



# SUNALTA

## AREA REDEVELOPMENT PLAN



THE CITY OF CALGARY  
PLANNING & BUILDING DEPARTMENT



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For the purposes of electronic publications the Blue Pages are identified by the footer “Blue Pages - Supporting Information”.

## **OFFICE CONSOLIDATION**

**1992 May,  
2002 July,  
2004 April,  
2008 June,  
2009 July,  
2009 November,  
2010 July,  
2018 October,  
2019 May**

# **SUNALTA**

## **Area Redevelopment Plan**

**Bylaw 13P82  
Approved 1983 July 25**



**NOTE:**

This office consolidation includes the following amending Bylaws:

<b>AMENDMENT</b>	<b>BYLAW #</b>	<b>APPROVAL DATE</b>	<b>DESCRIPTION</b>
1	29P83	1983 November 6	(a) Delete and replace Map 3. (b) Delete and replace text in Section 3.4.1.
2	4P84	1984 April 9	(a) Delete and replace text in Section 3.2.6. (b) Delete and replace Map 2 & Map 3.
3	6P86	1986 March 10	(a) Delete and replace text in Section 4.3 & Section 5.2.
4	8P86	1986 April 14	(a) Delete and replace text in Section 3.4.1. (b) Delete and replace Map 2.
5	12P88	1988 July 18	(a) Delete and replace Map 2 and delete & replace text in Section 3.4.1.
6	7P92	1992 May 11	(a) Delete and replace Map 3.
7	1P96	1996 January 8	(a) Delete and replace text in Section 3.3.2 & Section 3.3.3.
8	2P96	1996 January 8	(a) Delete and replace text in Section 3.4.1.
9	4P2004	2004 April 19	(a) Delete and replace Map 2 and delete & replace text in Section 3.4.1.
10	44P2008	2008 May 12	(a) Add text to the "Preface".
11	15P2009	2009 July 13	(a) Delete and replace Map 2. (b) Add new Section 3.3. (c) Renumber existing Section 3.3 to Section 3.4 and renumber subsequent sections and subsections and any references throughout the Plan accordingly. (d) Delete and replace Map 5. (e) Delete and replace Section 5.1. (f) Add text to Section 5.2.
12	34P2009	2009 Nov. 30	(a) Replace all instances of the word "by-law" with "bylaw". (b) Delete and replace text in the Preface. (c) Delete and replace text in the heading for Section 1.0. (d) Add a new section heading immediately below section 1.0 Introduction as follows: "1.1 Study Area Boundaries". (e) Delete and replace text in Section 1.1. (f) Add a new Section 1.2. (g) Delete and replace Map 2. (h) Add new text in Section 2.0. (i) Add new text in Section 3.0. (j) Insert a new Map 3.

**AMENDMENT****BYLAW #****APPROVAL DATE****DESCRIPTION**

12  
Cont'd

34P2009

2009 November 30

- (k) Delete and replace text in Section 3.3.1 1).
- (l) Delete and replace text in Section 3.3.1 3).
- (m) Delete and replace text in Section 3.1.2, under the heading "Context".
- (n) Delete and replace text in Section 3.1.2, under the heading "Policy"
- (o) Delete and replace the table in Section 3.1.3.
- (p) Delete and replace text in Section 3.1.4.
- (q) Delete and replace letters "a)" through "f)" with numbers "1)" through "6)" in Section 3.2.1.
- (r) Delete and replace text in Section 3.2.1 4), 3.2.1 5) and 3.2.1 6).
- (s) Delete and replace text in Section 3.2.3, under the heading "Land Use District".
- (t) Delete text in Section 3.2.3 a).
- (u) Delete and replace the text in Section 3.2.3 b).
- (v) Delete and replace the text in Section 3.2.4, under the heading "Context".
- (w) Delete and replace the text in Section 3.2.4, under the heading "Land Use District".
- (x) Delete and replace the text in Section 3.2.4 a).
- (y) Delete section 3.2.4 b) and section 3.2.4 d) in entirety and renumber subsequent sections accordingly.
- (z) Add text to the heading for Section 3.2.5.
- (aa) Delete text in Section 3.2.5, under the heading "Context".
- (bb) Add text in Section 3.2.5, under the heading "Policies".
- (cc) Delete and replace the text in Section 3.2.5, under the heading "Land Use Districts".
- (dd) Delete and replace the text in Section 3.2.5 a).
- (ee) Delete Section 3.2.5 b) in its entirety and renumber subsequent sections accordingly.
- (ff) Delete text from the heading for Section 3.2.6.
- (gg) Delete and replace the text in Section 3.2.6, under the heading "Context".
- (hh) Delete and replace the text in Section 3.2.6, under the heading "Land Use Districts".
- (ii) Delete and replace the text in the heading for Section 3.3.
- (jj) Delete and replace the text in Section 3.3.2, under the heading "Context".
- (kk) Delete and replace the text in Section 3.3.2, under the heading "Context".
- (ll) Delete and replace the text in Section 3.3.2, under the heading "Policy".
- (mm) Add text in Section 3.3.2, under the heading "Policy".

AMENDMENT	BYLAW #	APPROVAL DATE	DESCRIPTION
12 Cont'd	34P2009	2009 November 30	<p>(nn) Delete and replace the text in Section 3.3.3.</p> <p>(oo) Delete and replace the text in Section 3.3.4 1) b.</p> <p>(pp) Add new Section 3.3.4 2) c.ii. and renumber subsequent Sections accordingly.</p> <p>(qq) Delete text in Section 4.3.4 2) d. iii.</p> <p>(rr) Insert text after Section 3.3.4 4) d. iv.</p> <p>(ss) Delete and replace the text in Section 3.3.4 3).</p> <p>(tt) Delete and replace the text in Section 3.3.4 4).</p> <p>(uu) Delete and replace text in Section 3.3.4 5) a. and Section 3.3.4 5) b.</p> <p>(vv) Add a new Section 3.3.4 5) h.</p> <p>(ww) Add text in Section 3.3.4 6) a.</p> <p>(xx) Delete and replace text in Section 3.3.4 6) j.</p> <p>(yy) Delete and replace text in Section 3.3.4 6) k.</p> <p>(zz) Delete and replace text in the title for Figure 1.</p> <p>(aaa) Delete and replace text in Section 3.3.4 6) l.</p> <p>(bbb) Delete and replace text in Section 3.3.4 6) m.</p> <p>(ccc) Add a new Section 3.3.4 8) d.</p> <p>(ddd) Delete and replace text in Section 3.3.4 9).</p> <p>(eee) Delete text in Section 3.4.1 3) .</p> <p>(fff) Delete Section 3.4.1 5) in its entirety and renumber subsequent sections accordingly.</p> <p>(ggg) Delete and replace the text in Section 3.4.2.</p> <p>(hhh) Delete existing Map 3 and replace with Map 4.</p> <p>(iii) Delete Section 3.4.3 and Section 3.4.4 in entirety.</p> <p>(jjj) Delete Section 3.5 in its entirety.</p> <p>(kkk) Delete Section 4.1 1) and Section 4.1 2) in entirety and renumber subsequent sections accordingly.</p> <p>(lll) Add text in Section 4.1 2).</p> <p>(mmm) Add a new Section 4.1 3).</p> <p>(nnn) Delete existing Map 4 and replace with Map 5.</p> <p>(ooo) Delete and replace the text in Section 4.2.</p> <p>(ppp) Delete and replace the text in Section 4.3.</p> <p>(qqq) Delete existing Map 5 and replace with Map 6.</p> <p>(rrr) Delete and replace the text in the heading for Section 5.0.</p> <p>(sss) Delete and replace the text in Section 5.0.</p> <p>(ttt) Add text at the end of Section 5.1.</p> <p>(uuu) Delete text in Section 5.2.</p> <p>(vvv) Delete Sections 5.2 1), 5.2 2), 5.2 3) and 5.2 4) in entirety and renumber subsequent sections accordingly.</p> <p>(www) Delete and replace the text in Section 5.2 2).</p> <p>(xxx) Insert text after Section 5.2 4).</p>

AMENDMENT	BYLAW #	APPROVAL DATE	DESCRIPTION
13	20P2010	2010 July 05	<ul style="list-style-type: none"> <li>(a) Delete and replace text in Section 1.1.</li> <li>(b) Delete and replace Map 1.</li> <li>(c) Delete and replace text in Section 1.1.</li> <li>(d) Delete and replace Map 2.</li> <li>(e) Delete and replace text in Section 3.1.1 1).</li> <li>(f) Delete and replace text in Section 3.1.1 3).</li> <li>(g) Delete and replace Map 3.</li> <li>(h) Delete and replace text in Section 3.3.2.</li> <li>(i) Delete map 4.</li> <li>(j) Delete Section 3.4.</li> <li>(k) Delete existing Map 5 and replace with Map 4.</li> <li>(l) Delete and replace text in Section 4.2.</li> <li>(m) Delete Section 4.2.9.</li> <li>(n) Delete existing Map 6 and replace with Map 5.</li> <li>(o) Delete and replace text in Section 5.0.</li> </ul>
14	73P2018	2018 October 9	<ul style="list-style-type: none"> <li>(a) Delete and replace Map 3.</li> <li>(b) Add text at the end of Subsection 3.3.4.1 Density.</li> <li>(c) Delete and replace policy 3.3.4.2.c.</li> <li>(d) Delete and replace policy 3.3.4.2.d(vi).</li> <li>(e) Add text at the end of Subsection 3.3.4.4 Building Height.</li> </ul>
15	9P2019	2019 February 4	<ul style="list-style-type: none"> <li>(a) Delete and replace text in Section 3.2.5 under "Land Use Districts."</li> </ul>
16	41P2019	2019 May 27	<ul style="list-style-type: none"> <li>(a) Delete and replace Map 2.</li> <li>(b) Delete and replace Map 3.</li> <li>(c) Add new Section 3.3 and renumber any subsequent sections accordingly.</li> </ul>

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# SUNALTA AREA REDEVELOPMENT PLAN

## TABLE OF CONTENTS

### (White Pages)

	Page		Page
<b>PREFACE</b> .....	1		
<b>1.0 INTRODUCTION</b> .....	2		
1.1 Study Area Boundaries .....	2		
1.2 History of the Sunalta Community .....	2		
<b>2.0 GOALS</b> .....	5		
<b>3.0 LAND USE</b> .....	6		
3.1 Residential Land Use .....	6		
3.1.1 Objectives .....	6		
3.1.2 Land Use Policies.....	6		
3.1.3 Land Use Districts .....	8		
3.1.4 Implementation.....	10		
3.2 Commercial Land Use.....	11		
3.2.1 Objectives .....	11		
3.2.2 General Land Use Policy.....	12		
3.2.3 14th Street Commercial Developments .....	12		
3.2.4 17th Avenue Commercial Developments .....	13		
3.2.5 10th Avenue Commercial Developments between Bow Trail and Crowchild Trail .....	13		
		3.2.6 10th Avenue Commercial Developments West of Crowchild Trail .....	14
		<b>3.3 17th Avenue and 14th Street Gateway Mixed Use Development Bylaw 41P2019</b> ..	15
		3.3.1 Objectives .....	15
		3.3.2 Land Use Policies.....	15
		3.3.3 Land Use District.....	15
		3.3.4 Implementation.....	16
		<b>3.4 Mixed Land Use Bylaw 34P2019, 41P2019</b> ..	18
		3.4.1 Objectives .....	18
		3.4.2 Land Use Policies.....	18
		3.4.3 Land Use Districts .....	19
		3.4.4 Implementation.....	19
		<b>3.4 Deleted (Bylaws 1P96, 15P2009, 34P2009 &amp; 20P2010)</b> .....	25
		<b>3.5 Deleted (Bylaws 29P83, 8P86, 12P88, 2P96, 4P2004, 15P2009 &amp; 34P2009)</b> .....	25
		<b>4.0 OPEN SPACE AND RECREATION FACILITIES</b> .....	26
		4.1 Objectives .....	26
		4.2 Policies .....	26
		4.3 Implementation.....	29

**TABLE OF CONTENTS continued...**

	<b>Page</b>
<b>5.0 MOBILITY .....</b>	<b>30</b>
5.1 Policies .....	30
5.2 Implementation.....	32
<b>6.0 HERITAGE .....</b>	<b>33</b>
6.1 Objectives .....	33
6.2 Land Use Policies.....	33
6.3 Implementation.....	34
<b>7.0 COMMUNITY AND SOCIAL DEVELOPMENT</b>	<b>36</b>
7.1 Objectives .....	36
7.2 Policies .....	36
<b>8.0 ENVIRONMENTAL SUSTAINABILITY .....</b>	<b>38</b>
8.1 Objectives .....	38
8.2 Policies .....	38
<b>9.0 SERVICING.....</b>	<b>39</b>
9.1 Policies .....	39
<b>10.0 DEVELOPMENT LEVIES .....</b>	<b>39</b>
10.1 Policies.....	39

**List of Maps**

Map 1	Plan Area Boundaries .....	3
Map 2	Land Use Policies.....	7
Map 3	Maximum Building Heights.....	9
Map 4	Open Space .....	27
Map 5	Mobility Policy.....	31

**List of figures**

Figure 1	Pedestrian and Bicycle Realm .....	24
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## PREFACE

Area Redevelopment Plans are statutory planning documents for communities within the City and should be considered in combination with other plans, bylaws, and policy documents. They are intended to supplement the Land Use Bylaw by providing direction within which the discretion of the Approving Authority should be exercised in a particular community.

*This document contains land use policies from the 1983 Sunalta Area Redevelopment Plan, as amended from time to time. These policies are transit supportive and apply to a large portion of Sunalta, particularly the area south of 11th Avenue. In 2009, The City of Calgary undertook amendments to the Sunalta Area Redevelopment Plan to include the Sunalta Light Rail Transit (LRT) station and implement transit oriented development policies in the vicinity of the Sunalta LRT station. The amended Sunalta Area Redevelopment Plan is intended to guide redevelopment in Sunalta over the next 30 years.*

**Bylaws 44P2008 & 34P2009**

## 1.0 INTRODUCTION

### 1.1 Study Area Boundaries **Bylaw 34P2009**

Study boundaries of the Sunalta Area Redevelopment Plan may be summarized as follows:

North: *Canadian Pacific Railway R.O.W.*  
**Bylaw 20P2010**

East: 14th Street S.W.

South: 17th Avenue, 16th Street, the former 17th Street R.O.W., the lane between Sharon Avenue, 12th Avenue, the escarpment (approx. 1056 metre contour line) to 24A Street S.W. **Bylaw 34P2009**

West: 24A Street S.W.

This Area Redevelopment Plan covers approximately 63 ha (155 acres). **Bylaw 20P2010**

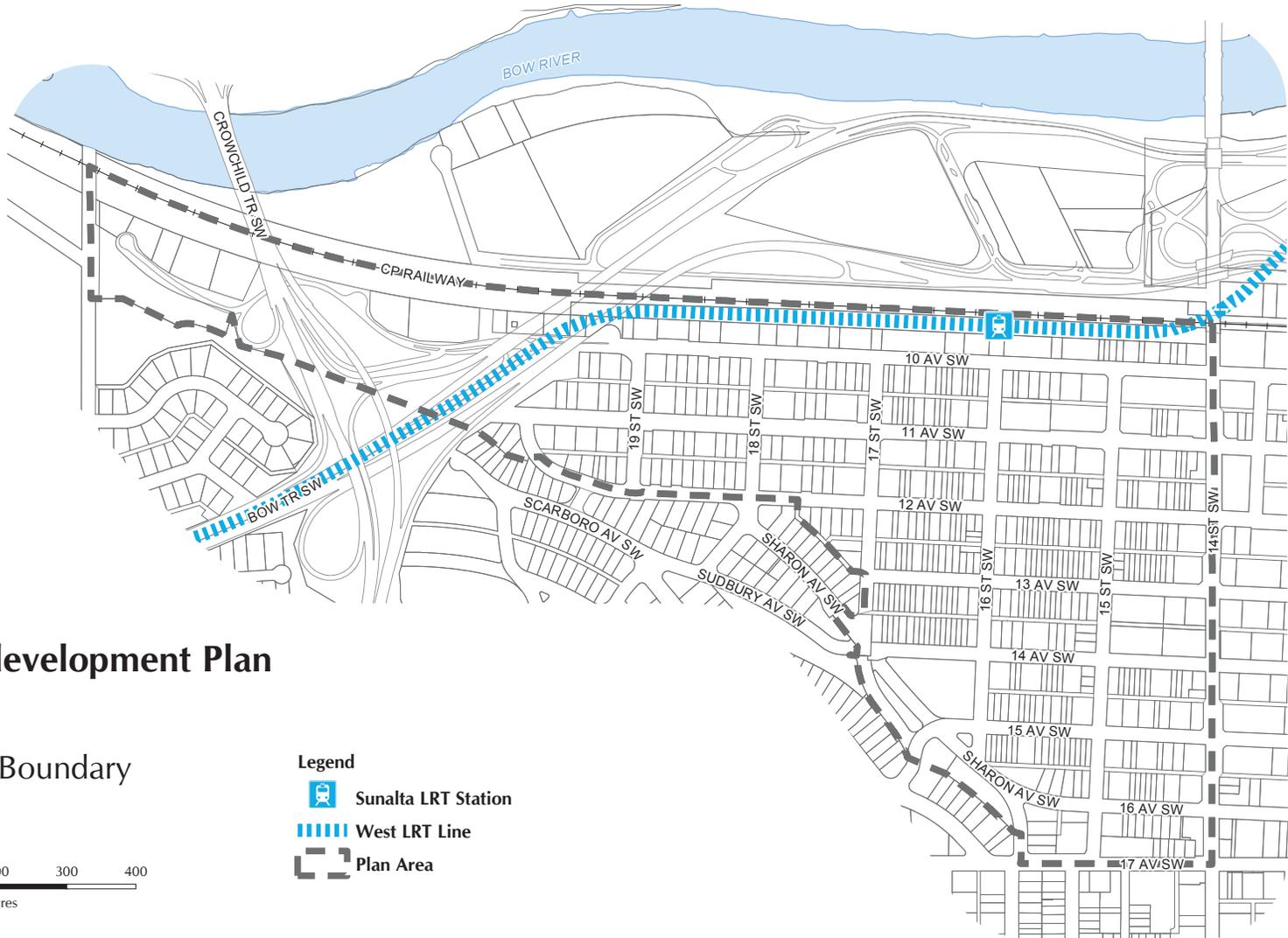
### 1.2 History of the Sunalta Community

*The area that is now Sunalta was annexed in 1907 and subdivided in 1909 and 1911. By 1909, the Canadian Pacific Railway (CPR) and Municipal officials realized that the area of Sunalta was prime for development due to a booming economy. Acting on behalf of the CPR, Toole, Peet and Co. Real Estate administered the first sale of lots, which was highly successful, leading to a second subdivision in 1911. The sale in 1912 is noted in the *Albertan* as “one of the most exciting in the history of Calgary Real Estate Business”, remarking that prominent women and men camped out in cars, doorways and offices to purchase a lot. This time, 50 foot lots were sold for \$1,100 (on average), whereas a 25 foot lot in 1909 sold for \$250, more than a 100% increase in price, indicative of the new suburb’s appeal. By 1911, Sunalta was equipped with utilities, postal service*

*and a streetcar line, making it a viable community and one of Calgary’s liveliest new suburbs.*

*As early as 1909, industrial activity was an employment staple of the Sunalta community. Although the community was developed primarily as a residential neighbourhood, due to its location along the CPR’s main line, the area between 9th Avenue and 10th Avenue, was set aside for industry and warehouses during the subdivision. Industries in the area included Lumber companies (Alberta Wood Preserving Company Ltd., Riverside Lumber Co., Carter-Mather Lumber and Supply Co.) oil and gas companies (Canadian Oil Co. Ltd, Imperial Oil Co. Ltd.), brick and stone companies (Calgary Brick and Supply Co., Western Canada Stone Co. Ltd.) and other various light industrial activities. Notably, the Canadian Creosote Company, located at 1910 9th Avenue ran its operations in Sunalta from 1924 until 1968. Several examples of mid-twentieth century warehouses survive in the area and recall this aspect of Sunalta’s commercial activity. Consequently, Sunalta has had an intriguing mix of land uses right from its inception: residential, industrial and commercial.*

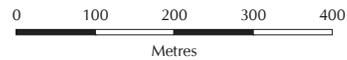
*The value and desirability of the neighbourhood stemmed from many factors, most significant, in addition to local employment opportunities, was convenient access to downtown and streetcar service. By 1910, the streetcar reached as far as Sunalta. With two routes, the green route and the blue and white route, servicing Sunalta, the streetcar provided regular and inexpensive transportation to the downtown. As developers and landowners began to realize the potential of the new neighbourhood, they began to erect more housing and commercial and retail services sprung up along the streetcar routes to serve Sunalta residents. Commercial*



# Sunalta Area Redevelopment Plan

Map 1

Plan Area Boundary



- Legend**
-  Sunalta LRT Station
  -  West LRT Line
  -  Plan Area

This map is conceptual only. No measurements of distances or areas should be taken from this map.

activity included meat markets, grocers, feed stores, confectionaries and professional services such as law firms, doctors and dentists, creating jobs within Sunalta. Notable commercial buildings that remain are Jim's Shoe Repair store (despite changes in name and ownership, this store has operated since 1946), Kennedy's Garage and the Sunalta Block. The growth of the neighbourhood also led to the development of significant civic landmarks such as the Sacred Heart Church in 1910, the Sunalta Cottage School (1706 12th Avenue, now a community park) in 1911 and the Sacred Heart School, the Calgary Tennis Club and Sunalta School in 1912. The Sunalta School is officially located in the community of Scarboro; however, at the time of its construction it was a part of the Sunalta subdivision and its original purpose was to serve the children of Sunalta. This function continues today providing an inherent connection to the Sunalta community. At present, it is the only reminder that the area was once a part of the Sunalta subdivision.

