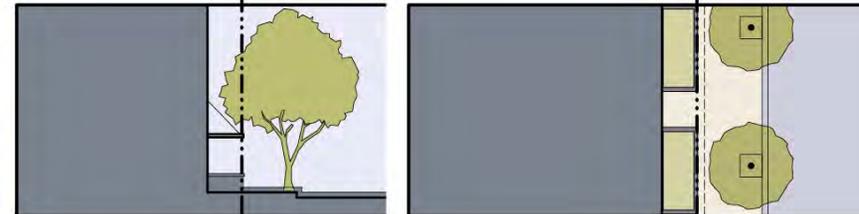
**FIGURE 7 FORM BASED CONTROLS**

**FIGURE 7 FORM BASED CONTROLS**  
*cont'd*

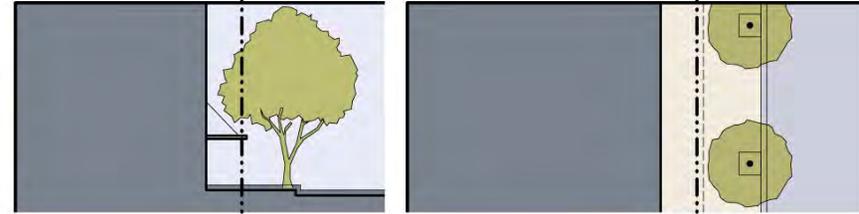
**a. Stoop:** A Building Frontage wherein the facade is aligned close to the frontage line with the first story elevated from the sidewalk sufficiently to secure privacy for the windows. The primary building entrance is provided through an exterior stair and landing. Stoops are typical for access to individual residential units.



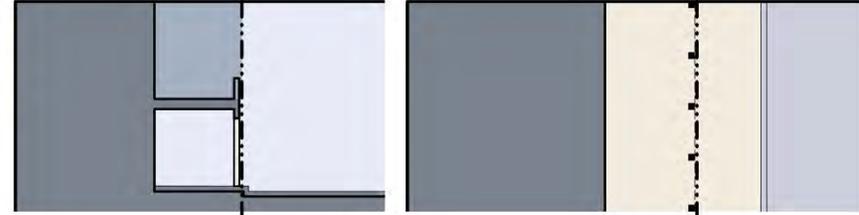
**b. Common Entry:** A Building Frontage wherein the facade is aligned close to the frontage line with the building entrance at sidewalk grade allowing shared entry to a multi-unit residential or office building. The setback area may be defined by a shallow planter at grade or raised, or may be contiguous paving.



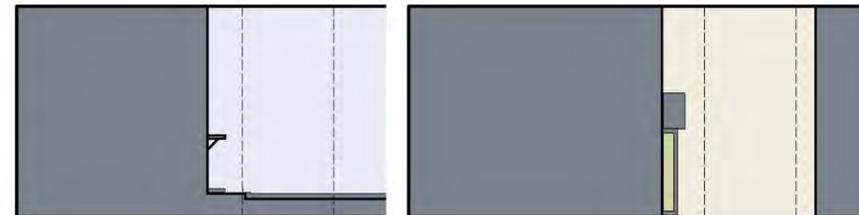
**c. Shopfront:** A Building Frontage wherein the facade is aligned close to the Frontage Line with the Building entrance at sidewalk grade. This type is conventional for retail and restaurant use. It has a substantial glazing on the sidewalk level and may have an awning that overlaps the sidewalk.



**d. Gallery:** A Building Frontage wherein the facade is aligned close to the frontage line with an attached cantilevered shed or a lightweight colonnade overlapping the sidewalk or paved setback area. The building facade is configured as a Shopfront or Common Entry.



**e. Mews:** A Building Frontage wherein the facade of a Secondary Building or the rear facade of a Principal Building allows for a mixture of Building Frontages, Land Uses, and Private Garages facing a public or private lane configured as a secondary street with the paved area serving as a shared access for vehicles and pedestrians.



### 3.2.7 Illustrative Plan

FIGURE 8 ILLUSTRATIVE PLAN

This plan is for illustrative purposes only and is intended to capture the concept as envisioned via the design Charrette.



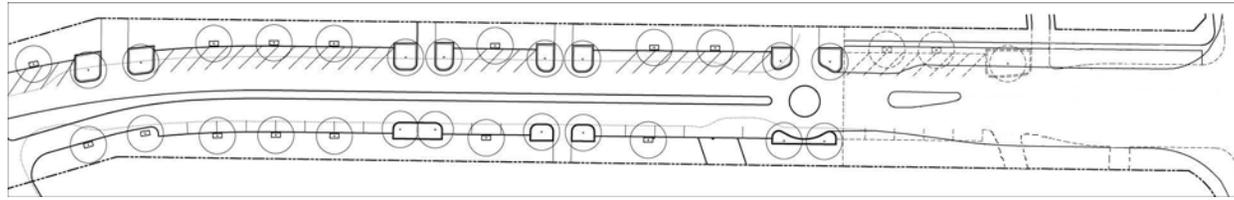
### **3.2.8 Street Improvement Concept**

*The following is illustrative of a street improvement that significantly improves the functioning of the area should commercial uses be included at the ground floor level. The design improves walkability of the street in support of mixed-use development by providing pedestrian access to the development as well as to increase on-street parking provision. The street improvement is not required with redevelopment but can be pursued at the option and expense of future developers/applicants in conjunction with a development permit application.*

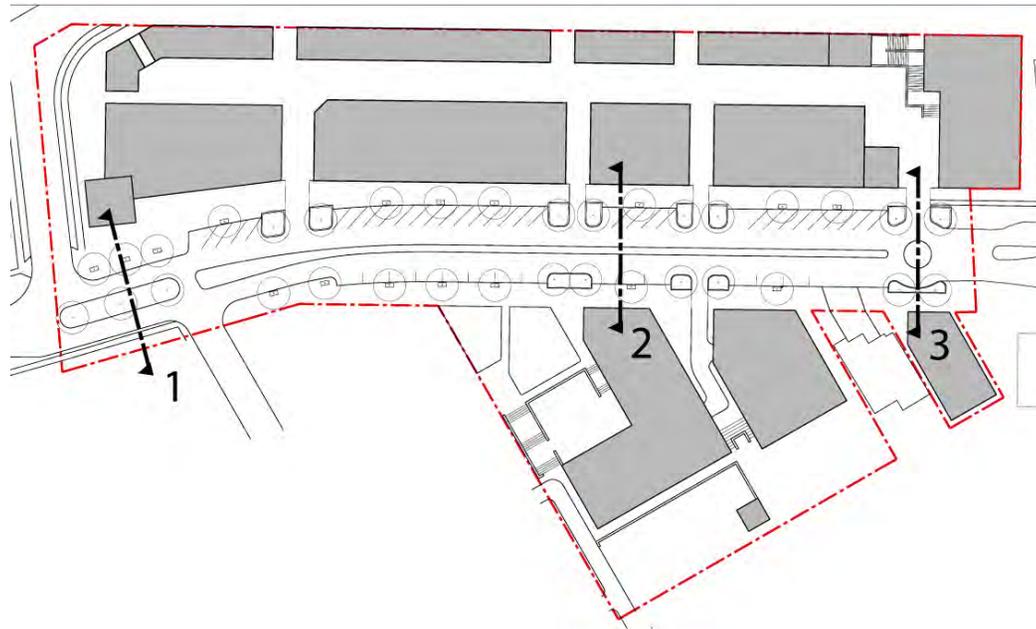
*Figures 9, 10 and 11 are not engineered plans, but a concept only. The final design still requires detailed engineering and costing. Should a future developer/applicant propose to construct such street improvements in whole or in part, engineering requirements, costing and financing arrangements shall be resolved and where required, financial obligations secured for prior to approval of a development permit. Potential changes to the streetscape concept may occur in the following areas:*

- *Street parking orientation on North side may be converted from reverse drive-in to forward drive-in*
- *Street trees may not be accommodated unless utilities relocated, some upgrades are required but it is not certain if all can be moved to make room*
- *The central circular median button at the east end may be eliminated or reduced in size, roundabout/turn around functions may not be available and may impact commercial viability on north side of Mission Rd*
- *Adjustments to cross-sections and dimensions will be required to accommodate appropriate bike lanes on both sides of street. Sidewalk and median widths may be reduced.*
- *Width of driveway central access points will need to be increased to allow appropriate vehicle movement in and out of the development sites. Curb return bulbs will also require adjustment for similar reasons and may be substantially reduced in size or eliminated. This may decrease overall parking provision and require limitations on the amount of commercial development. Tree planting may not be possible in this location, even if utility relocation was addressed.*

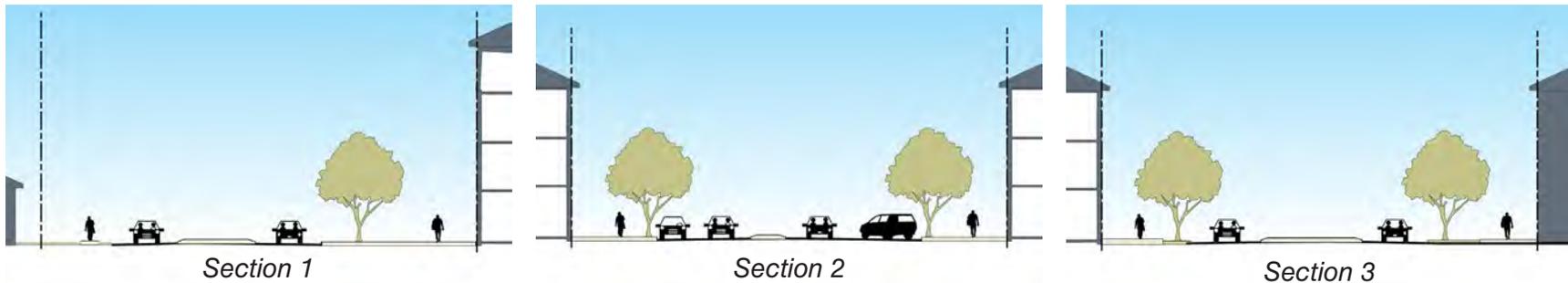
**FIGURE 9 STREET IMPROVEMENT CONCEPT**



**FIGURE 10 CROSS SECTION KEY PLAN**



**FIGURE 11 STREET IMPROVEMENT CONCEPT CROSS SECTIONS**



### 3.2.9 Vehicular Access, Parking and Comprehensive Development

- *To minimize disruptions to the public sidewalk, the streetscape and to vehicular traffic flow on Mission Road SW, parking for properties on Mission Road SW should be accessed from the lane, except where there is no lane or where the grade of the lane makes lane access impractical. Where lane access is deemed impractical by the Director, Transportation Planning, vehicular access to new multi-residential development should then be considered from the side streets and finally, where there is no other practical alternative, from Mission Road SW as per Figure 6: Special Policy Area Regulating Plan.*
- *Any proposed access to Mission Road SW should be shared with adjacent development parcels to minimize the number of driveways and to provide for comprehensive development as per Figure 6: Special Policy Area Regulating Plan. Other technical conditions such as driveway spacing would apply.*
- *Surface or visible parking is discouraged. All parking should be located within buildings. Portions of parkades above grade should be screened with landscaping. Surface parking areas that can be viewed from the street are not allowed.*
- *Parkade entrances should not face Mission Road SW. Parkade entrances should be located on the rear or side façades of buildings and accessed from the lane or a private internal access road. Where this is not feasible for physical site constraints, parkade entrances*

*should be designed to accommodate safe pedestrian movements including physical design features that create a pleasant walking environment.*

- *Waste and recycling enclosures should be located adjacent to rear lanes or within the building in order to minimize negative visual impact. Where this is not feasible, waste and recycling enclosures should be located away from critical view points (e.g. Mission Road SW) and screened in a manner which is compatible with the residential context*

**Bylaw 3P2012**

### 3.3 Commercial Land Use

#### 3.3.1 Context

The only major commercial area located in the Parkhill/Stanley Park study area is located along the eastern edge of the community adjacent to Macleod Trail. It extends from 34 Avenue to 45 Avenue, and forms part of the larger Macleod Trail commercial strip. Development within the area consists primarily of auto-oriented commercial uses (e.g., automotive sales and service), together with some retail and restaurant uses. These uses generally serve a regional market and to a lesser extent, provide some services to the local community.

Some of the planning issues/concerns identified by the residential community include the impacts of commercial development (e.g., building height, overshadowing); the associated parking, lighting, and signage; pedestrian safety; and the impacts of commercial traffic on the adjacent residential community. In addition, the community indicated that further commercial expansion into the adjacent residential area should be strongly discouraged in all areas of the community in order to maintain community stability. Therefore, no expansion beyond the existing commercial area is proposed, *except for the Special Policy Area.*

#### **Bylaw 3P2012**

Other issues identified by the business community include taxation and the viability of the commercial lands on the west side of Macleod Trail given site constraints (i.e., grade difference, lot depth).

In view of the proximity of the commercial uses to the residential community, future development

along the Macleod Trail commercial strip will have to address commercial/residential interface issues. Where appropriate, consideration should also be given to the incorporation of retail/commercial uses into new commercial development, to serve the local community. A more attractive public environment along Macleod Trail is also proposed.

#### 3.3.2 Objectives

- 3.3.2.1 To establish the role and boundaries of commercial areas within the community.
- 3.3.2.2 To ensure the viability and economic health of the Macleod Trail commercial strip.
- 3.3.2.3 To provide for a form of development that is compatible in character, scale, and function to the Macleod Trail edge to the east and to the residential area to the west.
- 3.3.2.4 To encourage land uses that promote LRT ridership.
- 3.3.2.5 To encourage, where appropriate, commercial retail activity at grade within new commercial development along Macleod Trail and which may provide goods and services to the local community.
- 3.3.2.6 To ensure that new development or the expansion of existing development on commercial sites will not cause undue negative traffic and parking impacts on the adjacent residential area.
- 3.3.2.7 To improve the commercial environment along Macleod Trail, through the use of landscaping, screening and improved pedestrian linkages to the community.
- 3.3.2.8 To encourage a cooperative working relationship between the residential and business community in the future development of Parkhill/Stanley Park.

3.3.2.9 To assist the Approving Authorities, and the Parkhill/Stanley Park community in reviewing commercial subdivision, land use redesignations, and development proposals.

**3.3.3 Policy**

3.3.3.1 The land use policy for Macleod Trail supports regional auto and general commercial development. Auto-oriented uses which normally involve extensive front yard parking and access are considered appropriate in this location. The area subject to the regional auto and general commercial land use policies is identified in Map 6.

In the long term, mixed use projects (residential/commercial) fronting Macleod Trail and containing office, at-grade retail/commercial, and a residential component are encouraged, consistent with the recommendations of the LRT South Corridor Land Use Study. If mixed use development is contemplated adjacent to Macleod Trail, noise attenuation for residential units should be provided through the use of architectural attenuation techniques, the orientation of units and appropriate landscaping.

3.3.3.2 The incorporation of commercial retail and personal services uses within new commercial development to serve the local community is encouraged.

3.3.3.3 To limit the impact of commercial development on the adjacent residential area, commercial development should be oriented to the Macleod Trail frontage and not the residential avenues, *except for the Special Policy Area.*

**Bylaw 3P2012**

3.3.3.4 The further westward expansion of commercial development into the adjacent residential area is strongly discouraged and would require an amendment to this ARP.

3.3.3.5 In order to preserve the long term strategic land use objectives as approved in the LRT South Corridor Land Use Study, the C-3 District with a 30 m maximum height limit should be retained along Macleod Trail. However, applicants will be required to demonstrate that any proposed commercial development will not adversely impact adjacent residential development (i.e., maximize sunlight penetration to residences, privacy, overlooking). In order to minimize the impact of a commercial building (i.e., height and mass) on the adjacent residential lands, design techniques, such as terracing on the west face of the commercial building elevation, should be utilized. Particular sensitivity must be exercised in building design for those properties located between 41 Avenue and 43 Avenue where there is no escarpment.

3.3.3.6 In accordance with the recommendations of the LRT South Corridor Land Use Study, City Council may consider a residential density bonus for mixed-use projects only (residential and commercial) on specific parcels of land and up to the following limits:

3.5 F.A.R. for those commercially designated lands located between Mission Road S.W. and 38 Avenue S.W. and between 41 Avenue S.W. and 43 Avenue S.W.

4.0 F.A.R. for those commercially designated lands located between 38 Avenue S.W. and 41 Avenue S.W.

Applicants requesting an increased F.A.R. pursuant to this policy, will be required to submit an owner-initiated Direct Control (DC) District. However, an amendment to the ARP will not be required.

3.3.3.7 A comprehensive development which includes land parcels on both sides of the laneway (ROW) may be considered for those lands located between Macleod Trail and Stanley Road and between 38A Avenue S.W. and 42 Avenue S.W. Where a comprehensive development is proposed, applicants will be required to submit an owner initiated Direct Control (DC) District. Integration of the laneway (ROW) or the airspace over the laneway (ROW) within the proposed development may only be considered on a comprehensive block by block basis and subject to negotiations with the City.

3.3.3.8 The Planning & Building Department will assist the businesses adjacent to Macleod Trail and in the general area of Parkhill/Stanley Park, in establishing a Business Revitalization Zone (BRZ). A BRZ could be used as a tool to promote the identity, vitality and economic health of the area.

**3.3.4 Implementation**

To encourage new commercial developments which are compatible with the function of Macleod Trail and sensitive to the scale and character of the adjacent residential community, the following guidelines are to be considered by the Approving Authorities in reviewing discretionary development applications.

3.3.4.1 Commercial Land Use Districts

The land use district which best reflects the intent of the commercial land use policies is as follows:

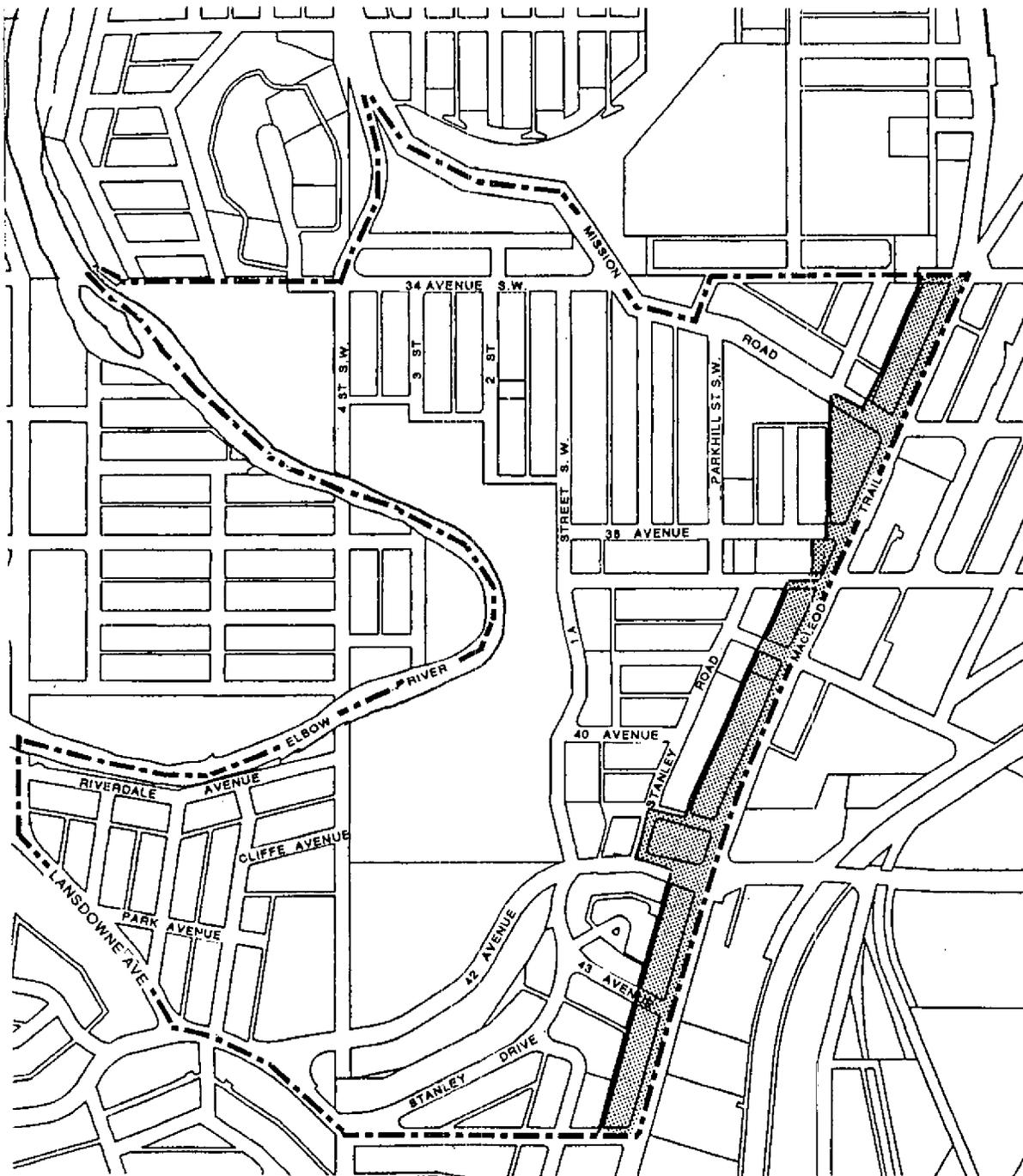
Commercial Land Use Policy	Land Use District
Regional Auto / General Commercial	C-3(30) General Commercial

The existing Direct Control District, located at 3551 Macleod Trail S. (By-law 33Z92) is to be retained. The DC District accommodates an ancillary surface parking lot only to the automobile dealership located at 3615 Macleod Trail S.W.

3.3.4.2 Architectural and Design Guidelines for Regional Auto and General Commercial Development

Land Use

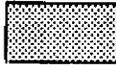
- Applicants are encouraged to design new development projects to accommodate some locally oriented retail and personal services uses (i.e., drycleaners, convenience store).



**PARKHILL/  
STANLEY PARK** **MAP  
6**

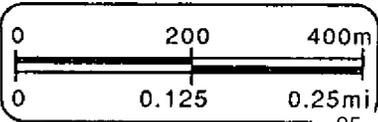
**TITLE** COMMERCIAL  
AREA BOUNDARY

**LEGEND**

-  COMMERCIAL AREA
-  STUDY AREA BOUNDARY

**DATE**  
JANUARY 1994

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



### Compatibility

- The use, building form, height, materials, and orientation of new commercial developments should be generally compatible with the character and scale of adjacent residential development. The privacy and amenity value of adjacent homes to the west should be respected by minimizing overlooking and overshadowing.
- The orientation of commercial development should be towards the Macleod Trail frontage and not towards the residential avenues in order to limit the impact of commercial development on the adjacent residential areas.
- The transition between residential and commercial land uses should be improved through building design, scale and landscaping (i.e., terracing on the west face of the commercial building elevation).
- Where retaining walls are required, the materials used should be permanent, high quality, attractive, and low maintenance.
- Where retaining walls are not required, undeveloped sloping lands should be planted to improve the appearance of the land and help stabilize the soil.
- Mechanical equipment should be screened and integrated into the overall design of the development to minimize the impact on the adjacent residential area.

### Comprehensive Development

- Where an application is made for a comprehensive development pursuant to Policy 3.2.3.7, the residential component should be oriented towards the residential community. The residential component is to be of a design and scale which is compatible with the residential development on the west side of Stanley Road. The commercial component as well as its access should be oriented toward the Macleod Trail frontage and not be allowed to encroach onto residential lands located west of the laneway (ROW). Due to the continuous parcel frontage, building design and siting should attempt to minimize the impact of the proposed development by breaking up any “wall effect” and by providing views through from Stanley Road to Macleod Trail.
- For comprehensive mixed-use projects only, a parking relaxation may be considered where the applicant can demonstrate that the proposed project is supportive and capable of enhancing LRT ridership and will not negatively impact the adjacent residential community (e.g., overspill parking, use of residential lands for commercial parking), to the satisfaction of the Approving Authority.

### Commercial Servicing

In order to limit the impact of commercial servicing (e.g., loading, garbage collection) on adjacent residential areas, the following guidelines are suggested:

- Where possible, loading and garbage enclosures should not be located immediately adjacent to residential properties, or encroach on pedestrian rights-of-way. All commercial servicing areas should be visually screened from residential areas.
- Garbage enclosures should be fully enclosed, where possible, and designed as an integral part of the development.

### Parking/Access

- In order to control overspill parking in adjacent residential areas, adequate parking, including staff parking, must be provided on site. No relaxation to the commercial parking standards of the Land Use By-law should be permitted by the Approving Authority, except as provided for comprehensive mixed use projects only (on page 14). Staff parking should be clearly identified on the development permit application and identified by signage on-site. Applicants should consider the parking impact of a proposed development on adjacent residential areas as well as on existing and future commercial neighbours and consider methods to minimize the impact (e.g., underground parking).
- Parking should be located underground, where possible. Where this is not feasible, surface parking shall be visually screened through the use of high quality landscaping and fencing. All fencing materials must be low maintenance, attractive, and durable.

- Parking areas should be designed in a manner that complements the site, provides clear and easy access, and discourages overspill parking onto the residential streets.
- Access to commercial sites should be from Macleod Trail and not the lane west of Macleod Trail.
- New commercial developments should incorporate safe, visible, and clear access for pedestrians and cyclists, where there are adjacent sidewalks.

### Signs

- To improve the commercial environment and to ensure visibility for safe access onto Macleod Trail, the following sign guidelines, in addition to those in the Land Use By-law, are proposed.
- To maintain the residential quality of the community, signs should not be permitted on the west face of commercial development.
- Any light source should be located and directed away from adjacent residential development.
- Signs should be carefully designed to be attractive, durable, of low maintenance, and compatible with the scale and style of the building.
- Signs, including temporary signs, should not be located within the corner visibility triangle at driveways.
- Roof signs should be architecturally integrated into the design of the building and should not be viewed from a residential area.

- The maximum height of a freestanding sign as set out for commercial districts in the Land Use By-law should not be relaxed.
- Temporary messages should be presented in the form of a permanent structure. Where the addition of a permanent structure, within which temporary messages are presented, would result in site signage exceeding the allowance in the Land Use By-law, the Approving Authority is encouraged to consider a relaxation of the Land Use By-law, recognizing the resultant benefits of reduced temporary signs on the streetscape and site.
- No signs, including temporary signs, should be allowed on public property including a boulevard, without a permit where one is required.

#### Landscaping

- High quality landscaping and lighting should be provided in all new commercial development in order to create a more attractive environment along Macleod Trail. Landscaping should emphasize a variety of plantings.
- The minimum standards for landscaping and screening as set out for commercial districts in the Land Use By-law should be applied by the Development Officer when dealing with development permit applications. In particular, commercial frontages along Macleod Trail should be provided with low level screening and/or landscaping to a depth of two metres, in accordance with the minimum requirements of the Land Use By-law.

#### Environmental Assessment

- Upon redevelopment, an environmental assessment, prepared by a qualified consultant, may be requested to be submitted pursuant to the Land Use Redesignation and the Development Permit Process for any site where potential contamination has been suspected or identified. This assessment will be forwarded to Alberta Environmental Protection and Calgary Health Services for their review and comments, in order to ensure that the redevelopment of the site is suitable for the intended use.

### **3.4 Heritage Conservation**

#### **3.4.1 Context**

There are currently no designated Provincial Historic sites within the community. However, there are five potential heritage sites considered to be of municipal interest. The sites and their location are identified in the background section of this Plan.

#### **3.4.2 Heritage Objectives**

- 3.4.2.1 To preserve historically significant resources, including the associated landscape.
- 3.4.2.2 To encourage the conservation of the community's heritage resources, including native and designed landscapes, through sensitive renovation and adaptive re-use.

#### **3.4.3 Policies**

- 3.4.3.1 The City of Calgary Heritage Advisory Board and the Administration should encourage the conservation of significant heritage resources in the community.
- 3.4.3.2 Additions and alterations to potential heritage structures or their associated landscapes should be evaluated in terms of the specific styles and details dictated by the character of the heritage structure.
- 3.4.3.3 Renovation and new construction adjacent to potential heritage resources should be designed and sited to respect the character of the adjacent development.

### **3.4.4 Implementation**

To implement the heritage conservation policies, the following guidelines and actions are required.

- 3.4.4.1 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 encouraging the designation of significant heritage resources.
- 3.4.4.2 Potential heritage structures should be maintained and/or renovated in a manner consistent with the original character.
- 3.4.4.3 The Community Association, in consultation with the Planning & Building Department, should continue to identify heritage landmarks within the community.

## **3.5 Institutional**

### **3.5.1 Context**

There is currently one institutional use in the community, a religious assembly, located north of Mission Road and east of 34 Avenue S.W. The main issue associated with the current institutional use relates to overspill parking onto residential streets. Potential traffic infiltration and parking problems in the surrounding residential area resulting from any expansion/redevelopment of this facility or from a new institutional development should be addressed at the land use redesignation or the development permit stage.

### **3.5.2 Objectives**

- 3.5.2.1 To accommodate the existing institutional facility in a manner that would ensure its compatibility with the community.
- 3.5.2.2 To ensure that any future expansion of the existing facility or new institutional uses will not negatively affect the neighbourhood quality or amenities.

### **3.5.3 Policies**

- 3.5.3.1 The current land use designation is considered appropriate to accommodate the existing institutional use in the area. However, should a proposal be made to expand the existing use beyond the boundaries of the current site, it is suggested that an owner-initiated Direct Control (DC) District be utilized, to facilitate the expansion and ensure consistency with the development guidelines contained herein.

- 3.5.3.2 The existing institutional development should be encouraged to explore ways to accommodate their staff and visitor parking requirements on site, in order to minimize overspill parking from occurring in the adjacent residential areas.

- 3.5.3.3 Any future expansion to the existing institutional facility or development of new institutional uses should be compatible with the neighbouring uses, in terms of building character, scale, and traffic generation.