Architecturally, Sunalta retains a significant stock of historic housing, buildings and styles that date from 1910 and contribute much to the community's character and success. Prominent styles include Craftsmen bungalows, Prairie style Foursquares, Edwardian Cottages and Edwardian Gable Fronts. In addition to these detached homes that were characteristic of the first build-out, historic apartments and rooming houses, such as the Wilson Apartment at 1537 14th Avenue, now Harmont apartments, and the Sunalta Block with commercial use at grade and rental rooms above emerged. Up-zoning and the resulting redevelopment pressure which occurred in the 1950s and '60s increased the number of apartment complexes in the community, some of

which contain architectural heritage value in their own right. While few examples of early commercial architecture remain on the retail corridors of 14th Street and 17th Avenue, these streets exhibit some of Calgary's most significant examples of mid-twentieth century Modernist commercial and retail design. In Sunalta there are three sites listed on Calgary's "Inventory of Evaluated Historic Resources" including Kennedy Garage, Harmont Apartments and Sacred Heart Roman Catholic Church and one municipally designated heritage site, the Pumphouse Theatre. Although up-zoning permanently changed some parts of Sunalta, the area retains a large percentage of its historic architectural fabric.

The historic land use development patterns, design attributes, architecture and the intrinsic merit of its convenient location which have made Sunalta an attractive and successful Calgary community continue to define Sunalta today. The retail/commercial corridors of 14th Street and 17th Avenue continue, as they have historically, to serve the needs of the community, being within walking distance of Sunalta residents. These corridors also serve as important transit routes, thereby reflecting their original role as streetcar lines. The church, school and recreational facilities within the community contribute to both the community's walkability as well as sense of place. Design attributes such as tree-lined boulevards, mature front yards, landscaped setbacks and back lanes do much to lend an attractive appearance to the community. In numerous ways, these existing 'traditional' features that characterize the Sunalta community share much in common with the principles of new urbanism planning and sustainable urban development.

**Bylaw 34P2009**

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## 2.0 GOALS

The goals of the Sunalta Area Redevelopment Plan are:

- 1) To encourage the preservation and rehabilitation of some of the existing residential area in order to promote family oriented housing in the inner city;
- 2) To accommodate the development of higher density housing in selected areas;
- 3) To improve the quality of the community's physical environment;
- 4) To increase the amount and improve the quality of local open space and recreational amenities;
- 5) To resolve local planning problems and concerns identified through the public participation and local planning process;
- 6) *To create a high quality transit oriented development with an appropriate mix of residential, commercial and light industrial opportunities in the vicinity of the Sunalta LRT Station; and,*
- 7) *To encourage and enable the preservation of the community's historic resources and character.*

**Bylaw 34P2009**

### 3.0 LAND USE

*Map 2 identifies the land use policy areas and Map 3 identifies maximum building heights.*

**Bylaw 34P2009**

### 3.1 Residential Land Use

#### 3.1.1 Objectives

Residential land use policies are based on the following objectives:

- 1) *To encourage and enable the preservation of the residential historic character and resources throughout the community with a focus on retaining the community's historic character south of 11th Avenue where the greatest concentration of historic resources are found;*  
**Bylaw 34P2009 & 20P2010**
- 2) To ensure a transition between the conservation area and higher density areas which is harmonious in form and scale;
- 3) *To accommodate medium to high density redevelopment in the vicinity of the Sunalta LRT Station.*  
**Bylaw 34P2009 & 20P2010**

### 3.1.2 Land Use Policies

#### Context

*Sunalta is an inner-city community with a variety of housing types. 11th Avenue divides the community into distinct areas, with the northern area consisting largely of multi-unit apartment complexes. South of 11th Avenue, the area is a mixture of multi-unit apartment complexes and architecturally modest, but attractive houses built prior to the First World War. The area south of 11th Avenue contains a significant concentration of historic houses which merit retention. The mature landscaping associated with many of these properties also contributes to the historic character of the area. Similar houses that retain historic character also exist north of 11th Avenue in isolated situations or small groupings and should be retained to the greatest extent possible.*

**Bylaw 34P2009**

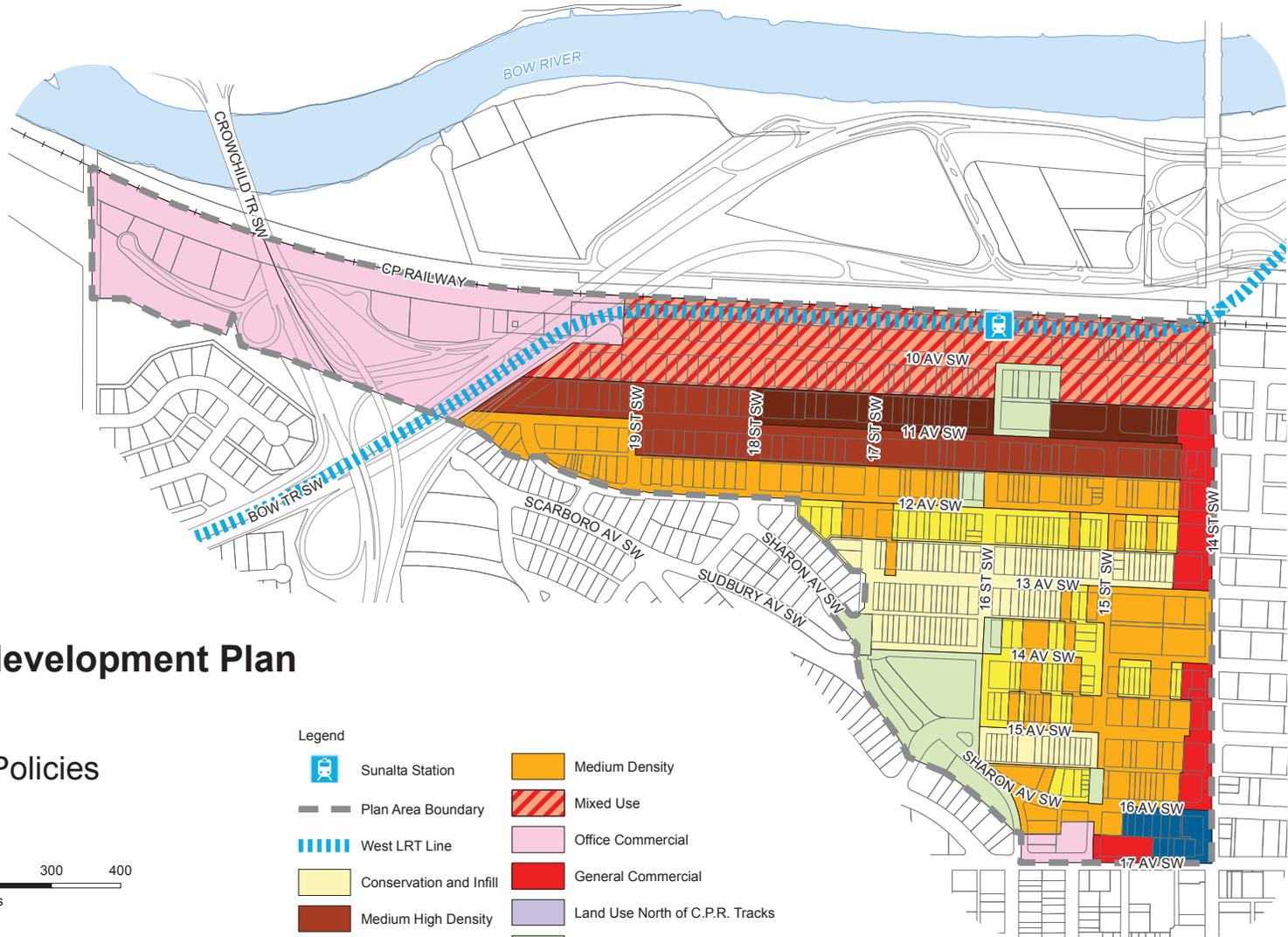
*Map 3 Land Use Districts - deleted*

**Bylaw 7P92**

#### Policy

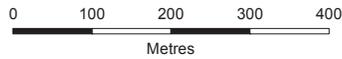
*Five residential land use policy areas are proposed:*

- 1) *conservation and infill*
- 2) *medium low density*
- 3) *medium density*
- 4) *medium high density*
- 5) *high density*



# Sunalta Area Redevelopment Plan Map 2

## Land Use Policies



This map is conceptual only. No measurements of distances or areas should be taken from this map.

- Legend**
- Sunalta Station
  - Plan Area Boundary
  - West LRT Line
  - Conservation and Infill
  - Medium High Density
  - High Density
  - Medium Low Density
  - Medium Density
  - Mixed Use
  - Office Commercial
  - General Commercial
  - Land Use North of C.P.R. Tracks
  - Open Space
  - 17th Avenue AND 14th Street Gateway Mixed Use Development

Approved: 13P82  
Amended: 41P2019

1) *Conservation and Infill*

*The intent within the conservation and infill area is to protect existing structures and to allow compatible infill development.*

*This area should function as a stable residential area. Redevelopment would include detached and semi-detached dwellings and small multi-dwelling infill projects that are contextually compatible in scale and setbacks.*

*Secondary suites can modestly increase the housing supply while retaining existing homes that contribute to the historic character of the community. Therefore, redevelopment could also include secondary suites in the form of laneway housing or secondary suites within the primary residential building.*

2) *Medium Low Density*

*The intent within medium low density areas is to accommodate redevelopment using a variety of housing types that will act as a transition between the conservation area and higher density areas. New developments would provide alternative accommodation at slightly higher densities than in the conservation area.*

*Townhousing and stacked townhousing with access to grade level or to a landscaped area would be typical housing types.*

3) *Medium Density*

*The intent within medium density areas is to allow for the new development of four storey apartments. New developments should provide diversity in facade treatment and architectural design details.*

4) *Medium High Density*

*The intent within medium high density areas is to accommodate redevelopment that will act as a transition between the medium density area and higher density areas. This area allows for redevelopment up to 20 metres, up to six storeys in height.*

5) *High Density*

*The intent within high density areas is to allow for redevelopment up to 26 metres, up to eight storeys in height.*

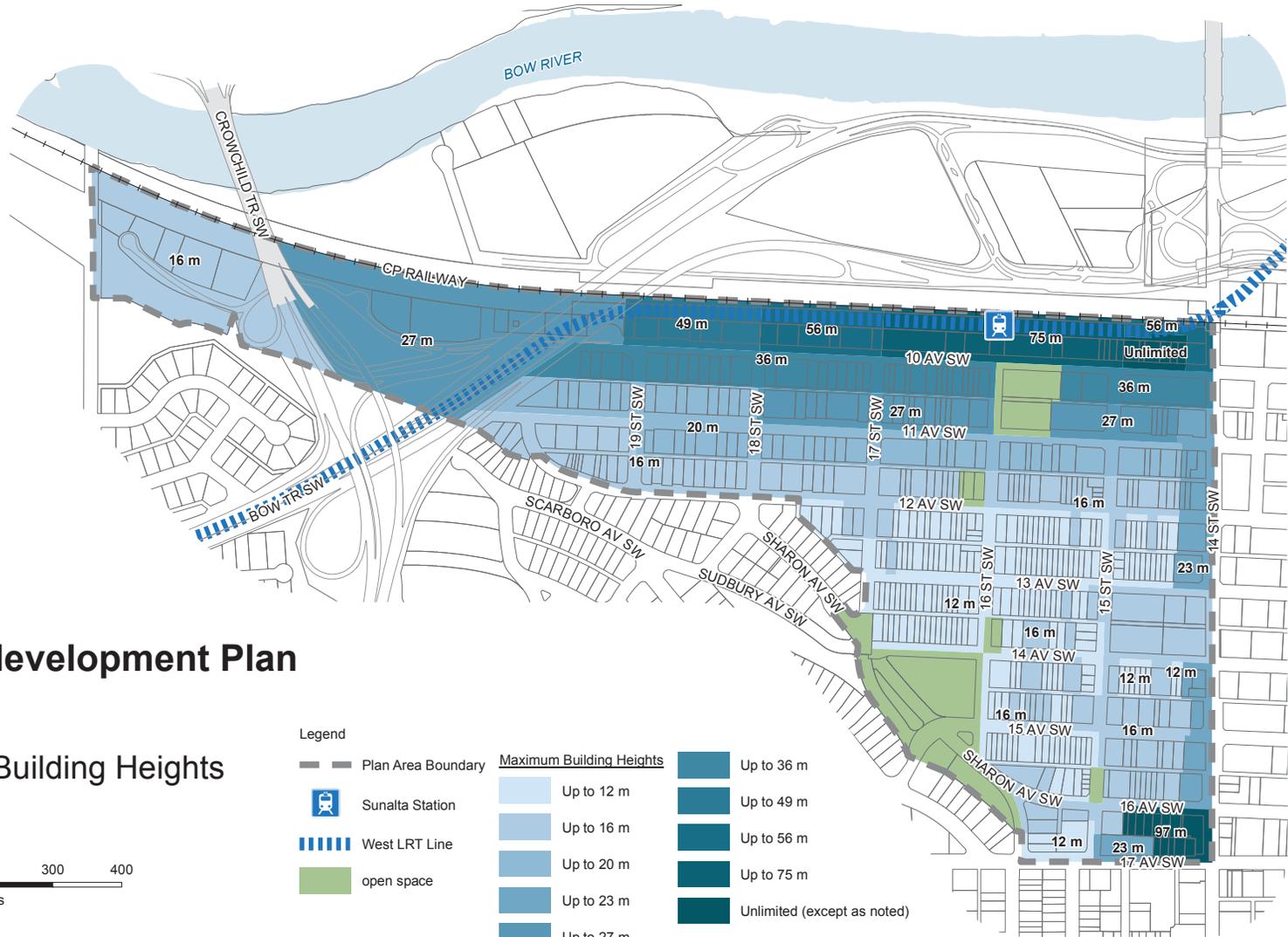
**Bylaw 34P2009**

**3.1.3 Land Use Districts**

The following residential land use districts reflect the general intent of the residential land use policies:

<i>Residential Land Use Policy</i>	<i>Residential Land Use District</i>
<i>Conservation and Infill</i>	<i>M-CGd72</i>
<i>Medium Low Density</i>	<i>M-CGd111</i>
<i>Medium Density</i>	<i>M-C2</i>
<i>Medium High Density</i>	<i>M-H1</i>
<i>High Density</i>	<i>M-H1</i>

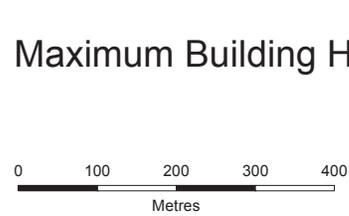
**Bylaw 34P2009**



# Sunalta Area Redevelopment Plan

## Map 3

### Maximum Building Heights



**Legend**

- Plan Area Boundary
- Sunalta Station
- West LRT Line
- open space

**Maximum Building Heights**

- Up to 12 m
- Up to 16 m
- Up to 20 m
- Up to 23 m
- Up to 27 m

- Up to 36 m
- Up to 49 m
- Up to 56 m
- Up to 75 m
- Unlimited (except as noted)

This map is conceptual only. No measurements of distances or areas should be taken from this map.

Approved: 34P2009  
Amended: 41P2019

### 3.1.4 Implementation

To reflect the intent of the residential land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

#### 1) *General Design Considerations*

- a) *New buildings should demonstrate compatibility with the existing streetscape with regard to setbacks to the street.*
- b) *New buildings should demonstrate compatibility with existing contextual buildings with regard to building scale and massing.*
- c) *New buildings should be of quality contemporary architecture using durable, high quality finish materials rather than mimicking and duplicating historical styles. Durable, high quality materials include but are not limited to solid wood siding, wood shingle cladding, brick and stone. Vinyl siding and vinyl finishes are not considered to be a durable, high quality material.*
- d) *The main building entrances of new buildings should be located so that they are clearly visible and directly accessible from the public sidewalk.*
- e) *On corner sites, new multi-unit residential buildings should be oriented to both adjacent street frontages with both elevations given equal importance.*

- f) *In new multi-unit residential buildings, residential units should be provided at grade level wherever possible to create pedestrian activity and provide natural surveillance of the street. All at grade residential units that front a publicly accessible sidewalk are required to have individual, primary entrances providing direct access to and from that publicly accessible sidewalk. At grade residential units should have the main floor set slightly above grade in order to achieve privacy from any publicly accessible sidewalks without the need for high or non-transparent privacy fences or walls that detract from the active street edge.*
- g) *New multi-unit residential buildings should provide landscaped open space that is available for the use of residents or tenants. Such spaces may be located at or above grade level.*
- h) *Front yards should be used as landscaped areas and not as parking areas. Front yard landscaping character should demonstrate compatibility with the existing trees and plants on the street.*

#### 2) *Conservation and Infill Design Considerations*

- a) *New development should demonstrate compatibility with existing contextual dwellings and the streetscape with regard to orientation to the street with pronounced building entrances and associated features such as front porches and verandas.*

- b) *It is allowable for new development to reflect existing dwellings that have historic character in the area with regard to finish materials.*
- c) *The Approving Authority should consider relaxations to the Land Use Bylaw in order to accommodate a secondary suite on a parcel of land.*
- 3) *Medium Low Density and Medium Density Design Considerations*

*Facades should be articulated to encourage a pedestrian oriented environment. This could be accomplished through items such as a variety of finish materials, building protrusions and recesses. The impact of the building on the pedestrian could be reduced by a break in the facade every 30 metres with a recess of no less than 3 metres, or other similar treatment.*

- 4) *Medium High Density and High Density Design Considerations*

*Facades should be articulated to encourage a pedestrian oriented environment. This could be accomplished through items such as a variety of finish materials, building protrusions and recesses. The impact of the building on the pedestrian could be reduced by a 3 metre step back at the 4 storey level and above, or other similar treatment.*

**Bylaw 34P2009**

## **3.2 Commercial Land Use**

### **3.2.1 Objectives**

- 1) *To encourage the development of medium density general commercial districts which provide a wide range of goods and services;*
- 2) *To encourage some commercial component in new developments along 14th Street that caters to the goods and service needs of the local neighbourhood;*
- 3) *To encourage the development of commercial uses that reinforce the pedestrian oriented shopping street character of 17th Avenue;*
- 4) *To encourage the continued growth of commercial and professional service office space along 10th Avenue west of Bow Trail;*
- 5) *To discourage the expansion of existing industrial sites on 10th Avenue west of Bow Trail; and*
- 6) *To promote an improved pedestrian environment along commercial streets.*

**Bylaw 34P2009**

### 3.2.2 General Land Use Policy

#### Context

There are three distinctive commercial areas - 14th Street, 17th Avenue and 10th Avenue within the Sunalta community. The specific context and policies for each street will be dealt with separately.

#### Policies

Commercial land use policies encourage medium density commercial development in a mid rise building form. This policy is intended to maximize sunlight and privacy in the neighbourhood as well as ensure a reasonable transition in building mass to residential areas. The policies also emphasize improving the quality of the street environment.

### 3.2.3 14th Street Commercial Developments

#### Context

Low profile buildings with local retail and service outlets exist along 14th Street. There is also strip commercial development, with parking in the front yard, providing automobile oriented commercial uses. As well, the Sacred Heart Church is located on the street.

#### Policies

In addition to the general commercial land use policies, policies for 14th Street encourage the continuance of a local commercial component serving the adjacent neighbourhood.

#### Land Use District

*The C-COR1f3.0h23 land use district reflects the intent of the 14th Street commercial development policies. Land use amendments will be initiated by The City to redesignate properties currently designated C-COR2f3.0h23 to C-COR1f3.0h23. The City should develop streetscape enhancement concepts for 14th Street to be consistent with the C-COR1f3.0h23 designation. The lands associated with the Sacred Heart School and Church should retain the existing M-C2 designation, with the policy intent of continuing the institutional use.*

**Bylaw 34P2009**

#### Implementation

To reflect the intent of the commercial land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

- a) In developments abutting residential properties, buildings should be setback above the fourth floor. **Bylaw 34P2009**
- b) *On corner sites, new buildings should be oriented to both adjacent street frontages with both elevations given equal importance.* **Bylaw 34P2009**
- c) To encourage some local commercial component in new developments, retail and personal service uses should be located at grade.

- d) Signs should not be permitted on the west face of new developments in order to maintain the residential quality of the community.
- e) Signage should be reflective of a pedestrian scale.
- f) Awnings, landscaping, and street lighting should be incorporated at grade.

**3.2.4 17th Avenue Commercial Developments**

Context

*Commercial development along 17th Avenue is comprised of retail, personal service, office and mixed uses.* **Bylaw 34P2009**

Policies

In addition to the general commercial land use policies, 17th Avenue should continue to function as a pedestrian shopping street.