### **3.5.4 Implementation**

- 3.5.4.1 The following development guidelines should be considered during the land use designation or development stage for new or expanded institutional uses:

- (a) the use, building form, height, and orientation should respect the privacy, character and scale of adjacent residential development;
- (b) a development level should be determined that can be supported by the transportation system and not cause overspill parking or traffic congestion, or is inconsistent with the residential context;
- (c) no relaxation to the institution parking standards of the Land Use By-law should be permitted by the Approving Authorities in order to control overspill parking. All required parking, including staff parking, must be provided on site; and
- (d) mature trees and any on-site natural topographic features that contribute to the quality of the environment should be preserved.

## **3.6 Open Space and Community Facilities**

### **3.6.1 Regional Open Space Context**

Parkhill/Stanley Park is well served by regional and local open space and community facilities. The community is also endowed with the unique natural feature of the Parkhill Escarpment.

Stanley Park, a regional recreational facility comprising approximately 20.13 ha (49.7 acres) of land, is located on the south and east sides of a bend in the Elbow River. A west facing escarpment rises sharply above the river on the northwest side of the park to 1A Street.

The location of the park within the Elbow River floodplain provides for a diverse environment, with the Elbow River being the dominant natural feature. Stanley Park provides for both passive and active recreational opportunities: the active play areas are generally located in the centre of the park, while the natural areas are located along the river and escarpment. Existing recreational facilities include swimming pools, pathways, riverfront park and picnic area, a recreation centre, lawn bowling, field hockey, tennis courts, a ball diamond, a playground, and the Elboya Community Association building.

The Stanley Park Master Plan (as amended) was adopted by Council on 1986 December 01. Subsequently a report entitled the Heritage Escarpment Implementation Plan was approved by Council's Standing Committee on Community Services in May 1992.

The Calgary Urban Park Master Plan was approved by City Council on 1994 March 7. Recommendations affecting Parkhill/Stanley

Park are contained in the Elbow River-Glenmore Reservoir planning segment.

### **3.6.2 Regional Open Space Objectives**

**3.6.2.1** To implement the relevant recommendation of the Stanley Park Master Plan, the Heritage Escarpment Implementation Plan, and the Calgary Urban Park Master Plan, as budget constraints permit.

**3.6.1.2** To retain and enhance the character and environmental quality of the river setting of Stanley Park.

**3.6.1.3** To respond to changing and increasing recreational needs, in consultation with the affected communities.

**3.6.1.4** To minimize the negative impact of traffic, access, and parking associated with Stanley Park on the surrounding residential areas.

**3.6.1.5** To create safe and improved pedestrian/bicycle linkages to parks and open spaces within the community and to adjacent communities.

**3.6.1.6** To work cooperatively with the Parkhill/Stanley Park community, to preserve and regenerate existing natural areas (ecologically and environmentally sensitive areas), such as the Parkhill escarpment.

### **3.6.3 Policies**

- 3.6.3.1 Stanley Park should continue to provide active and passive recreational areas.
- 3.6.3.2 Portions of the Parkhill Escarpment which are identified on Map 7 as natural areas, should be preserved and regenerated.
- 3.6.3.3 Any development in areas identified on Map 7 as natural areas should be guided by the Stanley Park Master Plan, the Heritage Escarpment Implementation Plan, and the Calgary Urban Park Master Plan and consistent with the intent of preserving the natural character of these areas.
- 3.6.3.4 The Southern Alberta Pioneers' Foundation lease area shall not be expanded beyond that outlined in the lease agreement, dated 1990 July 1, between the City and the Foundation.
- 3.6.3.5 The development of a future parking lot for the Southern Alberta Pioneers' Foundation shall be undertaken in a manner consistent with the lease agreement and in consultation with the Parkhill/Stanley Park Community Association. The location and design should attempt to minimize the impact of a parking lot on adjacent open space (Lindsay's Folly Park) and residential development.
- 3.6.3.6 The Engineering and Environmental Services Department should continue to monitor the slope stability of the Parkhill Escarpment and in consultation with the Calgary Parks & Recreation Department and the Parkhill/Stanley Park Community Association, implement any remedial work considered necessary to maintain slope stability.

### **3.6.4 Implementation**

To implement the policies related to regional open space and facilities, the following action should be undertaken:

- 3.6.4.1 Calgary Parks & Recreation Department, in consultation with the affected communities, shall implement the relevant recommendations of the Stanley Park Master Plan, and the Calgary Urban Park Master Plan through the annual budgeting process.

### **3.6.5 Local Open Space Context**

The Parkhill/Stanley Park community is provided with 3.66 ha (9.0 acres) of local open space. The community's local open space complement consists of the Community Hall site at Stanley Road and 40 Avenue; Princess Obolensky Park at 36 Avenue S.W. and 4 Street; the Lansdowne neighbourhood park at Lansdowne Avenue S.W. and 5 Street; a roadway boulevard island at Stanley Place S.W.; two roadway greens/natural buffers located on the northeast corner of 34 Avenue and 4 Street and the northwest corner of 34 Avenue and Mission Road; the natural open space at Mission Road S.W., north of 33 Avenue and 2 Street; and a municipal reserve parcel on a closed portion of 34 Avenue, east of Erlton Court. All local open space, with the exception of the natural area park located adjacent to Mission Road S.W. and the roadway greens (natural buffers), represents functional open space. Functional open space is considered to provide for both active and passive recreational opportunities while non-functional open space provides for buffers, visual relief, or roadway green.

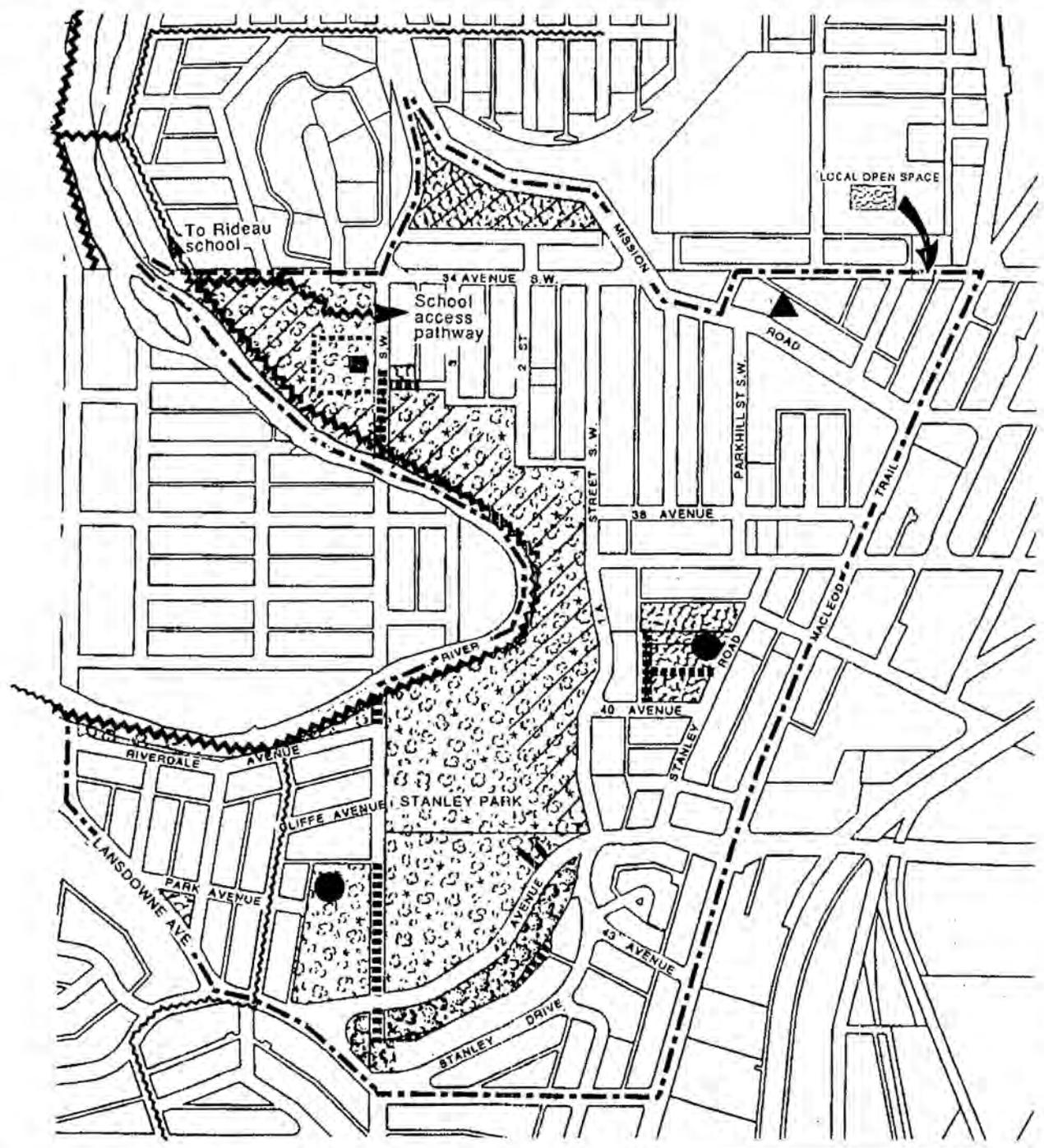
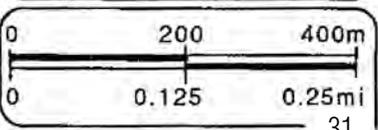
**PARKHILL/  
STANLEY PARK  
ARP REVIEW** MAP  
7

**TITLE**  
PARKS, OPEN SPACE &  
COMMUNITY FACILITIES

- LEGEND**
-  LOCAL OPEN SPACE
  -  REGIONAL OPEN SPACE
  -  NATURAL AREA
  -  ROADWAY GREEN / NATURAL BUFFER
  -  OFF-STREET PATHWAY
  -  ON-STREET BIKEWAY
  -  CHURCH
  -  COMMUNITY HALL
  -  SOUTHERN ALBERTA PIONEER FOUNDATION "MEMORIAL" BUILDING
  -  SOUTHERN ALBERTA PIONEER FOUNDATION LEASE AREA (approximate)
  -  STANLEY PARK ENTRANCE IMPROVEMENT
  -  PROPOSED ROAD/LANE CLOSURES

**DATE**  
JANUARY 1994

 THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



### **3.6.6 Local Open Space Objectives**

- 3.6.6.1 To ensure an appropriate level of open space and facilities commensurate with City standards is maintained.
- 3.6.6.2 To maintain the quality of existing community open space and recreation facilities, and encourage better utilization of available resources within the community.
- 3.6.6.3 To improve residents' recreational opportunities through appropriate programming and improvements to the existing open space and community facilities, where appropriate.
- 3.6.6.4 To enhance community streetscapes by maintaining, revitalizing, augmenting, and, where necessary, replacing the existing mature vegetation.
- 3.6.6.5 To protect and preserve ecologically and environmentally sensitive areas for the benefit of residents.

### **3.6.7 Policies**

- 3.6.7.1 The lands (on the top of the escarpment) within Stanley Park and immediately adjacent to 36 Avenue S.W./2nd Street and 37 Avenue S.W./1A Street should continue to be used for passive recreation and local use, consistent with the recommendations of the Stanley Park Master Plan.
- 3.6.7.2 Portions of undeveloped road/lane rights-of-way located within and adjacent to Stanley Park and the Parkhill/Stanley Park Community Hall site should be formally closed and form part of the adjacent open space, to reflect their existing and future use as open space (Map 7).

3.6.7.3 Calgary Parks & Recreation, Calgary Electric System, Engineering and Environmental Services and the Transportation Departments, in consultation with the Community Association, should review the feasibility of closing a portion of the lane ROW, adjacent to the Community Hall site north of 40 Avenue, and relocating the utility poles. If feasible, the closed portion of lane could form part of the adjacent open space in order to facilitate the layout of playing fields (see Map 7).

3.6.7.4 An all-weather pedestrian pathway, appropriate for children, is recognized as an essential connection from the Parkhill/Stanley Park community to the Rideau Park Elementary/Junior High School, and is shown on Map 7.

3.6.7.5 The open space parcel located south of Mission Road S.W., and east of 4 Street should be retained in its existing natural state. Consideration of any future development (e.g., provision of walking trails and sitting areas) should be consistent with the intent of preserving the natural character of the area.

3.6.7.6 Calgary Parks & Recreation should continue to encourage partnership between the public, private, and volunteer agencies in the planning, development, provision, and maintenance of park facilities and leisure programs. Programs related to development of community support/self-help, volunteer, and community leadership skills to facilitate an increased public participation and community initiative in the delivery and maintenance of park services and programs will be actively promoted. In particular, programs such as "Greening of Calgary," "Adopt-a-Park," "Adopt-a-Tree," and the "Planting Incentive Program" that would assist the community in preserving its

valuable assets and enhancing the attractiveness of the neighbourhood, should be emphasized.

3.6.77 In accordance with the intent of the Urban Forest Management Policy, the City, in cooperation with the community, should develop a program of landscaping and planting improvements with respect to both roadway and public open spaces (e.g., park, tot lots, pathways) to preserve, enhance, and where necessary, replace the existing mature vegetation. The location and type of planting should provide protection from winter winds, shade in the summer, as well as compatibility with the character of the community. A diversity of tree species is encouraged.

### 3.6.8 Implementation

To implement and complement policies related to local open space and community facilities, the following action should be undertaken:

3.6.8.1 The Administration should initiate a road/lane closure by-law(s) to formally close portions of undeveloped road/lane right-of-way within or adjacent to Stanley Park and the Parkhill/Stanley Park Community Hall site. Once closed, these lands will form part of the adjacent open space. The proposed closures and any improvements should be undertaken, within the normal budgetary process. The closed roads would retain the adjacent PE land use designation.

3.6.8.2 The Administration, in consultation with the Community Association, should initiate a road closure by-law for the easterly and excess portion of the laneway located north of 40 Avenue and adjacent to the Community Hall site. Once closed, this portion of lane should form part of the adjacent

Community Hall site and a development plan prepared. The implementation of any proposed improvements should be undertaken as budget constraints permit.

3.6.8.3 The Planning & Building Department should redesignate the following parcels of land to the PE District to reflect their current and future use as open space.

- Princess Obolensky Park, located on the northeast corner of 36 Avenue S.W. and 4 Street, from R-2 to the PE District.
- Local park space (Lot 6 MR, Block 7, Plan 931-0138), located on a closed portion of 34 Avenue S.W., east of Erlton Court from RM-4 to PE.

3.6.8.4 The following improvements should be carried out on a long term basis, as budget constraints permit:

- Boulevard planting should be undertaken to enhance community streets and complement the Plan's urban design objectives. Where the replacement is undertaken, the dominant tree species should be replaced with complementary species to encourage diversity. This program may be carried out under the auspices of the Urban Forest Management Policy. Maintenance of parks is encouraged through the Adopt-a-Park Program.
- The Community Association, in consultation with Calgary Parks & Recreation, should also investigate other programs or options for the advancement of landscaping and planting improvements. Available programs and options include the Planting Incentive Program, Arbor Day, and local improvements/local benefits by-laws, amongst others. **Bylaw 3P2012**

## **4.0 TRANSPORTATION**

### **4.1 Context**

Parkhill/Stanley Park is well served by a network of roads and public transit facilities. It is bounded by Macleod Trail, a major roadway on the east, 45 Avenue, a collector on the south, and Elbow Drive, a collector roadway on the west. Two other collector roadways, Mission Road and 42 Avenue/Lansdowne Avenue, bisect the community. These roadways provide access to the downtown, other major employment centres, and nearby recreational and institutional facilities (e.g., Lindsay Park Sports Centre, Stampede Park). The 39 Avenue LRT station and its complementary system of feeder bus routes further improve residents' mobility.

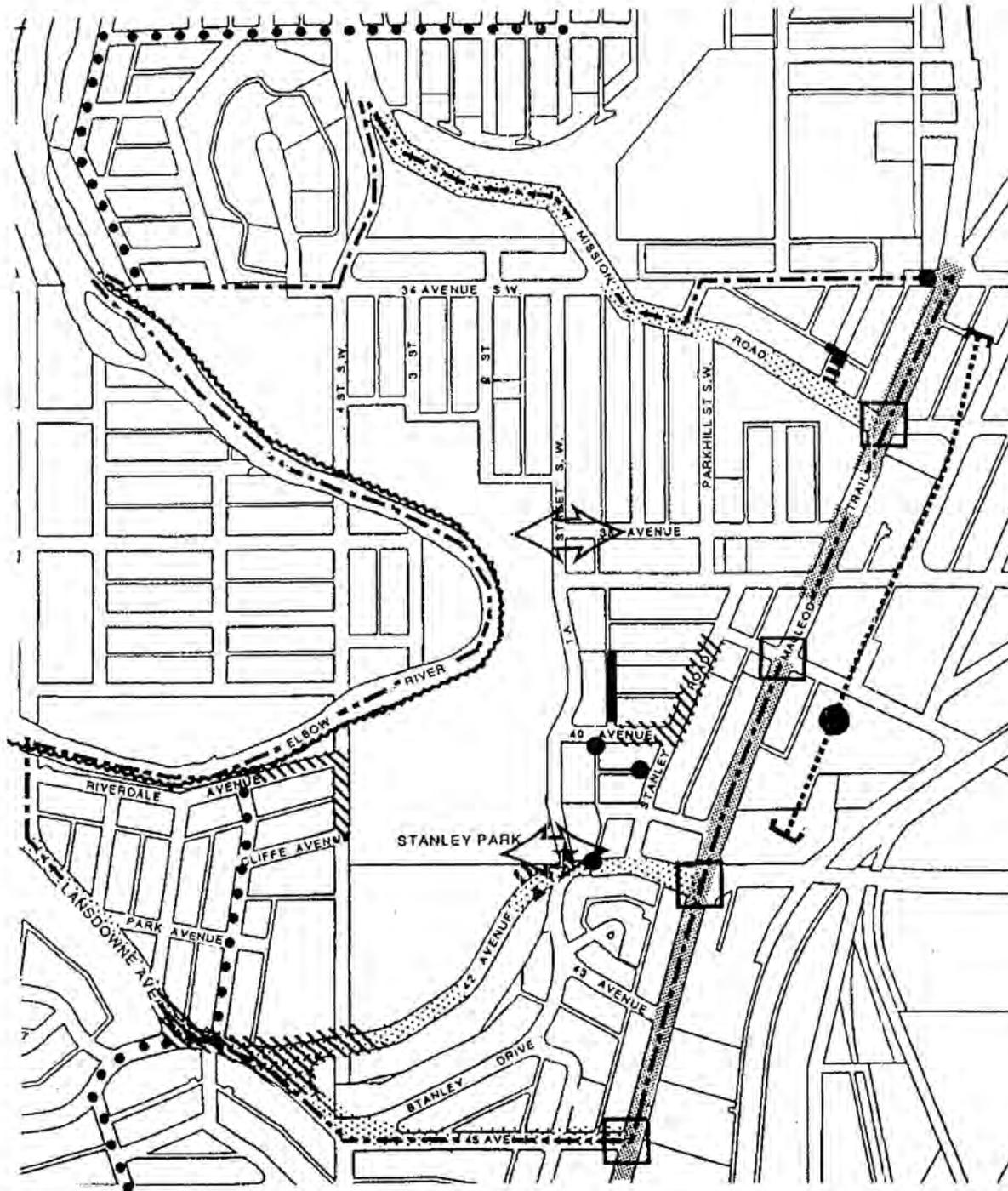
However, residents have indicated that traffic can also negatively affect their quality of life. A major source of conflict for the Parkhill/Stanley Park community is commuter through traffic which uses the two collector roadways of Mission Road S.W. and 42 Avenue/Lansdowne Avenue S.W. The concerns associated with these roadways include: pedestrian/cyclist safety, speed, and shortcutting traffic on residential streets. All of the foregoing impacts identified by the community affect the perceived liveability of the adjacent residential development and hence, the long term viability of the community as a quality inner-city residential neighbourhood.

Pedestrian safety concerns include lack of safe crossings on Mission Road and 42 Avenue/Lansdowne Avenue. Signal duration was a specific concern expressed regarding pedestrian safety when crossing Macleod Trail. Due to a number

of accidents and pedestrian related concerns at Macleod Trail and 45 Avenue, a traffic signal was approved by Council and installed in 1992.

Resident perceptions regarding excessive speed and high traffic volumes, particularly along Mission Road, 42 Avenue/Lansdowne Avenue, 45 Avenue, and 1A Street, have highlighted concerns that include pedestrian safety. The Transportation Department advises that all these roadways are functioning within or at their environmental guidelines and based on recent speed studies, there does not appear to be a significant speeding problem. However, the Transportation Department is currently reviewing transportation management schemes and street design changes with the community to address safety issues.

The Transportation Department further advises that any successful measure to reduce the traffic volumes on Mission Road and 42 Avenue/Lansdowne Avenue would greatly depend on complementary actions taking place on Elbow Drive, Macleod Trail on other crosstown routes. Unfortunately, any divergence of traffic from Elbow Drive and Macleod Trail would have a serious impact on other, already congested north/south routes. While the GoPlan is to address larger city-wide transportation issues, the ARP addresses the ways in which the impact of current traffic volumes in the community can be minimized. For example, addressing the speed of traffic and providing safer and more visible crossings are viewed by the community as a means to mitigate some of their safety related concerns. Improving traffic flow on Macleod Trail would also reduce volumes on Mission Road, 42 Avenue, and 45 Avenue.

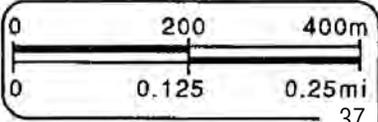


**PARKHILL/  
STANLEY PARK  
ARP REVIEW** MAP  
8

TITLE  
**TRANSPORTATION  
SYSTEM**

- LEGEND**
- MAJOR ROAD
  - COLLECTOR ROAD
  - PLAYGROUND ZONE
  - OFF-STREET PATHWAY
  - ON-STREET BIKEWAY
  - PROPOSED LANE /ROAD CLOSURE
  - EXISTING ROAD/LANE CLOSURE
  - PARTIAL CLOSURE
  - IMPROVEMENT-STANLEY PARK ENTRANCE
  - LRT LINE & 39 AVE STATION
  - NEW CROSSWALK
  - PROPOSED PATHWAY ACCESS IMPROVEMENT
  - STAIRWAY
  - SIGNALIZED CROSSWALK
  - STUDY AREA BOUNDARY

DATE  
**JANUARY 1994**



No major shortcutting concerns were identified by the community. Shortcutting traffic problems were substantially reduced on 1A Street, as a result of a number of road/lane closures implemented in the community in 1986. These measures were approved by Council in July 1982, (By-law #26C82), as a result of the Parkhill/Stanley Park Elboya Traffic Study (July 1980).

Residents have expressed some concern with respect to overspill parking on residential avenues resulting from adjacent regional open space facilities (i.e., Stanley Park, Southern Alberta Pioneers' Foundation building), commercial development adjacent to Macleod Trail, and a religious assembly on Mission Road. No on-street parking restrictions have been implemented in the community. If parking and traffic congestion increase, the community association(s) may approach the Transportation Department to review the parking control measures available and then identify and implement a preferred solution. Appropriate residential, commercial, and institutional parking must be provided on site, with no parking relaxation permitted.

Pedestrian and bicycle pathways currently exist in Parkhill/Stanley Park and focus primarily on the Elbow River System. Map 8 identifies the on-street bikeways and off-street pathways.

Concerns have been expressed by residents that access to Stanley Park and the riverbank from the community is limited and difficult due to the Parkhill escarpment and the condition of existing pathways. The location and number of pathway connections from the community to Stanley Park should be rationalized and provide for well defined and safe access (e.g., provision of crosswalks where warranted).

## 4.2 Objectives

- 4.2.1 To define the function and hierarchy of roads in the community.
- 4.2.2 To provide for a safe and efficient circulation system for pedestrians, bicycles, and vehicles.
- 4.2.3 To facilitate smooth traffic flows on major arterial roads, but not to the detriment of collector roadways within the community.
- 4.2.4 To ensure a safe residential environment within Parkhill/Stanley Park by discouraging non-local vehicular traffic on local residential streets.
- 4.2.5 To ensure that residential streets are not negatively impacted by overspill parking associated with Stanley Park, commercial development adjacent to Macleod Trail, or the 39 Avenue LRT Station.
- 4.2.6 To identify and recommend ameliorative and preventive traffic alternatives to control non-local parking and traffic infiltration in all residential areas.
- 4.2.7 To ensure that new developments within Calgary will reflect the transportation constraints of the road network within Parkhill/Stanley Park.
- 4.2.8 To create safe and improved pedestrian/bicycle linkages (e.g. pathways, bikeways, and sidewalks) within Parkhill/Stanley Park, to the regional pathway system, Stanley Park, and the 39 Avenue LRT Station.
- 4.2.9 To provide adequate parking, both in amount and location, for residential and commercial uses.

## 4.3 Policies

- 4.3.1 Transportation policies are intended to promote safe and liveable streets and to balance the interests of residents, motorists, pedestrians, and cyclists. Transportation solutions to community concerns should address the protection of local streets from through traffic and overspill parking (e.g., noise, speed/safety).
- 4.3.2 In order to accommodate community and city-wide needs in terms of access to employment centres and general crosstown mobility, the major and collector roadways within and adjacent to Parkhill/Stanley Park should retain their existing classifications. These classifications are shown on Map 8 and are as follows:
  - Major Roads: Macleod Trail South
  - Collector Roads: 42 and Lansdowne Avenues S.W.  
Elbow Drive S.W.  
Mission Road S.W.  
45 Avenue S.W.
  - Local Roads: All other community streetsMajor roads expedite the movement of high volumes of traffic between various areas of the City. Collectors distribute traffic between major and local roads. Local roads provide access to properties within the community.  
  
However, in older inner city communities where a hierarchy of road standards was not established during the time of development, roadway classifications are subjectively applied to the network, based on that specific roadway's physical features, function, and operational characteristics.

- 4.3.3 In formulating or implementing any major transportation changes that affect the above-noted roadways, the Transportation and the Engineering and Environmental Services Departments should consult with the community, in accordance with standard procedure.
- 4.3.4 A portion of Erlton Court S.W., north of Mission Road S.W. should be closed and landscaped to streetscape standards to the satisfaction of the Engineering and Environmental Services Department, in consultation with the Community Association. Pedestrian (via existing stairs) access should be maintained.
- 4.3.5 Closures shown on Map 8, which were undertaken as a result of the Parkhill/Stanley Park Elboya Traffic Study (1980), and approved by Council under By-law 26C82, shall be retained and where necessary, be made permanent and more attractive subject to budget considerations. Any temporary road/ lane closures should be legally and permanently closed.
- 4.3.6 The residential, commercial, and institutional minimum parking standards of the Land Use By-law should not be relaxed with respect to the provision of on-site parking, visitor, or RV parking facilities, except as provided for comprehensive mixed use projects only (on page 14).
- 4.3.7 If overspill parking, traffic volume, or shortcutting problems are identified by the community, the Transportation Department, in accordance with standard procedure and budget considerations, will work with the community to address those concerns.
- 4.3.8 The existing pedestrian/bicycle pathways as shown on Map 8 will be retained. Additions and/or improvements to this system should be coordinated with the existing system and be consistent with the recommendations of the Stanley Park Master Plan and the Heritage Escarpment Implementation Plan.
- 4.3.9 Pedestrian and bicycle access from the community to Stanley Park should be improved, where appropriate to provide for well defined, safe, and convenient linkages, through the provision of clear directional signage, crosswalks, or pedestrian activated crosswalks, where warranted.
- 4.3.10 The condition of roads, lanes, sidewalks, and curbs within Parkhill/Stanley Park, as a result of deterioration or redevelopment, should be monitored to ensure they are to satisfactory standards.

## 4.4 Implementation

4.4.1 The Engineering and Environmental Services Department, in consultation with the Transportation Department, should initiate road closure by-laws for those portions of road or laneway referenced in Sections 4.3.4 and 4.3.5. Subsequent to plans being prepared for each site, any recommended improvements should be implemented and undertaken as budget constraints permit. Improvements should be designed to be durable, attractive, and low maintenance.

4.4.2 The Transportation Department, in consultation with the Community Association and Heritage Escarpment Society, should review and enhance the pedestrian/bicycle connections from the community across 42 Avenue, 1A Street, and 4 Street into Stanley Park. Any improvements should be undertaken in accordance with City policy and as budget constraints permit. These linkages could include the following features:

- A system of elements which identifies the linkage through signage, sidewalk treatments, and/or landscaping. Linkage components should emphasize durability and low maintenance.
- Enhanced pedestrian/bicycle access across roadways, including clearly signed or pedestrian activated crosswalks where they meet the warrant system.

The advancement of any work could be undertaken by the community through other funding options, such as a local improvements/ local benefits by-law.

4.4.3 If a parking or shortcutting problem is identified, the Transportation Department, in consultation with the Community Association, will address those issues and the mechanisms available to resolve them, in accordance with standard procedures and the normal budget process.

4.4.4 The Transportation and Engineering and Environmental Services Departments, in consultation with the Community Association, should inspect and assess road, sidewalk, and curb conditions in Parkhill/Stanley Park and undertake the required improvements through local improvement by-laws and/or the normal budgeting process.

4.4.5 The paving of residential lanes is encouraged and may be undertaken at the initiation of adjacent landowners through a local improvement by-law process.

## **4.5 Entranceways**

### **4.5.1 Context**

Currently, there is no signage which identifies entry into the Parkhill/Stanley Park community. Residents have suggested that the location and treatment of entrance points into the community should be addressed. Entranceway signs could focus attention, particularly that of the motorist, on the fact that one is entering either a residential precinct (e.g., 39 Avenue, 42 Avenue, Mission Road S.W.) or an open space recreational facility characterized by pedestrians/cyclists (e.g., the Community Hall site, Stanley Park, or the northwest corner of 34 Avenue S.W., and Mission Road). Such signage could also enhance the community's visual image.