Land Use District

*The C-COR1f3.0h23 and Direct Control land use districts apply to the existing commercial area on 17th Avenue.* **Bylaw 34P2009**

Implementation

To reflect the intent of the commercial land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

- a) In developments abutting residential properties, buildings should be setback above the fourth floor. **Bylaw 34P2009**
- b) The building design should accommodate retail uses at grade (e.g. individual storefront entries).
- c) Signage should be sensitive to a pedestrian scale. **Bylaw 34P2009**

**3.2.5 10th Avenue Commercial Developments *between Bow Trail and Crowchild Trail* **Bylaw 34P2009****

Context

Historically, 10th Avenue has accommodated light industries, such as lumber yards and warehousing. However, the predominant trend of recent development has been the conversion of buildings to commercial uses together with the construction of new office buildings. **Bylaw 34P2009**

Policies

In addition to the general commercial land use policies, policies encourage the trend toward the growth of commercial office space and discourage the expansion of industrial sites along 10th Avenue west of Bow Trail. **Bylaw 34P2009**

Land Use Districts

*The C-COR2 f3.0h27 land use district applies to areas along 10th Avenue between Bow Trail and Crowchild Trail with the exception of 2100 and 2206 - 10 Avenue SW which are designated as a Direct Control District.* **Bylaw 34P2009, Bylaw 9P2019**

### Implementation

To reflect the intent of the commercial land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:

- a) In developments abutting residential properties, buildings should be setback above the fourth floor.
- b) There should be a front yard setback of approximately 3 m to be compatible with the existing setback. **Bylaw 34P2009**

### **3.2.6 10th Avenue Commercial Developments West of Crowchild Trail** **Bylaw 34P2009**

#### Context

*The area is bounded by a 24 to 30 metre escarpment to the south, the railroad tracks and Bow River to the north and Crowchild Trail to the west. To the south, are a number of single family residences which overlook the area from above the escarpment. Access is from the 10th Avenue/Crowchild Trail interchange system and is currently constrained and could limit redevelopment potential. Existing land uses are of a light industrial/commercial nature.*

**Bylaw 34P2009**

#### Policies

*In addition to the General Commercial land use policies which relate to this area, a trend towards the growth of commercial office space should be*

*encouraged, while the expansion of industrial sites along 10th Avenue should be discouraged. Special consideration must be given to the relationship of potential redevelopment to the Bow River and to the residential area above the escarpment.*

*Certain improvements to the local transportation system (10th Avenue S.W./Crowchild Trail) are necessary to accommodate redevelopment in the order of 2 F.A.R. As redevelopment occurs, a proportional share of the cost of the transportation improvements may be assessed to each property at the development permit stage.*

#### Land Use Districts

The C-COR2f2.0h16 land use district applies to 10th Avenue S.W., west of Crowchild Trail.

**Bylaw 34P2009**

#### Implementation

*To reflect the intent of the commercial land use policies, in making application for discretionary development permits, applicants will be required to demonstrate to the satisfaction of the Approving Authority:*

- a) *How the building design addresses view lines from adjacent residential property. In this respect special attention will be given to building facades, roof detail and equipment and garbage storage, and massing of buildings.*
- b) *How building design, proposed use and landscaping details are compatible with the Bow River and the riverine environment.*

**Bylaw 4P84**

**3.3 17th Avenue and 14th Street Gateway  
Mixed Use Development 41P2019**

**3.3.1 Objectives**

*To encourage high quality mixed use development at landmark gateway locations and allow for higher density in exchange for community benefit.*

**3.3.2 Land Use Policies**

Context

*The intersection of 17th Avenue and 14th Street is a gateway to both the Centre City and to the vibrant commercial destination of 17 Avenue SW. The parcel located on the northwest corner of this intersection is a landmark site in the community of Sunalta. Development is comprised of a mix of uses including retail, personal service, residential and commercial uses. The intersection is also the site of the Condon Building, valued in part for its association to the original building owner, Jimmie Condon, who was well known for his entrepreneurship, sports promotion and philanthropy throughout Calgary. It is also valued for its distinctive Modern style and for its prominent location at the intersection of the Sunalta, Beltline, Bankview and Lower Mount Royal neighbourhoods.*

Policies

*Development at the intersection of 14th Street and 17th Avenue SW should reflect its landmark location and be developed as a prominent gateway site. The vision for this location embraces the opportunity to provide increased residential density within a comprehensive mixed use development. A tower podium form may be appropriate. However, consideration must still be given to maximize sunlight and privacy in the neighbourhood as well as ensure a transition in building mass to residential areas. The proposed "gateway mixed use" development should achieve high standards in relation to design, sustainability, amenity and positive development impacts on the surrounding built environment.*

**3.3.3 Land Use District**

*A Direct Control District modeled on the CC-X District reflects the general intent of the policies for this landmark site. The land use should provide for a mix of residential and non-residential uses at the intersection of 14th Street and 17th Avenue SW. The district should provide for a mix of uses that is sensitive to adjacent residential districts, a building form that is street oriented at grade, and where the intensity of development is measured by floor area ratio. It should also require a maximum base density, with the provision for the opportunity for a density bonus over and above base density to achieve public benefit and amenities on the site.*

### **3.3.4 Implementation**

*To reflect the intent of the land use policies, the following guidelines are to be considered by the Approving Authority in reviewing the merits of discretionary development applications:*

#### **1) Density**

- a. *Development must not exceed the maximum density of 5.0 FAR on the site located at Plan 5380V, Block 201, Lots 5-30 unless in accordance with the density bonusing provisions set out in the Land Use for this site.*

#### **2) Density Bonusing**

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

#### **3) Building Height**

- a. *New development should be a maximum of 97 metres.*

#### **4) Building Massing and Design**

- a. *Building and site design should mitigate adverse impacts on adjacent properties and the community. New developments should consider impacts associated with use, noise, shadowing, privacy, wind and snow accumulation.*
- b. *A transition in building height, scale and massing should be created between higher and lower intensity development by:*
  - i. *Decreasing building heights from the corner of 17 Avenue SW and 14 Street SW westward through the block.*
  - ii. *Using building step backs and stepping down heights within individual buildings.*
  - iii. *Incorporating slim tower development where towers are proposed. Residential floor plates above 36 metres should not exceed 850 square metres.*
  - iv. *Encouraging a podium-tower format for large tower developments. Building podiums should be proportionate to width of the road right-of-way and podiums should reduce the perception of bulk through greater facade articulation on all frontages.*

- v. *Providing horizontal separation for multiple tower developments. The minimum horizontal separation between a portion of a building above 36 metres in height and any other building should be 18 metres. Lesser separations can be considered if it can be demonstrated to the Approving Authority that any negative impacts relating to sunlight access to the public realm, views from residential units and the privacy of residential units can be mitigated.*
- vi. *Setting back floors located above the podium from the façade of the floors below. On residential frontages, this should be a minimum of 1.5 metres. On other frontages, the step back should be included to clearly emphasize the transition from podium to tower as part of an overall pedestrian-scaled, well-articulated design. Creative architectural forms and treatments which highlight the landmark southwest corner by reducing the step back may be considered.*

#### 5) *Building Frontages and Interface*

*The site is the location of high pedestrian and vehicular traffic. Building frontages should integrate into the public realm in a way which greatly enhance the pedestrian experience. Features should include:*

- a. *Buildings with highly-articulated facades that create a rhythm of narrower, vertically oriented frontages.*
- b. *Multiple at-grade, active uses such as retail, with narrow business frontages. Uses which typically have wider frontages (such as supermarkets) should present a narrower frontage to the street and have the remainder of their internal space lined by other narrower frontage uses on the street, or provide an alternate design which activates the street frontage.*
- c. *Ground floor uses that are accessible and well-integrated with the sidewalk or public pathway.*
- d. *Ample space for outdoor patios on commercial frontages.*
- e. *Residential frontages that face a street should have individual entrances that face the street.*
- f. *Design features such as raised terraces, porches, steps, alcoves, forecourts or landscaping to provide transition from the public realm to at-grade residences.*

### **3.4 Mixed Land Use      Bylaw 34P2009, 41P2019**

#### **3.4.1 Objectives**

*Land use policies recommended are based upon the following objectives:*

- 1) *To integrate the LRT station and track into the community of Sunalta.*
- 2) *To create a high quality transit oriented development.*
- 3) *To increase livability in the existing neighborhood.*
- 4) *To create a neighborhood “high street” along 10th Avenue. A “high street” is a retail oriented, pedestrian friendly street.*
- 5) *To provide an appropriate mix of residential, commercial and light industrial opportunities.*
- 6) *To provide for a variety of housing types to serve families, seniors, etc., with a range of incomes.*
- 7) *To provide a high quality above-grade pedestrian and bicycle link between 10th Avenue and Bow Trail.*

#### **3.4.2 Land Use Policies**

##### Context

*This section of the Area Redevelopment Plan seeks to implement numerous City policies aimed at creating a more sustainable approach to urban planning and land use for land lying between 14th Street and Bow Trail along 10th Avenue. These policies include the Calgary Plan (1998), Council’s*

*Sustainability Principles (2006) and the Transit-Oriented Development Policy Guidelines (2005). All of these policies are aimed at ensuring that development in Calgary will contribute to achieving a strong Triple Bottom Line, where environmental, economic and social objectives are in balance with one another and mutually supportive.*

#### **Bylaw 34P2009**

*To capitalize on the Sunalta LRT Station, these lands are planned as a Transit Oriented Development (TOD). The ARP intends to promote a vision for the development of a mixed use, higher density community served by the LRT. This area is envisioned as a community complete with a range of activities, including living, working, shopping, and playing, all within a comfortable walking distance. The vision embraces the opportunity to provide increased residential and commercial densities, convenient pedestrian connections throughout the community with an emphasis on linking to the LRT station; the station and its immediate context as a quality “place”; and a compact development pattern that ensures good quality and building design.*

*The lands immediately adjacent to the LRT station are well situated to take full advantage of significant redevelopment opportunities and therefore, higher densities are suitable for these lands. Several factors favour the successful transformation of the area including: major transportation linkages, particularly the West LRT (see Map 5); land ownership patterns that facilitate comprehensive planning and investment strategies; low-density buildings and large surface parking areas offer the potential for intensification and facilitate phasing of redevelopment activity; demographic trends that support demand for*

*high density housing; market trends that support pedestrian oriented 'high street' and 'lifestyle' retail development; and market trends that support significant office development in strategic locations outside Downtown that are well served by transit.*

**Bylaw 34P2009 & 20P2010**

Policy

*The land use strategy allows for medium to high density mixed use development with retail uses at grade and office and residential uses above grade on sites along 10th Avenue between 14th Street and Bow Trail. The intent is to create an active "high street" along 10th Avenue with a mixture of uses. Due to its proximity, development should relate to the LRT station. Commercial/retail uses are required on the ground floor, which are active, animated, and visually interesting. The development rules encourage a wide variety of building types and forms while ensuring development contributes to a strong pedestrian friendly environment.*

**Bylaw 34P2009**

**3.4.3 Land Use Districts**

*A Direct Control District modeled on the CC-X district reflects the general intent of the mixed use policies. Land use amendments will be initiated by The City to redesignate properties to a Direct Control District. The land use provides for a mix of commercial, residential and a limited range of light industrial uses on sites along 10th Avenue between 14th Street and Bow Trail. The district also provides for mixed uses that are sensitive to adjacent districts that allow residential uses, intensive development where intensity is measured by floor area ratio, a building form that is street oriented at grade, and a maximum base density with the opportunity for a density bonus*

*over and above base density to achieve public benefit and amenities within the station area.*

**Bylaw 34P2009**

**3.4.4 Implementation**

*To reflect the intent of the land use policies, the following guidelines should be considered by the Approving Authority in reviewing the merits of discretionary development applications:*

- 1) *Density*
  - a. *To ensure transit supportive densities and to discourage stand alone uses, developments should achieve a minimum density of 1.0 Floor Area Ratio (FAR).*
  - b. *Development shall not exceed the maximum density of 4.0 FAR on the south side of 10th Avenue and 5.0 FAR on the north side of 10th Avenue.*
  - c. *The maximum FAR may be increased by a maximum of 2.0 FAR in accordance with the Density Bonusing provisions (2) below.*
  - d. *To reflect the prominent location of the parcel as a gateway to the community of Sunalta and in close proximity to the Sunalta LRT station, development on parcels located at Lots 25-36, Block 208, Plan 5380V, shall not exceed the maximum base density of 9.0 FAR for mixed-use development. This may be increased by up to 3.0 FAR when low occupancy uses, such as motor vehicle parking, are proposed above the first floor of a development to enable residential*

**Bylaw 34P2009**

*units to begin above the LRT guideway and catenary: and may be further increased by a maximum of 3.0 FAR in accordance with the density bonus provisions as outlined in (2) below, to a maximum total of 15.0 FAR.*

**Bylaw 73P2018**

2) *Density Bonusing*

- a. *Density bonuses should only be established for items or features that provide a perpetual benefit or enduring benefit to the community in which the density is being accommodated.*
- b. *Density bonuses should not be granted for elements of building or site design that can be achieved or required through other means.*
- c. *Any of the following items, or a combination thereof, may be used to earn a density bonus:*
  - i. *Provision of indoor community amenity space within the development.*
  - ii. *Provision of publicly accessible private open space.*
  - iii. *Contribution to a community investment fund (CIF) established by Council.*
  - iv. *Contribution to a grants program for the rehabilitation of historic resources with a statutory historic resource designation.*

v. *Provision of universally accessible units where not already required by an affordable housing provider.*

vi. *Provision of affordable housing units by a housing provider approved by The City of Calgary to provide non-market housing.* **Bylaw 73P2018**

d. *The CIF is a fund used for projects within the area related to public realm improvements, including, but not limited to:*

i. *Upgrading of the pedestrian and bicycle connection over the LRT and CPR rights of way from the LRT station northwards to Bow Trail.*

ii. *Upgrading of the plaza between the LRT station and 10th Avenue.*

iii. *Upgrading of the pedestrian and bicycle environment on 10th Avenue.* **Bylaw 34P2009**

iv. *Upgrading of the publicly accessible areas within the LRT station.*

v. *Financing open space improvements in accordance with the policies in Section 4.2 of this Plan.*

vi. *Revitalization and upgrading of the Sunalta Community Association Building, and surrounding site, termed the Sunalta Community Hub Project.* **Bylaw 73P2018**

e. *Council may establish an Advisory Committee including representatives of City*

*Departments, the Sunalta Community and owners of land lying within the bonusable area to provide advice on the utilization of any funds received through the CIF.*

3) *Density Transfer for Heritage Preservation*

- a. *Unused density rights on an individual site within the community of Sunalta, created as a result of a statutory historic resource designation, may be transferred or sold to another development site or sites within the Mixed Land Use policy area in accordance with the policies in Section 6.3 (6) of this Plan.* **Bylaw 34P2009**

4) *Building Height*

- a. *New development should be a maximum of 22 storeys in height not to exceed 75 metres on the north side of 10th Avenue between 15th and 17th Streets.*
- b. *New development should be a maximum of 16 storeys in height not to exceed 56 metres along the north side of 10th Avenue between 14th and 15th Streets and 17th and 18th Streets.*
- c. *New development should be a maximum of 14 storeys in height not to exceed 49 metres along the north side of 10th Avenue between 18th Street and Bow Trail.*
- d. *New development should be a maximum of 10 storeys in height not to exceed 36 metres along the south side of 10th Avenue between 14th Street and Bow Trail.* **Bylaw 34P2009**

- e. *New development located in a gateway area and in close proximity to the Sunalta LRT station, specifically parcels located at Lots 25-36, Block 208, Plan 5380V, do not have a maximum height limit.*

**Bylaw 73P2018**

5) *Massing*

- a. *North of 10th Avenue, the maximum size of a floor plate for the portions of a residential building above 36 metres in height should be 930 square metres with a maximum horizontal dimension of 44 metres.*
- b. *North of 10th Avenue, the maximum size of a floor plate for the portions of a commercial building above 36 metres in height should be 1,300 square metres with a maximum horizontal dimension of 44 metres.* **Bylaw 34P2009**
- c. *The minimum horizontal separation between a portion of a building above 36 metres in height and any other building should be 24 metres unless it can be demonstrated to the Approving Authority through building design and orientation that any negative impacts relating to sunlight access to the public realm, views from residential units and the privacy of residential units can be mitigated.*
- d. *The façade facing 10th Avenue should be articulated to encourage a pedestrian oriented environment. This could be accomplished through items such as a variety of materials, building protrusions and recesses. The impact of the building*

*on the pedestrian could be reduced by a 3 metre step back at the 4 storey level and above, or other similar treatment.*

- e. Upper storey building elements, including penthouse floors and mechanical rooms should be stepped or shaped to contribute to a distinctive skyline.*
- f. Building design for towers should respect good practices to minimize risk to migratory and resident bird populations.*
- g. Building design should mitigate shadow and wind impacts on pedestrian areas through the employment of step backs, canopies or other measures identified through a wind impact study, shadow analysis or the review of Development Permit applications.*
- h. Building design along the north side of 10th Avenue should consider the structural integrity and ongoing maintenance access needs of the LRT guideway. This will require the completion of a Potential Damage Assessment, precautions during excavation and construction and a final built form that allows a clearance envelope adjacent to the LRT guideway structure.*

**Bylaw 34P2009**

**6) Public Realm**

- a. Council has authorized the construction of a pedestrian plaza immediately south of the LRT station. This plaza should be designed to facilitate a range of public*

*oriented uses, including, but not limited to, community events, markets, art shows, cultural activities, concession kiosks, news stands and bicycle parking.*

**Bylaw 34P2009**

- b. Buildings adjacent to the plaza referenced in (a) above may be setback from the plaza to a maximum of 4 metres to accommodate active uses. Where a setback is provided, it should be level with the adjacent plaza and hard surfaced as an extension of the plaza.*
- c. Development that abuts the east and west side of the plaza referenced in (a) above should provide a pedestrian connection of a minimum width of 3 metres between the building and the LRT station at the +15 level. A connection at the +30 level may also be provided at the discretion of the Approving Authority.*
- d. At-grade structures fronting 10th Avenue or fronting the plaza referenced in (a) above should be designed and built to accommodate retail commercial uses. Retail commercial uses are strongly encouraged, but other interim uses may be considered as transitional uses.*
- e. At-grade commercial uses that are 230 square metres or smaller, with frontages of 7.5 – 12 metres, are encouraged.*
- f. Commercial uses larger than 230 square metres, if considered, should not break*

- the continuous retail frontage of the street and their store frontage should be no more than 12 metres, with the remainder of the commercial area on a second floor, basement, or wrapped behind the adjacent retail units.*
- g. All uses with a frontage of 10 metres or more along the plaza referenced in (a) above should provide at least one direct public access to the plaza to encourage activity on the plaza.*
  - h. Street-level frontages along 10th Avenue and the plaza referenced in (a) above shall provide a minimum of 75 percent transparent glazing (windows and doors).*
  - i. Developments that abut a public lane should provide active uses along the lane, where feasible and appropriate, to encourage natural surveillance of the lane in accordance Crime Prevention Through Environmental Design (CPTED) strategies. Examples may include transparent glazing, lobby entrances, vehicle drop-offs, amenity spaces, and where appropriate, small scale commercial uses.*
  - j. All development facing the CPR tracks should incorporate a high degree of acoustic measures to mitigate the noise of CPR activity.* **Bylaw 34P2009**
  - k. The pedestrian and bicycle realm along 10th Avenue should have three distinct zones as follows (refer to Figure 1):*
    - i. Street Edge and Furnishings – An area available for street trees, furnishings, bus stops, lighting, wayfinding, bicycle racks and may be used for utilities;*
    - ii. Throughway – An area used for pedestrian and bicycle travel that may be used for underground utilities, but must be kept clear of obstructions and must not include any grates, covers, cabinets or other utility elements that would interfere with pedestrian movement; and,*
    - iii. Frontage – An area 0 to 3 metres wide available for outdoor seating, canopies, building and entrance projections, building signage, public art, planting boxes and bicycle racks.*

**Bylaw 34P2009**
  - l. Individual developments should construct the portion of 10th Avenue adjacent to their site up to the curb in accordance with the standards in (k) above.* **Bylaw 34P2009**
  - m. The 10th Avenue right-of-way should have a width of at least 22.4 metres. In order to provide for the throughway, the front setback area of properties on 10th Avenue should be a minimum of 1 metre.* **Bylaw 34P2009**

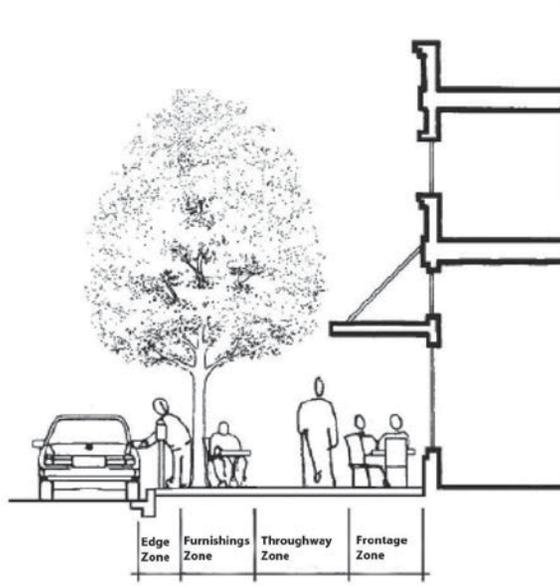


Figure 1. Pedestrian and Bicycle Realm **Bylaw 34P2009**

7) Land Use

- a. Restaurants and drinking establishments should only be allowed where:
  - i. The business can be fully enclosed within a building, except for outdoor patios; and
  - ii. Noise, odour, vibration, heat, high illumination levels and waste caused by the business are not disruptive to adjacent uses and are, to the largest extent possible, mitigated through development permit approval requirements.
- b. Night clubs shall not be allowed.

- c. Light industrial uses will include those that are small-scale in nature and can demonstrate that they have a low impact on adjacent uses. Examples include small-scale assembly, fabrication, and manufacturing.
- d. Light industrial operations should only be permitted under the following conditions:
  - i. The operations can be fully-enclosed within a building with no outside storage of materials or products
  - ii. Noise, odour, vibration, heat, high illumination levels and waste caused by the business are not disruptive to adjacent uses and are, to the extent possible, mitigated through development permit approval requirement.

8) Parking and Access

- a. On-street parking is encouraged wherever possible.
- b. All parking structures are required to be located below grade. In certain cases, above grade parking may be considered where it has been demonstrated to be impractical to locate all parking below grade, or where providing above grade parking can be beneficial to meeting other objectives of this ARP. Where a parking structure is proposed to be located above grade, the following design guidelines should be applied to determine the appropriateness of allowing for the above grade parking:

- i. *the parking structure be limited to two levels;*
  - ii. *at grade level, the parking structure shall be screened from public streets with active uses;*
  - iii. *portions of parking structures above the grade level shall be screened from public streets with active uses and/or architectural treatments that make the parking levels indistinguishable from the rest of the building facade;*
  - iv. *the parking structure shall be adequately screened from adjacent developments to the satisfaction of the Development Authority; and where parking structures have exhaust vents, such vents shall be directed away from any public street frontage and adjacent residential uses.*
- c. *It is the intent of The City to establish a new public lane, north of the LRT track. The objective of the public lane is to provide access to the parcels fronting 10th Avenue in order to eliminate the need for vehicular access points to 10th Avenue and allow for the creation of a pedestrian oriented “high street” along 10th Avenue. Provided both physical and legal access is achievable at the time of Development Permit application, all major redevelopment over 1.0 FAR is required to take access from the lane. If physical and*

*legal access is not achievable, access to 10th Avenue must be designed in a way to minimize its impact on the pedestrian realm.*

- d. *Due to the construction of the LRT, some developments along the north side of 10th Avenue may no longer be able to provide parking and access on lands formerly leased from the CPR and now owned by The City of Calgary. As a result, until the final arrangements on the former CPR lands are determined by The City, the Approving Authority may consider special arrangements in new development permits that facilitate interim development solutions, including parking relaxations.*

**Bylaw 34P2009**

9) *Business Revitalization Zone*

*A 10th Avenue Business Revitalization Zone (BRZ) should be established.*

**Bylaws 15P2009 & 34P2009**

**3.4** *Deleted*

**Bylaws 1P96, 15P2009, 34P2009 & 20P2010**

**3.5** *Deleted*

**Bylaws 29P83, 8P86, 12P88, 2P96, 4P2004, 15P2009 & 34P2009**

Map 4 Land Use North of the CP Tracks - *deleted*

**Bylaw 20P2010**

## 4.0 OPEN SPACE AND RECREATION FACILITIES

### 4.1 Objectives

Open space and recreation policies recommended are based upon the following objectives:

- 1) To provide a diverse range of activities for different types of users in order to achieve greater utilization of resources;
- 2) To upgrade the quality of existing resources to more adequately meet the recreation *and cultural* needs of the community.
- 3) *To improve the safety of open space.*

**Bylaw 34P2009**

### 4.2 Policies

*Map 4 identifies open spaces in the community of Sunalta.*

**Bylaw 20P2010**

- 1) *General Policy*
  - a) *Open spaces should be designed to be safe and active spaces through clearly defined entrances that that act as a transition from surrounding uses, active street fronts to provide natural surveillance of park spaces, adequate lighting and consideration for 24 hour and year round use.*

b) *Opportunities to incorporate public art into open spaces throughout Sunalta should be explored.*

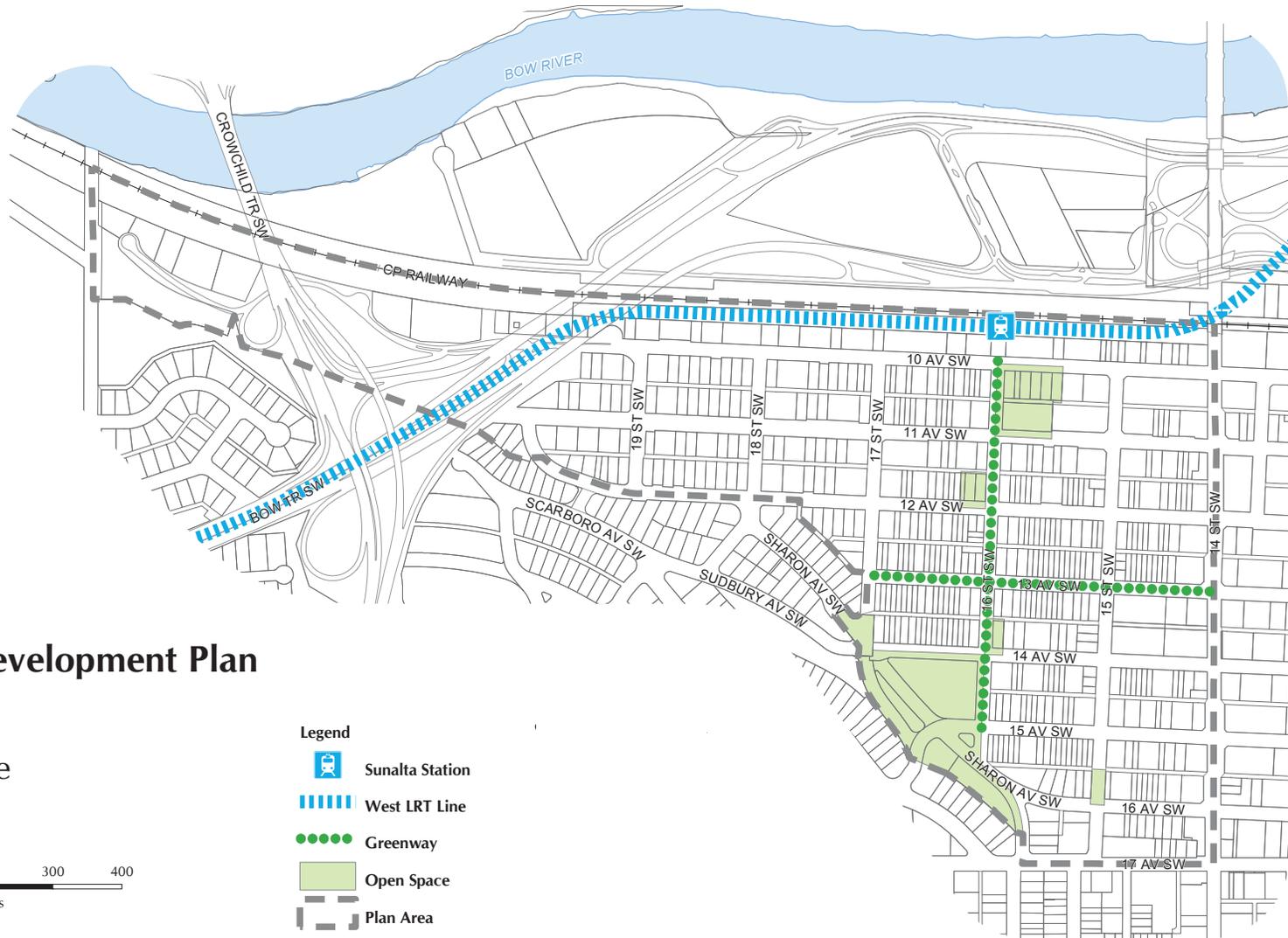
c) *Open spaces should be equipped with bicycle parking stalls.*

#### 2) *The Sunalta Community Association Site*

*This site, located at 1627 - 10th Avenue, should be retained as a recreation area particularly for the use of residents in the northern part of the community.*

*Improvements to this area should be undertaken in order to create a more appealing open space environment. Landscaping initiatives, such as the planting of trees and shrubs, should be carried out not only to ensure a more aesthetically attractive open space but also to buffer the area from traffic.*

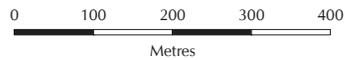
*The children's play equipment could remain on the site. A multi-functional hard surface area should be constructed to accommodate a range of active uses including basketball, floor hockey, tennis, markets and events. The utility poles should be removed from the centre of the park to improve the area physically as well as to eliminate any safety hazards for unorganized sports activities.*



# Sunalta Area Redevelopment Plan

Map 4

## Open Space



- Legend**
- Sunalta Station
  - West LRT Line
  - Greenway
  - Open Space
  - Plan Area

This map is conceptual only. No measurements of distances or areas should be taken from this map.

*The Sunalta community will continue to use the existing structure on 10th Avenue as its Community Association building. At such time as a new Community Association building is required, an alternative location on the site may be considered.*

*Access to the area from 10th Avenue, 16th Street and 11th Avenue should be improved. Access to the entire area could be facilitated through the installation of a signalized pedestrian crosswalk across 12th Avenue in addition to the one on 11th Avenue.*

3) *The Cottage School Site*

*This site, located at 1706 and 1702 -12th Avenue should be landscaped in order to buffer the area from traffic as well as to ensure a more attractive and usable space. The park design could incorporate a passive, decorative area for relaxation as well as space for community gardens and barbeque pits.*

4) *16th Street Greenway*

*16th Street between 10th Avenue and 15th Avenue should be developed as a greenway. A greenway ties together multiple open spaces while providing a comfortable and safe environment for pedestrians and users of alternative transportation modes, such as bicyclists, motorized pedestrian vehicles and rollerblade users. Opportunities to plant trees along the boulevards and provide 2 to 3 metre wide sidewalks should be explored.*

*A one or two block portion of 16th Street should be developed to create a shared flexible public place that takes advantage of existing infrastructure and provides space for events, programming or other recreational and cultural activities. Programming of the shared flexible public place may be limited for a period of a few hours, one day, weekend and month or longer. The shared flexible public place may incorporate mobile modular urban furniture related to the nature of the event, which can evolve over the time and adapt to seasonal change and changing times and needs.*

5) *13th Avenue Heritage Greenway*

*13th Avenue is the link between the Bow River and the Elbow River that will complete the "Emerald Necklace" of pedestrian corridors for the Centre City. 13th Avenue consists of four character areas: the Victoria Crossing Area (between McLeod Trail S.E. and 4th Street S.W.), the Connaught Area (between 4th Street S.W. and 8th Street S.W.), the West Connaught Area (between 8th Street S.W. and 14th Street S.W.) and the Sunalta Area (between 14th Street S.W. and 17th Street S.W.).*

*In keeping with the Beltline Area Redevelopment Plan (2007) and the Centre City Plan (2007), 13th Avenue from 17th Street S.W. to Macleod Trail S.E. is to be developed as a greenway. A greenway ties together multiple open spaces while providing a comfortable and safe environment for pedestrians and users of alternative transportation modes, such*

*as bicyclists, motorized pedestrian vehicles, rollerblade users. Emphasis is also placed on interpretation of historic resources located along 13th Avenue.*

6) *Royal Sunalta Park*

*The closure of 14th Avenue, 17th Street (south of the laneway), and Sharon Avenue was completed to create additional open space.*

*The children's play area should be relocated on lower, less hazardous grounds and could be extended to include more creative, universally accessible playground equipment. The relaxation area could be improved through the planting of additional trees, the provision of benches or mobile urban furniture and the construction of a gazebo. In addition, there would be room for an open field for unorganized games and free play activities as well as a water park in the summer and skating in the winter.*

*The Calgary Tennis Club is a major tenant of the park. The efficiency of the club parking should be improved.*

7) *The 15th Street/16th Avenue Park*

*This area should be landscaped with trees and shrubs in order to buffer the area from traffic as well as to ensure a more attractive open space. The closure of 15th Street south of the laneway is proposed to create additional open space. Picnic tables and benches should be*

*incorporated into the park design to provide a passive relaxation area. The final site plan for the area should reflect community preferences for use and activities.*

8) *Sunalta Wildflower Community Garden*

*The park at the corner of 14th Avenue and 16th Street is used as a wildflower garden. The area could also provide passive recreational opportunities, such as community gardens, chess tables and a community bulletin board.*

**Bylaw 34P2009**

9) *Deleted*

**Bylaws 34P2009 & 20P2010**

### **4.3 Implementation**

*Financing improvements in Section 4.2 above should consider the use of capital budget funding, levies, a community investment fund, grants or any combination thereof.* **Bylaws 6P86 & 34P2009**

## 5.0 MOBILITY

*Map 5 sets out a mobility network for the community of Sunalta. The concept for the mobility network begins with the understanding that urban streets have many different functions and accommodate every mode of transportation including walking, cycling, transit and driving. The goal of the mobility network is to provide people with a means to move through the area and between destinations as well as to the Sunalta LRT Station efficiently, comfortably, safely and with universal accessibility.*

**Bylaw 34P2009 & 20P2010**

## 5.1 Policies

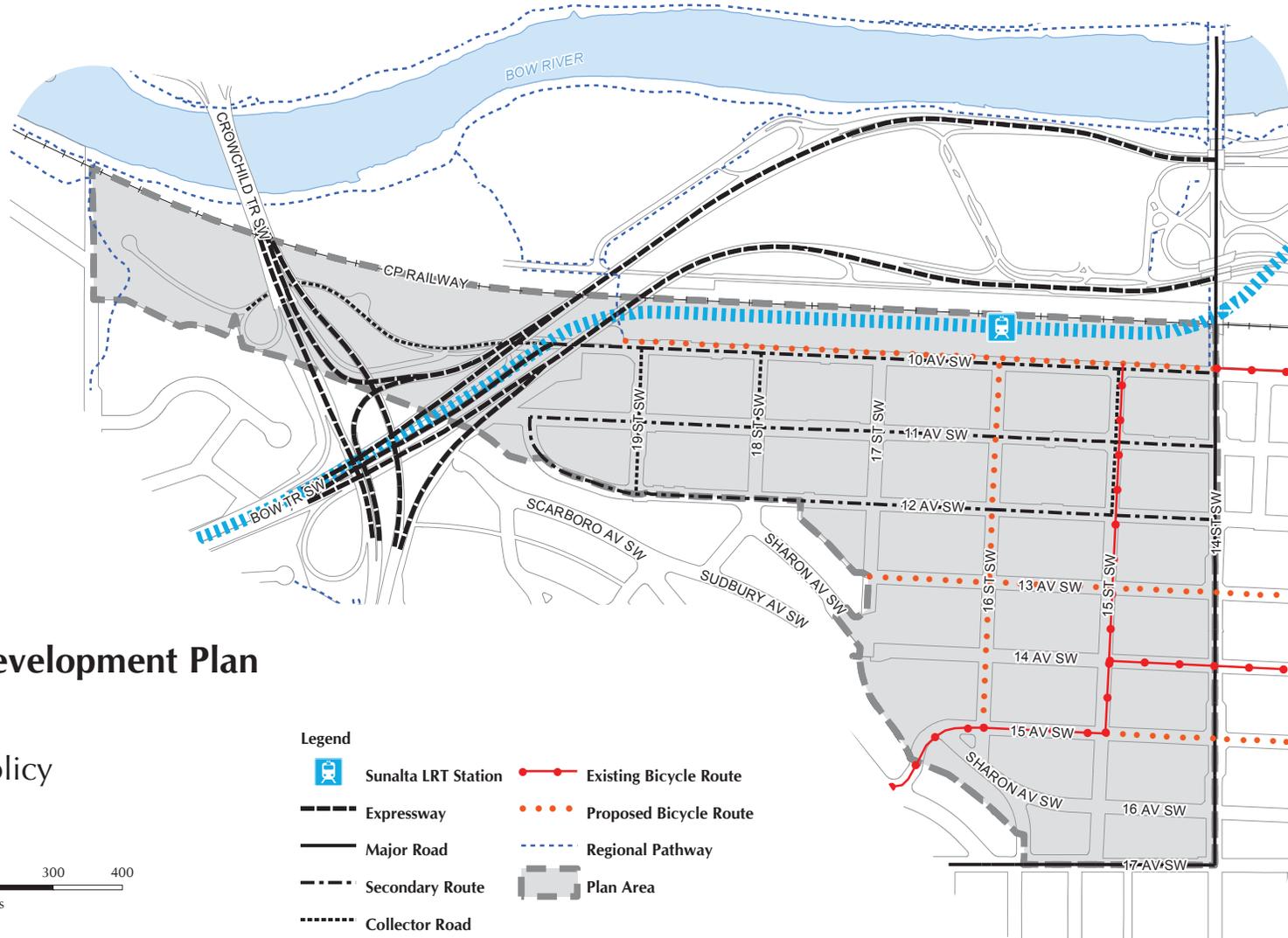
*Streets within and bordering Sunalta will retain their existing designations, which are:*

- Expressways:*
- Bow Trail
  - Crowchild Trail
- Major Roads:*
- 14th Street
  - 17th Avenue
- Secondary Routes:*
- 10th Avenue, between Bow Trail and 14 Street
  - 11th Avenue
  - 12th Avenue
- Collector Roads:*
- 10th Avenue, west of Bow Trail
  - 19th Street, between 10th and 12th Avenues
  - 18th Street, between 10th and 11th Avenues
  - 15th Street, between 10th and 12th Avenues
- Local Roads:*
- Remaining streets

**Bylaw 15P2009**

*Current on-street bicycle routes are under review and are subject to change. The review should explore the possibility of a bicycle route connecting the Crowchild Trail pedestrian overpass to the west end of Sunalta at 10th, 11th or 12th Avenue.*

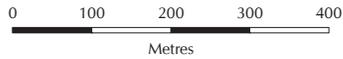
**Bylaw 34P2009**



# Sunalta Area Redevelopment Plan

Map 5

## Mobility Policy



**Legend**

- Sunalta LRT Station
- Expressway
- Major Road
- Secondary Route
- Collector Road
- Existing Bicycle Route
- Proposed Bicycle Route
- Regional Pathway
- Plan Area

This map is conceptual only. No measurements of distances or areas should be taken from this map.

## 5.2 Implementation

- 1) *The City shall design and construct a signalized all turns intersection at 10th Avenue and 14th Street prior to construction commencement of the Sunalta LRT station.*
- 2) *The City shall design and build measures on 10th Avenue between the Bow Trail / Crowchild Trail interchange and 19th Street to focus traffic to the 10th Avenue corridor in conjunction with (1) above.*
- 3) *The City will construct the laneway adjacent to the C.P.R. tracks between 15th Street and 20th Street, including permanent access from 10th Avenue to the laneway at 1538 10th Avenue and 2024 10th Avenue. Construction of additional access points at 17, 18 and 19th Streets will be the responsibility of the developer as redevelopment occurs. No vehicle access is foreseen in the immediate area of 16th Street on account of the presence of the LRT station.*
- 4) *The City and/or offsite development levies and/or a community investment fund should improve the pedestrian and bicycle connections:*
  - i. *between 19th Street at 10th Avenue and the Bow River pathway; and*
  - ii. *between the north end of the LRT station and the Bow River pathway.*
- 5) *The City should improve the pedestrian and tree environment along 16th Street from south of 13th Avenue to 10th Avenue.*
- 6) *The City should examine the modification of 11th Avenue and 12th Avenue west of 14th Street to provide the minimum road cross section for basic vehicular movements with the remaining width being applied to sidewalk and/or boulevard improvements.*
- 7) *Lane closures may be considered where the closure can assist in the achievement of urban design objectives. Examples include creating longer block faces along north-south streets to enhance the pedestrian and cycling streetscape or to assist in the creation or expansion of a park or plaza. Any possible lane closure shall also consider impacts on circulation, access and service functions of properties in the immediate vicinity.*
- 8) *On-street parking efficiency should be maximized by managing time limits to correspond with daily activity patterns and through the use of pay machines.*
- 9) *A Mobility Assessment & Plan (MAP) should be carried out in conjunction with the first development permit for significant new development to examine the multi-modal transportation network in the area and any required infrastructure to support the development.*

**Bylaw 34P2009**

**Bylaws 6P86, 15P2009 & 34P2009**

## **6.0 HERITAGE**

### **6.1 Objectives**

*To conserve the historic resources and character of the area which serve as defining attributes of the community.*

### **6.2 Land Use Policies**

#### Context

*The community of Sunalta possesses significant heritage value as a well preserved, early twentieth century, mixed use neighbourhood in Calgary's centre city area. Adjacent to Calgary's downtown, the community has generally retained a high degree of historic integrity despite redevelopment pressure and incursions. Sunalta has retained its historic land use development patterns, architectural merit, and overall historic character as one of Calgary's first streetcar suburbs. The historic land use development patterns and design attributes which characterize Sunalta as a 'traditional' streetcar suburb also align with many of the precepts today for sustainable urban development, perpetuating the community's success.*

*The following elements define the historic character of the community of Sunalta:*

- *Historic land use pattern with commercial/retail use defining the southern and easterly boundaries (17th Avenue and 14th Street) and residential use constituting the portion of the community south of 10th Avenue;*
- *Retail/commercial corridor features such as a*

*minimal or no setback, street oriented buildings with a prominent use of display windows, several significant Calgary examples of mid-twentieth century Modernist architecture;*

- *Public transit routes occupying 14th Street and 17th Avenue;*
- *Grid street pattern including 6.1 metre back lanes with back lane garage placement;*
- *Public realm features such as grassed and planted boulevards of 1.8 to 3.7 metres and of the prominence of mature street trees;*
- *Significant setbacks for single-family homes of 6.1 to 7.6 metres, which include front-yards with mature landscaping, specifically established lilac bushes and shrubbery;*
- *Historic housing stock that dates from 1910 to the 1960s including Craftsman style bungalows, Prairie style Foursquares, Edwardian Cottages, Edwardian Gable Fronts and mid-twentieth century apartment complexes;*
- *Exterior residential building finish materials consisting prominently of lapped wooden siding and/or wooden shingle cladding;*
- *Local landmarks such as the Pumphouse Theatre, Sacred Heart Church, Sacred Heart School, the Calgary Tennis Club and seasonal outdoor skating rinks;*
- *Prominence of 13th Avenue as a well-preserved example of aforementioned architectural styles, mature elm tree canopy, 20 metre right-of-way, and wide 3.7 metre tree-planted boulevards; and,*
- *A ravine that creates a natural boundary between the communities of Sunalta and Scarborough.*