### **4.5.2 Policy**

4.5.3.1 The Transportation and Planning & Building Departments, in consultation with the Community Association and the business community, should review various mechanisms which would identify the major entrance points into the community. These mechanisms may include traffic management devices, changes to street design, or other urban design features, including landscaping and signage. Funding opportunities should also be reviewed, and any resulting proposals implemented.

4.5.3.2 Any entranceway proposals should be compatible with the character of the community, as well as the function of adjacent roadways.

# **BACKGROUND AND SUPPORTING INFORMATION to the ARP**

# Background and Supporting Information to the ARP

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# PREFACE

This section provides the background information to the revised (five year review) Parkhill/Stanley Park Area Redevelopment Plan. The purpose is to describe the context within which the planning proposals of the Plan have been formulated.

This section is not part of the Area Redevelopment Plan, and, therefore, has no legal status.

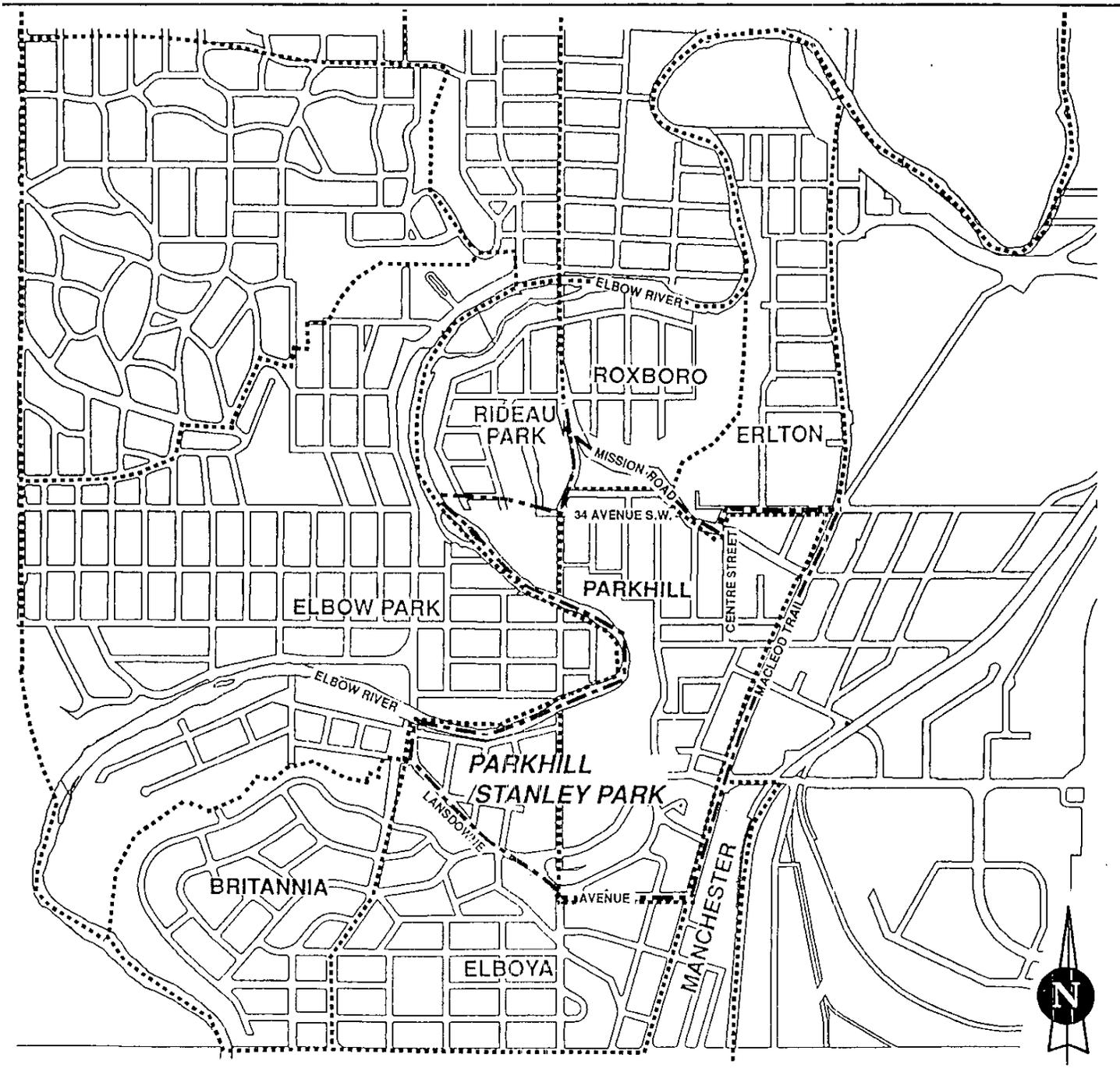
The 1984 Parkhill/Stanley Park ARP did not include a background information section. Where possible, the following background information attempts to compare current (1992) demographic and development data with 1983/1984 data (prior to the adoption of the 1984 ARP) in order to identify any changes which have taken place in the community.

## **1.0 COMMUNITY PROFILE**

### **1.1 Location**

Parkhill/Stanley Park is located between Macleod Trail on the east and the Elbow River/Elbow Drive on the west, Mission Road/34 Avenue on the north, and 45 Avenue/Lansdowne Avenue on the south. The community is well situated with respect to the City's major employment centre, the downtown. Residents have excellent access to the downtown via Macleod Trail, Mission Road and 42 Avenue to Elbow Drive as well as being close to the 39 Avenue LRT Station, located on the east side of Macleod Trail. The community is also located within close proximity to a number of Calgary's major recreational facilities, such as Stampede Park, the Saddledome, Lindsay Park Sports Centre, Stanley Park and the Elbow River Valley.

A portion of the Elboya Community District is contained within the boundaries of the Parkhill/Stanley Park Area Development Plan. Map 1 compares the boundaries of the Area Redevelopment Plan with adjacent community district boundaries.



**PARKHILL/  
STANLEY PARK**      **MAP  
1**

**TITLE**  
STUDY AREA BOUNDARY  
IN RELATIONSHIP TO  
SURROUNDING  
COMMUNITIES

**LEGEND**

- STUDY AREA BOUNDARY
- ..... COMMUNITY DISTRICT BOUNDARIES

**DATE**  
**JULY 1994**



## 1.2 Topographic and Natural Features

Most of the residential lands within Parkhill/Stanley Park are located on the top of an escarpment area lying east of the Elbow River. The westerly portion of the Plan area lies below the escarpment and represents the exception. Some residences located along the easterly edge of Stanley Park have views of the Elbow River and the distant mountains to the west.

In addition to the Elbow River Valley, the major topographic and natural feature within the community is the Parkhill escarpment. This escarpment faces west and rises sharply above the Elbow River onto the northeast side of Stanley Park, to 1A Street. The relatively steep slope (20-25%) of the escarpment precludes any development except for pathways, seating areas and viewing. The slope has been subject to slumping. There are naturally occurring springs within the escarpment area and these springs may be a factor in affecting the soil stability of the slope. To address the issue of slope stabilization, the Engineering and Environmental Services Department has installed catch basins to collect spring water and direct it to the Elbow River. In addition, the Stanley Park Master Plan notes that the problem of slumping has been mitigated by structural supports and vegetation.



**PARKHILL/  
STANLEY PARK** **MAP  
1A**

**TITLE**  
LANDFORMS

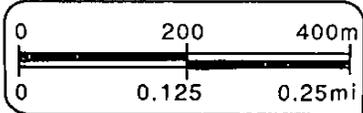
**LEGEND**

-  MAJOR OPEN SPACE
-  CONTOURS, INTERVALS & HEIGHTS
-  HIGHEST POINT
-  VIEWS
-  STUDY AREA BOUNDARY

Note: Contour height in feet

**DATE**  
JANUARY 1994

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



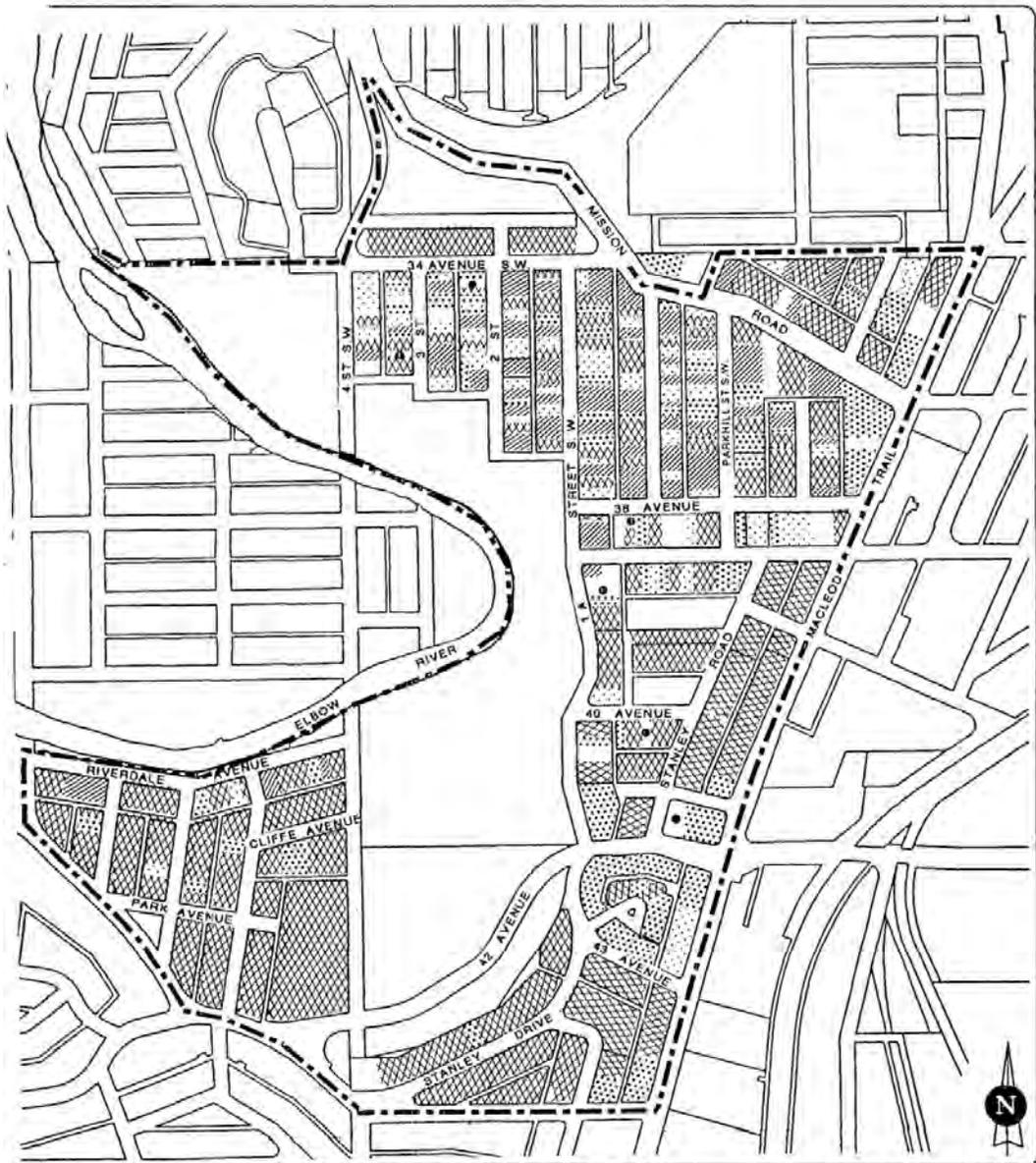
### 1.3 Historical Development

Development of the area north of 42 Avenue began around 1910, while the homes south of 42 Avenue were built primarily in the 1950's and 1960's. As illustrated in Map 2, the community was generally subdivided in a basic grid street pattern north of 42 Avenue, while the remaining area consists of a modified grid, influenced by the steep slopes (i.e., escarpment) and the Elbow River.

In the northern portion of Stanley Park, on the east bank of the Elbow River, there are the remains of a building locally known as Lindsay's Folly, Lindsay's Castle, or Deadman's Castle. The foundation represents the remains of a dream home started in 1913 by Dr. Neville Lindsay, who was Calgary's first resident physician and surgeon. Lindsay, who made his fortune in mining and real estate, at one time owned all of the district known today as Parkhill.

Planned as a 12-14 room home of sandstone and red brick, the house was only partially constructed when the walls began to settle badly in the sandy soil of the hill. Construction problems, together with financial difficulties, forced the abandonment of the building. It is interesting to note that the sandstone used as a building material was saved from a fire that destroyed the original Knox Presbyterian Church on Centre Street. Most of the sandstone was subsequently carted away by local residents over the years for backyard projects.

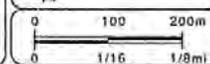
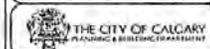
The City eventually took over the property for payment of back taxes. In the 1950's, City crews all but levelled the site, leaving only three foundation walls. The utility ducts were sealed in the 1970's to prevent children from climbing into them.



**LEGEND**

-  BEFORE 1940
-  1940-1959
-  1960-1979
-  1980-1989
-  1990-PRESENT
-  STUDY AREA BOUNDARY

DATE  
OCTOBER 1993



**PARKHILL/  
STANLEY PARK  
ARP REVIEW**

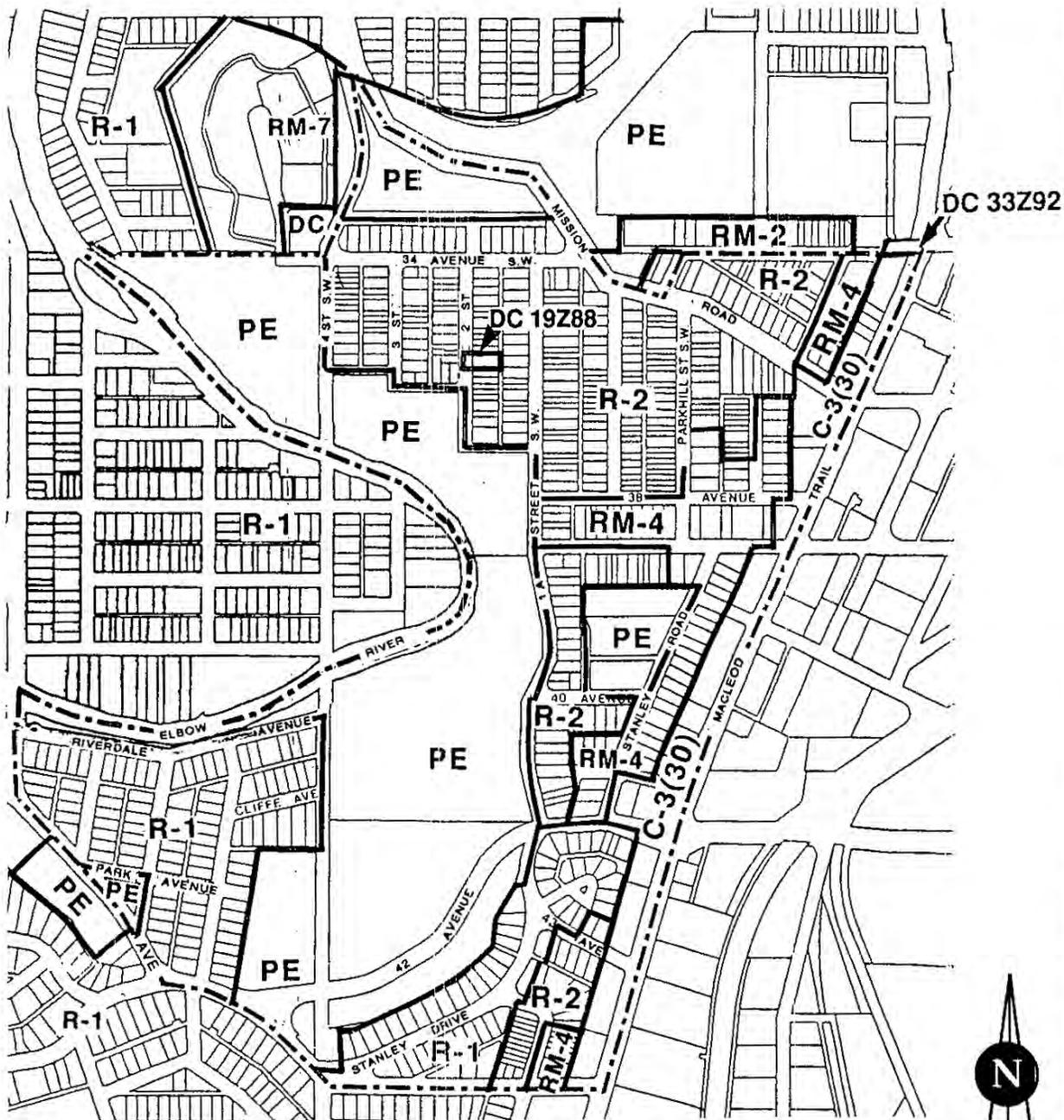
MAP  
2

TITLE  
HISTORICAL  
DEVELOPMENT

## **1.4 Existing Land Use and Land Use Designations**

Parkhill/Stanley Park occupies a net area of approximately 62.0 ha (153.0 acres) of land. It is a predominately low density residential community, with areas of multi-family residential development located in the central and eastern portions of the community, and west of the commercial area fronting Macleod Trail. Map 3 and Figure 4 show the existing land use districts and the distribution of existing zoned and developed land uses within the community. Map 5 illustrates the existing land uses.

Since the adoption of the 1984 Area Redevelopment Plan, there have been two land use designation changes approved. The first approved redesignation, from the R-2 to a DC District, was to accommodate a four-unit apartment development within the Parkhill School building (By-law 19Z88). The second approved redesignation, from the PE to a DC District, was to accommodate a surface parking lot ancillary to an automobile dealership located at 3615 Macleod Trail S.W. (By-law 33Z92).



**PARKHILL/  
STANLEY PARK** **MAP  
3**

**TITLE**  
EXISTING LAND USE  
DISTRICTS

- LEGEND**
- R-1 RESIDENTIAL SINGLE DETACHED DISTRICT
  - R-2 LOW DENSITY DISTRICT
  - RM-2 RESIDENTIAL LOW DENSITY MULTI-DWELLING DISTRICT
  - RM-4 MEDIUM DENSITY MULTI-DWELLING DISTRICT
  - RM-7 RESIDENTIAL HIGH DENSITY MULTI-DWELLING DISTRICT
  - PE PUBLIC PARK/ SCHOOL & RECREATION DISTRICT
  - C-3(30) GENERAL COMMERCIAL
  - DC DIRECT CONTROL DISTRICT
  - STUDY AREA BOUNDARY

**DATE**  
JANUARY 1994

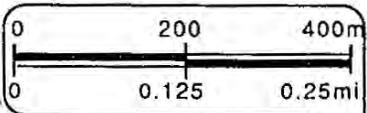
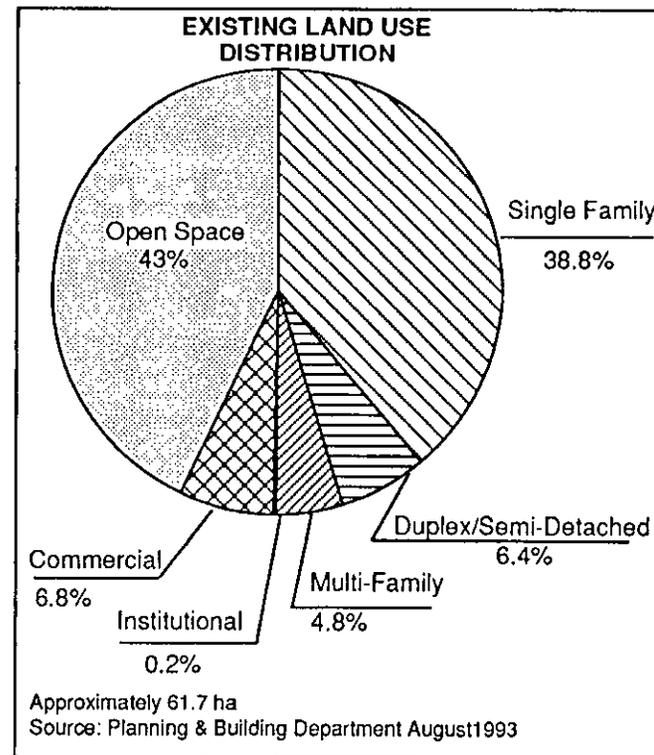
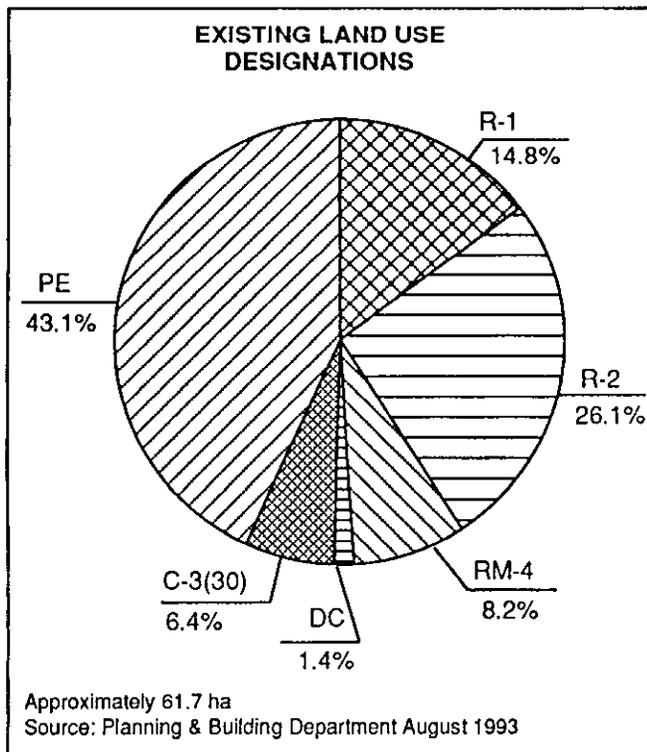
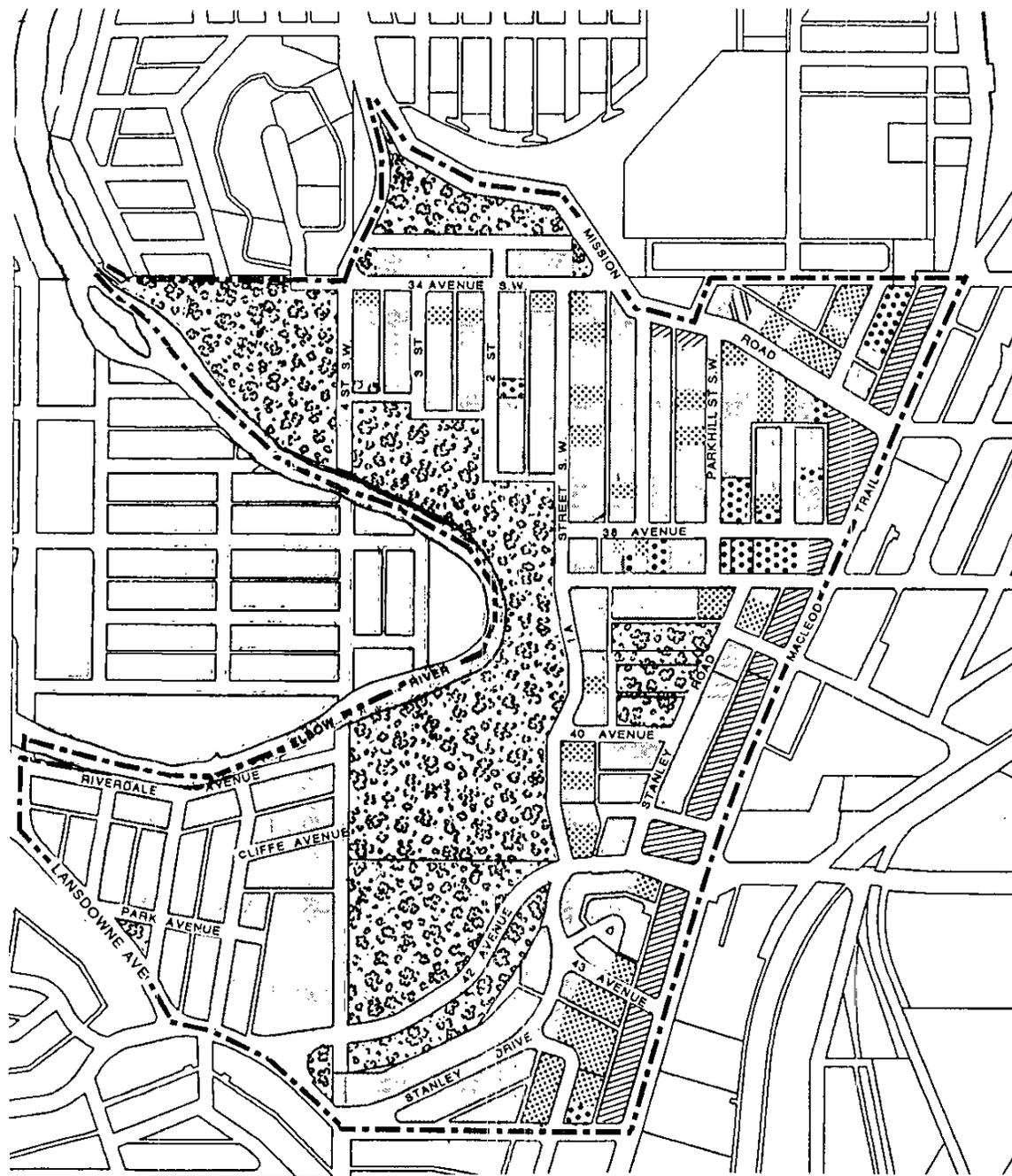


FIGURE 4





**PARKHILL/  
STANLEY PARK** **MAP  
5**

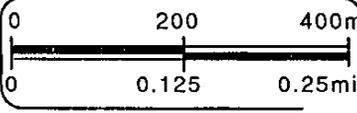
**TITLE**  
EXISTING  
DEVELOPMENT

**LEGEND**

-  RESIDENTIAL SINGLE FAMILY
-  TWO FAMILY
-  MULTI-FAMILY
-  COMMERCIAL
-  INSTITUTIONAL
-  OPEN SPACE
-  VACANT
-  STUDY AREA BOUNDARY

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As illustrated on Figure 6, 126 development permit applications were approved since the adoption of the ARP, with residential permits representing 87 percent of the total permits approved and commercial permits representing the remaining 13 percent.

**FIGURE 6  
DEVELOPMENT PERMIT APPLICATIONS  
February 13, 1984 to May 21, 1993**

TYPE OF PERMIT	RESIDENTIAL		COMMERCIAL	
	No.	% of Total (126)	No.	% of Total (126)
Home Occupation	9	7%		
Addition	12	10%		
Relaxation for Existing Structure	34	27%		
New Single Family Dwelling	44	35% 4 on lots wider than 40' 8 pending		
New Two Family Structure	4	3%		
New Apartment*	1	1%		
New Accessory Building	5	4%		
Restaurant			4	3%
Office			2	2%
Auto			9	7%
Other			2	1%
<b>TOTAL</b>	<b>198</b>	<b>87%</b>	<b>17</b>	<b>13%</b>

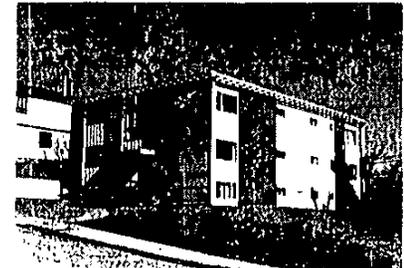
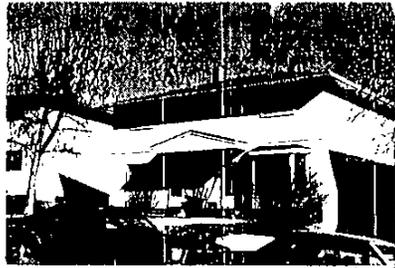
\*NOTE: Redevelopment of the Parkhill School building to a four unit apartment.

### 1.4.1 Residential

The predominant land use within Parkhill/Stanley Park is single-detached housing, which represents 38.8 percent of the land area. However, only 14.8 percent of the community is designated R-1. In contrast, 6.4 percent of the land area is developed for two-family housing (including duplex and semi-detached development), while 26.1 percent of the land area is designed R-2. Multi-family residential development comprises 4.8 percent of the land area, while 9.6 percent of the land area is designated RM-4 and DC.

The illustrations contained in Figure 7 represent typical and recent housing styles in Parkhill/Stanley Park.

FIGURE 7 - PARKHILL/STANLEY PARK: EXAMPLES OF HOUSING STYLES



## 1.4.2 Commercial

Commercial land uses occupy approximately 7 percent of the community's land area and are located along the eastern periphery of the Plan area, adjacent to Macleod Trail. The predominant commercial uses along Macleod Trail are auto-oriented and include a number of car dealerships, gas bars/convenience stores, fast food restaurants, and automotive related sales and service (e.g., lube, brake) operations.

## 1.4.3 Parks, Open Space, and Community Facilities

Parkhill/Stanley Park is classified as a prototype "A" community in the Inner City Open Space Study. A prototype "A" community is defined as a low density community with an adult to child ratio of 80 to 20. The City standard for this type of community is 0.9 to 1.3 hectares (2.2 to 3.2 acres) of functional open space for every 1,000 residents. Currently, Parkhill/Stanley park has a total of approximately 3.66 ha (9.04 acres) of local open space. Excluding buffers, roadway green, parking lots, buildings, and regional open space, there is approximately 1.7 ha (4.2 acres) of functional open space in the community. Based on the current (1992 civic census) population of 1,689 persons, this represents a functional open space ratio of 1.1 ha per 1,000 population, which is generally consistent with the Inner City Open Space Study standard for a predominately family-oriented low density community.