*Conserving the historic character of the community will be achieved by retaining resources that possess*

*historic character and encouraging and supporting their sensitive rehabilitation as required. Conserving the historic character of the community will be focused upon the area south of 11th Avenue where the greatest concentration of historic resources are situated and where the proposed land uses allow. Conservation of the historic character of the area south of 11th Avenue entails the retention of the community's residential character, mature landscaping, setbacks, street plantings, and street grid. Retention of individual properties north of 11th Avenue which possess historic character should be encouraged to the greatest extent possible.*

#### Policy

*The City and the Calgary Heritage Authority will continue to encourage the conservation of resources which contribute to the historic character of the area. The Calgary Heritage Strategy (2008) identifies in detail The City's vision for heritage preservation and redevelopment of the Sunalta community should align with the principles identified in the Calgary Heritage Strategy.*

### **6.3 Implementation**

- 1) *Recognizing that Sunalta possesses few listings on the "Inventory of Evaluated Historic Resources", The City and the Calgary Heritage Authority, in cooperation with the community will continue to update the Inventory to more accurately reflect Sunalta's historic resources.*
- 2) *The Alberta Historical Resources Act provides the legislative means to protect historic*

*resources that have significance to the City and Province. The City will work with the property owners in securing the designation of significant historic resources, both at the municipal and provincial levels.*

- 3) *The demolition of properties with historic character is strongly discouraged. The City and owners of properties with historic character are encouraged to collaborate to find solutions to enable the long term protection of the property.*
- 4) *The City will consider the possibility of additions to historic buildings where architecturally appropriate and technically feasible. Additions and alterations to historic buildings shall be evaluated in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada (Parks Canada, 2003) as amended or replaced from time to time.*
- 5) *The Approving Authority should encourage preservation of historic resources by considering various incentives to encourage reuse of existing buildings. Such incentives could include:*
  - a) *Relaxation of specific Land Use Bylaw provisions related to parking or setback requirements;*
  - b) *Conversion of residential buildings with a statutory historic resource designation to non-residential uses through a land use amendment to a Direct Control District, where the proposed conversion would*

*not result in an undue concentration of non-residential uses, thus altering the residential character of the street; and,*

- c) Allowance of a density transfer from sites with a statutory historic resource designation to other properties within the community in accordance with the heritage density transfer provisions (6) below.*
- 6) Unused density rights on an individual site within the community of Sunalta, created as a result of the statutory historic resource designation, may be transferred or sold to another development site or sites within the Mixed Land Use policy area as follows:*
  - a) The unused density rights shall be determined by subtracting the existing allowable density from the total maximum allowable density;*
  - b) The source and receiving site may be redesignated to a Direct Control District to clarify any applicable land use restrictions and any remaining allowable density;*
  - c) These unused density rights shall be secured through an agreement acceptable to The City and where possible, registered on title of the source and receiving site;*
  - d) Receiving sites within the Mixed Land Use policy area may exceed the maximum*

*base density of 5.0 FAR by a maximum of 2.0 FAR, provided the additional 2.0 FAR is the result of a heritage density transfer or in combination with any other density bonus provisions in Section 3.3.4(2) of this Plan; and,*

- e) Receiving sites must obtain a site specific land use amendment, implementing the policies in Section 3.3 of this Plan, in order to implement this provision, until such time as The City implements this Plan through area-wide land use amendments.*
- 7) The City will, to the best of its knowledge, advise owners or developers of historic resources of the existence of government financial or technical assistance that is available for the purposes of preserving, rehabilitating or restoring historic resources. The City will assist owners/developers in acquiring such assistance.*
- 8) The City will promote knowledge of, access to and enjoyment of the community's historic and cultural resources.*
- 9) Conservation efforts will involve the community through education and public awareness programs, monitoring of historic resources and continued participation in the development approval process.*

## **7.0 COMMUNITY AND SOCIAL DEVELOPMENT**

### **7.1 Objectives**

*To foster a socially sustainable community with a diverse socio-economic population through the development of a broad range of housing types, support for local economic development opportunities and enhanced accessibility and public safety initiatives.*

### **7.2 Policies**

#### **1) Accessibility**

*In order to promote universal accessibility for all citizens, The City should:*

- a) Promote the use of The City of Calgary's Access Design Guidelines and the services of the Advisory Committee on Accessibility, Access Design Subcommittee in the evaluation and design of new buildings and public spaces;*
- b) Provide curb cuts at all corners to ensure accessibility for the disabled;*
- c) Consider mobility requirements in the location of housing for seniors or persons with disabilities; and,*
- d) Increase the use of universal symbols in City of Calgary signage and use audible*

*traffic signals as appropriate for the safety of the visually impaired.*

#### **2) Public Safety**

*To ensure that residents, users and other stakeholders feel safe living, working and recreating in the community, The City should:*

- a) Continue the use of Crime Prevention Through Environmental Design (CPTED) assessments as part of the development permit application process; and,*
- b) Use CPTED assessments in the design and development of all public spaces, lanes and open space systems.*

#### **3) Local Economic Development**

*To support economic development in the community, The City should:*

- a) Encourage spaces for locating economic development initiatives including small business incubator programs, educational programs, artist live-work studios and community service agencies.*

#### **4) Housing Diversity and Affordable Housing**

*In order to encourage housing diversity and increase the affordable housing stock:*

- a) Developers are encouraged to provide choices in housing types to address the*

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*needs of different household sizes, age groups, income groups and lifestyles (especially seniors and families with children);*

- b) City Departments, including Corporate Properties & Buildings, the Calgary Housing Company and relevant social agencies, should work together to explore the opportunity for providing affordable housing where feasible. Partnerships between The City, non-profit housing providers and/or the private sector to develop affordable housing are encouraged;*
- c) The Approving Authority is encouraged to consider relaxation of:*

  - i) Land Use Bylaw regulations where it is demonstrated that the relaxation is appropriate for the development and that the development is secured through a long-term housing agreement for low-income households; and,*
  - ii) Parking requirements for proposed affordable housing developments where it is demonstrated that a proposed affordable housing development would have a reduced automobile ownership rate and that the development is secured through a housing agreement to ensure long-term affordability for low-income households.*

## **8.0 ENVIRONMENTAL SUSTAINABILITY**

### **8.1 Objectives**

*To promote environmental sustainability through urban design, recycling, water conservation, resource conservation and energy conservation.*

### **8.2 Policies**

- 1) *Trees*
  - a) *Tree preservation is a priority in the design and construction of new buildings and renovation of existing buildings.*
  - b) *Street trees within boulevards should be provided wherever possible.*
  - c) *To ensure the long term viability of street trees, proper planting practices should be used in accordance with the principles and strategies contained within the Parks Urban Forest Strategic Plan (2007).*
- 2) *Recycling*
  - a) *Developers of new buildings are encouraged to prepare a waste management plan in conjunction with The City to outline how the developer will reuse and recycle materials.*
  - b) *The provision of recycling and composting facilities is encouraged in new buildings.*
- 3) *Water Conservation*
  - a) *The installation of water-saving fixtures in residential units and in commercial and institutional developments is encouraged in order to conserve water.*
  - b) *The use of rain gardens, open ditches or swales, and pervious driveways and parking areas in order to maximize infiltration of stormwater and minimize runoff into environmentally critical areas is encouraged.*
  - c) *The inclusion of rainwater collection systems on site and architectural design for the use of non-potable water (grey water and rain water) is encouraged.*
- 4) *Resource and Energy Conservation*
  - a) *Resource and energy saving design and building techniques (such as LEED, Built Green, Go Green or an equivalent rating system), solar orientation, green roofs, xeriscaping and ecological landscaping that supplements efficient heating and cooling systems should be considered in the location, design and construction of new buildings and renovation of existing buildings.*
  - b) *Renewable energy sources and systems are encouraged.*

## **9.0 SERVICING**

### **9.1 Policies**

1) *Sanitary*

*A macro level analysis has been completed and has identified that upgrades will be required to accommodate growth within this Plan. Developers will be required to prepare a Sanitary Servicing Study to demonstrate there is downstream capacity. The Sanitary Servicing Study should be completed within the context of the macro level analysis and will be reviewed by Water Resources.*

2) *Water*

*Significant upgrades will be required in order to accommodate growth within this Plan. Servicing upgrades may be refined at the land use amendment or development permit stage when more information becomes available regarding the building envelope.*

3) *Storm*

*Water quality should be addressed as redevelopment occurs. Low impact development is encouraged.*

## **10.0 DEVELOPMENT LEVIES**

### **10.1 Policies**

- 1) *All new development will be required to pay an offsite levy or levies based on each square metre of building towards the cost of public improvements that serve the entire area once a levy is established by Bylaw.*
- 2) *The following is a preliminary list of improvements that should be considered in the establishment of the offsite levy:*
  - a) *Provision of a mezzanine level and an uninterrupted above grade pedestrian link through the LRT station from the plaza to Bow Trail at an additional five million (2008) dollar cost over the baseline functional layout.*
  - b) *Upgrading the 10, 13 and 17th Avenue and 14 and 16th Street road rights-of-way for pedestrians, cyclists and transit patrons.*
  - c) *Upgrading to the water, sanitary and storm infrastructure required to accommodate growth.*
- 3) *Implementation of the offsite levy will require preparation of detailed designs, including cost estimates, and Council approval of appropriate bylaws, procedures and policies.*

**Bylaw 34P2009**



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# **SUNALTA**

## **AREA REDEVELOPMENT PLAN**

### **SUPPORTING INFORMATION**

## **PREFACE**

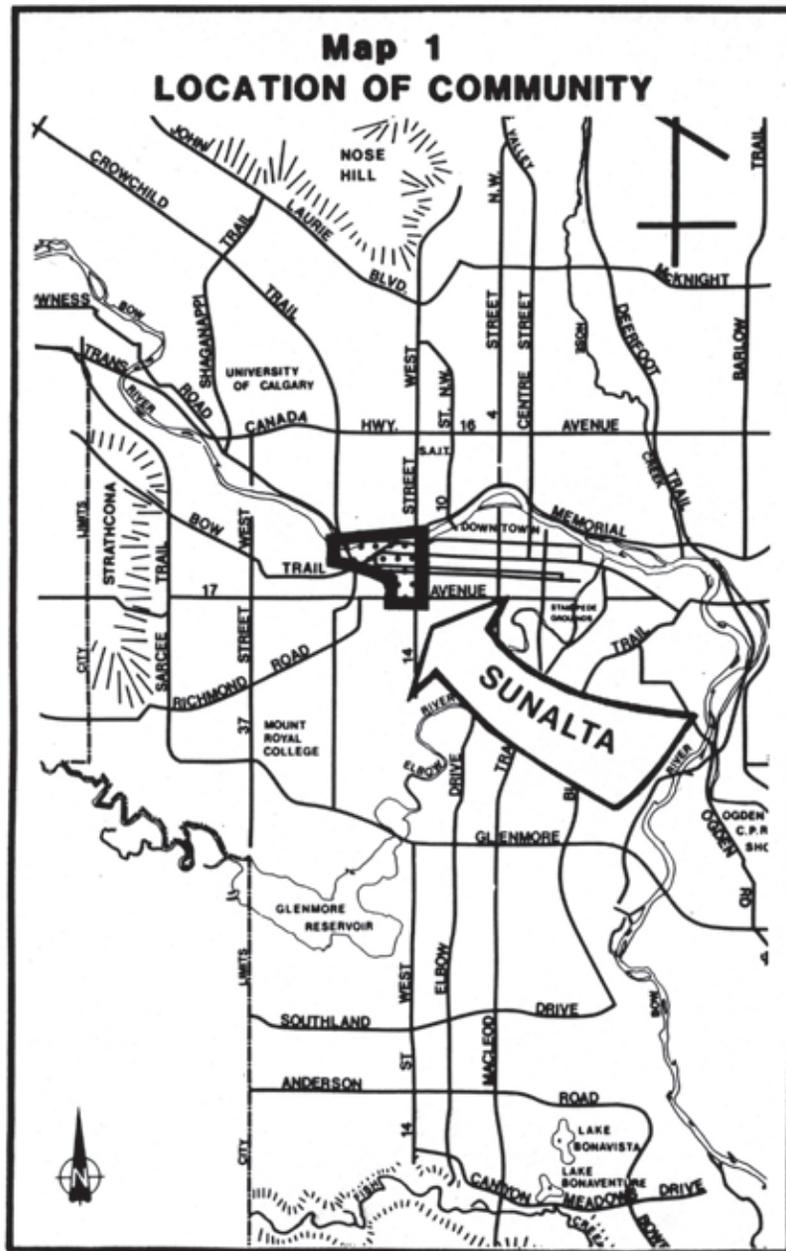
This section provides background information to the Sunalta Area Redevelopment Plan. Its purpose is to describe the context within which planning policies were formulated and summarize the public expenditure required in order to implement the proposals outlined. This section is not, however, a part of the Area Redevelopment Plan and, therefore, has no legal status. The official response of the Sunalta Community Association to the Plan has been printed in a separate document.

**SUPPORTING INFORMATION**  
**TABLE OF CONTENTS**  
**(Blue Pages)**

	<b>Page</b>		<b>Page</b>
<b>1.0 APPROACH TO PLANNING .....</b>	<b>A1</b>		
1.1 Introduction.....	A1		
1.2 Residential Land Use .....	A2		
1.3 Commercial Land Use.....	A6		
1.4 Land Use North of the C.P.R. Tracks .....	A8		
1.5 Open Space and Recreational Facilities.....	A9		
1.6 Transportation .....	A19		
<b>2.0 BACKGROUND TO POLICY FORMULATION</b>	<b>A27</b>		
2.1 The Planning Process .....	A27		
2.2 Community Issues and Concerns .....	A28		
2.2.1 Residential Land Use .....	A28		
2.2.2 Commercial Land Use.....	A28		
2.2.3 Open Space and Recreation Facilities.....	A29		
2.2.4 Transportation.....	A30		
2.2.5 Social Concerns .....	A31		
2.3 Present Policies Affecting the Area .....	A32		
2.3.1 General Policy Direction .....	A32		
2.3.2 Residential Land Use .....	A32		
2.3.3 Commercial Land Use .....	A33		
2.3.4 The Area North of the C.P.R. Tracks .....	A33		
2.3.5 Open Space and Recreation Facilities.....	A33		
2.3.6 Transportation.....	A35		
2.3.7 Local Improvements .....	A36		
<b>3.0 COMMUNITY PROFILE.....</b>	<b>A37</b>		
3.1 Historical Development.....	A37		
3.2 Demographic Data .....	A38		
3.3 Existing Land Use Districts.....	A39		
3.4 Existing Land Uses.....	A42		
3.4.1 Residential Land Use .....	A42		
3.4.2 Commercial Land Use .....	A42		
3.4.3 Industrial Land Use.....	A42		
3.4.4 Heritage Sites and Areas.....	A43		
3.4.5 Institutional Land Use .....	A43		
3.5 Open Space and Recreation Facilities ..	A45		
3.5.1 Local Open Space and Recreation Facilities .....	A45		

**TABLE OF CONTENTS**  
**(Blue Pages)**

	<b>Page</b>		<b>Page</b>
3.5.2 Regional Open Space and Recreational Facilities in the Surrounding Area .....	A47	7. Bow Trail Connectors/West L.R.T. Line .....	A8
3.6 The Transportation System .....	A49	8. Transportation Alternative No. 1:11th and 12th Avenue Couplet .....	A20
<b>4.0 FINANCIAL CONSIDERATIONS.....</b>	<b>A50</b>	9. Transportation Alternative No. 2:10th and 11th Avenue Couplet .....	A22
<b>5.0 CONCEPTS FOR LANDS NORTH OF THE CPR TRACKS .....</b>	<b>A53</b>	10. Transportation Alternative No. 3: 10th Avenue Two-Way .....	A24
<b>List of Illustrations</b>			
1. Location of Community .....	A1	11. Historical Annexation Boundaries.....	A38
2. Inner City Plan Residential Recommendations.....	A2	12. Existing Land Use Districts.....	A40
3. R-2 Development.....	A4	13. Land Use Districts .....	A41
4. RM-3 Development.....	A5	14. Heritage Sites and Areas.....	A44
5. RM-5 Development.....	A5	15. Existing Parks and Open Space in Surrounding Area .....	A46
6. Sunalta and Surrounding Inner City Communities .....	A7	16. Existing Land Use.....	A48
		17. Land Use Concept for Lands North of the CPR Tracks .....	A53
		18. Development Concept for Lands North of the CPR Tracks .....	A54



## 1.0 APPROACH TO PLANNING

### 1.1 Introduction

This section explains the framework within which the policies of the original Area Redevelopment Plan were formulated. It outlines the numerous issues that were analyzed and evaluated in order to determine the Plan's proposed land use policies.

Generally, Sunalta had to be viewed in a city-wide context since many of the changes it has been experiencing have been caused by forces outside of the community. In particular, Calgary's rapid expansion has increased the demand for higher density housing as well as for new office and retail development.

These growth pressures have affected Sunalta in many ways, mainly through the proliferation of apartment buildings, the decline in the number of families and school age population, and the construction of new commercial establishments. In response to these changes, the community has become increasingly concerned about the preservation of Sunalta's existing neighbourhood quality and character.

The proposals articulated in this Plan had to balance the city-wide climate of development with local conditions, in order to guide and direct Sunalta's future development in a realistic way. In addition, many official City policies also had to be considered in the decision-making and in particular, specific Council direction given during the area redevelopment plan approval process.

Finally, the Area Redevelopment Planning process tried to be sensitive to the many conflicting attitudes among those most directly affected — the homeowners, renters, business interests, investors and developers. The recommendations attempted to weigh the concerns of these interest groups.

The following sections describe the approach to planning adopted with regard to specific land use issues in this Area Redevelopment Plan.

## 1.2 Residential Land Use

The Inner City Plan residential recommendations designated Sunalta as a conservation and medium low density area. The Area Redevelopment Plan implemented the conservation policy through the application of a conservation and infill (RM-2) district along streets which were composed predominantly of one and two storey structures. In areas adjoining the conservation area, where there was a mixture of houses and apartments, a slightly higher medium low density policy (RM-3) was considered more appropriate.

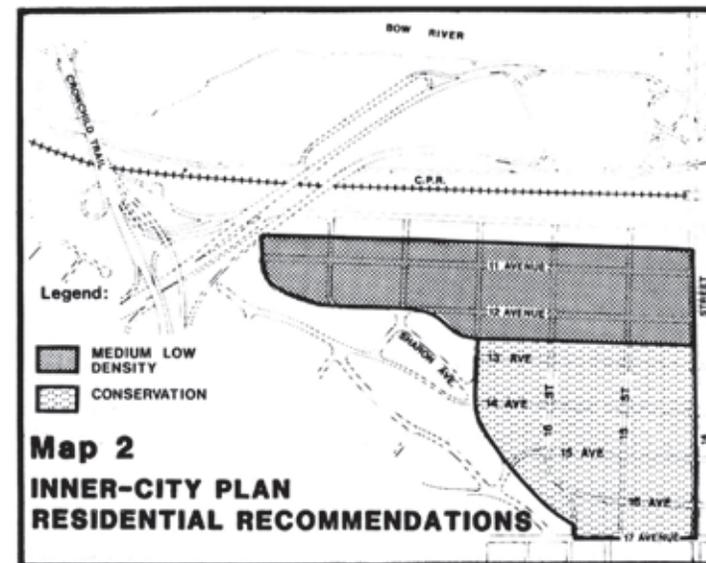
On July 5, 1982, City Council requested a review of land use alternatives including “a review of RM-2 in place of R-2, the use of RM-3 and the retention of other properties that may otherwise become legal non-conforming.” The original recommendation of the Planning Department to implement the conservation policy was through the use of the R-2 (conservation) district.

These districts were viewed as vehicles for protecting the community from extensive redevelopment through the encouragement of an improved environment

for owner occupied dwellings and family-oriented accommodations. At the same time, they would allow for infill at a similar scale and design.

The medium low density directive was more difficult to implement in the northern half of the community. The recent widespread development of RM-5 four storey apartments along 11th and parts of 12th Avenues negated the viability of proposing a medium low density policy. Consequently, these areas were viewed as the potential location for the new development of similar apartment types.

There were, therefore, three residential land use policies proposed for Sunalta — RM-2, RM-3 and RM-5. The following sections outline the criteria used for their application. They can generally be identified by location in the community, existing adjacent development, as well as density and height.



1. Criteria for the Application of the Conservation and Infill Policy (RM-2)

1. The predominant land use is one to two and one-half storey housing.
2. The housing is of relatively good quality, with evidence of recent rehabilitation.
3. The street is attractive due to a sense of order, a consistent front yard setback, mature vegetation, and overall 25' lot development.
4. The existing development shares certain features:
  - individual unit access to structures from the front yard;
  - a similarity of building form, including mass, height, shape of rooflines, architectural detail, and finish materials.
5. Many of the buildings possess heritage features, reflecting 'turn of the century' construction, such as turned posts and pillars, leaded windows, extended rafters, and fieldstone materials.

2. Criteria for the Application of the Medium Low Density Transition Policy (RM-3)

1. The land use is single family houses or duplexes mixed with apartment development.
2. The housing stock is generally of good quality.
3. Apartment development has not unduly affected the street environment. Conservation elements, such as mature vegetation, consistent setbacks, building form, and original housing stock, are evident.
4. The area functions as a transitional zone between the conservation area and higher density development.

3. Criteria for the Application of the Medium Density Policy (RM-5)

1. The land use in the area is four storey walk-up buildings, mixed with parcels of single family dwellings or duplexes.
2. Few elements considered important in the conservation area are present.
3. The abutting land use may be non-residential.

## Implications

### **Population Increase**

The revised potential land use policies could result in a population growth of approximately 1,900 persons in the area south of 10th Avenue. Population density within the community would increase 59% from 121 persons per net hectare (49 per net acre) to 194 per net hectare (78 per net acre). The existing population is 3,200 and the future potential population would be approximately 5,100. The following chart summarizes this information:

<u>Population Increase</u>	<u>Existing</u>	<u>Potential</u>
North of 12th Avenue	1690	2878
South of 12th Avenue	1590	2215
Total	3200	5093
% Increase		59.2%

In terms of the size of each residential land use district, there are 8 acres of conservation and infill, 7 acres of transition area and 33 acres of medium density development. Approximately 48 acres of residential land exist in the community. The following chart summarizes the above information:

<u>Land Use District</u>	<u>Approximate Acreage</u>	<u>% of Residential Land</u>
RM-2	8	17%
RM-3	7	14%
RM-5	33	69%
Total	48	

## **Urban Design Considerations**

In maintaining existing dwellings and designing new ones, design treatments which are sensitive to the community character have been recommended in the Sunalta Area Redevelopment Plan. The following illustrations represent examples of typical new developments that have been constructed in many inner city communities and which reflect the residential land use districts proposed in the Plan.

### Conservation and Infill (RM-2 Districts)

The intent within the RM-2 Districts is to protect existing structures and to encourage the retention of the neighbourhood quality. Redevelopment would include one and two family dwellings and small multi-dwelling infill projects.

**MAP 3**

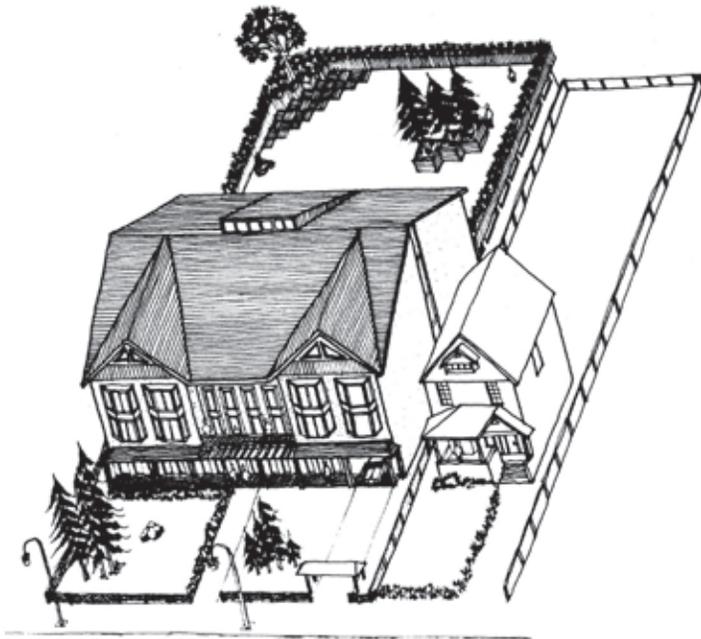


In this example, use of certain design elements (e.g. sloping roofs, bay windows, elevated porch and entry) and facade materials (e.g. narrow siding) are combined to produce a dwelling which complements the existing streetscape.

Medium Low Density Transition (RM-3 Districts)

The intent within RM-3 Districts is to provide alternative family accommodation at slightly higher densities than in the conservation area. Townhousing and stacked townhousing with access to grade or to a landscaped area would be typical housing types.

**MAP 4**

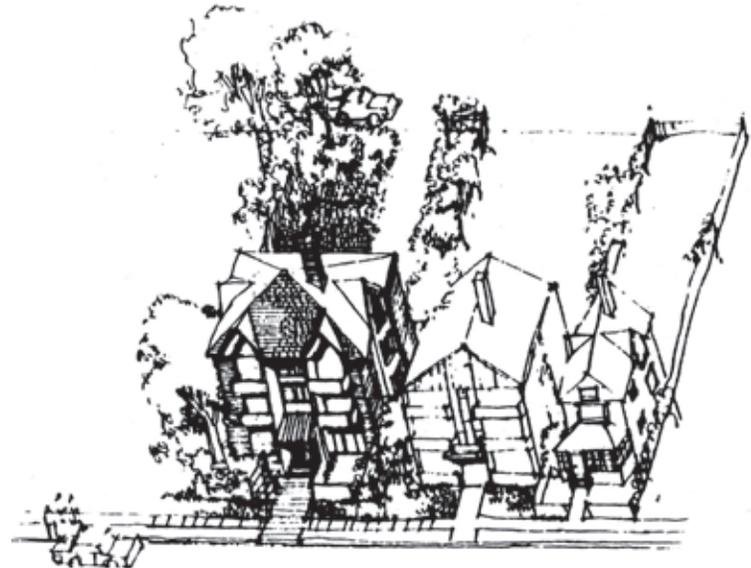


In this illustration, design elements such as the sloping rooflines, bay windows, and separate unit entries at grade, demonstrate a sensitivity to the existing streetscape environment.

Medium Density Redevelopment (RM-5 Districts)

The intent within RM-5 Districts is to accommodate the new development of four storey apartments with a building design that is reflective of the community's historical character.

**MAP 5**



In this drawing, sloping rooflines and an articulated entry combine to achieve some diversity in facade treatment. These conceptual designs have been used for illustrative purposes only.

### 1.3 Commercial Land Use

One commercial land use district (C-3), with varying height limits, was proposed in the Area Redevelopment Plan. However, there were three distinctive commercial areas, with different characteristics and functions encouraged.

#### 1. 14th Street Commercial Developments

The 14th Street commercial strip would encompass general goods and services. Because of the area's proximity to the downtown area, it was anticipated that growth pressures would eventually affect the 14th Street commercial strip, so that more intensive redevelopment would occur altering the existing low rise, local goods and services character of the area. The retention of a C-3 zone would accommodate such redevelopment.

Due to the presence of adjoining residential areas and the Sacred Heart Church, the current maximum height limit of 46 metres was viewed as excessive. A height limit of 23 metres was recommended because it would not only allow for new development but would also protect the surrounding areas from excessive scale. In addition, a C-3 (23) district would act as a transitional scale between lower density residential areas in Sunalta and the higher densities (RM-7) on the east side of 14th Street.

Implementation guidelines were outlined which would minimize any additional negative

impacts upon adjacent residential areas such as unscreened loading facilities and parking congestion. In addition, retaining some commercial component at grade which would cater to the goods and service needs of the local community was also encouraged.

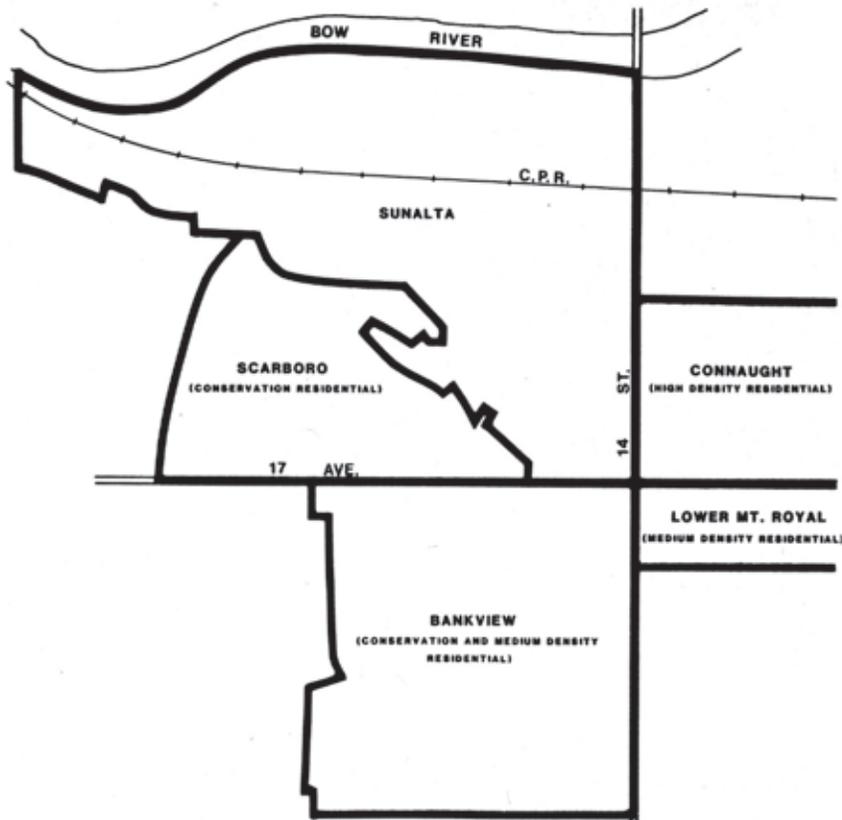
#### 2. 17th Avenue Commercial Developments

The 17th Avenue area would accentuate pedestrian oriented commercial activities with retail uses at grade. 17th Avenue, east of 14th Street, was designated a regional, pedestrian commercial strip in the Inner City Plan. Accordingly, it was concluded that the commercial activity at the intersection of 14th Street and 17th Avenue, together with the block along 17th Avenue, should complement regional commercial pedestrian policies adopted for adjacent development. A C-3 (23) designation was recommended with guidelines encouraging the retention of the pedestrian function and the improvement of the quality of the street environment.

#### 3. 10th Avenue Commercial Developments

10th Avenue would consist primarily of commercial offices and professional services. Recently, 10th Avenue has undergone substantive changes in terms of new commercial activities locating along it. Its proximity to the downtown core made it a potential location for the outgrowth of the core office area, for decentralized new office

## MAP 6



**SUNALTA AND SURROUNDING  
INNER CITY COMMUNITIES**

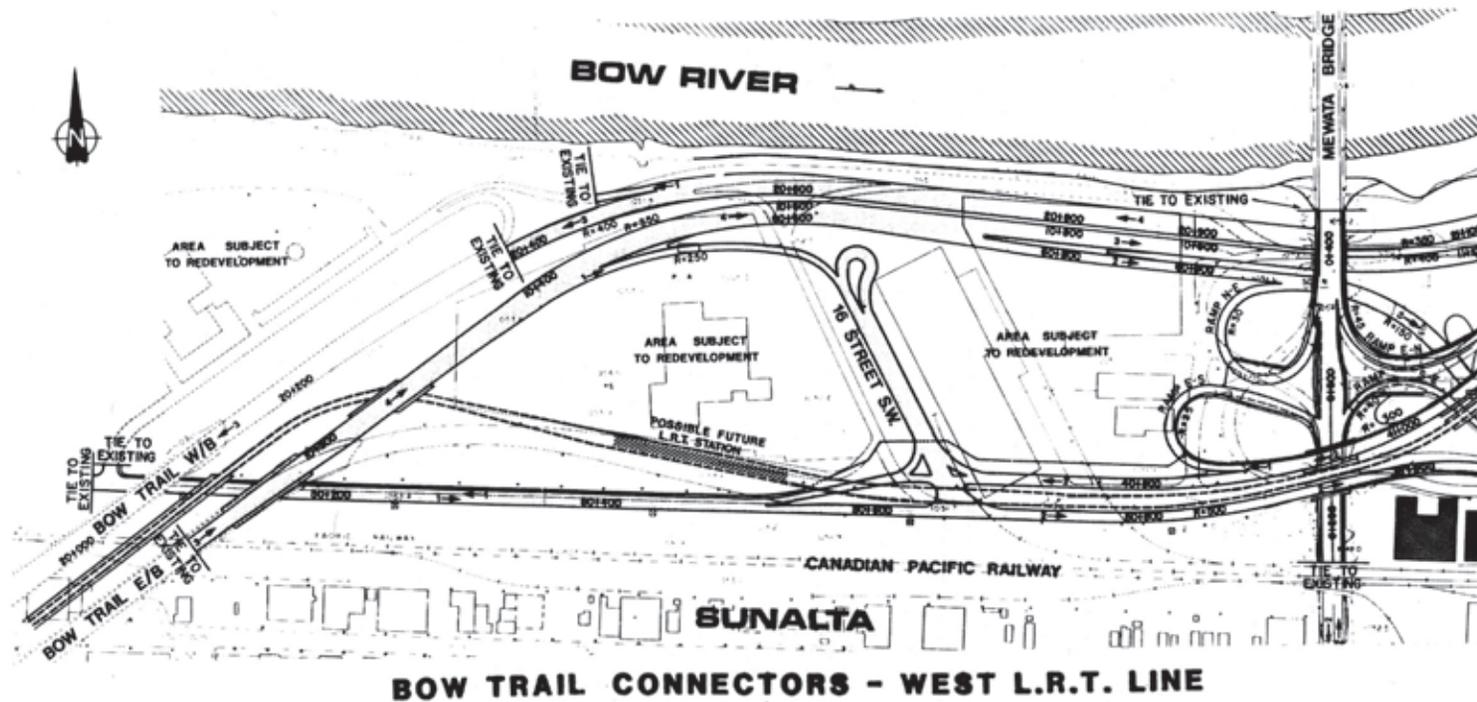
development, and hence an alternative employment area. These were policy objectives outlined in the Calgary General Municipal Plan and the Inner City Plan.

In terms of the community of Sunalta, 10th Avenue could also function as a buffer between the railway line and the residential area. Since areas in the Southeast and Northeast of Calgary have been recommended for industrial development, no growth of industrial uses in the community would be considered necessary or desirable.

Accordingly, it was recommended that the land use classification be altered from an I-2 to a C-3 designation to ensure the continuation of additional commercial activities and to lessen the likelihood of inappropriate redevelopment. A Floor Area Ratio of 3 was proposed, based on the Transportation Department's analysis of the highest F.A.R. capacity for 10th Avenue.

A height limit of 23 metres on the south side of 10th Avenue was suggested since it would allow for redevelopment but would protect the adjoining residential area from excessive scale. On the north side of 10th Avenue, and between the expressways, a higher limit of 27 metres was considered appropriate due to the proximity of the railway tracks and Bow Trail. Besides the redesignation of the area, guidelines were outlined which were intended to minimize any negative impacts on residential areas and to create a more pleasant street environment.

## MAP 7



### 1.4 Land Use North of the C.P.R. Tracks

This area, excluding the parkland and pathway system, encompasses approximately 12.7 net hectares (31.3 net acres) and is bounded by the C.P.R. tracks on the south, the Bow River on the north, the City's snow dump site on the west, and 14th Street on the east. There are large parcels of land and no regular road pattern. The area is underutilized, with enormous amounts of space servicing surface parking lots. Its proximity to the downtown core suggested that a more efficient use of the land could be achieved.

Even though Bow Trail, Crowchild Trail and 14th Street are highly visible, they function as high standard access routes to the downtown core but are not designed to accommodate quality local access to adjacent properties. The Transportation Department analyzed the transportation system's capacities and constraints, with and without local access improvements. Land use densities were assigned accordingly.

General land use policy areas were identified which either reflected existing City policy or proposed a future direction for the area. A commercial area was recommended in the eastern portion of the area.

This acknowledged the approved Greyhound/Trojan development, which would accommodate office development and a bus terminal.

A mixed use area was recommended for the property adjacent to the riverbank park land and pathway system since their proximity would make it a pleasant living and working environment. In addition, the potential location of a West Light Rail Transit station determined the other mixed use area boundary. Although there is an expressway in the area, the parcels of land assembled were considered to be substantial enough to enable the integration of residential uses into a development. This would necessitate a design with a sensitive site orientation or specific techniques for achieving noise attenuation (e.g. insulation).

Specific site planning considerations were outlined in order to encourage the provision of adequate site amenities and a sensitive site orientation and form, while still allowing for innovation in design.

## 1.5 Open Space and Recreational Facilities

On July 5, 1982, City Council passed the following motions:

“...that the section of the proposed Sunalta Area Redevelopment Plan recommending the Calgary Tennis Club be relocated, be filed.”

“...that the Administration be directed to prepare a renewed thirty-year lease (for the Calgary Tennis Club).”

“...that the Administration bring forward a comprehensive five year plan to achieve a more suitable amount of land on an opportunity basis for usable open space, with money allocated to the Community reserve cash-in-lieu fund.”

The open space recommendations outlined in the Area Redevelopment Plan implement Council’s instructions. Due to budgetary constraints, the emphasis has been placed on upgrading and developing existing City owned lands with a minimum amount of land acquisition. Although this still leaves Sunalta lacking in local open space, a review of the area redevelopment plan is proposed within a five year time frame.

Although the recommendations in the area redevelopment plan with respect to relocation of the Calgary Tennis Club were not approved by City Council and subsequently filed, the information on the relocation proposal has been retained in the Supporting Information for future reference.

### Implications of Approved Open Space Improvements

The development of the Cottage School site open space (.2 hectares/.49 acres) and the creation of three additional recreational areas (.6 hectares/1.5 acres) would add approximately .8 hectares (1.99 acres) to Sunalta’s open space allotment. Sunalta would still have less acreage of park space per thousand population than most inner city communities, especially with the projected population increase.

The community would increase its existing inventory from 1.31 hectares (3.26 acres) to 2.11 hectares (5.25 acres). With the projected population increase, Sunalta would have .41 hectares (1 acre) per 1,000 people. Even with the existing population, Sunalta's open space allocation (.65 hectares/1.6 acres per 1,000 people) will be relatively deficient. The following chart summarizes Sunalta's open space with different population figures:

Existing Population (Potential)	Total Open Space Hectares (Acres)	Hectares (Acres) per 1,000 Potential Population	Hectares (Acres) per 1,000 Existing Population
3,200 (5,100)	2.11 (5.25)	.41 (1)	.65 (1.6)

The following chart indicates the existing local open space and recreation facilities in Sunalta:

### Local Open Space

Existing Population	3,200
Existing Open Space	1.31 ha. (3.26 ac.)
Community Association Site (.55 ha/1.36 ac)	
Sacred Heart School Yard (.36 ha/.9 ac)	
Joint Sunalta/Scarboro Community Reserve Area (.4 ha/1 ac)	
Hectares (Acres)/1,000 Persons	0.41 ha. (1 ac.)
Percentage of Open Space*	4.98%

\*The area (26.3 net hectares/65 net acres) includes only the residential areas south of 10th Avenue.

The current 0.41 hectares per thousand is far less than the 2.2 hectares per thousand recommended in The Planning Act as the ideal standard. Even when compared to other inner city communities, Sunalta's deficiency is obvious:

**Selected Inner City Communities  
Local Open Space**

Community	Hectares/1,000 Population <sup>1</sup>
Sunalta	0.41
Bankview <sup>2</sup>	0.80
Cliff Bungalow	1.52
Crescent Heights	2.14
Hillhurst/Sunnyside	1.87
Bridgeland/Riverside	1.57
Erlton	1.25

1. Figures do not include regional open space facilities.
2. Includes Bankview open space acquisitions approved by Council.

Consequently, Sunalta under any comparison is severely deficient in open space.

In assessing future recreation requirements in Sunalta, community characteristics such as

age distribution and the pattern and density of development were analyzed. Until recently, Sunalta's proportion of school age children and of families had been following a general downward trend. Civic census data for 1980 and 1981 indicates that the number of children aged 0-14 increased by 23.2% in one year, which suggests that more families are moving into the area. The major growth has occurred in the conservation area south of 12th Avenue, where 8.9% of the population is in the 0-14 age group.

In the last ten years, Sunalta has also experienced an increase in the number of people living in apartments, particularly north of 12th Avenue. Consequently, the 20-34 age group accounts for a large percentage of the population. There is also a number of seniors comprising about 4.2% of the population.

Open space and recreation policies in the Area Redevelopment Plan were intended to accommodate all of these groups: apartment dwellers who lack the private amenity space of single family dwellings; senior citizens; and the increasing proportion of families who will be attracted to the area.

Accordingly, a diverse range of activities for different types of users, including relaxation areas, children's play areas, and tennis courts, was suggested, based on the preferences expressed by the residents in their Open Space survey. In addition, the proposals outlined relied on combining the four functions which the Inner City Plan suggested are essential local open space requirements — tot lots, passive parks and multi-purpose courts.

## 1. Evaluation of Alternative Open Space Policies

Many alternative solutions to resolving Sunalta's open space deficiency were evaluated. The following table summarizes policy options considered and the advantages and disadvantages of each.