The community is served by Stanley Park, which is classified as a regional recreational facility, encompassing 23.0 ha (57 acres) of land. Stanley Park provides for both active (e.g., sport facilities such as tennis courts, swimming pools) and passive (e.g. natural areas) recreational opportunities. The northeast portion of Stanley Park is under lease to the Southern Alberta Pioneers' Foundation and the site contains their Memorial Building. There is also a significant amount of natural open space along the Parkhill escarpment, which provides not only a unique and attractive visual area for the community, but for adjacent communities as well. Another large natural area is located between Mission Road and 33 Avenue, between 2 and 4 Streets.

The one significant community open space facility is the Parkhill/Stanley Park Community Hall and park located at Stanley Road and 40 Avenue. It consists of a community park, a community hall, a recreational skating rink, a soccer field, two tennis courts, a playground, and basketball hoop. The Parkhill/Stanley Park Community Hall is located in the east/central portion of the site, adjacent to Stanley Road. The Community Hall is a focal point for community activities. The Community Association organizes and sponsors different types of programs that cater to the needs of its residents and includes such programs as moms and tots, ballroom dancing, and jazzercise classes.

The Community Association also assists residents in the review of various planning and traffic matters.

Figure 8 and Map 9 show the detailed distribution of open space and the associated recreational facilities.



**Parkhill Escarpment**

**FIGURE 8**  
**TABLE: EXISTING PARKS, OPEN SPACE, AND COMMUNITY FACILITIES (1993, SEPTEMBER)**

Site	Location	Open Space Classification	Ownership and/or Reserve Status	Land Use Designation	Site Area ha (acres)	Facilities
1. Stanely Park (including the Parkhill Escarpment and the Southern Alberta Pioneers Foundation Lease area)	4011 - 1A St SW	Regional Active Open Space Passive Non Functional (Escarpment)	City	PE	20.13 ha (4.9.7 ac)	<ul style="list-style-type: none"> <li>Regional Park - swimming pool, tennis court, ball diamonds, playground, bowling green, soccer field</li> <li>Pathways</li> <li>Natural Areas</li> <li>Pioneers Foundation building</li> <li>Lindsay's Folly and Carriageway Bridge sites</li> </ul>
2. Parkhill/Stanley Park Community Park and Hall (lease land)	4011 Stanley Rd SW	Active Open Space	City	PE	1.6 ha (3.8 ac)	<ul style="list-style-type: none"> <li>Community Park - soccer field, playground, 2 tennis courts, recreational rink, basketball hoop</li> <li>* Community Hall</li> </ul>
3. Princess Obolensky Park	3636 - 4 St SW	Passive	City	R-2	0.6 ha (0.14 ac)	<ul style="list-style-type: none"> <li>Neighbourhood Park - bench, plaque</li> </ul>
4. Lansdowne Ave/ 5 St	520 Lansdowne Ave SW	Passive	City	PE	0.11 ha (0.28 ac)	<ul style="list-style-type: none"> <li>Neighbourhood Park</li> </ul>
5. Mission Rd/2 St	300 - 33 Ave SW	Passive Non Functional	City	PE	1.6 ha (3.94 ac)	<ul style="list-style-type: none"> <li>Natural Area/Buffer</li> </ul>
6. 42 Ave/4 St	330 - 42 Ave SW/ 416 - 42 Ave SW/ 4567 Stanley Dr SW	Non Functional	City	PE	2.83 ha (7.0 ac)	<ul style="list-style-type: none"> <li>Natural Area/Buffer</li> </ul>
7. Riverdale Ave	410 Riverdale Ave SW	Non Functional	City	PE	0.36 ha (0.9 ac)	<ul style="list-style-type: none"> <li>Roadway green/ riverine land</li> </ul>
8. Stanley Park	15 Stanley Pl SW	Non Functional	City	R-1	0.006 ha (0.02 ac)	<ul style="list-style-type: none"> <li>Roadway green</li> </ul>
9. 33 Ave/4 St	409 - 33 Ave SW	Non Functional	City	R-2	0.035 ha (0.09 ac)	<ul style="list-style-type: none"> <li>Natural Area/Buffer</li> </ul>
10. 33 Ave/ Mission Rd	195 - 33 Ave SW	Non Functional	City	R-2	0.1 ha (0.25 ac)	<ul style="list-style-type: none"> <li>Natural Area/Buffer</li> </ul>
11. 34 Ave/Erlton Court S.W.	10 - 34 Ave SW	Passive	City	RM-4	0.061 ha (0.15 ac)	<ul style="list-style-type: none"> <li>Neighbourhood Park (currently undeveloped)</li> </ul>
<b>Total Open Space</b>					<b>26.8 ha (66.2 ac)</b>	

**PARKHILL/  
STANLEY PARK  
ARP REVIEW** **MAP  
9**

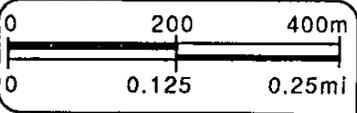
**TITLE** EXISTING PARKS,  
OPEN SPACE &  
COMMUNITY FACILITIES

**LEGEND**

-  LOCAL OPEN SPACE
-  REGIONAL OPEN SPACE
-  ROADWAY GREEN / NATURAL BUFFER
-  OFF-STREET PATHWAY
-  ON-STREET BIKEWAY
-  CHURCH
-  COMMUNITY HALL
-  SOUTHERN ALBERTA PIONEER FOUNDATION "MEMORIAL" BUILDING
-  SOUTHERN ALBERTA PIONEER FOUNDATION LEASE AREA (approximate)
-  STANLEY PARK ENTRANCE
-  STUDY AREA BOUNDARY

**DATE**  
JANUARY 1994

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## 1.5 Housing Mix

Single detached housing units constitute 51.3 percent of the existing housing stock in Parkhill/Stanley Park. Together with two-family housing (duplex and semi-detached development), these low density housing forms constitute 60.3 percent of the total existing housing units. Multi-family residential dwelling units (including converted, row housing, apartment units and other) comprise the remaining 39.7 percent, of which 24.3 percent are apartments.

For purposes of comparison, the housing mix for the City of Calgary is 53.2 percent single family, 6.7 percent two-family (duplex/semi-detached), and 40.2 percent multi-family (including converted, row, apartment, and other). Apartment development represents 22.3 percent of the total housing units.

The existing housing mix for the Parkhill/Stanley Park community closely approximates the city-wide mix, as shown in Figures 10 and 11. The one exception is that the community of Parkhill/Stanley Park has over two times the amount of converted units and no row housing units in comparison to the city as a whole. Figure 12 shows the change in housing mix within the community since the adoption of the ARP in 1984.

**FIGURE 10  
HOUSING UNIT MIX COMPARISONS  
1992 Civic Census**

Housing Type	Parkhill/ Stanley Park	City of Calgary
Low Density Residential:		
• Single Family	51.3%	53.2%
• Two Family (Duplex/Semi-detached)	9.05	6.7%
Low/Medium Density Multi-Dwelling Residential		
• Converted	15.3%	6.5%
• Row	0	9.8%
• Apartment	24.3%	22.3%
• Other	0.1%	1.6%
<b>TOTAL</b>	<b>100%</b>	<b>100%</b>

FIGURE 11

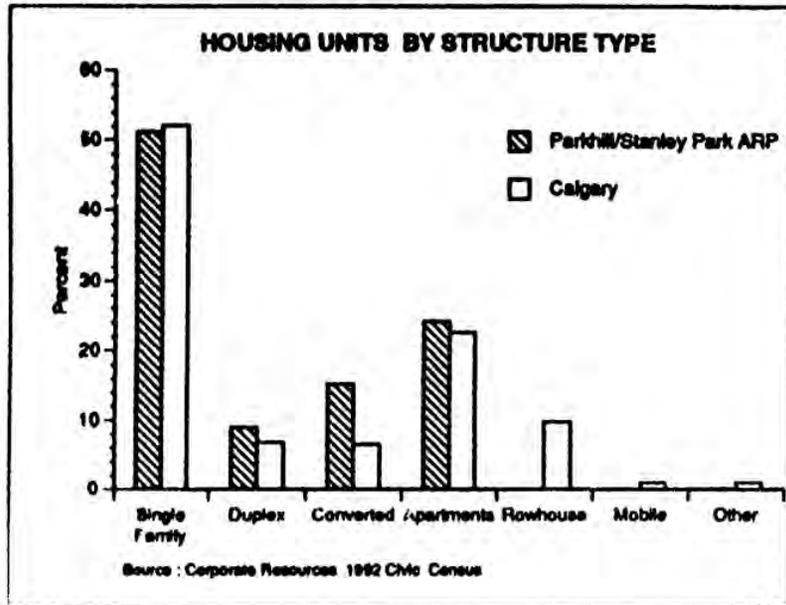
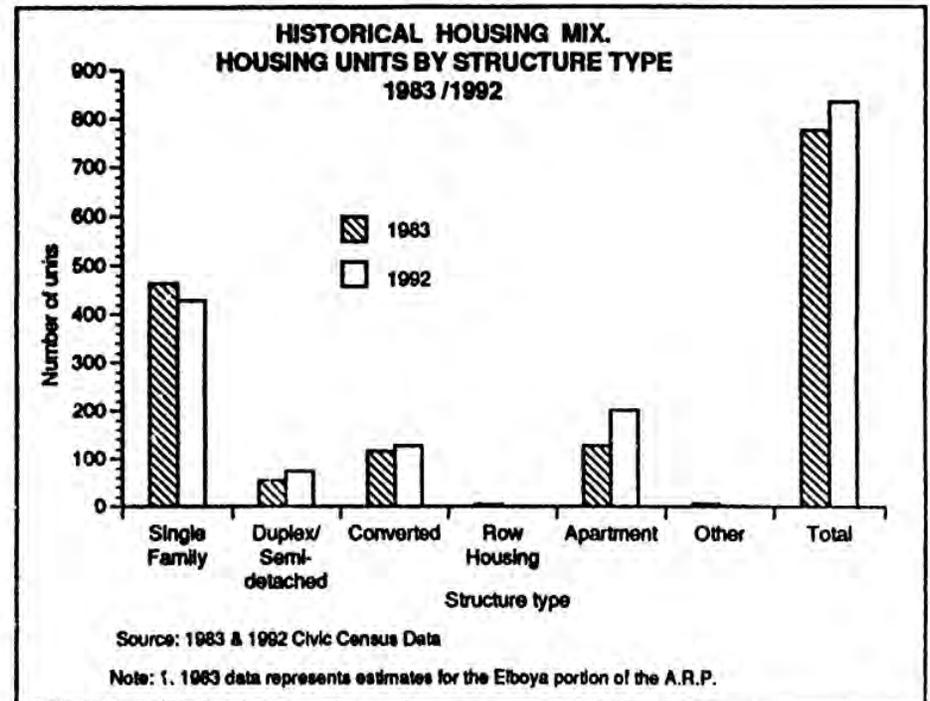


FIGURE 12



## 1.6 Demographic Characteristics

### 1.6.1 Population and Occupancy Rate

Since the adoption of the ARP in 1984, the population of Parkhill/Stanley Park has increased from 1,534 to 1,689 persons, an increase of 155 persons or 10 percent (see Figure 13). During the same period, the number of housing units has increased slightly from 822 in 1984 to 836 in 1992, an increase of 14 units.

**FIGURE 13**

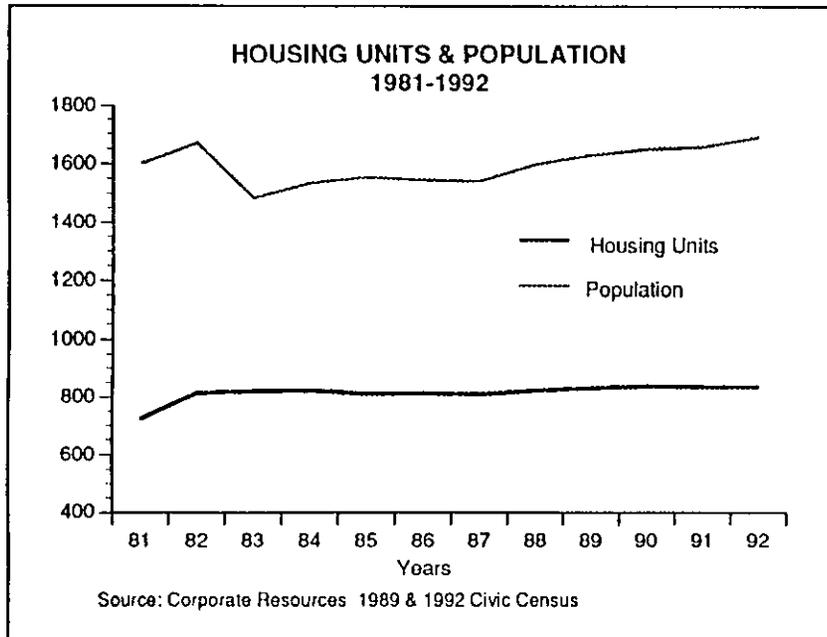
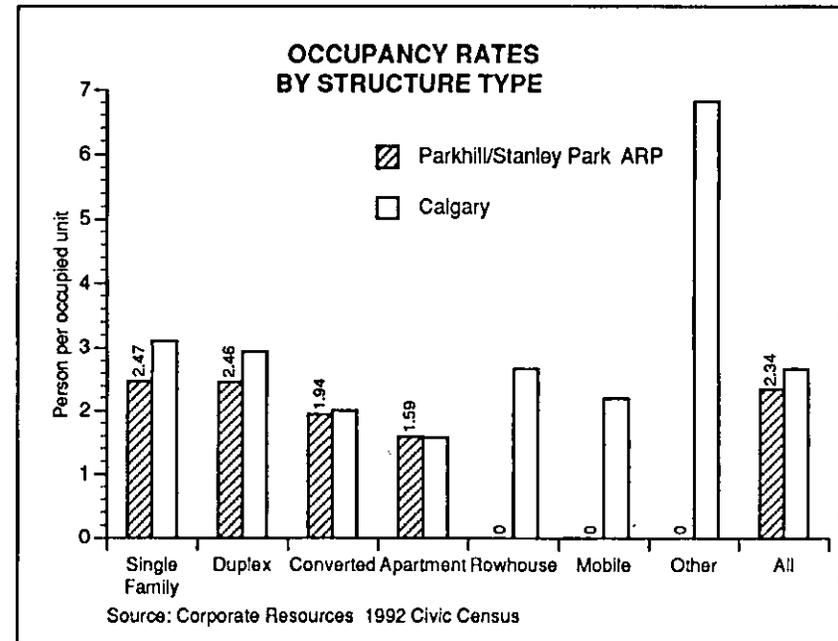


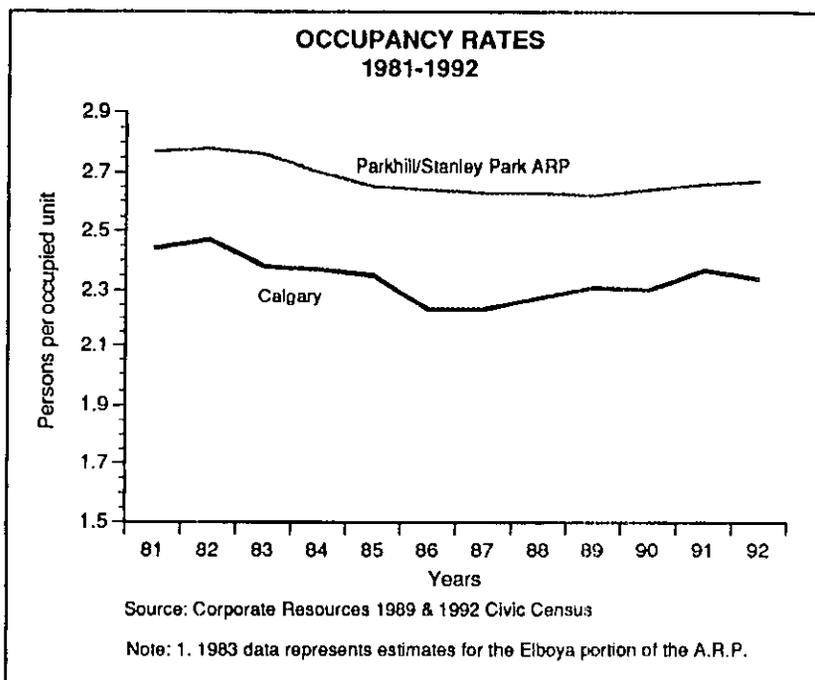
Figure 14, which compares occupancy rates by structure type, indicates that the Parkhill/Stanley Park community is characterized by generally lower occupancy rates for all structure types than the City of Calgary. This difference generally reflects the nature (size of units), the age of the housing stock, and the community's demographic profile and location within the inner city.

**FIGURE 14**



As shown in Figure 15, the average occupancy rate (i.e., average number of persons per unit) for Parkhill/Stanley Park has remained stable. The average occupancy rate in 1983 was approximately 2.34<sup>1</sup>, the same as the 1992 rate (2.34).

**FIGURE 15**



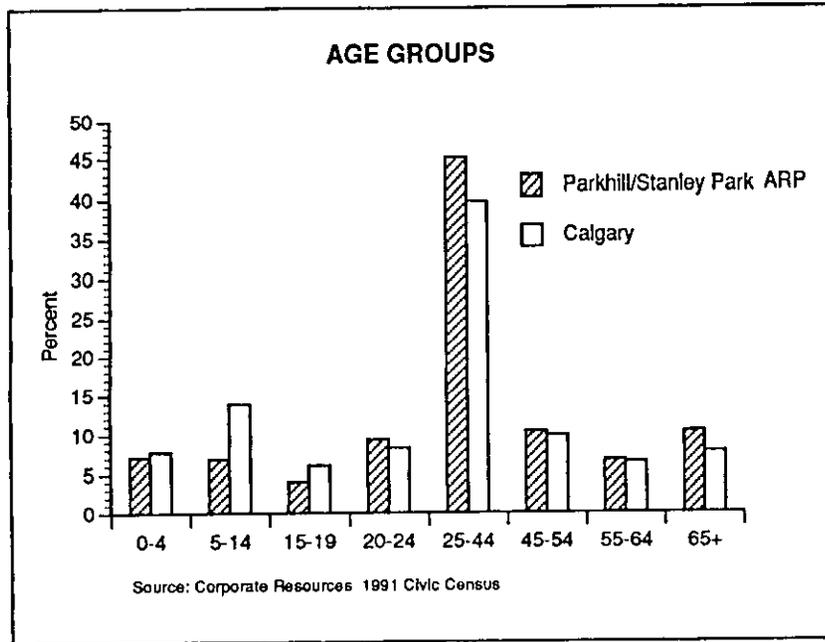
## 1.6.2 Age Groups

Parkhill/Stanley Park has a higher proportion of its population (64.8 percent) in the 20 to 54 age category, compared to the city average of 58.0 percent and a lower proportion of its population in the under 19 age category (18.1 percent) compared to the city average of 27.8 percent. The community is characterized by a generally aging population. A slightly larger proportion of its population is in the over 55 age category (17.1 percent) compared to the city average of 14.3 percent. The age structure of Parkhill/Stanley Park is illustrated in Figure 16 and is fairly typical of an older inner city community with a high proportion of single family and lower proportion of multi-family dwelling units.

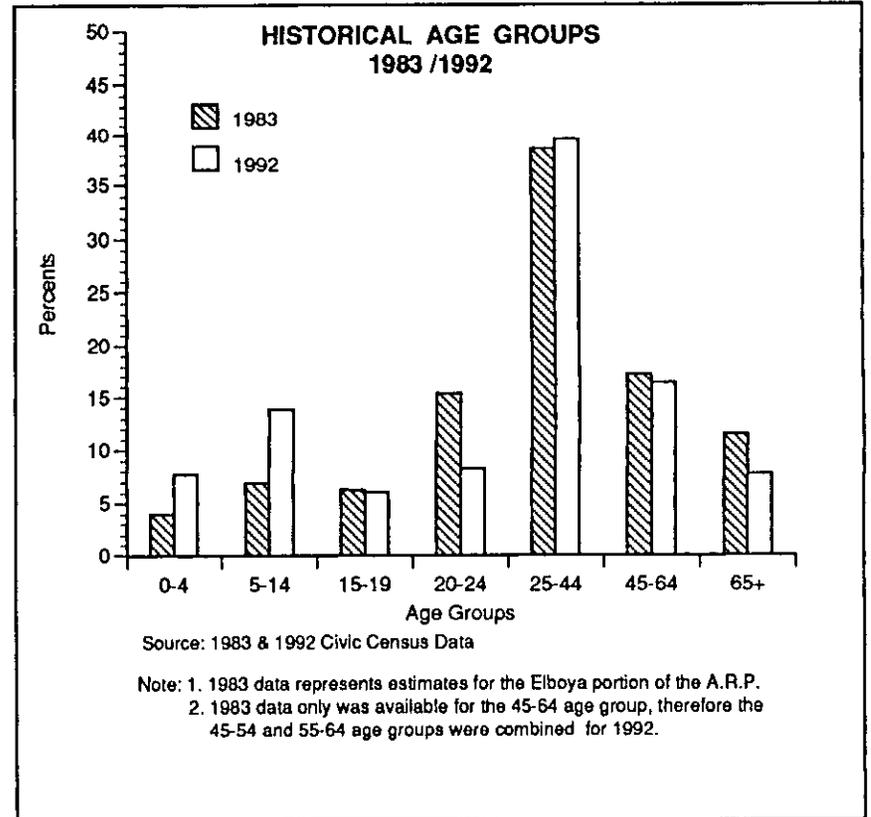
Figure 17 illustrates the change in the community's population structure between 1983 and 1992. It is interesting to note that there has been a substantial increase in the 0-14 age categories and a decrease in the 45 and older age categories, since the Plan's adoption.

<sup>1</sup> Rate is appropriate, as the number represents a combination of the Parkhill/Stanley Park and Elboya community district occupancy rates.

**FIGURE 16**



**FIGURE 17**



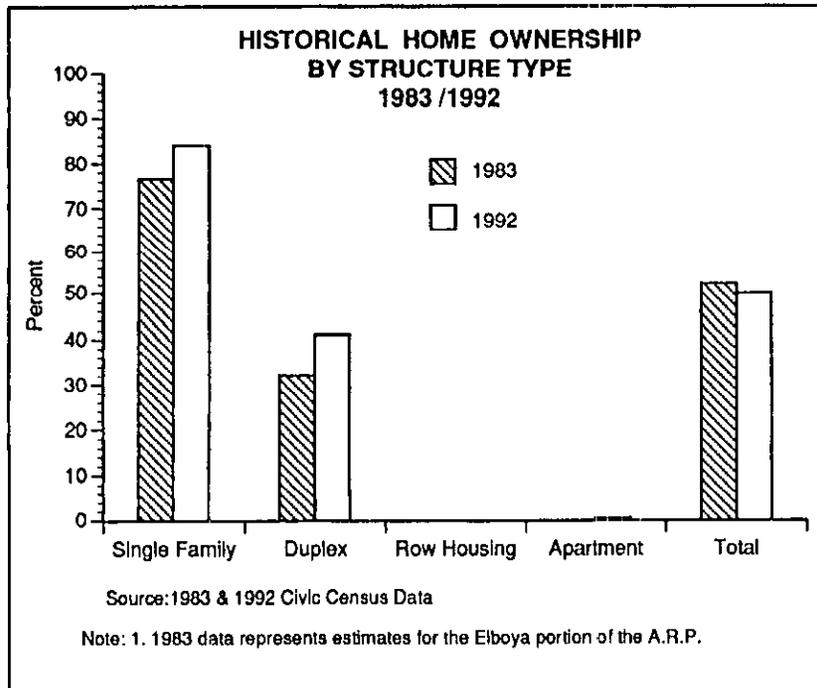
### 1.6.3 Home Ownership

The percentage of occupied dwelling units which are owner occupied has decreased slightly since the adoption of the Plan in 1984 (Figure 18).

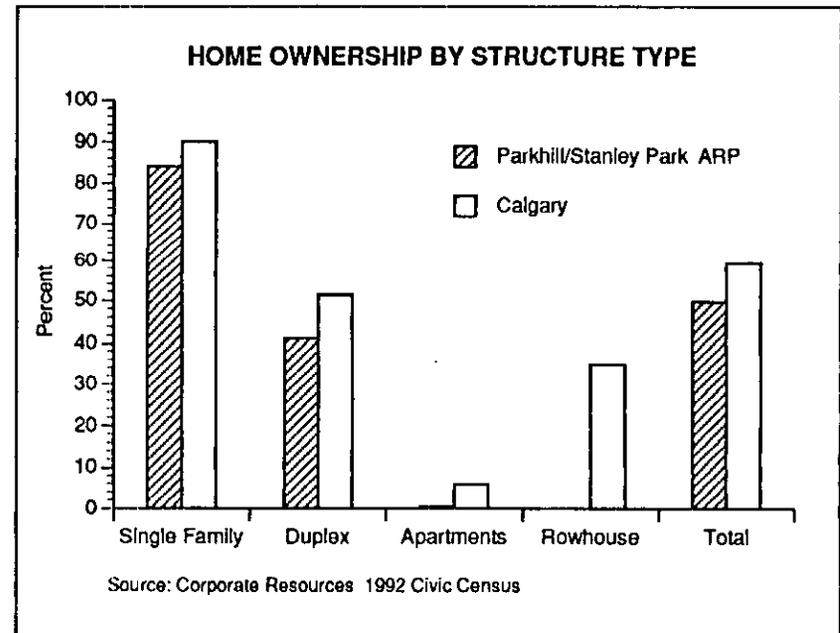
The 1992 Civic Census data indicates that the Parkhill/Stanley Park area is characterized by a lower home ownership rate (49.8 percent) than the city average (59.3 percent). In contrast, the 1983 Civic Census

data indicated a home ownership rate of approximately 54.8 percent for the community<sup>2</sup>, a difference of 5 percent. As illustrated in Figure 19, ownership is slightly lower in Parkhill/Stanley Park for all structure types in comparison to city averages. Ownership for single detached dwelling units is 84 percent, lower than the City average of 90.1 percent.

**FIGURE 18**



**FIGURE 19**



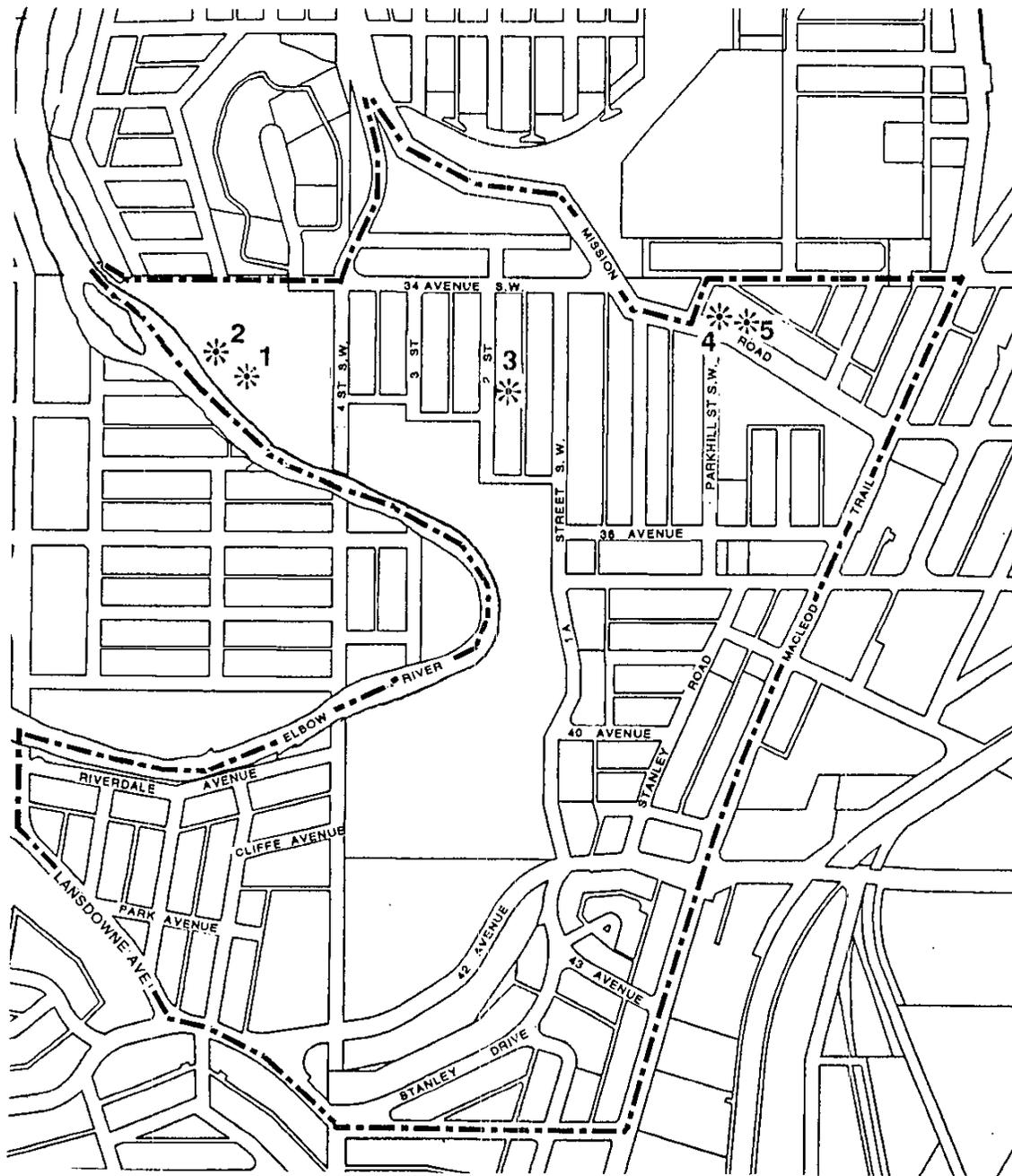
<sup>2</sup> Rate is appropriate, as the number represents a combination of the Parkhill/Stanley Park and Elboya community district occupancy rates.

## 1.7 Heritage Conservation

While there are currently no designated Provincial Historic sites in Parkhill/Stanley park, there is an application currently before Alberta Culture requesting the designation of both the Lindsay's Folly and the Carriageway Bridge sites as Alberta Heritage Resources. These sites are considered significant as they are representative of Calgary's Age of Optimism (1906-1914) and of the economic collapse that followed. The potential heritage sites are identified below and located on Map 20.

This list may change as further sites are identified by the City's Heritage Planner, Alberta Culture, and the Heritage Advisory Board.

- (a) Lindsay's Folly site (1913)
- (b) Carriageway Bridge (1913)
- (c) Parkhill School (1912)  
3650 – 2 Street S.W.
- (d) Craftsman Influenced Resident (1912)  
94 Mission Road S.W.
- (e) Craftsman Influenced Residence (1912)  
98 Mission Road S.W.



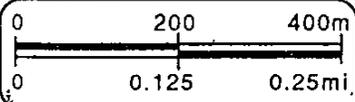
**PARKHILL/  
STANLEY PARK  
ARP REVIEW** **MAP  
20**

**TITLE  
POTENTIAL HERITAGE  
SITES**

- LEGEND**
- STUDY AREA BOUNDARY
  - 1. Lindsay's Folly
  - 2. Carriageway Bridge
  - 3. Parkhill School
  - 4. Craftsman Influenced Residence
  - 5. Craftsman Influenced Residence

Note: for list of addresses see accompanying text

**DATE**  
JANUARY 1994

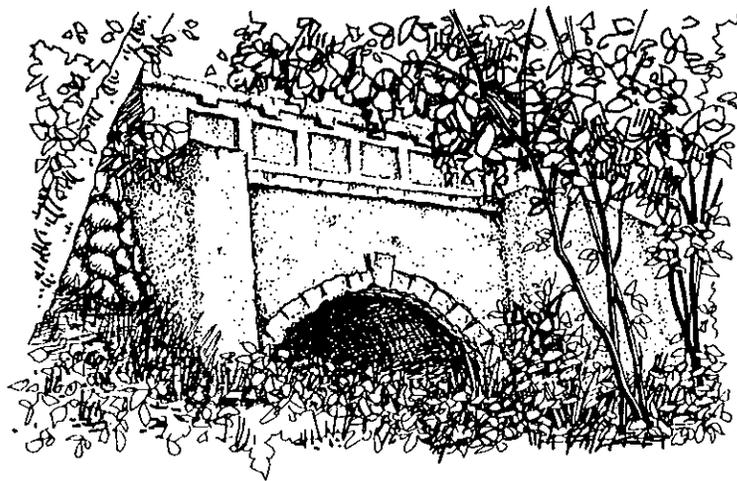




(a) Lindsay's Folly Site (1913)



(c) Parkhill School (1912)  
3650 2 Street S.W.



(b) Carriageway Bridge (1913)



(d) Craftsman Influenced Residence (1912)  
94 Mission Road S.W.

(e) Craftsman Influenced Residence (1912)  
98 Mission Road S.W.

## 1.8 Social Perspectives

### 1.8.1 Income

In general, the residents of Parkhill/Stanley Park have a higher median income than that of the city's population as a whole. With a city-wide median index value of 100.0, the 1990 median income of Parkhill/Stanley park was 104.0<sup>3</sup>.

In 1992, 7.2 percent of the population in the community received social assistance, in comparison with city rate of 6.6 percent.

In spite of the higher proportion of its population that is over 65 years of age (10.4 percent compared to 7.8 percent city-wide), it is interesting to note that the latest available data (May 1992) indicates that only 19.0 percent of the seniors received the Federal Guaranteed Income Supplement compared to 32.0 percent city-wide.

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<sup>3</sup> Index of median incomes – this information is based on reported income levels with the City of Calgary median income level of 100. A median falls in the middle of a distribution with an equal number of cases above and below it.

*The median income level for the eastern portion of ARP area (Elboya) is not included as it is only available for the larger Elboya community district. The 1990 median income for Elboya was 122.0.*

### 1.8.2 Single Parent Families

The 1986 Census of Canada data indicates that, in the Parkhill/Stanley Park community, approximately 11 percent of families were headed by a single parent. By comparison, the percentage of single parent families for Calgary was 19.5 percent.

The 1991 Civic Census<sup>4</sup> shows approximately 2.4<sup>5</sup> percent of the dwellings in Parkhill/Stanley park were occupied by an individual adult (over 15 years of age) with one or more children (14 years and younger). This compares with 3 percent for the City. In contrast, the 1983 Civic Census shows approximately 1.5 percent of the dwellings in Parkhill/Stanley Park were occupied by an individual adult (with dependant children).

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<sup>4</sup> 1991 represents the last year data was collected for civic census on single adult households (with dependant children).

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<sup>5</sup> Rate is an estimate only as data on the Elboya (eastern) portion of the Parkhill/Stanley Park ARP is not available separate from the Elboya community district.

### **1.8.3 Community Crime Incidence**

Parkhill/Stanley Park is characterized by a higher crime rate in the categories of break and enter (house and commercial), theft under \$1,000, theft (auto, truck/bus), vandalism, and carjacking (theft and vandalism) than the City as a whole. The high incidence of break and entry, theft, and car prowling could be attributable to proximity of the community to Macleod Trail, Stanley Park, and the 39 Avenue LRT station; easy access to and shortcutting through the community; the high proportion of senior citizens vacationing away from their homes; and the numerous, large, affluent homes in the community.

The community has introduced a Block Watch Program.

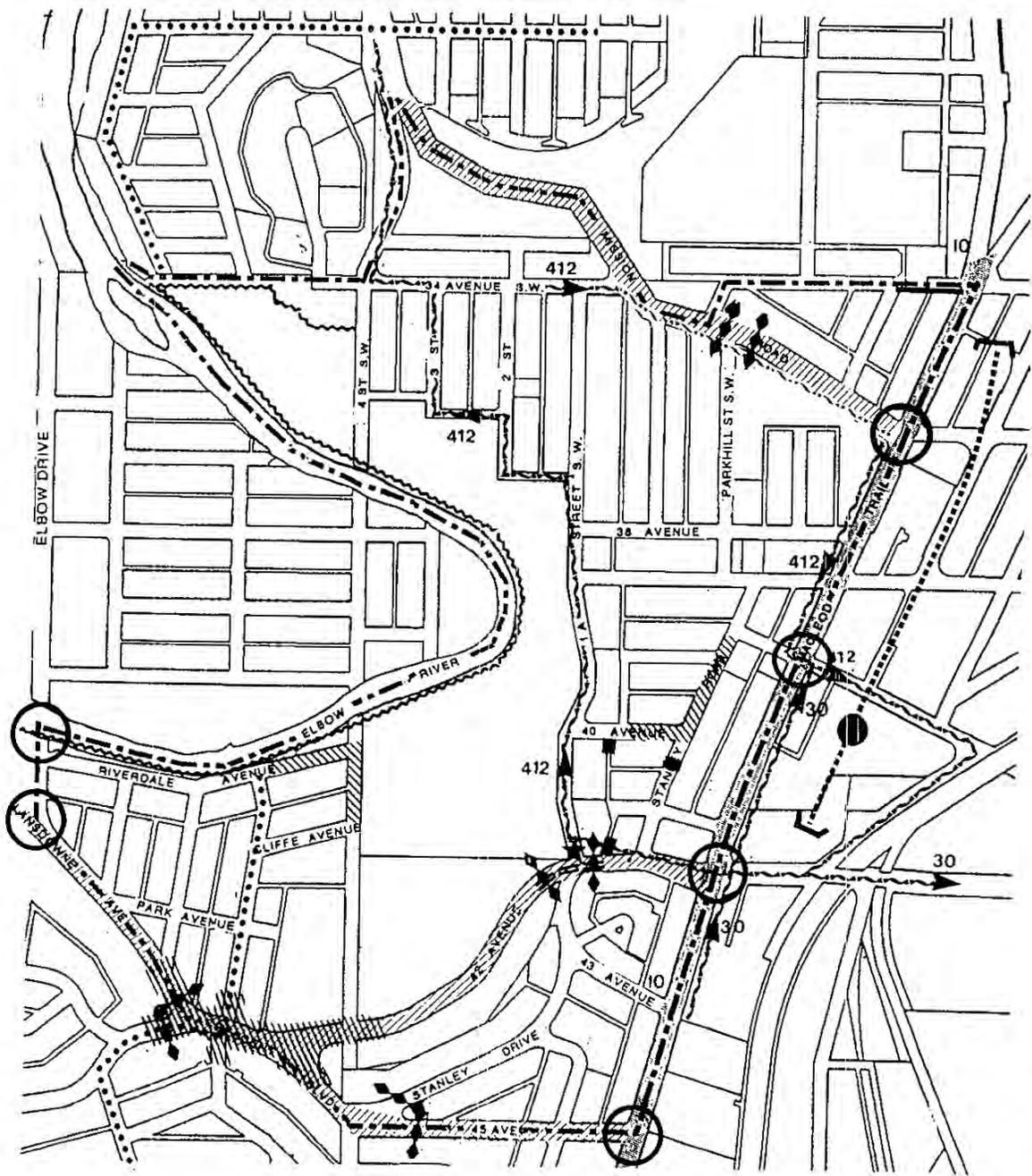
## **1.9 Existing Transportation System**

### **1.9.1 Roadway System**

The existing transportation system in Parkhill/Stanley Park is shown on Map 21. The major thoroughfare serving the community is Macleod Trail which forms the eastern boundary of the community. The overall street system is generally a standard grid pattern with some variation (e.g., Stanley Drive S.W.) where the roadway alignments have been modified due to the slopes of the Parkhill escarpment or the Elbow River.

### **1.9.2 LRT and Bus Service**

The community is well serviced by a system of bus routes and proximity to the Light Rail Transit (LRT) system via the 39 Avenue Station, which is located on the east side of Macleod Trail at 39 Avenue.



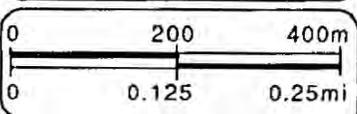
**PARKHILL/  
STANLEY PARK  
ARP REVIEW** MAP  
21

TITLE EXISTING  
TRANSPORTATION  
NETWORK

**LEGEND**

- MAJOR ROAD
- COLLECTOR ROAD
- BUS ROUTE & NUMBER
- MEDIAN
- LANE/ ROAD CLOSURE
- PARTIAL CLOSURE
- PLAYGROUND ZONE
- OFF-STREET PATHWAY
- ON-STREET BIKEWAY
- LRT LINE & 39 AVE STATION
- EXISTING SIGNALIZED INTERSECTION (with crosswalk)
- MARKED CROSSWALK
- STUDY AREA BOUNDARY

DATE  
JANUARY 1994



## **2.0 FIVE YEAR REVIEW: BACKGROUND TO POLICY FORMULATIONS AND RECOMMENDATIONS**

### **2.1 Background**

On 1984 February 13, City Council adopted an Area Redevelopment Plan (ARP) for the Parkhill/Stanley Park community. The ARP boundaries are Lansdowne Avenue S.W./45 Avenue on the south, Macleod Trail on the east, 34 Avenue/Mission Road and 4 Street/Elbow River/Elbow Drive on the west.

In September 1987, Council approved a two phase review process for approved ARPs. The review of an approved ARP is undertaken to ensure that the Plan is achieving its goals and objectives and to address any new issues. Phase 1 involves a brief questionnaire to all primary users of the document (e.g., Ward Alderman, Community Association, City Departments, the School Boards, Utility Companies) and a public meeting in the community. If no major issues emerge and no major changes are needed, no further work is undertaken. If major issues are identified, a Phase II review is undertaken. The Planning & Building Department undertook the Phase II of the Five Year Review for Parkhill/Stanley Park, with the intent of resolving those issues identified in Phase 1 and preparing any necessary amendments which will enable the Plan to better achieve its goals and objectives.

The public participation component of Phase 1 included a public open house, panel discussion, and a brief questionnaire. In addition, the Community Association distributed a detailed questionnaire to all residents and landowners within the community, and attained a 40 percent rate of return. The questionnaire posed a range of questions dealing with residential, commercial, open space, transportation, and community/social issues. The results of that questionnaire are summarized in Appendix 1 and the issues and concerns expressed were generally consistent with the survey results of the public open house.

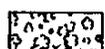
### **2.2 Issues and Concerns**

The following issues/concerns were identified during the Plan review process and are illustrated in Map 22.

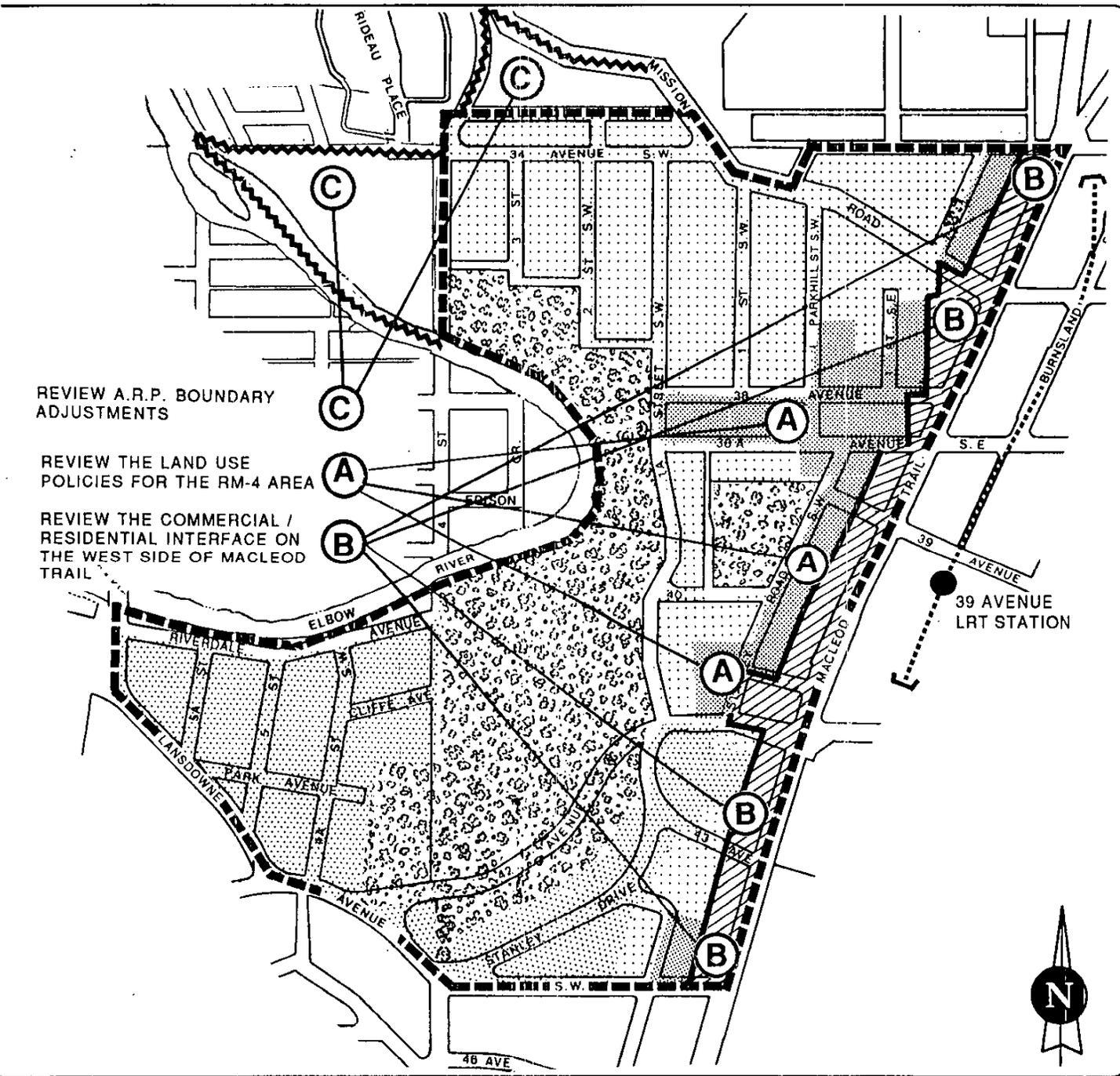
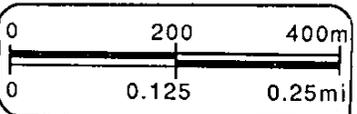
#### **2.2.1 A Review of the ARP Boundaries**

The Community Association identified two areas located adjacent to the northern and northwestern boundaries of the Plan Area which may be logical planning areas for the extension of the Parkhill/Stanley Park ARP boundaries. These areas are either physically separated from adjacent communities and/or access to these lands is through the Parkhill/Stanley Park community.

TITLE  
ARP ISSUES

- LEGEND**
-  1984 A.R.P. BOUNDARY
  -  PROPOSED BOUNDARY
  -  R-1 RESIDENTIAL SINGLE DETACHED
  -  R-2 LOW DENSITY
  -  RM-4 MEDIUM DENSITY MULTI-DWELLING
  -  PE PUBLIC PARK/SCHOOL & RECREATION
  -  C-3(30) GENERAL COMMERCIAL

DATE  
JANUARY 1994



REVIEW A.R.P. BOUNDARY ADJUSTMENTS

REVIEW THE LAND USE POLICIES FOR THE RM-4 AREA

REVIEW THE COMMERCIAL / RESIDENTIAL INTERFACE ON THE WEST SIDE OF MACLEOD TRAIL



### **2.2.2 A Review of the Residential Land Use Policies for the RM-4 Lands within the Community**

The medium density (RM-4) land use designation which applies to those lands located along Stanley Road between 34 and 42 Avenues S.W.; the lands located between 38 and 38A Avenues S.W.; and the lands located at 45 Avenue and Stanley Road S.W., is not considered appropriate or compatible with the adjacent low density residential development (R-1 and R-2 lands), by the community.

### **2.2.3 A Review of the Commercial/Residential Interface and General Land Use Policies for the West Side of Macleod Trail**

The community has identified a number of concerns related to the Plan's commercial land use policies including: limiting the commercial frontage to Macleod Trail and restricting commercial intrusion into the community along the residential avenues; assessing the scale and nature of commercial development along Macleod Trail to ensure its compatibility with the adjacent residential development to the west; prohibiting comprehensive mixed use development which straddles commercially and residentially designated land west of Macleod trail; and limiting spillover commercial parking into adjacent residential areas.

### **2.2.4 Review the Need for Architectural and Development Guidelines for Both the Residential and Commercial areas of the Community, which Reflect the Established and Evolving Character of the Community**

A substantial amount of redevelopment has occurred in the community since the adoption of the ARP. Given the nature and extent of this change, the Community Association requested that the Administration prepare detailed architectural and development guidelines for both residential and commercial components of Parkhill/Stanley Park.

### **2.2.5 Review of Transportation and Parking-Related Concerns**

The Community Association requested that the Administration review a number of transportation and parking-related concerns, including: pedestrian safety, specifically on Lansdowne Avenue, 39 Avenue, and Mission Road; pedestrian access to Stanley Park and the 39 Avenue LRT station (east of Macleod Trail); on-street parking congestion, particularly adjacent to Stanley Park; speeding along 42 Avenue/Lansdowne Avenue and Mission Road; and shortcutting traffic on Parkhill Street, Mission Road, 1 Street, 34 Avenue, 42 Avenue, and Lansdowne Avenue.

## **2.2.6 Review of Open Space/Recreational Related Concerns**

The Community Association requested that the Administration review the following issues: the preservation and enhancement of existing vegetation and improved street treatment; improved pedestrian connections to Stanley Park; vegetation and beautification of Stanley Park, particularly the “heritage escarpment” component; the possible reconfiguration of the Parkhill/Stanley Park Community Hall site by closing and consolidating a portion of adjacent laneway; and the feasibility of developing the closure area, proposed under the 1984 ARP on Erlton Court S.W., north of Mission Road, as a local park.

## **2.3 Policy Context**

### **2.3.1 LRT South Corridor Land Use Study, 1980**

The LRT South Corridor Land Use Study, approved by City Council on 1980 July 29, contains specific policies for the LRT stations along Calgary’s first rail transit line. This study recommended implementation of the policies for the 42 Avenue Station (now called the 39 Avenue Station) through the preparation of the Parkhill/Stanley Park ARP. The intent of the development concept for the 42 Avenue Station Area was to focus development pressures on the LRT station and conserve the residential community of Parkhill/Stanley Park. The

Study contains special development guidelines for the commercial lands along the west side of Macleod Trail, to address the commercial and residential edges. Guidelines included recommendations for a height reduction to a maximum of 30 metres for mixed use development; terracing on the west elevation of commercial development; and a residential density bonus for mixed use projects.

### **2.3.2 The Inner City Plan, 1979**

The Inner City Plan, 1979 provides an overall policy direction with respect to a growth strategy for the established communities. It establishes a framework within which planning, at the neighbourhood level, might better respond to broader city and inner-city issues and objectives. It indicates the general location and the types of redevelopment desirable for specific communities. Parkhill/Stanley Park is designated as a “Conservation” area. The policy direction is as follows:

*“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 for more intensive development). Other parts may accept some new development as long as it respects and enhances the existing fabric of the community.”*

### 2.3.3 The Calgary General Municipal Plan, 1978

In 1978, City Council adopted the Calgary General Municipal Plan which is the overall plan for the City.

In view of changing economic conditions and city growth patterns, City Council approved the Long-Term Growth Management Study on 1986 July 22. The goals and policies of growth strategy were incorporated into the Calgary Plan on 1988 June 20. The following policies represent the framework for managing the established communities:

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

- strengthen the role of the community within the built-up area, as defined in local area plans;*
- contribute positively to the community’s quality and image; and*
- contribute to the existing community fabric and social environment.*

*2.7.3.2 The quality of the physical environment in existing communities is to be improved.*

*To enhance the attractiveness of these communities, Council will consider a program of capital improvements on an annual basis.*

*2.7.3.3 A variety of housing types to serve the broadest spectrum of housing needs should be encouraged within the built-up area. Provision should be made for a choice of housing types and living environments so as to provide for various types of population in the existing communities ranging from unattached persons (i.e., older residents and young adults), couples in their family formation years, middle aged, and older families. This does not mean that every community district is obliged to provide a mix of housing. Rather, the appropriate mix in any given community district is to be determined through the local planning process while maintaining a city-wide perspective.*

*2.7.3.4 Where deemed appropriate, the relocation of low intensity, functionally obsolete, or incompatible land uses within existing communities to more suitable peripheral locations should be encouraged. Infill redevelopment, which will result in more efficient use of land and services suitable to local conditions, should be encouraged.”*

## 2.4 Policy Direction

The recommended land use policies and implementation actions support maintaining the existing character and quality of the community through conservation and rehabilitation, while allowing new development to occur which would respect and enhance the fabric of the existing community.

The planning approach focuses on creating land use stability; encouraging attractive and compatible redevelopment, maintaining and enhancing community amenities; identifying and implementing programs to minimize the impact of through commuter traffic and non-residential on-street parking; and discouraging the expansion of commercial uses into the adjacent residential community.

### 2.4.1 Residential Land Use

The intent of the residential land use policies is to protect the family oriented low density nature of the community, while ensuring that a variety of housing types suitable for a range of lifestyles and economic situations is retained.

#### 2.4.1.1 Low Density Residential Conservation and Infill (R-1 and R-2 Districts)

The plan reaffirms the “Conservation Policy” of the Inner City Plan, 1979, which supports maintaining the existing character and quality of the neighbourhood through conservation and rehabilitation, while allowing infills that would respect and enhance the existing

fabric of the community. In order to implement the conservation policy and to encourage stability, the existing low density residential land use districts of R-1 and R-2 are retained.

The R-2 District, which is the most predominant land use designation in the community, allows the retention of single family dwellings, the conversion of existing single family dwellings to two family dwellings, and the construction of duplex, semi-detached and 7.5 m (25 foot) wide lot infill development. The R-1 District, which is the predominant land use district in the western and southern portions of the community, allows for the retention of single family dwellings and the construction of new 12.19 m (40 feet) lot infill developments.

New infill housing and renovations/additions to existing housing are generally desirable to maintain the vitality of inner city communities. However, it is generally agreed that infill development and substantial additions, if built to the maximum building envelope and density allowed under the Land Use By-law, can constitute a visual intrusion into the established streetscape and may cause negative environmental impacts to nearby residents. To ensure compatibility and integration with the existing development context, City Council recently adopted the Low Density Residential Housing Guidelines for Established Communities. These guidelines are intended to assist builders/developers in providing sensitive designs that would respect the community context. These guidelines, together with additional guidelines included in this Plan, will be considered by the Approving Authority in reviewing discretionary development permit applications.

During the Plan review process, a number of landowners residing in a two block area located north of 34 Avenue, between 1A and 4 Streets, expressed a concern regarding the potential of narrow lot infill development occurring along this frontage and their desire to retain the current large lot, single family residential character.

As there is a consistent subdivision and development pattern on large lots (50 ft. frontages) within this two block area and the housing stock is in good condition, it could be argued that these lands represent a unique case where a change in land use designation from R-2 to R-1 is appropriate. Utilizing the criteria developed by Council for evaluating redesignation applications, "Evaluation Redesignation Applications to Prohibit Small Lot Housing (July 17, 1989)," this area is consistent with Council policy for supporting such an application.

However, in order to assess the level of support for a land use change, a number of surveys were sent out to landowners within this area, by both the Planning & Building Department and area residents. The results of the surveys did not indicate a strong majority support for a change from R-2 to R-1.

Given the level of support, the Plan does not recommend the redesignation of these lands. It should be noted that each land title to the lots in this area, with the exception of one, contains a covenant restricting development on each 50 ft. lot to a single dwelling. The restrictive covenants (Instrument Numbers 2280FV and 7792FL) offer these landowners some protection against further subdivision and small lot development.

#### 2.4.1.2 Low/Medium Density Residential (RM-4 and DC Districts)

The RM-4 (Residential Medium Density Multi-Dwelling District) was approved under the 1984 Parkhill/Stanley Park ARP to implement the medium density redevelopment policy area. The intent of the medium density redevelopment policy area was to provide a variety of housing types including option for family-oriented accommodation, townhouses, stacked townhouses, and apartment housing. The community has expressed some concern with the extent and appropriateness of the RM-4 District, with respect to its built form and impact on the adjacent lower density residential development. Some residents have expressed a desire to redesignate some of the RM-4 lands to lower densities, in order to provide more family-oriented accommodation and respect the scale and built form of the existing community.

Plan policies continue to call for the retention of the existing DC and RM-4 areas. The DC site is located in the north central portion of the Plan area and accommodates a four-unit apartment development within the Parkhill School building. The RM-4 areas are located mainly along the eastern edge of the community and to a lesser extent in the north central portion of the community between 38 and 38A Avenues. The intent of this policy is to maintain the variety of housing choices available in the community, while encouraging compatible, low profile, family-oriented forms of development to occur on the residual, under-utilized RM-4 sites. This approach is consistent with the policies of the Calgary General Municipal Plan which recommend a mix of housing types to serve a broad spectrum of housing needs, but in a manner which complements the existing community.

One of the arguments behind requiring a mix of housing types is the need to accommodate life cycle choices within the community. People have different housing needs as they go through life and these life cycle choices should be accommodated through a variety of housing types. Encouraging long term residency is generally considered desirable and healthy; it brings stability, fosters community spirit and ensures that public facilities are fully utilized. If the housing market does not provide a variety of housing types, people will not find the accommodation they want in the community.

In view of the concerns expressed by the community regarding the amount of multi-family development which could occur under the RM-4 District, projected housing mix figures were reviewed and compared with the existing housing mix. Figure 23 contains the existing and potential dwelling unit figures for the ultimate (built-out) development in Parkhill/Stanley Park and compares the existing number of units with both the maximum number of units under the approved (1984) ARP, and the maximum number of units the proposed (1993) ARP. A projected housing mix of 47.6 percent low density residential and 52.4 percent multi-family residential development could be achieved under the existing ARP. This represents approximately a 90 percent potential increase in the number of units from what currently exists in the community.

As no major land use changes are being proposed in the revised ARP, the housing mix potential achievable is essentially the same as the potential under the 1984 ARP. This approach is generally consistent with the community's desire to maintain the current housing mix.

The retention for the RM-4 District will provide opportunities for the development of a range of housing types such as single family, duplex, semi-detached, townhouses, stackhouses, or apartments. Because of the number and concentration of apartment sites in the northeastern and east central portions of the Plan area and resident concerns regarding the ultimate RM-4 development and its compatibility with adjacent low density residential area, a low profile housing form with 50 percent of the units having two or more bedrooms and direct access to individual units is considered one of the appropriate housing forms in attracting families with children.

In addition to issues of building form and impact, concerns have also been expressed regarding on-street parking congestion adjacent to multi-family residential areas. Problems appear to be more pronounced in certain areas of the community, particularly along Erlton Court S.W. and between 38 and 38A Avenues, east of Parkhill Street S.W. For a number of reasons, such as additional cost, tenants may not use the existing on-site parking spaces. In order to reduce the problem of on-street parking congestion, multi-family residential building owners/managers should seek ways of encouraging better utilization of on-site parking. Parking issues should be monitored and if on-street congestion intensifies in the future as the RM-4 areas of the community redevelop, the Transportation Department should work with the community on solutions to address the problem.

To encourage landowners/developers to design buildings which are complementary to the scale and character of existing development, architectural and development guidelines have been included for the Approving Authority when reviewing proposed multi-family projects.