Alternative	Advantages	Disadvantages
1. Improvements to Existing Local Park Space	<ul style="list-style-type: none"> <li>• Make local open space more attractive, usable, accessible, and more adequately meet the recreation needs of community.</li> </ul>	<ul style="list-style-type: none"> <li>• Does not resolve/overcome acute deficiency of local open space especially in the conservation area.</li> </ul>
2. Development of Existing Unoccupied City-owned Sites (e.g., Cottage School Site)	<ul style="list-style-type: none"> <li>• Minimal costs relative to other alternatives.</li> <li>• Adds to local open space in the community.</li> </ul>	<ul style="list-style-type: none"> <li>• None.</li> </ul>
3. Road Closures	<ul style="list-style-type: none"> <li>• Minimal costs relative to other alternatives.</li> <li>• Add to local open space in the community.</li> <li>• Minimal cost relative to other alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>• South of 12th Avenue, jeopardize existing shortcutting experiment, supported by the community.</li> <li>• South of 12th Avenue, negative impact on internal vehicular circulation for community; add to travel inconvenience of local residents; and increase traffic on adjacent streets.</li> <li>• Add minimal amount of parkland and does not overcome local open space deficiency in the community.</li> </ul>

Alternative	Advantages	Disadvantages
4. Land Acquisition	<ul style="list-style-type: none"> <li>• Adds to local open space in the community.</li> </ul>	<ul style="list-style-type: none"> <li>• South of 12th Avenue, contrary to the residential land use policies of A.R.P. of preserving existing housing.</li> <li>• Negative impacts of destroying existing dwelling units and dislocating residents.</li> <li>• Community opposed to destruction of housing especially in the conservation area, where local open space needed.</li> <li>• Costs Exorbitant Acquisition/demolition of 2-3 acres: approximately \$3,500,000.00 to \$5,250,000.00 Park Development: \$200,000.00</li> </ul>
5. Status Quo on Calgary Tennis Club Site (City-owned Land)	<ul style="list-style-type: none"> <li>• Fulfills Calgary Tennis Club's desire to remain on the site, with existing level of facilities.</li> <li>• No public expenditure required.</li> </ul>	<ul style="list-style-type: none"> <li>• Overlooks the largest parcel of City-owned land in the community capable of being developed as local parkland, without the social and economic disadvantages (e.g. social dislocation, costs) of land acquisition.</li> <li>• Disregards the community's acute deficiency of local open space especially in the conservation area.</li> <li>• Ignores residential land use policy of creating a more appealing residential/living environment for families.</li> </ul>

Alternative	Advantages	Disadvantages
6. Joint Use by the Sunalta Community and Calgary Tennis Club of Existing Calgary Tennis Club Site	<ul style="list-style-type: none"> <li>Adds 0.48 hectares (1.2 acres) to community's local open space.</li> <li>Provides open space in conservation area, which is complementary to residential land use policies and to objectives of reasonably satisfying existing demand and creating an attractive residential environment for families.</li> <li>Fulfills part of Calgary Tennis Club's desire to remain on existing site.</li> <li>Less public expenditure involved than in land acquisition or relocation alternatives.</li> </ul>	<ul style="list-style-type: none"> <li>Community is still deficient in local open space.</li> <li>Calgary Tennis Club operations adversely affected: <ul style="list-style-type: none"> <li>decrease in Club's annual revenue;</li> <li>limits club membership below present 700;</li> <li>have to increase membership fees;</li> <li>makes CTC more exclusive;</li> <li>programs such as tournaments and junior instruction jeopardized.</li> </ul> </li> </ul>
7. Creation of Sunalta Neighbourhood Park and Relocation of Calgary Tennis Club to Another City-owned Site	<ul style="list-style-type: none"> <li>Adds 0.81 hectares (2 acres) to community's open space in the conservation area where deficiency most acute.</li> <li>Complements A.R.P. residential land use policies by providing open space amenities which will serve the existing residents and create a more appealing residential/living environment for families.</li> <li>Provides Calgary Tennis Club with new facilities on a site with potential for expansion and year round operations.</li> <li>Less public expenditure involved than land acquisition alternative.</li> </ul>	<ul style="list-style-type: none"> <li>Community's open space allotment improved significantly but deficiency not totally overcome.</li> <li>Does not resolve the reluctance of the Calgary Tennis Club to be moved from existing site.</li> </ul>

Alternative	Advantages	Disadvantages
8. Improvements to Existing Regional Park Space	<ul style="list-style-type: none"> <li>Make regional open space more attractive, usable and accessible to residents of Sunalta and surrounding communities.</li> <li>Will serve potential population increase in Mixed Use area north of the C.P.R. tracks.</li> </ul>	<ul style="list-style-type: none"> <li>Does not resolve/overcome acute deficiency of local open space in the community.</li> <li>As <u>Inner City Plan</u> indicated, regional parks should not be considered an adequate substitute for local open space.</li> </ul>

After assessing all possible alternatives, it was proposed that in order to accommodate the increase in apartment dwellers anticipated in the area, the quality and accessibility of the existing park space on the Sunalta Community Association site should be improved. In addition, the development of the Cottage School site and the adjoining lot was recommended. The two parks would be linked through the closure and linear park treatment of 16th Street, between 11th and 12th Avenues.

The Plan suggested that a concept plan be prepared for the Riverbank Park and pathway system in order to make it a more attractive and usable open space. Interim improvements to the park were outlined. The viability of a future pedestrian/bicycle connection over Bow Trail and the railway will also be investigated. This would increase the accessibility of the area for Sunalta and other surrounding communities.

In order to rectify the deficiency in local recreation opportunities, two options for the land leased by the Calgary Tennis Club were suggested. One involved the conversion of the site into a Sunalta Neighbourhood Park and the relocation of the Calgary Tennis Club to another City-owned site. The other proposed the joint use of the site by the Sunalta Community and the Calgary Tennis Club.

Located in the southern portion of Sunalta, near the residential conservation area, this open space would also ensure a more equitable distribution of recreation land throughout the community. Either alternative would provide some local open space which would serve the existing population as well as create a more appealing residential/living environment for families. A conceptual site plan of potential community activities was outlined based on the community's Open Space Survey.

In summary, following the Inner City Plan guidelines, the Plan's proposals envisaged the Community Association site and Cottage School site becoming predominantly passive parks with possible court-related activity in the northern part of the community. The new Sunalta Neighbourhood Park would serve as a tot lot, community park, and possibly a multi-purpose courts area in the south.

## 2. Evaluation of Calgary Tennis Club Relocation Sites

In order to facilitate the relocation of the Calgary Tennis Club, an evaluation scheme was devised to assess the capability of developing a tennis facility on alternative sites. Five criteria were used in the assessment. Each criterion was allocated a certain average out of 100%, according to its relative significance as a site requirement. The following is a list of the five criteria:

<b>Criteria</b>	<b>Weighted Importance</b>
1. Accessibility	20%
2. Site Development Capability	30%
3. Social and Environmental Impacts	25%
4. Site Potential	5%
5. Site Development Costs	20%

The criteria were evaluated according to the following factors:

1. Accessibility
  - vehicular access
  - public transit access
  - distance from potential users
2. Site Development Capability
  - size of site
  - physical attributes of soil
  - physical attributes of topography
  - environmental conditions (wind, etc.)
  - availability of utility service (sewer, water electricity, etc.)
  - availability of parking facilities
3. Social and Environmental Impacts
  - compatibility with surrounding land uses
  - privacy invasion in adjacent area (e.g. parking, traffic)
  - disturbance imposed by function (e.g. noise, visual effects, litter, etc.)

4. Site Potential
  - potential for developing year-round facilities
  - potential for future expansion of facilities

5. Site Development Costs

Site development costs included the costs of servicing, of providing access, and of site facilities development.

The five sites chosen for evaluation included:

- A. Max Bell Arena Site
- B. Deerfoot Playfields Site
- C. Sunalta Riverbank Sites:  
Pumphouse Theatre Regional Park  
Snow Dump Site
- D. Lindsay Park
- E. Existing Site (Analyzed as Undeveloped)

The charts on the following pages indicate the results of the evaluation.

## TENNIS FACILITY SITE EVALUATION

CRITERIA	COMPARABLE FACTORS			SITE SCORES					SITE	TOTAL	WEIGHTING	SCORE
1. ACCESSIBILITY	3 points	2 points	1 point	A	B	C	D	E	A	8/9	x.20	0.18
• vehicular access:	The site is accessible primarily by an expressway.	The site is accessible primarily by a collector or major road.	The site is accessible primarily by a local road.	3	1	1	3	2	B	5/9	x.20	0.11
• public transit access:	The site is located under a 15 minutes walk of the closest public transit stop.	The site is a 15 minute walk of the closest public transit stop.	The site is located over a 15 minute walk of the closest public transit stop.	2	1	1	3	2	C	4/9	x.20	0.09
• distance from potential users	The site is located under 3 km (1.86 miles) from potential users.	The site is located between 3-4 km (1.86 to 2.48 miles) from potential users.	The site is located over 4 km (2.48 miles) from potential users.	3	3	2	3	3	D	8/9	x.20	0.18
									E	6/9	x.20	0.13
2. SITE DEVELOPMENT CAPABILITY	3 points	2 points	1 point	A	B	C	D	E	A	10/18	x.30	0.17
• size of site	The site is over 1.83 hectares (2 acres) in size.	The site is between 0.71 and 1.83 hectares (1.75 and 2 acres) in size.	The site is between 0.71 hectares (1.75 acres) in size.	3	3	3	3	2	B	12/18	x.30	0.20
• physical attributes of the soil	The physical attributes of the soil are excellent for the development of a tennis facility.	The physical attributes of the soil are satisfactory for the development of a tennis facility.	The physical attributes of the soil pose problems for the development of a tennis facility.	1	2	2	2	3	C	15/18	x.30	0.25
• physical attributes of topography	The topography is excellent for the development of a tennis facility.	The topography is satisfactory for the development of a tennis facility.	The topography poses problems for the development of a tennis facility.	1	3	3	3	3	D	15/18	x.30	0.25
• environmental conditions (wind, etc.)	Environmental conditions are excellent for the development of a tennis facility.	Environmental conditions are satisfactory for the development of a tennis facility.	Environmental conditions pose problems for the development of a tennis facility.	1	1	3	3	3	E	15/18	x.30	0.25
• availability of utility services	In terms of servicing, the site is already equipped to handle the development of a tennis facility.	In terms of servicing, the site could obtain servicing relatively easily for the development of a tennis facility.	In terms of servicing, the site would be difficult to service for the development of a tennis facility.	2	2	2	2	3				
• availability of parking facilities	The site has ample space to provide parking facilities.	The site has sufficient space to provide parking facilities.	The site has inadequate space to provide parking facilities	2	1	2	2	1				

## TENNIS FACILITY SITE EVALUATION Continued...

CRITERIA	COMPARABLE FACTORS			SITE SCORES					SITE	TOTAL	WEIGHTING	SCORE
	3 points	2 points	1 point	A	B	C	D	E				
1. SOCIAL AND ENVIRONMENTAL IMPACTS									A	8/9	x.20	0.18
<ul style="list-style-type: none"> <li>compatibility with surrounding land uses</li> </ul>	A tennis facility on the site would complement and enhance the surrounding land uses.	A tennis facility on the site would be compatible with the surrounding land uses.	A tennis facility on the site would detract or be incompatible with the surrounding land uses.	1	1	3	2	1	B	5/9	x.25	0.14
<ul style="list-style-type: none"> <li>privacy invasion in surrounding areas (parking, traffic, etc.)</li> </ul>	A tennis facility on the site would cause no privacy invasion in the adjacent area.	A tennis facility on the site would cause minimal privacy invasion on the adjacent area.	A tennis facility on the site would cause severe privacy invasion in the adjacent area.	3	2	3	1	1	C	9/9	x.25	0.25
<ul style="list-style-type: none"> <li>disturbance imposed by function (noise, visual effects, etc).</li> </ul>	A tennis facility on the site would cause no disturbance on the adjacent area.	A tennis facility on the site would cause minimal disturbance on the adjacent area.	A tennis facility on the site would cause severe disturbance to the adjacent area.	3	2	3	2	1	D	5/9	x.25	0.14
											E	3/9
2. SITE POTENTIAL				A	B	C	D	E	A	4/6	x.05	0.03
<ul style="list-style-type: none"> <li>for developing year-round facilities</li> </ul>	The site has great potential for year-round facilities.	The site has some potential for year-round facilities.	The site has minimal or no potential for year-round facilities.	3	3	3	3	1	B	6/6	x.05	0.05
<ul style="list-style-type: none"> <li>for future expansion</li> </ul>	The site has great potential for future expansion of facilities.	The site has some potential for future expansion of facilities.	The site has minimal or no potential for year-round facilities.	1	3	2	1	1	C	5/6	x.05	0.04
3. SITE DEVELOPMENT COSTS	3 points	2 points	1 point						D	4/6	x.05	0.03
									E	2/6	x.05	0.02
<ul style="list-style-type: none"> <li>one factor</li> </ul>	The development costs of the site are less than \$1,000,000.00	The development costs of the site are between \$1,000,000.00 and \$1,500,000.00	The development costs of the site are more than \$1,500,000.00	A	B	C	D	E	A	1/3	x.20	0.07
				1	2	2	2	2	B	2/3	x.20	0.13
									C	2/3	x.20	0.13
									D	2/3	x.20	0.13
									E	2/3	x.20	0.13

### Conclusions of Site Evaluation:

	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>	<b>E</b>
1. Accessibility	.18	.11	.09	.18	.13
2. Site Development Potential	.17	.20	.25	.25	.25
3. Social/Environmental Impacts	.19	.14	.25	.14	.08
4. Site Potential	.03	.05	.04	.03	.02
5. Site Development Costs	.07	.13	.13	.13	.13
<b>Total/100</b>	<b>.64</b>	<b>.63</b>	<b>.76</b>	<b>.73</b>	<b>.61</b>
	<b>64%</b>	<b>63%</b>	<b>76%</b>	<b>73%</b>	<b>61%</b>
* Non Weighted Scores	65	68	75	72	57

The Pumphouse Theatre Regional Park and the Snow Dump Site on 9th Avenue rated most favourably in terms of site development capability (physical attributes, environmental conditions, servicing, etc.), negligible negative social impacts, and potential for expansion and year-round facilities. Consequently, the two Sunalta Riverbank sites were proposed as possible relocation sites within the Sunalta area study boundaries.

## 1.6 Transportation

### 1. South Downtown Bypass Alternatives

The proposed South Downtown Bypass is considered to be an important component of the City transportation system and is supposed to reduce the downtown through traffic as well as provide access to adjacent developments. As part of the Sunalta Area Redevelopment Plan, the Transportation Department reviewed possible alternative alignments for the South Downtown Bypass between 14th Street and Crowchild Trail on the assumption that the continuity of the Bypass between Deerfoot Trail and Crowchild Trail was essential to the transportation system.

Three basic alternatives were examined for the South Downtown Bypass through Sunalta:

#### Alternative 1: Existing 11th and 12th Avenue Couplet

This option would retain 11th and 12th Avenues as a couplet system to form the Bypass, tying into Crowchild Trail as outlined in the Crowchild Trail South Functional Study.

#### Alternative 2: 10th and 11th Avenue Couplet

This alternative would relocate the Bypass to 10th and 11th Avenues, operating with 10th Avenue one-way westbound and 11th Avenue one-way eastbound. Connections to Bow Trail and Crowchild Trail would be via 19th Street. 10th and 11th Avenues would connect back to 11th and 12th Avenues west of 14th Street.

#### Alternative 3: 10th Avenue 2-Way

This alternative would relocate the one-way couplet to 10th Avenue which would operate as a two-way road. The roadway would be relocated to the north side of the existing 10th Avenue right-of-way, leaving the existing 10th Avenue discontinuous to provide access to adjacent properties. Because of the geometric design, only one access would be allowed to 10th Avenue from Sunalta — via 17th Street. 10th Avenue would connect back into 11th and 12th Avenues west of 14th Street.

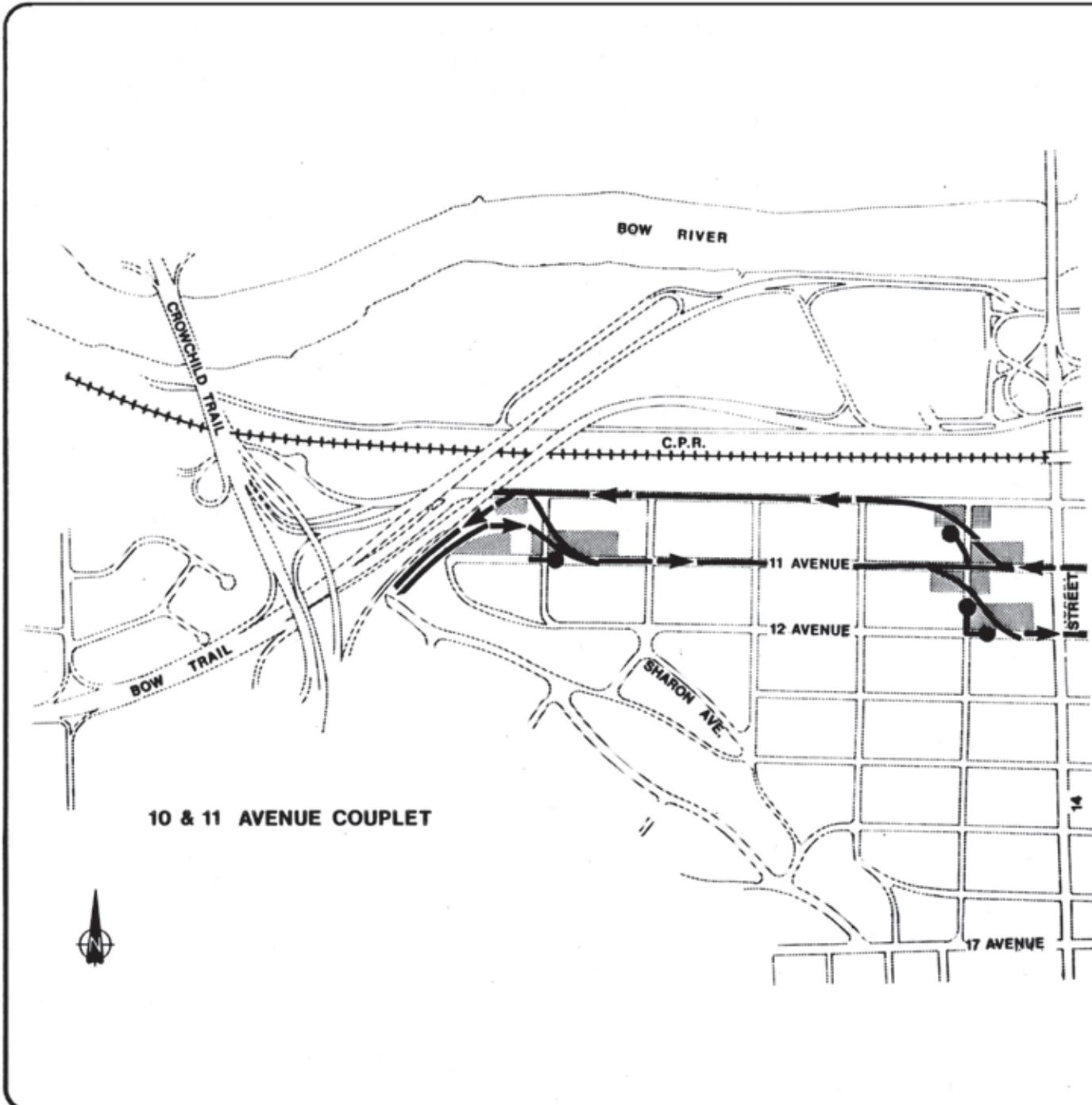
MAP  
No  
8

# SUNALTA

## TRANSPORATION ALTERNATIVE NO 2

### Legend:

-  MAJOR ROAD AND TRAFFIC DIRECTION
-  REQUIRED PROPERTY ACQUISITIONS
-  DEAD END



JULY 1983



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The three alternatives were compared under the following categories:

**Impacts on the Community**

Community Cohesion  
Noise and Air Pollution  
Pedestrian Access  
Public Transit  
Land Acquisitions/Disruption to Existing Land Uses

**Transportation Considerations**

Traffic Volumes  
Accidents/Speed  
Traffic Operations  
Geometric Design  
Cost

The charts on the following pages indicate the assessments of the factors as well as the preferred alternative for each.