**FIGURE 23: EXISTING AND POTENTIAL DWELLING UNITS**

Site	Size (Hectares)*2	Existing Number of Dwelling Units*1	Proposed Densities	
			Approved 1984 ARP (Maximum Unit Potential)	Revised 1993 ARP (Maximum Unit Potential)
R-1 Area	9.26 ha	151 units (19.7%)	151 (10.4%)	151 (10.4%)
R-2 Area	16.32 ha	393 Units (51.4%)	539 (37.2%)	539 *2 (37.2%)
RM-4 Area	5.1 ha	271 Units (28.4%)	754 (52.1%)	754 (52.1%)
DC Area (Parkhill School)	0.089 ha	4 (0.5%)	4 (0.3%)	4 (0.3%)
<b>TOTAL RESIDENTIAL</b>	<b>30.769 ha (76.03 ac)</b>	<b>765 (100%)</b>	<b>1448 (100%)</b>	<b>148+*3 (100%)</b>

\*1- from 1992 Civic Census Data, Housing Units by Structure Type and Community Survey, 1991

\*2 - assumes that the R-2 area between 33 and 34 Avenues will remain designated R-2.

\*3 - additional residential units may be developed along Macleod Trail as part of future mixed use projects.

### 2.4.1.3 City-owned Property

A number of residentially designated and undeveloped City-owned properties are located within Parkhill/ Stanley Park. The Plan proposes that these sites be made available for sale, provided they are not required for municipal purposes (i.e., road, utilities, or park) or are determined to be unsuitable for development (i.e., unstable). Some concern has been expressed by adjacent residents regarding the stability of a vacant City-owned property located on the northwest corner of Mission Road S.W. and 34 Avenue. Prior to any sale, the Land & Housing Department will undertake the following:

- a geotechnical study to determine the suitability of the site;
- first offer the site to the adjacent property owner to the west;
- consideration be given to leaving a portion of the site in City title to accommodate a community entrance sign; and
- development on this site be limited to a density and use compatible with the balance of development on the residential blocks between 33 and 34 Avenues. The titles to the properties within this two block area are caveated to restrict residential development to one dwelling per 50 foot lot.

Should the site not be suitable for development, it should remain in its natural state.

A smaller remnant parcel located on the northeast corner of 34 Avenue S.W. and 4 Street, at the westerly end of this same block area is of insufficient size to be developed and should therefore, be offered for sale/ lease to the adjacent property owner to the east.

Both these sites, as well as an RM-4 site located at 134 – 38A Avenue are in Calgary Parks & Recreation inventory, and are not required for park purposes.

### 2.4.2 Commercial Land Use

The purpose of the commercial land use policies is to define the boundaries and density levels for commercial areas within the community. To complement the residential land use policies of maintaining community stability and encouraging compatible redevelopment, the Area Redevelopment Plan strongly discourages the expansion of the existing commercial sites into adjacent residential areas. These policies are also intended to accommodate the range of existing local and regional commercial uses along Macleod Trail, while providing the direction for new and future mixed use development to address both long-term goals which are supportive of the LRT system (e.g., office/ residential), as well as the needs and desires of the local community.

In addition to the Macleod Trail commercial lands, there is one small neighbourhood convenience commercial development located on the southeast corner of Mission Road and 1st Street which is a non conforming use under the R-2 District. Commercial development on this site should not be allowed to expand beyond the existing structure and therefore, no designation change is proposed to recognize the existing use. If the commercial use is discontinued, residential uses under the R-2 District are appropriate.

#### 2.4.2.1 Regional Auto/General Commercial

The existing (1984) ARP does not clearly address the issue of future commercial expansion. While there has not been a land use approval which resulted in the expansion of commercial uses into the adjacent residential community, there has been some concern expressed by residents during the public participation process regarding the development of a dermatology clinic at 124 – 42 Avenue. This is the only commercially designated land use located west of the north/south lane, which essentially separates commercial from residential development. Resident concerns include the negative impacts associated with a commercial use in this location on adjacent residential development and the precedent setting implications of the clinic, for further commercial development and expansion west of the lane.

Some of the commercial land use policies of the 1984 ARP are considered unclear and ambiguous for the Macleod Trail lands. The community therefore, expressed a need to define the boundaries of commercial development; review the types of commercial uses which are appropriate adjacent to Macleod Trail; address the orientation of commercial development; and review the maximum height of commercial development under the C-3(30) District and its impact on the adjacent residential neighbourhood.

In response to these concerns, the commercial land use policies for Macleod Trail have undergone substantial review and clarification. The commercial land use policies focus on the development of a viable commercial strip along Macleod Trail which is consistent with the long term objectives of the LRT South Corridor Land Use Study, as well as compatible with the adjacent residential community.

The revised ARP strongly discourages any expansion of the existing commercially designated land west of the north/south lane (located west of Macleod Trail) and into the adjacent residential community. In addition, commercial development should be oriented to Macleod Trail and not to the residential avenues. This is consistent with the current building orientation and would minimize the impact of commercial development on the adjacent residential community.

To reflect the historic and current uses of the commercial lands adjacent to Macleod Trail, a regional auto/general commercial land use policy is proposed. Plan policies encourage a wide variety of general commercial uses to serve a regional market, given the function of Macleod Trail as a major roadway. However, the Plan encourages the incorporation of some local commercial uses into new development to serve the needs of the local community. At the same time, the Plan encourages mixed use development (residential/commercial) as a long term goal for the area in view of its proximity to the 39 Avenue LRT Station.

Commercial development along Macleod Trail currently ranges in height from one to three storeys. Since the adoption of the LRT South Corridor Land Use Study and the 1984 ARP, new commercial development along Macleod Trail has been limited and not built out to the anticipated potential of the C-3(30) District. Given the experience of other Canadian municipalities like Toronto and the longer time frame anticipated for development intensification to occur in the vicinity of transit centres (i.e., 20+ years), the revised ARP continues to affirm the long term strategic objective of development intensification adjacent to LRT stations. Plan policies therefore, continue to provide for development incentives along the west side of Macleod Trail consistent with the LRT South Corridor Land Use Study. These incentives include a residential density bonus for mixed use projects only within a defined area, as well as the option for comprehensive development which includes land on either side of the lane right-of-way between Macleod Trail and Stanley Road and between 38A and 42 Avenues. Applicants pursuing these incentives will be required to submit a Direct Control (DC) District in order to ensure that such projects are compatible with the adjacent residential community.

The uses allowed under the existing C-3 District are considered appropriate and should be retained. Given the existing grade change between the commercial lands adjacent to Macleod Trail and the residential

lands further to the west, the current 30 m (100 ft.) height limit may generally be compatible with the adjacent three and four storey height limits of the abutting R-1, R-2, and RM-4 Districts, provided there are appropriate guidelines addressing the residential/commercial interface. It should be noted that maximum building heights were reduced from 46 m to 30 m in order to implement the recommendations of the 1984 ARP and the LRT South Corridor Land Use Study. To ensure that new commercial development does not adversely impact adjacent residential development, Plan policies require an applicant to demonstrate how a proposed commercial project will achieve a compatible land use transition. Particular design sensitivity will be required for those lands where there is little or no grade change between commercial and residential lands (i.e., between 41 and 43 Avenues).

The existing DC District in the northeastern portion of the Plan area and adjacent to Macleod Trail should be retained. The DC District (By-law 33Z92) accommodates a surface parking lot ancillary to the automobile dealership located at 3615 Macleod Trail S.W. only.

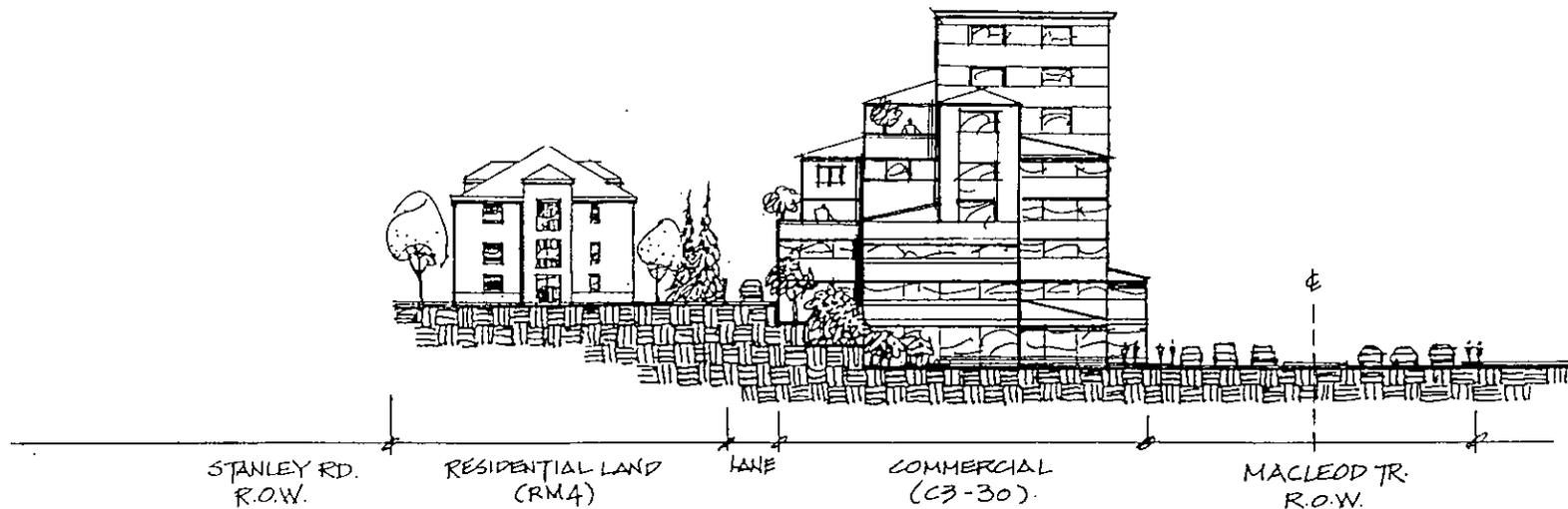
It should also be noted that given the comparatively shallow depth of the commercial properties (average depth of 33.4 m), together with the grade change (which ranges from 1.5 m to 10.7 m), the development potential of these commercial properties is constrained.

The Plan also includes a set of architectural and design guidelines intended to protect the residential area to the west from potential conflicts with adjacent commercial development (e.g., shadowing, privacy, traffic, and parking). Figure 24 illustrates the use of terracing on the west face of a commercial building as a design technique which can improve the transition between commercial and residential land uses. As well, the guidelines are intended to encourage new

development and renovations which will be compatible in nature and scale with the adjacent residential development.

To address concerns with overspill parking from commercial development onto the residential avenues, the Plan recommends that the parking standards of the Land Use By-law not be relaxed.

**Figure 24**  
**Relationship between Macleod Trail Commercial**  
**and Residential Development**



### 2.4.3 Institutional Land Use

The existing ARP does not address institutional land uses. During the Plan review process, the community identified a number of concerns associated with the existing or future institutional development, including the impact of future expansion plans, compatibility with adjacent residential development, traffic, and overspill parking.

The only existing institutional use in the community is an Islamic mosque located at 90 Mission Road S.W. The adjacent two residential dwellings immediately to the west of the mosque (located at 94 and 98 Mission Road S.W.) are also owned by the Ahmadiyya Movement in Islam, and are used as a residence for the missionary-in-charge and office space for the centre. One of the major issues associated with the mosque is the perceived lack of sufficient on-site parking and the resulting overspill parking problem on adjacent residential streets. While the owners of the site submitted two development permit applications; the first in 1988 to expand the existing number of on-site parking space, and the second in 1989, to undertake some exterior renovations to the mosque, neither application was pursued through to a final decision. No other parking control mechanism has been adopted to address this issue.

Another related concern is the impact of increased traffic and parking congestion that could result from an expansion to the existing facility or the development of a new institutional use.

The intent of adding institutional policies to the revised ARP is to recognize the existing institutional use, while ensuring that new or expanded institutional uses will be compatible with the surrounding residential neighbourhood and will not negatively affect the resident quality of the community. Development guidelines have been included to ensure that the development of new facilities or the expansion/renovation of the existing facilities will be compatible with adjacent development. The existing land use district (R-2) is considered appropriate to accommodate the existing mosque. However, should the existing site be expanded, a Direct Control district should be applied for by the owner. This will ensure that the development guidelines contained in the revised ARP are implemented.

#### 2.4.4 Open Space and Community Facilities

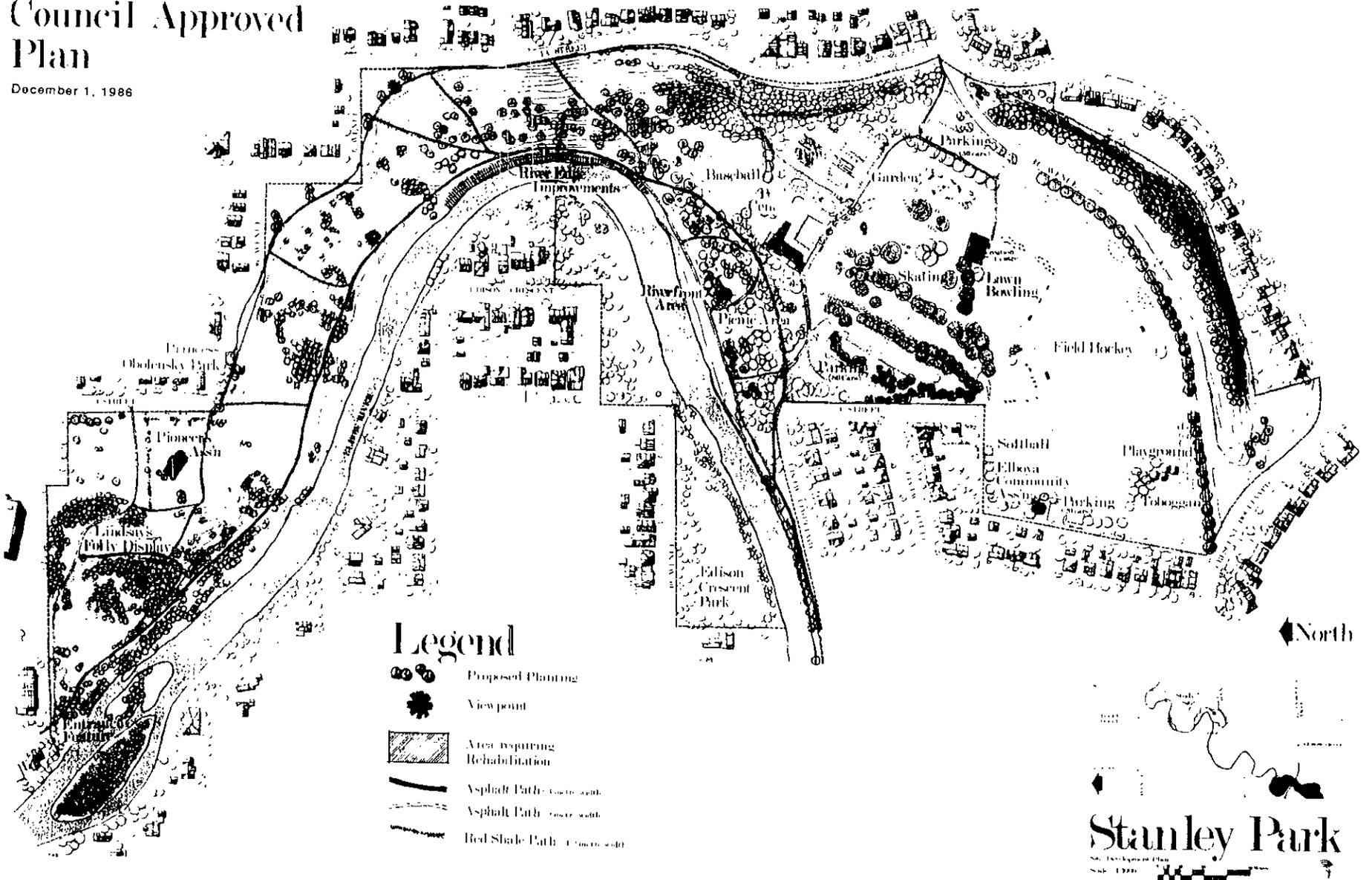
If Parkhill/Stanley Park is to continue to function as an attractive neighbourhood, an adequate level of open space must be maintained and protected. At present, the community is considered adequately supplied with open space and community facilities by City standards. The “1984 Inner City Open Space Study” classifies Parkhill/Stanley Park as a Prototype “A” (Inner City Family Community Type) which requires from 0.9 ha to 1.3 ha per 1000 persons for functional open space. The current Parkhill/Stanley Park ratio is approximately 1.1 ha of functional open space per 1000 persons. The natural open space adjacent to Mission Road S.W., between 1A and 4 Streets, as well as a number of other small parcels (i.e., roadway green), are considered non-functional open space and therefore, not included in the functional open space calculation. In addition, the community is served by the regional open space and recreational facilities associated with Stanley Park including undeveloped natural areas, such as the Parkhill Escarpment, located along the eastern edge of Stanley Park.

The 1984 ARP policies on open space need to be updated. Some of the recommendations of the Plan have been implemented, while others have not.

Consistent with the recommendations of the 1984 ARP, a long range plan, the Stanley Park Master Plan was prepared and approved by Council on 1986 December 01. The Council approved plan for Stanley Park is shown on Map 25. The ARP also recommended the installation of playground equipment on the Community Hall site and closure of a portion of Stanley Road (now Erlton Court S.W.), north of Mission Road for local open space. A playground has now been provided in the northwestern portion of the Community Hall site. Although the portion of road recommended for closure is undeveloped due to grade constraints, it has never formally been closed by by-law. The community has expressed concern about the physical state of this site and the need to undertake a formal closure and site upgrading.

# Council Approved Plan

December 1, 1986

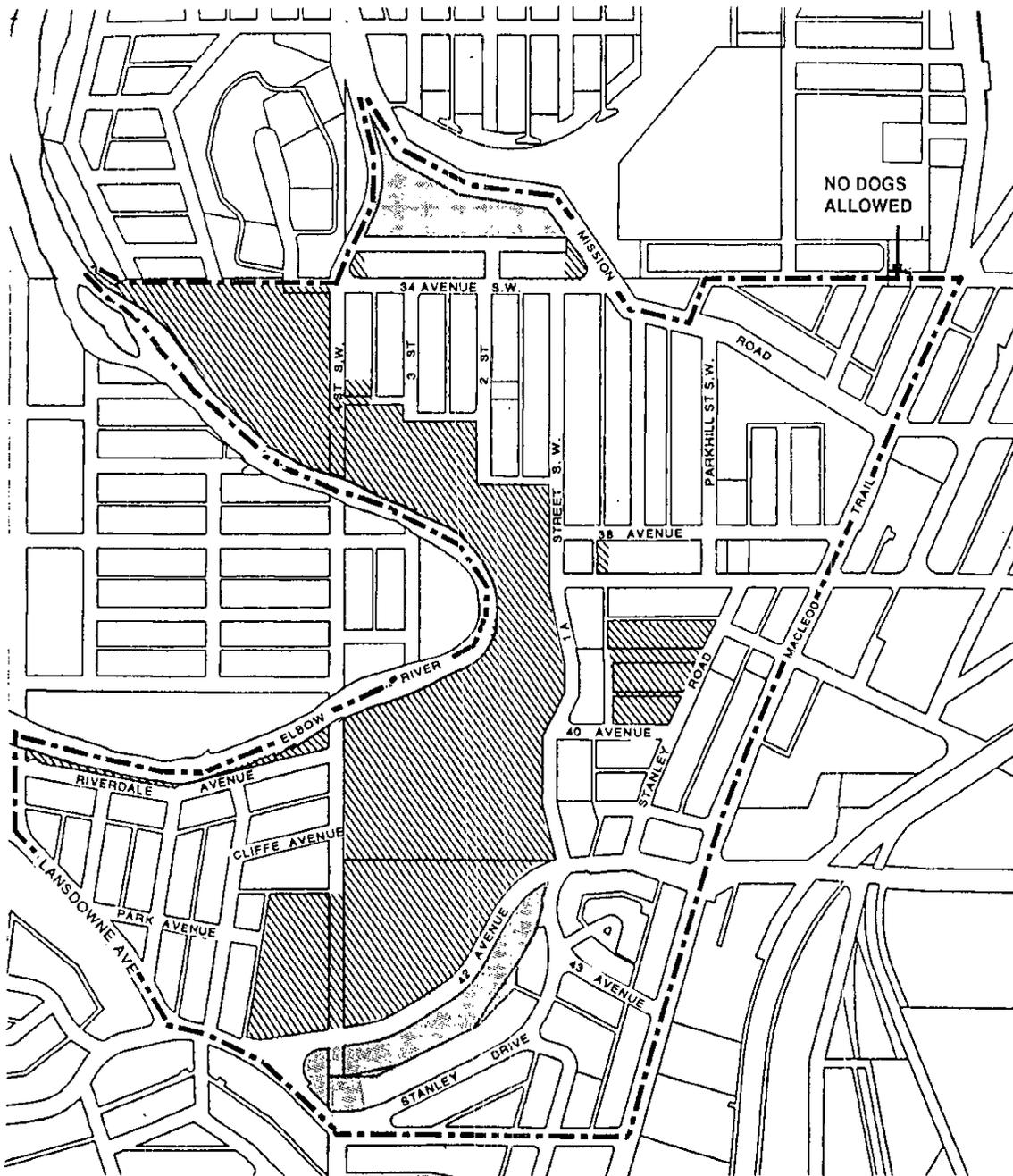


The revised ARP proposes that this portion of Erlton Court S.W. be closed, but not for purposes of providing local open space. Given the steepness of the site and the proximity of other functional open space, this site is of questionable functional value. Once closed, a site development plan should be prepared and implemented by Engineering and Environmental Services Department in consultation with the Community Association. The Engineering and Environmental Services Department has agreed to undertake improvements to the site to enhance the appearance. Any improvements should be of a permanent and durable nature. Pedestrian access to Mission Road S.W. via the existing stairway and vehicular access to the abutting homes should be maintained.

Map 26 identifies those areas within Parkhill/Stanley Park which are designated as on leash and off leash areas by Calgary Parks & Recreation.

During the Plan review process, a number of concerns requiring further review were identified. These include the need:

- for better utilization of the existing Community Hall site, particularly by improving the layout and types of playing fields available;
- for safe and improved pedestrian/cyclist connections to Stanley Park from the community;
- for preservation and regeneration of the Parkhill escarpment and other natural areas, where necessary; and
- for the revitalization and enhancement of existing vegetation and improved street treatment.



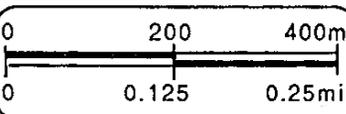
**PARKHILL/  
STANLEY PARK  
ARP REVIEW** MAP  
26

TITLE  
PARKS: ON LEASH/ OFF  
LEASH DOG . AREAS

**LEGEND**

- ON LEASH
- OFF LEASH
- STUDY AREA BOUNDARY

DATE  
JANUARY 1994



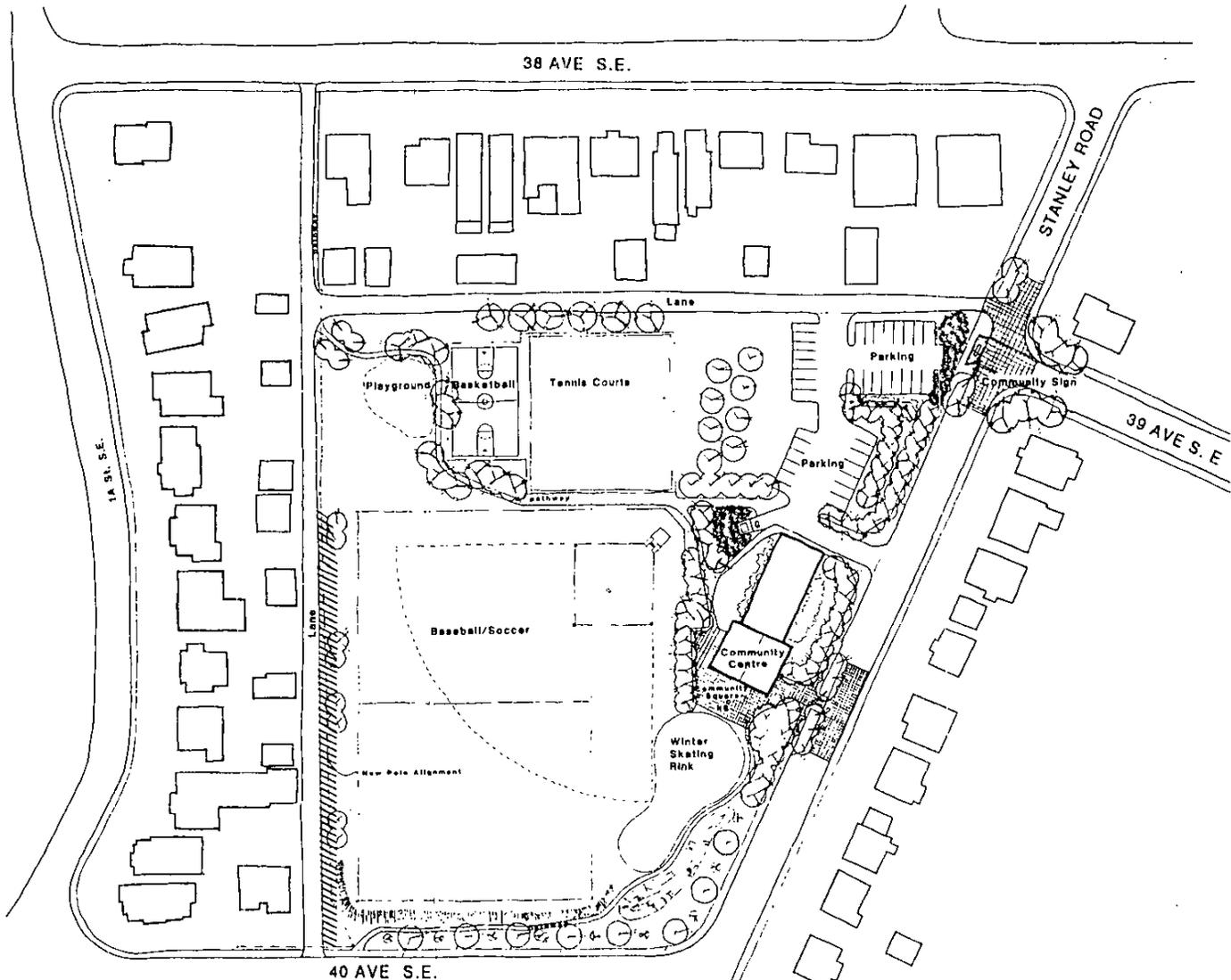
The revised Plan recommends that an adequate level of open space in the community be maintained. In addition, the passive natural areas and the escarpment lands are proposed for preservation and revegetation, with limited development where appropriate, (e.g. defined pathways) to protect these areas. Defined but limited pathway development within the escarpment lands may be necessary to direct some of the pedestrian/cycle traffic away from ecologically sensitive areas and onto defined paths. Future development within natural areas and escarpment lands should be consistent with the recommendations of the Stanley Park Master Plan and the Heritage Escarpment Implementation Plan.

It should be noted that Stanley Park was included within the boundaries of the Urban Parks Master Plan Study Area (as Planning Unit #99). That Plan recommends that certain improvements within Stanley Park be considered a priority and targeted for program funds. These improvements include the naturalization of those areas not used for recreation within the Park and the marking of the Lindsay's Folly site. The Plan's recommendations have been considered by the Parks & Recreation Board and are expected to be considered by City Council in the spring of 1994.

While the community generally feels that the range of community facilities provided is satisfactory, it was felt by some residents that the configuration of the Community Hall site and the layout of the playing fields could be improved. If a portion of the north/south lane adjacent to the western boundary of the site were closed and consolidated with the Community Hall site, reconfigured and regulation size playing fields could be provided, thereby, improving the facilities available to the community. Plan policies, therefore, call for closing any excess portion of the lane ROW, relocating the utility poles, and consolidating the closed portion of lane with the adjacent Community Hall site. Once closed, Calgary Parks & Recreation, in consultation with the Community Association, should prepare a development plan for the site. Map 27 illustrates a possible development concept for the Community Hall site, prepared by the Community Association. In addition, the east/west lane which bisects the Community Hall site should also be closed and form part of the adjacent open space lands. This lane is not developed and is currently used as open space.

**LEGEND**

 **PROPOSED  
CLOSURE**



 **LOMBARD NORTH GROUP**  
PLANNING & ARCHITECTURAL SERVICES  
CALGARY, ALBERTA      OTTAWA, ONTARIO

 **Scale 1:500**  
November 1992  
Project 142-1-01

**COMMUNITY PARK**  
Parkhill-Stanley Park Community Association

**CONCEPT PLAN**

In order to provide for well defined and safe pedestrian and cyclist connections from the community to Stanley Park, the Plan calls for a review of the pathway connections from the community to Stanley Park, including their location and treatment (e.g., provision of signed crosswalks, pedestrian corridor treatment where warranted). It should be noted that Calgary Parks & Recreation Department is responsible for the development of off-street pedestrian and bicycle pathways, while the Transportation Department is responsible for the provision of the on-street system. Calgary Parks & Recreation and the Transportation Departments, in consultation with the Community Association, should identify appropriate and logical pathway connections, consistent with the recommendations of the Stanley Park Master Plan and the Heritage Escarpment Implementation Plan.

During the Plan's preparation, improvements to the 42 Avenue entrance to Stanley Park were undertaken to address vehicle and pedestrian access concerns. Improvements included a redesign of the parking lot, the parking lot entrance, and the associated pedestrian/bicycle connections.

The replacement and enhancement of existing vegetation is encouraged along collector and major roadways under the auspices of the City's Urban Forest

Management Policy/Greening of Calgary. Residents are encouraged to enhance and replace existing vegetation on local streets under the City's Planting Incentive Program. The Community Association has had prepared, on its behalf under a Provincial Grant, a planting scheme for community streets. Map 27A illustrates possible streetscape improvements to the community under this scheme. This work could also be advanced through a local improvements of benefits by-law.

To reflect their current and future use as open space, two parcels of land should be redesignated to the PE District.

- Princess Obolensky Park, located on the northeast corner of 36 Avenue and 4 Street, should be redesignated from R-2 to the PE District.
- Local park space, located on a closed portion of 34 Avenue S.W. east of Erlton Court should be redesignated from RM-4 to the PE District to reflect its municipal reserve designation (Lot 6 MR, Block 7, Plan 931-0138). Although the lot straddles the boundaries of the Parkhill/Stanley Park ARP and the Erlton ARP, it is consistent with both Plans. No amendment to the Erlton ARP is required.



**PARKHILL/  
STANLEY PARK** MAP  
27A

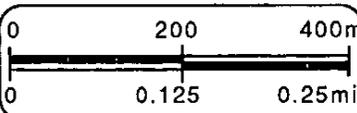
**TITLE**  
DEVELOPMENT  
CONCEPT FOR  
COMMUNITY  
STREETScape  
IMPROVEMENTS

**LEGEND**

- ○ STREET TREES
- ▣ STREET CROSSINGS
- \* POTENTIAL COMMUNITY SIGNS

**DATE**  
JULY 1994

 THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



 1994-1998

 2004-2008

**STREETScape**  
Parkhill-Stanley Park Community Redevelopment

CONCEPT PLAN

### **2.4.5 Schools**

There are currently no schools in operation within the Parkhill/Stanley Park community.

The Parkhill Public Elementary School, located at 3650 – 2 Street S.W., was built in 1912, in the midst of increasing enrolments, which resulted in the construction of over 25 school buildings between 1905 and 1914. Planned to contain three classrooms and a library, the school came to be considered too small to offer an effective education program by modern standards. Due to its size and declining enrolments, it was closed in 1977. The school was then used for administrative offices and adult education by the Calgary Board of Education. The site was declared surplus to the needs of the Board and sold in 1987. The existing school building has recently been adapted for residential use, as a four-unit apartment condominium.

The Calgary Board of Education advised that the designated public school for the Parkhill/Stanley Park community is the Rideau Park Elementary and Junior High School. The designated senior high for the community is Western Canada High School, located on 17 Avenue S.W., between College Lane and 5A Street.

The Separate School Board advised that the designated separate elementary and junior high school for Parkhill/Stanley Park is St. Augustine, located at 7112 – 7 Street S.W. The designated separate senior high school is Bishop Grandin, located at 111 Haddon Road S.W.

While some students attend other schools, the schools identified above represent the designated schools for the community and the ones which the majority of students from the community attend.

#### **2.4.6 City-Owned Facilities**

Calgary Electric System has a transmission substation site on Mission Road and 34 Avenue. This site, while not located within the Parkhill/Stanley Park ARP boundary, is located immediately adjacent to the northern boundary of the plan. Given the site's visible and prominent location (on a slope) on Mission Road, the Parkhill/Stanley Park community is the most directly and visually impacted by this facility. Any additions, alterations or improvements (i.e. exterior finishing colour change) to the building or site should be undertaken in consultation with the Community Association. In response to community concerns regarding the appearance of the site and its visual massing in contrast to the adjacent residential development, Calgary Electric System has indicated that it will work with the community to address their concerns.

## 2.4.7 Transportation and Parking

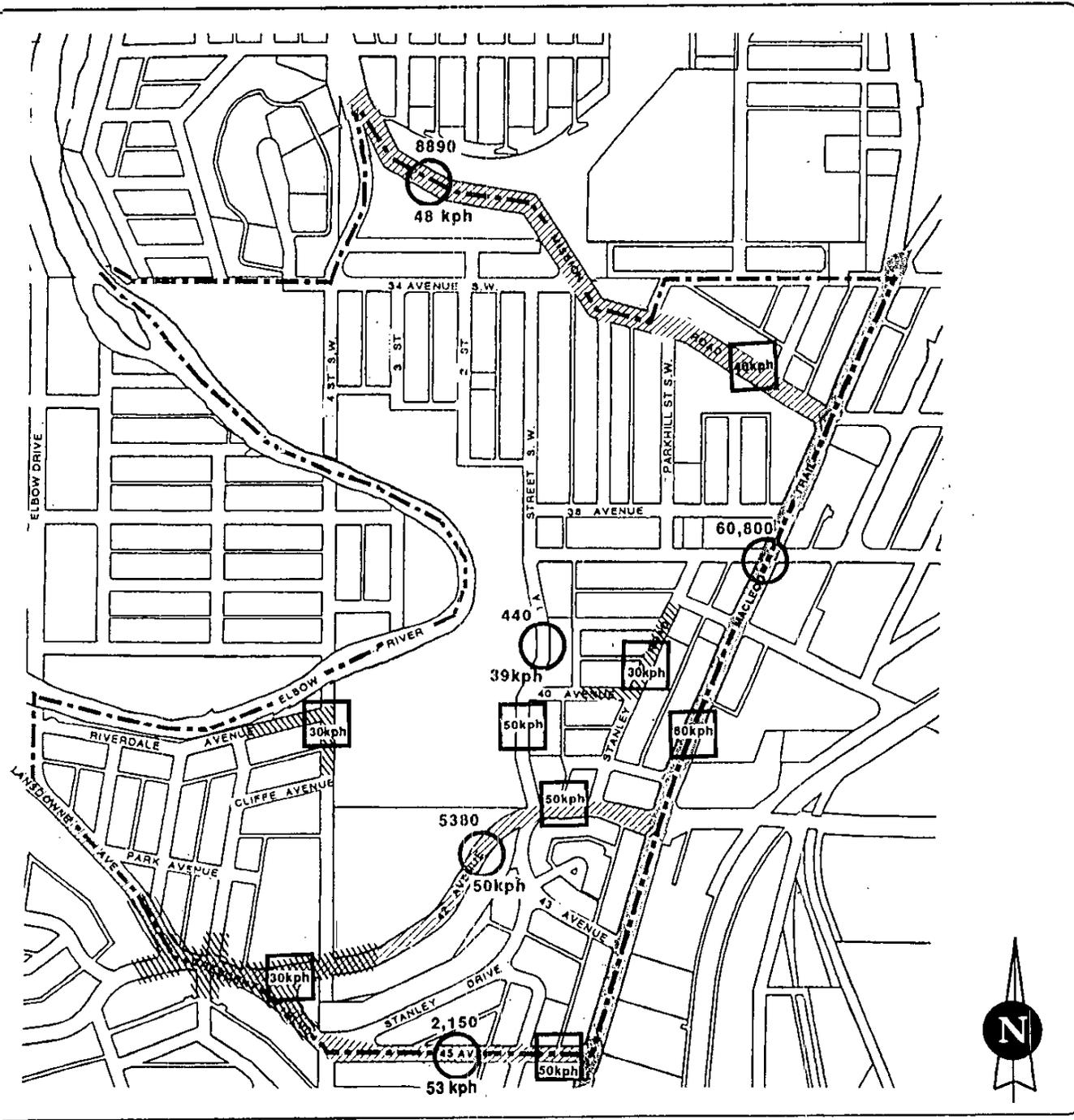
The community requested a review of a number of transportation and parking related concerns during the Plan review process. Community concerns include the following: pedestrian safety; high traffic volumes and speeds along Mission Road, 42 Avenue/Lansdowne Avenue, and 45 Avenue; the need for improved and safe pedestrian/cyclist access to Stanley Park and the 39 Avenue LRT station; and overspill parking problems on residential streets, particularly in the vicinity of the Macleod Trail commercial area and Stanley Park.

The Plan supports the retention of the existing roadway designations.

Transportation issues involving travel speed, volumes, and safety for pedestrians and cyclists are of prime concern to the community. Parkhill/Stanley Park experiences a significant volume of through commuter traffic, particularly during rush hour. Mission Road and 42 Avenue/Lansdowne Avenues, Elbow Drive, and Sifton Boulevard carry the majority of this through east/west traffic. Alternative east/west roadway options in the vicinity of the community are limited. The next closest designated major arterials are 17

Avenue to the north and Glenmore Trail to the south. While it is unlikely that traffic volumes can be reduced substantially, Plan policies propose improvements to the roadway system to address overall safety and modify motorist behaviour. This could potentially reduce volumes by making the existing east/west routes through the community less attractive. These proposed improvements are reviewed below.

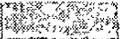
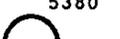
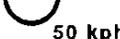
The Transportation Department conducted speed studies and volume counts on Mission Road, 42 Avenue and Lansdowne Avenue, 1A Street, and 45 Avenue and these are shown on Map 28. The results of these studies indicate that volumes are generally consistent with the City's environmental guidelines. The only exception is 42 Avenue, which slightly exceeds the environmental guideline for collector roadways. While speeding problems have been identified, particularly on Mission Road and 45 Avenue, they are not considered to be significant by the Transportation Department in comparison with the average speed on city streets. The Transportation Department has advised the Traffic Unit of the Calgary Police Service for follow-up and enforcement. A combination of enforcement and traffic control changes are proposed to address these problems. The success of these changes should be monitored.



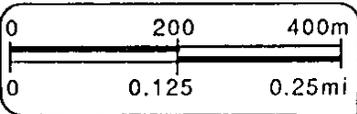
**PARKHILL/  
STANLEY PARK  
ARP REVIEW** MAP  
28

**TITLE TRAFFIC VOLUMES &  
SPEEDS**  
(based on March 1991, 24 hour  
traffic data)

**LEGEND**

-  MAJOR ROAD
-  COLLECTOR ROAD
-  5380  
24 HOUR TRAFFIC  
VOLUME
-  50 kph  
AVERAGE SPEED
-  50kph  
POSTED SPEED  
LIMIT
-  PLAYGROUND  
ZONE
-  STUDY AREA  
BOUNDARY

**DATE**  
JANUARY 1994



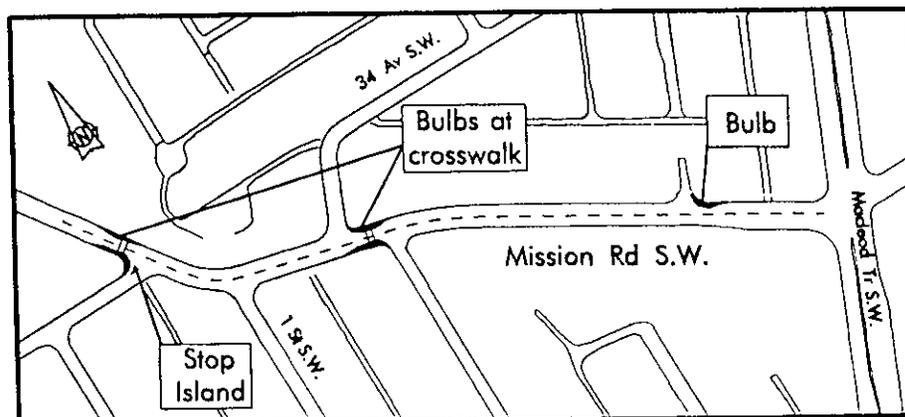
The Transportation Department, in consultation with the community, has reviewed options for improving the existing traffic conditions and pedestrian crossing safety on Mission Road and 42 Avenue/Macleod Trail, as well as reviewing the pedestrian signal duration across Macleod Trail. Options are also being reviewed to improve traffic operations on 45 Avenue. No initiatives are needed on 1A Street at this time.

The proposed traffic control changes on Mission Road and 42 Avenue/Macleod Trail are as follows:

**Mission Road:** To address pedestrian crossing safety and the manner in which traffic operates on Mission Road, this proposal involves the installation of corner bulb treatments to narrow the pavement width at three

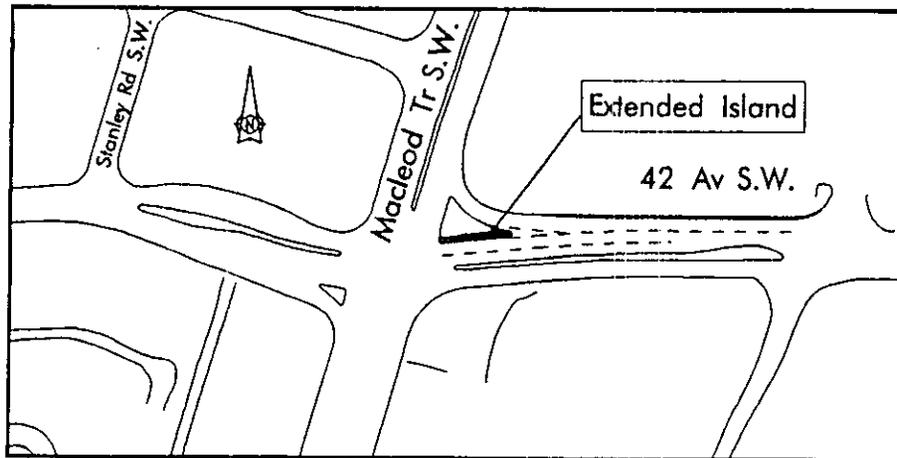
locations and a temporary concrete stop island on the south leg of 34 Avenue at Mission Road S.W. (Figure 29). This will allow for safe pedestrian crossings by providing a protected and visible pedestrian area that projects into the roadway. Pedestrians will have a shorter distance to cross Mission Road; thereby minimizing exposure to traffic when crossing. With Mission Road physically narrowed, motorists are more likely to remain in their travelling lanes and not cut turns or stray into the opposing traffic lane. While there are no statistics available on this device, the community has expectations that this may slow drivers down. The installation of the stop island at Mission Road and 34 Avenue will improve roadway operations and the overall function and safety of the intersection.

**FIGURE 29  
PROPOSED PEDESTRIAN CROSSING CURB BULBS FOR MISSION ROAD S.W.**



**42 Avenue/Macleod Trail South.** In order to address concerns regarding motorists and pedestrian crossing safety on 42 Avenue, west of Macleod Trail, this proposal involves extending the south side of the existing traffic island on 42 Avenue (east of Macleod Trail) to eliminate one of the two existing through lanes (see Figure 30). By forcing westbound through traffic to queue into a single lane on 42 Avenue, east of Macleod Trail, it is anticipated that the merging problems will be eliminated on the west side of Macleod Trail. Problems regarding motorists racing and cutting off others near Stanley Road where 42 Avenue narrows to one lane are long standing community concerns. As a result, pedestrian crossing safety was jeopardized.

**FIGURE 30  
PROPOSED TRAFFIC ISLAND EXTENSION ON  
42 AVENUE S.W.**



The Transportation Department recently conducted an opinion survey in the community to assess the level of support for implementing these changes on a one year experimental basis. The Department received approximately a 20 percent rate of return, with about a 70 and 71 percent support for both proposals, respectively. This represents a good return and provides sufficient justification to obtain approvals for testing the improvements on an experimental basis.

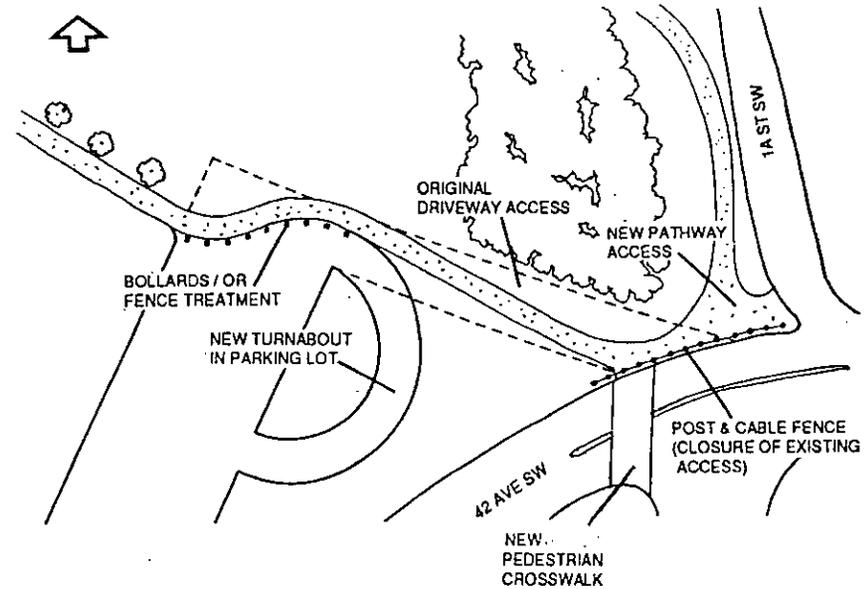
The traffic proposals were supported by the community. The Transportation Department subsequently received approval for a one year experimental installation. A technical review of the experiment and another community survey will be undertaken during the one year trial to determine the feasibility of making these proposals permanent. Experiments will be closely monitored following their installation to ensure problems do not arise. It is possible that modifications or revisions to finetune the installation may occur during the experimental period. It is anticipated that a follow-up report will be before Council in the Fall of 1995.

The Transportation Department is also reviewing options to address traffic operational problems at the intersection of 45 Avenue/Stanley Drive and 4 Street S.W. Due to the excessive width of pavement at this intersection, motorists appear unclear about lane location, particularly when turning. The intent of any proposal would be to improve the overall function of this intersection and alter motorist behaviour, possibly through the introduction of traffic control changes (e.g., road marking, signage, traffic island). Any recommended improvements will be undertaken as budget constraints permit.

During the Plan's preparation, a number of traffic related measures have been undertaken to address both traffic operations and pedestrian safety. These include: the installation of a traffic signal at 45 Avenue and Macleod Trail; reducing the signal time for left turn movements from Macleod Trail to Mission Road; the provision of a marked crosswalk on the west side of 42 Avenue/1A Street; and the redesign and improvements to the 42 Avenue east entrance to Stanley Park, the parking lot and pedestrian/cyclist pathway. (See Figure 31).

**FIGURE 31  
IMPROVEMENTS TO 42 AVENUE ENTRANCE  
TO STANLEY PARK**

**CONCEPT PLAN**



In response to resident concerns regarding the insufficient duration of the pedestrian walk indications to cross Macleod Trail at Mission Road S.W., 39 Avenue S.W., and 42 Avenue S.W., the Transportation Department reviewed the pedestrian walk and clearance period (the flashing don't walk indication). The Department found the timing adequate and, in accordance with city standards for pedestrian signals. The duration of the flashing don't walk provides pedestrians with sufficient time to cross Macleod Trail safely. The Transportation Department further advises that any increase to the duration of the pedestrian control indications would negatively affect the flow of traffic along Macleod Trail. Many of the concerns expressed by pedestrians regarding insufficient time to cross is based, in the Department's experience, on a misunderstanding of what the signal indications mean, particularly the flashing don't walk signal. To address the concern, the Transportation Department will assist the Community Association by providing information explaining the pedestrian control indications. This information could then be distributed to residents (i.e., through the community newsletter).

Major shortcutting traffic concerns have been largely addressed. In 1982, Council implemented a number of traffic measures (e.g., road/lane closures, partial closures), as a result of the recommendations contained in the Parkhill/Stanley Park Elboya Traffic Study. While the community is generally satisfied with those measures in addressing the shortcutting of non-local traffic in the community, the situation should continue to be monitored and addressed in accordance with standard procedure of the Transportation Department.

The 1984 ARP recommended the closure of a portion of Erlton Court S.W. to accommodate a local park. Although the portion of the road to be closed was never developed due to the grade constraints, a closure by-law was never undertaken. There is currently a barrier, located north of the east/west laneway, north of Mission Road S.W. Residents have expressed concern that the undeveloped portion of the road is in poor condition and that its status and treatment needs to be addressed. The revised ARP proposes that the portion of road be closed, but not developed for local park space. The site was considered to be of little functional value to the community given the steep slope and the proximity of other functional open space. Therefore, the Engineering and Environmental Services Department in consultation with the Community Association and Calgary Parks & Recreation, will undertake improvements to streetscape standards. Access for both pedestrians, via the existing stairs, and vehicles (to abutting homes) will continue to be maintained.

While there are currently no major overspill parking problems in the community, some residents have still expressed concern regarding overspill parking on residential streets adjacent to Stanley Park and in proximity to the Macleod Trail commercial development. More limited parking problems are associated with the Southern Alberta Pioneer's building and the Ahmadiyya Movement in Islam mosque, located on Mission Road at 34 Avenue. To address parking concerns, Plan policies call for adherence to full Land Use By-law parking standards. The Transportation Department advises that should overspill parking become an issue in the future, the Transportation Department will work with the community to address its concerns, in accordance with standard procedure.

The Transportation Department further advises that it would support the provision of parking restrictions on 1A Street S.W. as Calgary Transit has encountered some operational difficulties with Route 412, due to parked vehicles.

The Parkhill/Stanley Park community is well served by Calgary Transit. Bus routes #10, #412, and #30 currently travel through or adjacent to the community. In addition, the community is served by the 39 Avenue LRT station located on the east side of Macleod Trail.

#### **2.4.8 ARP Boundary Adjustments**

During the Plan review process, two areas of land located immediately adjacent to the northern and northwestern boundary of the ARP were proposed to be included within the Parkhill/Stanley Park ARP boundary. Both parcels of land are designated as open space and are not currently within the ARP boundaries.

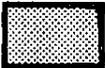
The first are proposed to be included within the ARP boundaries is a 1.6 HA (3.94 ac) parcel of land, located south of Mission Road S.W. and east of 4 Street.

This parcel is identified as Site 1 on Figure 32, and is physically separated from adjacent communities by Mission Road and 4 Street. As well, access to this site is generally through the Parkhill/Stanley park community.

The second area proposed to be included within the Plan's boundary is the northerly 4.3 ha (10.7 ac) portion of Stanley Park, located west of 4 Street and south of 34 Avenue. The parcel is identified as Site 2 on Figure 32. The Southern Alberta Pioneers Association lease area is located within the boundaries of this parcel and access to this facility is through the Parkhill/Stanley Park community. In addition, this site forms part of Stanley Park and is included within the boundaries and subject to the provisions of the Stanley Park Master Plan and the Heritage Escarpment Implementation Plan. There appear to be no strong planning reasons to exclude one portion of Stanley Park from the ARP and include the balance. Including all of Stanley Park within the ARP boundary will enable the Plan to address its development and impact on the community in a comprehensive manner. The Parkhill/Stanley Park boundary should therefore be amended to include these two open space sites, as they represent logical planning areas.

TITLE PROPOSED  
ARP BOUNDARY  
ADJUSTMENTS

LEGEND

- - - 1984 BOUNDARY
-  PROPOSED ARP BOUNDARY ADJUSTMENT

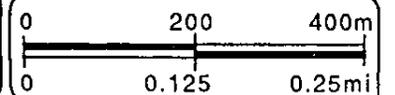


DATE

JANUARY 1994



THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



## **2.5 Proposed Redesignations**

There are two redesignations required to implement the land use policies of the Plan. The proposed land use redesignations are illustrated on Map 33 and are as follows:

- 2.5.1 Redesignation of one lot from R-2 (Residential Low Density District) to PE (Public Park, School, and Recreation District) to reflect its current and future use as open space.
- 2.5.2 Redesignation of one lot (Lot 6MR, Block 7, Plan 931-0138) from RM-4 (Residential Medium Density Multi-Dwelling District) to PE (Public Park, School and Recreation District) to reflect its current and future use as open space.



**PARKHILL/  
STANLEY PARK** MAP  
33

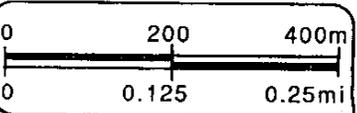
**TITLE**  
PROPOSED  
REDESIGNATIONS

**LEGEND**

-  R-2 to PE
-  RM 4 to PE
-  STUDY AREA BOUNDARY

**DATE**  
JANUARY 1994

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



## 2.6 Financial Implications

The revised ARP confirms a number of recommendations made in the 1984 ARP and recommends additional improvements/programs for the purpose of improving the physical environment, the quality of life, and overall accessibility within the community. The costs associated with these improvements and programs may be borne in the following ways:

- 2.6.1 The City's annual budgetary process is a key means by which the priorities of various civic departments are determined for capital improvements that are to be constructed during the fiscal year.

The expenditure for programs, such as conducting traffic and parking studies, installing signs for pedestrian/cycle corridors, or restricted parking zones, will be incorporated into the annual operating budget of the responsible civic departments. Programs related to road improvement and park development, the installation and/or modification of traffic devices, are generally included in the annual capital budget of the responsible civic department.

Pedestrian and cyclist pathway connections are being proposed in the ARP. As the exact nature and timing of any improvements have not been identified at this time, it is recommended that the responsible civic department coordinate with the Community Association and other interested community groups (e.g. Heritage Escarpment Committee). Identified municipal improvements should then be incorporated into their annual budget review for consideration by City Council, as warranted.

- 2.6.2 The cost of sidewalk replacement is generally shared between adjacent owners and the City through petitions under a Local Improvements By-law.

- 2.6.3 The feasibility of using government sponsored programs for capital improvements should be explored. In particular, programs targeted to encourage community groups to build, maintain, and operate community facilities should be encouraged. Such programs may include the Provincial Government's Community Recreation/Cultural Grant and the City's Adopt-a-Park, Adopt-a-Tree, and Planting Incentive Programs.

## Appendix 1

### Parkhill/Stanley Park ARP Review: Community Survey and Results, June 1992

#### Community Questionnaire

Currently the development within the Parkhill/Stanley Park community is a reflection of the Area Redevelopment Plan (ARP) established by the City in 1984. The Parkhill/Stanley Park Community Association has prepared the following questionnaire to assist the City Planning Department in preparing an updated Area Redevelopment Plan. It is the intention of the Community Association that the updated plan reflect the current aspirations of the residents of the community.

We would appreciate a few minutes of your time to complete the following questionnaire.

Address \_\_\_\_\_.

Number of Persons in Household \_\_\_\_\_.

This Questionnaire is being delivered today \_\_\_\_\_  
(date)

by \_\_\_\_\_  
(volunteer)

It will be picked up from your mailbox \_\_\_\_\_  
(time/date)

If there is any problem with this pick up time and date please contact the volunteer at \_\_\_\_\_  
(phone)

1. Numbers represent the total number of responses to the question.  
Total number delivered 700  
Total Number returned 286  
Total rate of return 41%

2. Responses to the questions, where locations are required, are illustrated on maps contained in Appendix II.

## Land Use

### Background

The present zoning categories for Parkhill/Stanley Park ARP are outlined on the attached map and consist of the following:

R-1	One dwelling unit per 50 foot (min.) lot
R-2	Two dwelling units per 50 foot lot – narrow infill or duplex type
RM-4	Nine dwelling units per 50 foot lot
DC	Direct Control – site specific guidelines
PE	Open space
C-3	Commercial – Retail office or residential up to ten stories

---

1. Numbers represent the total number of responses to the question.

Total number delivered	700
Total number returned	286
Total rate of return	41%

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2. Responses to the questions, where locations are required, are illustrated on maps contained in Appendix II.



1. Would you support any rezoning in your community? (check one or more)

- 27 to encourage more people
- 134 to encourage fewer people
- 10 from residential to commercial

If so, where? \_\_\_\_\_

Would you support rezoning of your property to accomplish the above?

62 yes    134 no

2. Should a plan for the future of the community encourage: (check one or more)

- 215 owner occupied housing
- 9 rental housing
- 64 a combination of owner occupied rental housing
- 10 increased commercial development by reducing residential
- 149 no more commercial development outside present areas
- 104 single family detached, including infill houses
- 42 Duplexes (attached)
- 35 townhouses (attached)
- 15 apartments (up to 3 stories)
- 5 other (specify)

3. The present Area Redevelopment Plan limits infill and duplex development to 10 m (32 foot 10 inch) height, 45% of site coverage including garage and 1.2 m (4 feet) side yards with 0.6 m (2 feet) side yard relocations permitted. If you are not satisfied with the present infill and duplex development what would you like to see changed? (check one or more)

1. Numbers represent the total number of responses to the question.

Total number delivered	700
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Total rate of return	41%

Height limit?            19 increased,    72 decreased  
Maximum site coverage? 31 increased,    58 decreased  
Side yard relaxations?    40 more permitted,  
   42 fewer permitted  
   72 none permitted

Garage area included in maximum site coverage allowed?

111 yes                    33 no

Off street parking? 138 required,    \_\_\_\_\_ not required  
Other (specify) \_\_\_\_\_

4. The present Area Redevelopment Plan describes what the character of new R-2 construction should be in Parkhill/ Stanley Park. These include sloped roofs, front entries to houses, wide trim around windows, brick and stone chimneys. Do you think these character guidelines have been successful in giving the community a suitable character?

207 yes                    32 no

If no, why not? \_\_\_\_\_

Would you like these character guidelines to be changed?

47 yes                    141 no

If yes, how? \_\_\_\_\_

Would you like to see these character guidelines apply to the following building types? (check one or more)

- 118 single family houses
- 78 duplexes
- 53 apartments
- 33 retail and office buildings
- 128 all development in the community
- 2 other (specify)

2. Response to the questions, where locations are required, are illustrated on maps contained in Appendix II.

No character guidelines to apply?

40 yes    88 no

5. Some of the RM-4 (apartment) areas (see attached map) are not presently developed to the maximum allowable. Would you support redesignation of these areas to a more appropriate land use category?

104 yes    96 no

If yes, where?

6. If you are not satisfied with the character of the present RM-4 apartments what would you like to see changed in future development? (check one or more)

141 smaller buildings encouraged  
10 larger buildings encouraged  
105 more off-street parking required  
130 fully off-street parking  
6 other (specify)

7. What kind of development would you like to see along the collector streets in the community? (check one or more)

Avenue	Mission Road	42nd Road	40th Avenue
Existing R-2 (infill and duplexes)	152	140	143
RM-1 (townhouses)	71	48	43
RM-4 (apartments)	23	14	11
Retail/Office	22	9	8
Automotive related	5	6	4
Other (specify)			

1. Numbers represent the total number of responses to the question.
- |                        |     |
|------------------------|-----|
| Total number delivered | 700 |
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| Total rate of return   | 41% |

8. The C-3(30) area along Macleod Trail allows for retail and office buildings up to 100 feet high to be built adjacent to the community. What is the maximum height of development which you think should be permitted along Macleod Trail?

56 30 feet  
109 50 feet  
28 70 feet  
32 90 feet  
3 100 feet

9. Are you satisfied with the type of development along Macleod Trail?

127 yes    104 no

If not, what would you like to change? (check one or more)

22 type of retail (specify)  
92 less automotive related  
9 more automotive related  
40 height of buildings (specify)  
111 better landscaping and fencing (specify)  
53 signs (specify)  
28 vehicle access points (specify)  
8 other (specify)

10. Is parking adequate on your street? (check one or more)

162 yes    105 no

2. Response to the questions, where locations are required, are illustrated on maps contained in Appendix II.

11. If not, is it inadequate because of:

- 46 street width
- 13 number of front driveways
- 14 steepness of street
- 13 commercial uses adjacent
- 9 community uses adjacent
- 28 proximity to Stanley Park
- 19 infill development
- 31 apartments adjacent
- 26 unused garages or parking areas
- 47 multi-car families
- 11 other (specify)

12. Would you support parking controls such as a residential permit?

112 yes      134 no

### Transportation

1. Where in your community are there the following traffic problems?

- 54 speeding: where?
- 27 shortcutting: where?
- 22 unsafe turning: where?
- 20 excessive volumes of traffic: where?
- 6 other (specify)

2. Where in your community are there pedestrian safety problems? 17

---

1. Numbers represent the total number of responses to the question.

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Total rate of return	41%

3. Traffic control barricades or medians were installed on 1A Street, Stanley Road, Erlton Court and 42nd Avenue. Do you think these traffic control devices have reduced the shortcutting traffic within the community?

191 yes      19 no

4. Should all the existing traffic barricades be made permanent with concrete curbs and landscaping?

175 yes      39 no

4. Would you support the use of traffic control devices such as one-way streets, stop signs and four-way stops if it were shown that they would reduce speeding or shortcutting traffic in your community or on your street?

159 yes      69 no

5. Is the condition of the back lanes a problem in your community?

94 yes      140 no

6. Would you support the paving of your back lanes?

97 yes      145 no

7. Would you support the cost of lane paving (approximately \$250.00 for 50' lot, approximately \$150.00 for 25' lot) in your block?

92 yes      129 no

---

2. Response to the questions, where locations are required, are illustrated on maps contained in Appendix II.

8. At a recent community Open House some intersections were identified where pedestrian and vehicle safety are a problem due to wide paving or misaligned streets at intersections. Would you support realigning the streets at these intersections to allow safer traffic turning movements and safer pedestrian routes?

Mission Road and 34th Avenue

68 yes    49 no    118 no opinion

Stanley Drive and 45th Avenue

31 yes    44 no    150 no opinion

5A Street and Landsdowne Avenue

36 yes    48 no    137 no opinion

Stanley Drive and 45th Avenue

18 yes    30 no    124 no opinion

Stanley Drive and 43rd Avenue

21 yes    44 no    148 no opinion

9. Do you use the 39th Avenue LRT Station?

161 yes    122 no

10. Should the pedestrian route to the LRT from the community be improved?

84 yes    104 no

If yes, how? \_\_\_\_\_

1. Numbers represent the total number of responses to the question.
- |                        |     |
|------------------------|-----|
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| Total rate of return   | 41% |

## Open space

### Background

The major open spaces within the Parkhill/Stanley Park ARP are Stanley Park, the escarpment and the Parkhill/Stanley Park Community Association grounds.

1. Does the proximity of Stanley Park affect your property?

100 yes    158 no

2. Does the presence of Stanley Park cause any of the following to occur? (check one or more)

- 90 higher traffic volumes
- 55 parking congestion on your street
- 5 excessive lighting from tennis courts
- 12 excessive bicycle traffic
- 39 vandalism and/or trespassing
- 47 noise
- 11 other (specify)

3. Should there be a well defined paved pathway to Stanley Park from Parkhill for pedestrians and bicycles.

121 yes    95 no

If yes, where? \_\_\_\_\_

2. Response to the questions, where locations are required, are illustrated on maps contained in Appendix II.

4. Do you make use of the Community Association sports facilities on Stanley Road and 40th Avenue? (check one or more)

- 57 tennis courts
- 71 playground
- 39 ice rink
- 29 soccer field
- 58 community hall

5. Would you support a boulevard tree planting program to replace trees which have been removed, replace with better species and plant in those boulevards which are treeless?

188 yes            54 no

If the trees were supplied would you donate three hours of time to plant them and continue to water and maintain them until they were established?

165 yes            64 no

6. Do you find the number of playgrounds in the area is adequate and well located?

189 yes            23 no

7. Are the playgrounds well equipped?

163 yes            26 no

8. If an additional playground(s) were a possibility, where would you like to see it located? \_\_\_\_\_

1. Numbers represent the total number of responses to the question.  
Total number delivered        700  
Total number returned         286  
Total rate of return             41%

9. Do you think more utility wires should be placed underground in your community?

166 yes            85 no

Would you support the cost of placing utility wire underground?

121 yes            118 no

### Social Issues

1. If you have children, do your children walk to school?

41 yes            53 no

If yes, how many?

Would you rather they: (check one or more)

- 57 walk
- 15 are bused
- 6 use Public Transit
- 15 are driven by family or a friend
- 2 drive to school

2. If your children walk to school, do you feel that a convenient safe and secure public walkway exists for their use?

26 yes            26 no

3. If so, do your children use it?

20 yes            6 no

2. Response to the questions, where locations are required, are illustrated on maps contained in Appendix II.

4. If not, in what locations should convenient safer walkways be provided for your child/children to go to school?

5. Do you feel the community is secure from crime?

116 yes                      128 no

6. Do you feel the streets and public areas in the community are safe?

181 yes                      66 no

7. If no, are they unsafe in a particular location?  
(specify) \_\_\_\_\_

8. Is poor maintenance of property, streets, lanes and sidewalks a problem in your community?

117 yes                      140 no

If yes, describe \_\_\_\_\_

9. Would you favour affordable housing which allows all age groups to live in the community?

93 yes                      126 no

If yes, how should it be provided? \_\_\_\_\_

10. How would you like to see your community develop in the future? \_\_\_\_\_

Please note that this questionnaire will be picked up by a community volunteer from your mailbox on the date noted on the first page.

Thank you for taking the time to give us your thoughts on these matters.

Parkhill/Stanley Park Area Redevelopment Plan Questionnaire Committee.

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1. Numbers represent the total number of responses to the question.  
Total number delivered            700  
Total number returned            286  
Total rate of return                41%

---

2. Response to the questions, where locations are required, are illustrated on maps contained in Appendix II.



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## **Appendix II**

### **Parkhill/Stanley Park ARP Review Survey Responses Mapped**

MAP  
a

**PARKHILL/  
STANLEY PARK  
ARP REVIEW**

**TITLE** RESPONSES FROM  
June 1991 SURVEY  
**LAND USE DESIGNATION**

**LEGEND**

**R** REZONING RECOMMENDED

--- STUDY AREA  
BOUNDARY

Note: Number after letter code  
indicates number of responses.

**DATE**

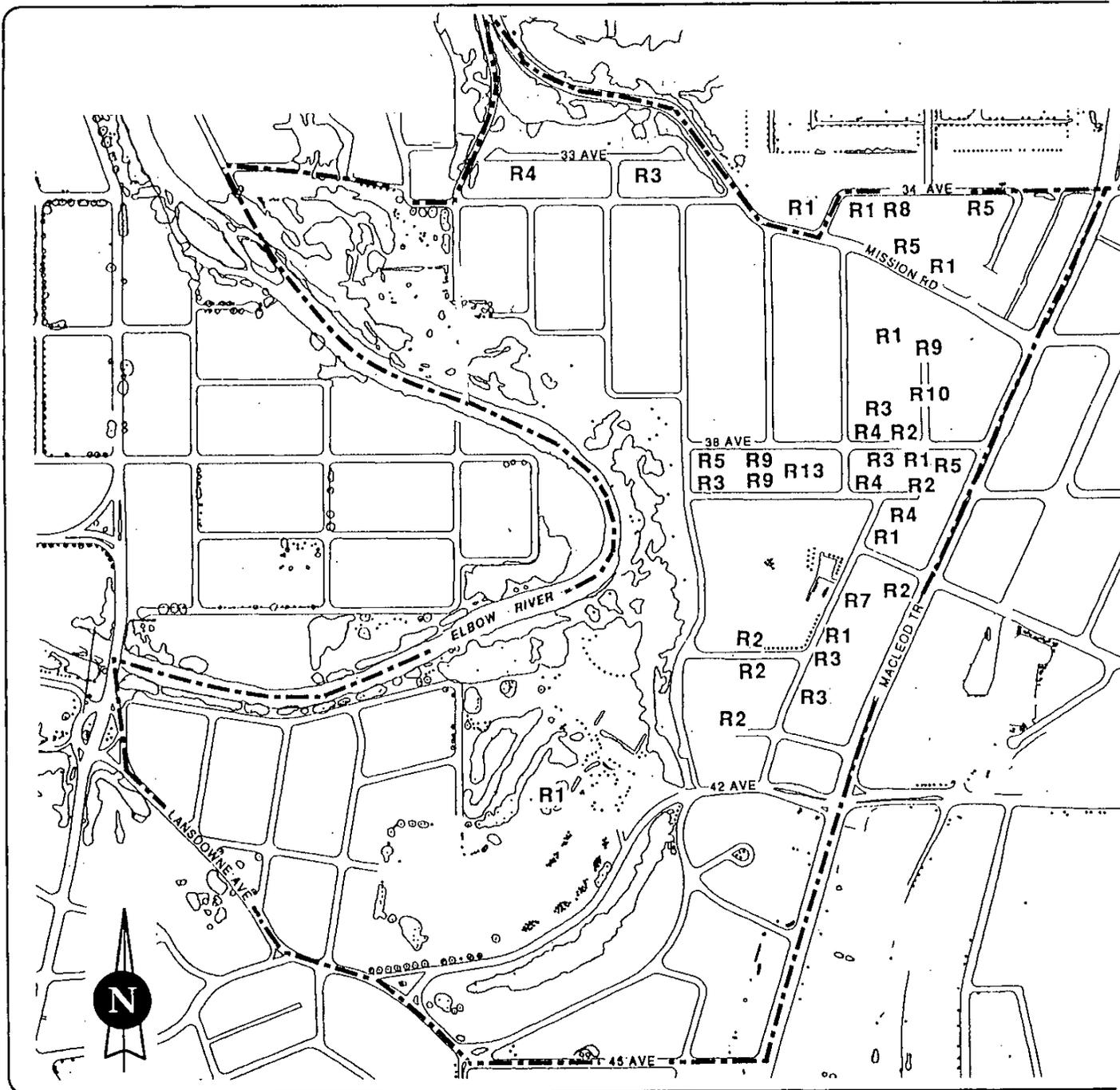
**JANUARY 1994**



THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT

0 100 200m

0 1/16 1/8mi





MAP  
C

**PARKHILL/  
STANLEY PARK  
ARP REVIEW**

TITLE  
RESPONSES FROM  
June 1991 SURVEY  
TRANSPORTATION

**LEGEND**

- S SPEEDING
- C SHORTCUTTING
- T UNSAFE TURNS
- V EXCESSIVE VOLUME
- P PEDESTRIAN SAFETY
- X TRAFFIC CONTROL
- I INTERSECTIONS
- O OTHER

--- STUDY AREA  
BOUNDARY

Note: Number after letter code  
indicates number of responses

DATE

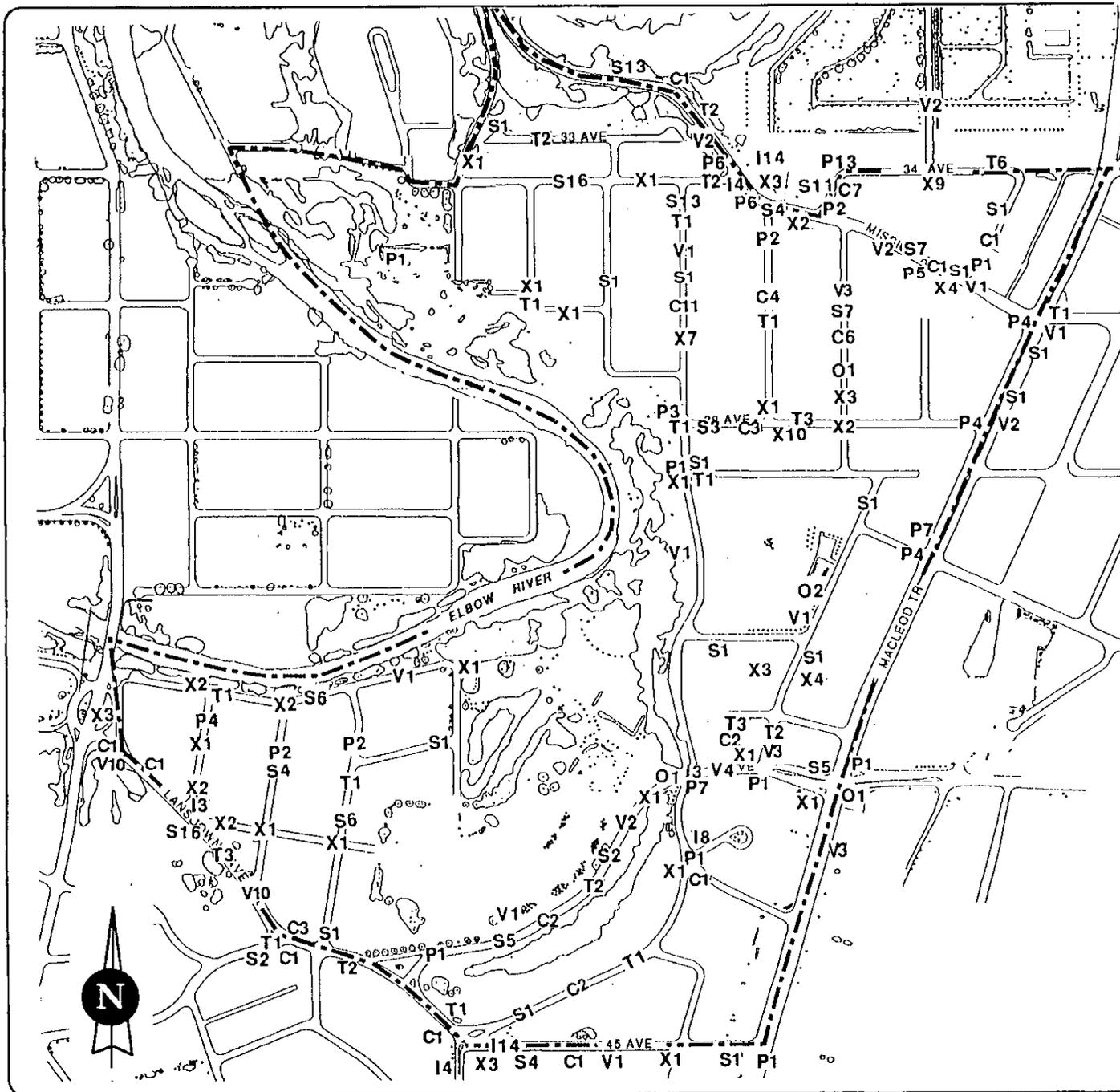
JANUARY 1994

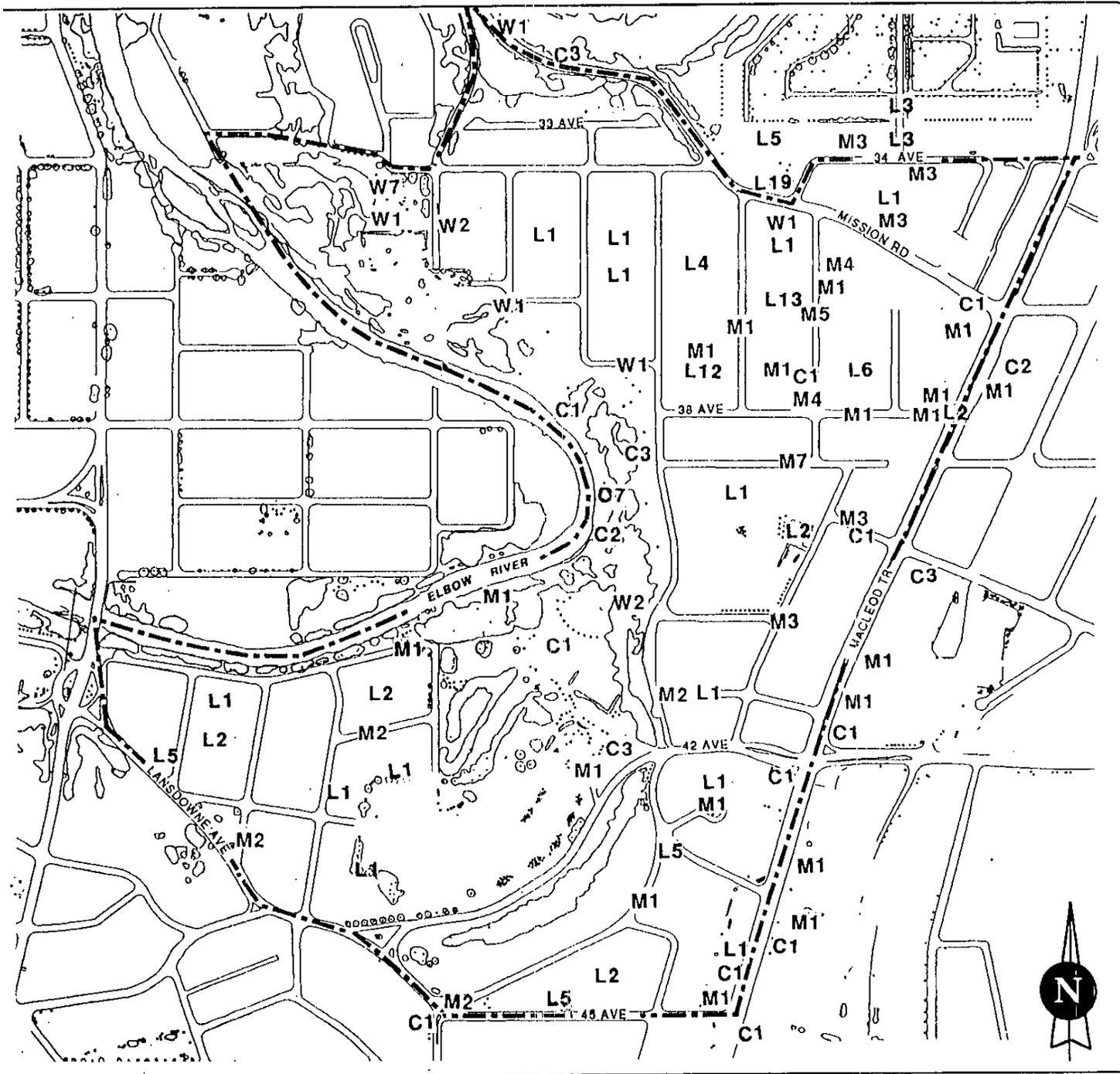


THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT

0 100 200m

0 1/16 1/8mi





**PARKHILL/  
STANLEY PARK  
ARP REVIEW** MAP

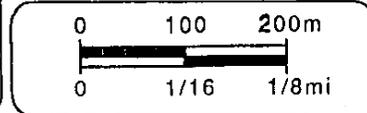
TITLE RESPONSES FROM  
June 1991 SURVEY  
MISCELLANEOUS ISSUES

**LEGEND**

- W SCHOOL WALKWAY
- C CRIME PROBLEM
- M PUBLIC MAINTENANCE
- L LANE PROBLEMS
- STUDY AREA BOUNDARY

Note: Number after letter code indicates number of responses.

DATE  
**JANUARY 1994**





### **Appendix III**

## **Glossary of Definitions as Contained in the City of Calgary Land Use by-law (2P80)**

<b>DC</b>	Direct Control. The purpose of this district is to provide for developments, that, due to their unique characteristics, innovative ideas, or because of unusual site constraints, require specific regulations unavailable in other land use districts. This district is not intended to be used in substitution of any other land use district in the Land Use By-law that could be used to achieve the same result.
<b>R-1</b>	Residential Single-Detached District. The purpose of this district is to provide for residential development in the form of single detached housing (minimum lot width 12 m [10.9 m]/39.4 feet [35.8 feet]; maximum height 10 m/32.8 feet).
<b>R-2</b>	Residential Low Density District. the purpose of this district is to provide for low density residential development in the form of single detached, semidetached and duplex dwellings. Minimum lot width for single family 7.5 m (24.6 ft.). Minimum lot width for duplex or semi-detached dwellings is 15 m (49.2 ft.) and minimum lot area for single family is 233 m <sup>2</sup> (2508 sq. ft.) and duplex or semi-detached is 466 m <sup>2</sup> (5015 sq. ft.).
<b>RM-4</b>	Residential Medium Density Multi-Dwelling District. The purpose of this district is to provide for a variety of residential dwellings in a low profile form in a medium density range (maximum density 60 u.p.a.; maximum height three storeys, not exceeding 9 m ([29.5 feet] at any eaveline).
<b>C-3(30)</b>	General Commercial District. The purpose of this district is to provide for a wide variety of retail commercial and personal service uses of high intensity with a maximum height of 30 metres.
<b>PE</b>	Public Park, School and Recreation District. The purpose of this district is to provide for recreational, education, and conservation uses.

**Accessory Building**

Means a building which does not accommodate the principal use of a site and which is not attached above grade to a principal building.

**Amenity Space**

Means an area comprised of on-site, common or private, indoor or outdoor space, designed for active or passive recreational use.

**Approving Authority**

Means the Calgary Planning Commission or the Development Officer or both, as the context provides.

**Building (Hall),  
Community Association**

Means a facility operated by a community on a non-profit basis for a variety of physical, social and educational activities and which may include an amusement arcade.

**Building Height**

Means that height determined:

- a. In an RM-1, RM-2, RM-3, RM-4, RM-5, RM-6 or RM-7 District by
  - i. the maximum vertical distance between grade or a landscaped area and the eaveline of a building, and
  - ii. the maximum number of storeys in a building;
- b. In a commercial, industrial, special, RR-1, R-1, RS-1, RS-2, R-2, R-2A and R-MH District by creating a line parallel to grade along each building elevation and separated vertically from grade by the maximum allowable height for the district. Such line may be exceeded only by
  - i. part of the building, on no more than one building elevation, and
  - ii. ancillary structures.

**Building Permit**

Means a building permit issued pursuant to the Building Permit By-law authorizing construction.

**Caliper**

Means the diameter of the trunk of a tree measured at 300 mm above the ground.

**Church**

Means a building available for the purpose of assembly and worship and may include as accessory uses social, recreational and community activities such as group meetings, banquets, and child care.

**Corner Visibility Tranangle**

Means the triangular area formed at a driveway from a street by the curb line and the driveway edge and a straight line which intersects them 7.5 metres from where they meet.

<b>Density</b>	Means the number of dwelling units on a site expressed in dwelling units per acre (u.p.a) or units per hectare (u.p.ha).
<b>Development Officer</b>	Means an official of the City of Calgary Planning & Building Department charged with the responsibility of administering this By-law and deciding upon applications for development permits.
<b>Development Permit</b>	Means a document authorizing a development, issued by a Development Officer pursuant to this By-law or any previous By-law or other legislation authorizing development within the city, and includes the plans and conditions of approval.
<b>Duplex</b>	Means a single building containing two dwelling units, one above the other, each having a separate entrance.
<b>Dwelling Unit</b>	Means two or more rooms used or designed to be used as a residence by one or more persons and containing kitchen, living, sleeping, and sanitary facilities.
<b>Eaveline</b>	Means the line formed by the intersection of the wall and the roof of the building.
<b>Floodplain</b>	Means those lands abutting the floodway, the boundaries of which are indicated by floodwaters of a magnitude likely to occur once in one hundred years.
<b>Floodway</b>	Means the river channel and adjoining lands indicated on the Floodway/Floodplain Maps, that would provide the pathway for flood waters in the event of a flood of a magnitude likely to occur once in one hundred years.
<b>Floodway/Floodplain Maps</b>	Means those maps which show the Floodway and Floodplain of the Bow and Elbow Rivers and the Nose and West Nose Creeks and which form part of the Land Use By-law.
<b>Garage</b>	Means an accessory building or part of a principal building designed and used for the shelter or storage of vehicles and includes a carport.
<b>Grade</b>	Means the elevation of finished ground surface, excluding an artificial embankment, at any point immediately adjacent to the building.

## Greening of Calgary

The “Greening of Calgary” is an umbrella under which Calgary Parks & Recreation promote several programs intended to achieve the objectives of the “greening of Calgary.” The programs are:

- **Adopt a Park** is a community based program where volunteers would provide care and maintenance to selected parks under the guidance and advice of Calgary Parks & Recreation. Materials and equipment to perform basic maintenance would be provided.
- **Calgary Trees 2000** has been initiated to celebrate the city’s designation as the 1991 Provincial Forest Capital. The goal of the program is to plant 20,000 trees by the turn of the century and to encourage individual, community and corporate donations. The program is intended to promote and designate a major tree planting project each year. Donations are tax deductible.
- **Planting Incentive Program (PIP)** is a tree program for residential boulevards only. Community Associations, neighbourhood groups, or individuals may apply to plant trees in conjunction with Calgary Parks & Recreation on a 50% matching basis.

## Infill or Infill Development

Means development or redevelopment occurring on a vacant site following completion of the initial development of the area.

## Inner-City

Means that area indicated on Map 1, Boundaries of the Inner-City, contained in Section 18 of the Land Use By-law.

## Land Use By-law

Means the City of Calgary Land Use By-law 2P80.

## Landscaped Area

Means that portion of a site which is required to be landscaped.

## Landscaping

Means the modification and enhancement of a site through the use of any or all of the following elements:

- a. soft landscaping consisting of vegetation such as trees, shrubs, hedges, grass and ground cover;
- b. hard landscaping consisting of non-vegetative material such as brick, stone, concrete, tile and wood, excluding monolithic concrete and asphalt; and
- c. architectural elements consisting of wing walls, sculptures and the like.

<b>Lot Area</b>	Means the area contained within the boundaries of a lot as shown on a plan of subdivision or described in a certificate of title.
<b>Lot Coverage</b>	Means that portion of the lot covered by the principal building, accessory buildings or other similar covered structures.
<b>Lot Width</b>	Means the width of a lot where it abuts the street except in the case of a pie-shaped lot, when it means the average distance between the side boundaries of the lot.
<b>Mass</b>	Means the arrangement of the bulk of a building on a site and its visual impact in relation to adjacent buildings.
<b>Non-Conforming Building</b>	Means a building <ul style="list-style-type: none"> <li>a. that is lawfully constructed or lawfully under construction at the date this By-law or any amendment thereof affecting the building or land on which the building is situated becomes effective, and</li> <li>b. that on the date this By-law or any amendment thereof becomes effective does not, or in the case of a building under construction will not, comply with this By-law.</li> </ul>
<b>Non-Conforming Use</b>	Means a lawful specific use <ul style="list-style-type: none"> <li>a. being made of land or a building or intended to be made of a building lawfully under construction, at the date this By-law or any amendment thereof affecting the land or building becomes effective, and</li> <li>b. that on the date of this By-law or any amendment thereof becomes effective does not, or in the case of a building under construction will not, comply with this By-law.</li> </ul>
<b>Parking Area</b>	Means a portion of land or of a building set aside for the parking and manoeuvring of motor vehicles.
<b>Planning Act or Planning Act, 1977</b>	Means the Planning Act, revised statutes of Alberta 1980, Chapter P.9, and any amendments thereto or any act substituted therefore.
<b>Principal Building</b>	Means a building that accommodates the principal use of a site, and may accommodate one or more accessory uses.

<b>Property Line</b>	Means a legal boundary of an area of land.
<b>Semi-detached Dwelling</b>	Means a single building designed and built to contain two side-by-side dwelling units, separated from each other by party-wall extending from foundation to roof.
<b>Single-detached Dwelling</b>	Means a single residential building containing one dwelling unit only but does not include a mobile home.
<b>Site</b>	Means an area of land on which a building or use exists for which an application for a development permit is made.
<b>Site, Corner</b>	Means a site at the intersection or junction of two or more streets.
<b>Street</b>	Means a public thoroughfare of the City, including sidewalks and borders, which affords a means of access to land abutting it and includes a lane and a bridge.
<ul style="list-style-type: none"> <li>• Major Street</li> </ul>	Means a roadway, generally divided and with at-grade intersections, designed to collect and distribute traffic to and from freeways and expressways to less important streets or to major traffic generators.
<ul style="list-style-type: none"> <li>• Primary Collector</li> </ul>	Means a divided roadway designed to collect and distribute traffic from major streets to streets of a lesser standard and to serve secondary traffic generators and traffic within a community, with traffic signals at major intersections and direct access permitted to adjacent properties except at major intersections and distinguished from a collector by its higher design volume.
<ul style="list-style-type: none"> <li>• Collector Street</li> </ul>	Means an undivided roadway which services secondary traffic generators and traffic within a community, with traffic signals at major intersections, direct access permitted to adjacent properties except at major intersections and distinguished from a primary collector street only by its lower design volume.
<ul style="list-style-type: none"> <li>• Local Street</li> </ul>	Means a discontinuous undivided roadway designed to permit low speed travel within a neighbourhood and direct access to adjacent properties, with intersections at grade and traffic signs or signals provided at intersections with collector streets.

**Storey**

Means the space between the top of any floor and the top of the next floor above it, and if there is not floor above it, the portion between the top of the floor and the ceiling above it.

**Yard, Front**

Means the area extending the full width of a site and from the front property line of the site to the nearest building, and its depth shall be measured at right angles to the front property line.

**Yard, Rear**

Means that area extending the full width of a site and from the rear property line of the site to the rear of the principal building, and its depth shall be measured at right angles to the rear property line.

**Yard, Side**

Means that portion of the site extending from the front yard to the rear yard and between the side property line of the site and the closest side of the principal building, and its width shall be measured at right angles to the side property line.