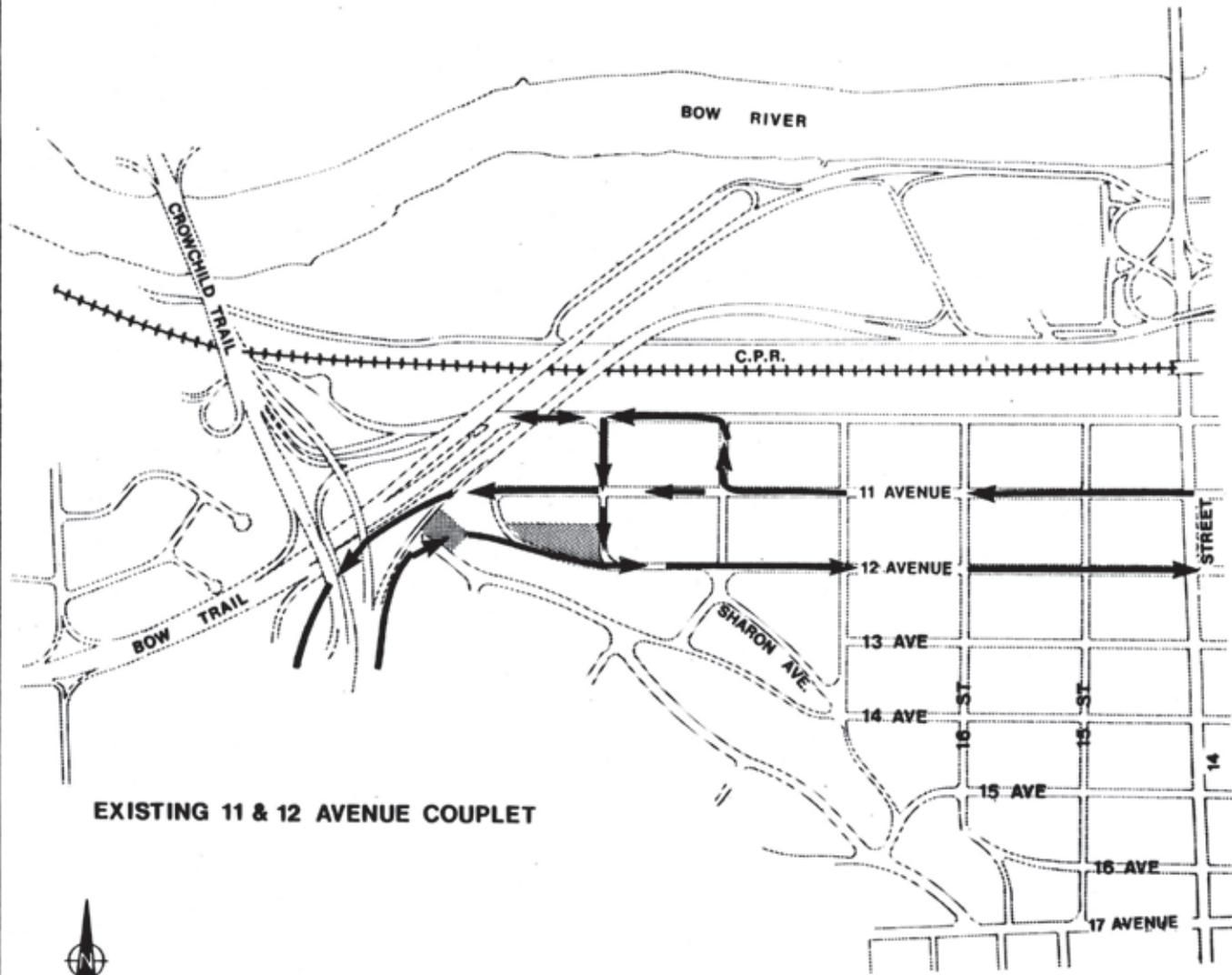
MAP  
No  
9

# SUNALTA

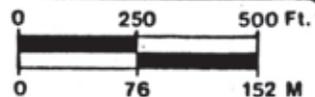
## TRANSPORATION ALTERNATIVE NO 1

### Legend:

- ➔ MAJOR ROAD AND TRAFFIC DIRECTION
- ▨ REQUIRED PROPERTY ACQUISITIONS



JULY 1983



**IMPACTS ON THE COMMUNITY**

<b>Alternatives</b>	<b>Community Cohesion</b>	<b>Noise and Air Pollution</b>	<b>Pedestrian Access</b>	<b>Transit</b>	<b>Land Acquisition/Disruption to Existing Land Uses</b>
Existing 11/12 Avenue Couplet	- major negative effects on area because the Bypass divides the community in two.	- existing air and noise pollution above acceptable levels and likely to increase so major negative effect on residential area.	- accident data does not indicate problems for pedestrians. - greatly impairs accessibility to community facilities on 10 Avenue and to river.	<u>Preferred Alternative:</u> - existing transit routes serve community well.	<u>Preferred Alternative:</u> - because this retains the status quo, it has limited additional land requirements.
Proposed 10/11 Avenue Couplet	- moderate negative effects on area because the Bypass would be removed slightly from the residential area.	- noise and air pollution would remain above acceptable levels but would be removed from some of the residential properties.	- would improve access between 12 Avenue and southern portions of community. - accessibility to community facilities and river would still be difficult.	- less convenient for residents because it would require the closure of 12 Avenue and the relocation of Bus 17 to 11 and 10 Avenues.	- this would necessitate major land acquisition along 19 Street between 10 and 12 Avenues to make connection to Crowchild Trail and along 15 Street between 10 and 12 Avenues to return to 11 and 12 Avenue Couplet.
Proposed 10 Avenue Two Way	<u>Preferred Alternative:</u> - minimum negative effects because the Bypass would be removed to the periphery of the community.	<u>Preferred Alternative:</u> - noise and air pollution would remain above acceptable levels but would be removed completely from the residential area.	<u>Preferred Alternative:</u> - least negative effect on pedestrian movements within community. - access to river would still pose difficulties.	- severely reduce transit service convenience for residents because it would require the closure of 11 and 12 Avenues and the relocation of Bus Route 17 to 10 Avenue.	- this would necessitate the most extensive land acquisition including all the properties along the north side of 10 Avenue from west 19 Street to 15 Street as well as land to make connections to Crowchild Trail and to 11 and 12 Avenues.

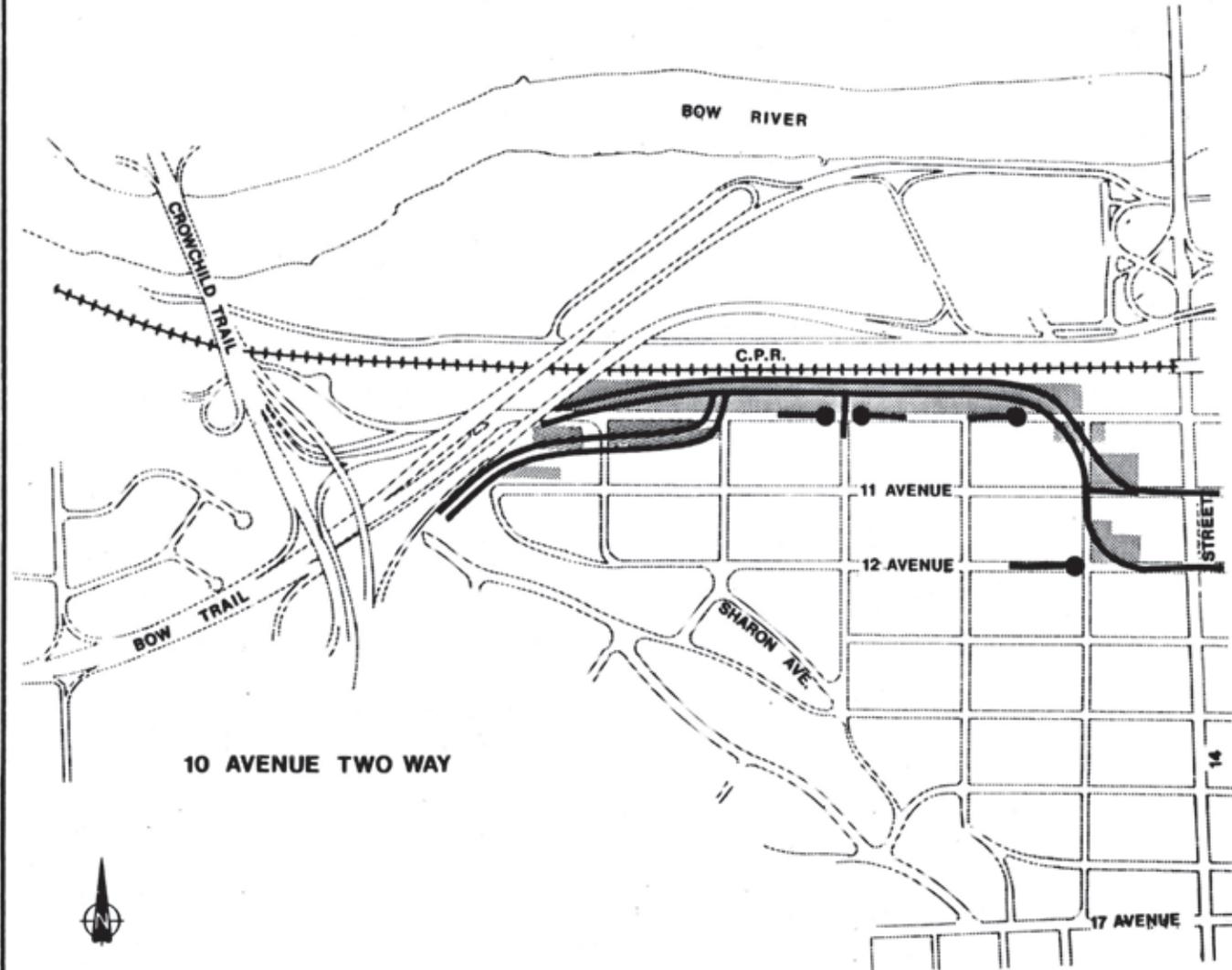
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10

# SUNALTA

## TRANSPORTATION ALTERNATIVE NO 3

### Legend:

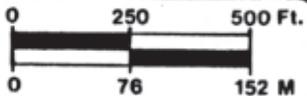
- ➔ MAJOR ROAD AND TRAFFIC DIRECTION
- ▨ REQUIRED PROPERTY ACQUISITIONS
- DEAD END



JULY 1983



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**TRANSPORTATION CONSIDERATIONS**

<b>Alternatives</b>	<b>Traffic Volumes</b>	<b>Accidents/Speed</b>	<b>Traffic Operations</b>	<b>Geometric Design</b>	<b>Cost</b>
Existing 11/12 Avenue Couplet	- when the Bypass is completed, volumes would increase.	<u>Preferred Alternative:</u> - given the standard of roadway and volume of traffic, no problems exist or are anticipated.	<u>Preferred Alternative:</u> - better transition to ramps from Crowchild. - would require "S" curves to return to 11/12 Avenue alignment west of 14 Street. - would provide for better lane operation and traffic flow.	<u>Preferred Alternative:</u> - would provide most efficient connections to Crowchild Trail and would not require curvilinear alignment to connect back to 11 and 12 Avenue.	<u>Preferred Alternative:</u> Construction \$2,500,000 Land Acquisition \$1,750,000 Total \$4,250,000
Proposed 10/11 Avenue Couplet	- when the Bypass is completed, volumes would increase.	- the introduction of the curves at Crowchild Trail and west of 14 Street would increase the potential for accidents but also would reduce traffic speeds.	- some operational problems: - this would need 3 through lanes through curves west of 14 Street and an approach to Crowchild eliminating parking on 10 Avenue between 15 and 17 Streets and on approach to Crowchild. - this would require closure of 12 Avenue and 15 Street between 10 and 12 Avenues. - would require new curves on approach to Crowchild which would reduce efficiency of traffic flow.	- would require curvilinear connectons to Crowchild Trail and to 11 and 12 Avenues.	Construction \$ 1,100,000 Land Acquisition \$27,200,000 Connection to Crowchild Trail \$ 3,600,000 Total \$31,900,000
Proposed 10 Avenue Two Way	- when the Bypass is completed, volumes would increase.	- two way and curvilinear alignment would greatly increase potential for accidents and would reduce traffic speeds.	- severe operational problems: - proposed intersection of ramps from Crowchild and 10 Avenue would not be able to accommodate traffic. - would require 3 lanes in each direction. - access and egress to and from Sunalta would be seriously constrained because only one intersection allowed at 17 Street. - inefficient in moving traffic.	- would require extension of a two way ramp to connect to Crowchild with a signalized intersection on 10 Avenue which would defeat purpose of Bypass. - would require curvilinear alignment to Crowchild and west of 14 Street which would cause operational problems and disruption to existing land uses. - would eliminate intersections with 10 Avenue except at 17 Street, limiting access to surrounding areas.	Construction \$ 1,900,000 Land Acquisition \$40,000,000 Connection to Crowchild Trail \$ 3,660,000 Total \$45,560,000

2. Conclusions of the Review of the South Downtown Bypass Alternatives

In assessing impacts on the community, the proposed 10th Avenue Two-Way was the preferred alternative in terms of:

- i) increasing community cohesion;
- ii) lessening noise and air pollution in residential areas;
- iii) facilitating pedestrian movement within the community.

The 11th and 12th Avenue Couplet was the superior option in evaluating:

- i) the most convenient public transit service for area residents;
- ii) the minimum land acquisition requirements;
- iii) the least disruption to existing land uses.

The 10th and 11th Avenue Couplet would not substantially lessen the negative impact on the community imposed by the existing system.

The 11th and 12th Avenue Couplet was the preferred alternative in weighing transportation considerations, since it would:

- i) not increase the potential for accidents;
- ii) engender few traffic operational problems; and
- iii) involve the most efficient geometric design.

The other two routes, from a transportation perspective, would be less acceptable.

Consequently, the 10th Avenue two-way route would pose substantial operational and design problems. On the other hand, the 10th and 11th Avenue Couplet would accomplish minimal improvements to the impacts of the existing system. These two considerations, together with the cost implications of recommending either of these alternatives, made it difficult to propose anything other than the retention of the existing 11th and 12th Avenue Couplet.

3. West Light Rail Transit

Regardless of the choice of corridors between the Bow Trail and 17th Avenue, the West Light Rail Transit route will pass through Sunalta. Neither alignment should adversely affect the land use recommendations of this Area Redevelopment Plan.

The possible location of an L.R.T. station north of the C.P.R. tracks was one of the many factors which affected the decision to propose a mixed use policy and to encourage residential land use in the area. The Bow Trail route is currently the preferred corridor of the City administration.

Because neither the Bow Trail nor the 17th Avenue route has been officially approved, it was difficult to address this issue in any comprehensive way. Furthermore, there was a significant difference in the implementation periods of this Area Redevelopment Plan (10-15 years) and the West Light Rail Transit system (20 years).

## 2.0 BACKGROUND TO POLICY FORMULATION

### 2.1 The Planning Process

This section outlines various stages of the planning process undertaken in order to formulate the Sunalta Area Redevelopment Plan.

- On May 7, 1979, City Council approved the Inner City Plan.
- In May 1979, open houses were held in Sunalta to discuss planning concerns in the community. The results of these gatherings were summarized in the SUNALTA ISSUE IDENTIFICATION REPORT, published in September 1979.
- In September 1979, a SUNALTA EXISTING CONDITIONS REPORT was also published which contained background information and statistical data about the community.
- In May 1980, a Community Planning Advisory Committee was established, representing various community interest groups. The Committee met with the Planning Department in an advisory capacity until December 1981.
- Also in May 1980, the Planning Department circulated a letter to Sunalta property owners and residents notifying them that the community planning process was beginning. A site office, located within the community, was made available for further public consultation at this time.
- In October 1980, City Council authorized funding for the Sunalta Community Association to hire a part time facilitator to arrange individual block meetings and discuss resident concerns. The Community Association conducted a survey of residents concerning local planning issues and social concerns.
- Throughout the process, contacts were made with representatives from the development industry such as BOMA, HUDAC, and UDI, and other local commercial and business interests.
- A draft Area Redevelopment Plan was released in January 1982, and was in public circulation until April 1982. A copy of the draft A.R.P. or a publications announcement was sent to interested groups in the community.
- In February 1982, open houses were held in Sunalta to gather responses to the draft A.R.P.'s proposals.
- In March 1982, the Sunalta Community Association conducted a survey of residents concerning their preferences with regard to local open space and recreation facilities.
- Various meetings were held during this circulation period with representatives from the community and Calgary Tennis Club to discuss local open space issues.
- During this time, discussions were again held with the development industry and business interests.

## 2.2 Community Issues and Concerns

Community issues and concerns described in this section were derived from the public participation program conducted in the period beginning in May 1979. It includes opinions gathered at Open Houses, through the Community Planning Advisory Committee meetings, as well as in a Community Association survey of Sunalta residents.

### 2.2.1 Residential Land Use

Sunalta residents were in favour of preserving the many well maintained, older homes in the area, especially those on 13th and 14th Avenues. The area was considered by most to be an attractive, reasonably safe, convenient place to live. Even the neighbouring apartment dwellers were as concerned about preserving these houses as the occupants.

Residents attributed the deterioration of the community partially to the present land use designation of RM-5, which permits four storey walk-up apartments. The anticipation of future demolition and redevelopment to higher densities seemed to reduce property owner incentives to up-grade their homes. Many absentee landlords were viewed as being insensitive to the community.

The absence of caretakers in apartment blocks was identified as another issue. Caretakers assumed some on-site responsibility for maintenance concerns in the absence of the owner. Where there was no caretaker, deterioration was apparently noticeable.

Many identified existing apartment buildings as causing problems. Some apartment dwellers felt that the occupants of adjacent apartments were a source of noise in the community. Residents believed that apartments attracted a more transient residential population, who were less interested in contributing to the area. Consequently, more apartments were considered undesirable.

Recommended improvements included the protection of individual housing and residential blocks that were judged to be worth preserving, particularly between 13th and 16th Avenues and between 15th and 17th Streets. In addition, some property owners favoured redevelopment to accommodate the demand for dwelling units close to downtown.

### 2.2.2 Commercial Land Use

#### 1. 14th Street and 17th Avenue Commercial Developments

Most residents seemed satisfied with the present level of business services in the area. However, they were opposed to commercial development intruding into residential areas and wanted to prevent any potential expansion along residential streets.

Small developments (i.e. specialized stores) were considered more desirable and less overpowering. All agreed that new businesses should not increase traffic and parking problems in the neighbourhood.

## 2. 10th Avenue Commercial Developments

Generally, Sunalta residents felt that the commercial establishments which have been moving into the 10th Avenue area should be encouraged. They were considered to be not only an asset to the community but also a buffer between the C.P. Railway and residential areas.

Some of the business interests indicated that the proximity to the downtown core was essential to their operations. They were supportive of the idea of redesignation to a commercial district with higher densities than presently allowed.

### **2.2.3 Open Space and Recreation Facilities**

The basic concern raised by residents was the shortage of appealing, accessible open space and recreation facilities in the community. They emphasized the need to upgrade existing recreation areas but were opposed to the acquisition of additional land, particularly south of 12th Avenue, since this would necessitate the elimination of existing housing units.

The Community Association site was described as bleak, exposed, unattractive, and somewhat isolated from the southern portion of the community because of the 11th and 12th Avenue Couplet. The residents believed that the presence of the utility poles limited its usefulness for active recreation activities as well.

The community suggested that pedestrian access to the site be improved, the planting of mature trees

and shrubs and earth berming be used to buffer the site, and finally, benches and tables be provided for people to sit down and relax. The Community Association building was viewed as being an ideal location for the community pub and other social activities. However, relocation to a more central location was also considered viable.

Residents proposed two other alternatives for expanding open space opportunities — utilizing the now vacant Sunalta Cottage School for community cultural purposes, and examining potential street closures for conversion to residential pedestrian malls, playgrounds and other open space uses.

Sunalta residents felt that the riverbank area was underutilized because it was inaccessible due to the maze of roads and the railway right-of-way. They recommended that some form of safe, convenient pedestrian connection linking Sunalta and Scarborough with the riverbank property be provided.

Finally, the residents argued that the Calgary Tennis Club monopolized one of the largest recreation areas in Sunalta. Most felt that public access to the facilities was not adequately accommodated or encouraged. Reinforcing this was the presence of the solid fence, which physically separates the Club's activities from the community. Many complained that the grounds and fence were poorly maintained.

The community indicated an interest in using this site for their Community Association. The conversion of this site to community purposes would resolve the dilemma of adding much needed recreation facilities in Sunalta without destroying any existing housing.

## 2.2.4 Transportation

### 1. 11th and 12th Avenue Couplet

Residents believed that through traffic was creating a negative impact on their community. The major traffic problem identified was the 11th and 12th Avenue Couplet. They felt that not only did this transportation corridor divide the community, but it also undermined the stable residential character of the area.

Traffic volumes and noise from trucks along 11th and 12th Avenues were viewed as a contributor to the deterioration of the older, well maintained one and two storey residences. As a result, this residential area was considered a less attractive place to live. Pedestrians also did not feel safe using the crosswalk intersections of the couplet system.

Sunalta residents felt that the transportation corridor should be moved north to facilitate safe pedestrian movement and to better integrate the community. They suggested the following alternatives:

- a) that the 11th and 12th Avenue couplet be shifted to 10th and 11th Avenues;
- b) that 11th and 12th Avenues be changed to two-way traffic, and 10th Avenue be upgraded to handle increased traffic volumes; or
- c) that reversible lanes be used on 10th Avenue to accommodate peak flow periods.

Regarding pedestrian access across these routes, it was suggested that speed bumps, crosswalks, or a pedestrian overpass be located in the vicinity of the Sunalta Community Park.

### 2. Ramp Connecting Crowchild Trail and 12th Avenue

Residents expressed concern about this proposed connection through their community. It was felt that it would increase vehicular volumes, exacerbating an already existing problem. Access would be difficult to and from driveways fronting on 12th Avenue, because of a blind spot at the corner of 12th Avenue and 19th Street and heavy vehicular traffic. Residents who recommended against the proposed ramp were in favour of reduced speed limits to alleviate the forementioned problems.

### 3. Shortcutting of Vehicles Through Local Streets

It was pointed out that residential streets were being used by vehicles as shortcut routes for north/south movement. Streets most often named were 15th and 16th Streets, between 10th and 17th Avenues. Other than automobiles, a prime offender in this regard was reported to be Consolidated Concrete, whose trucks allegedly use these shortcuts. Adjacent and nearby homeowners complained about dust and vehicle noise from passing cement trucks.

Residents suggested that the use of stop and yield signs, coupled with road closures (via cul-de-sacs) placed near strategic intersections,

would reduce and/or eliminate unwanted shortcut routes. Similar measures would reduce the impact of the trucks from Consolidated Concrete.

4. Condition of Back Lanes

There was general concern about the conditions in some back lanes of the area, such as:

- dust raised from traffic in lanes;
- shortcutting by cars through the lanes;
- visual impact made by unkempt back yards, which abut the lane right-of-way;
- garbage control and presence of 'abandoned' automobiles.

Some residents felt that paving the lanes and installing sizable speed bumps would enhance both visual aspects and property values, while discouraging through traffic. In addition, the idea was raised of closing off one end of the lane at each block, thereby effectively limiting access to local residential traffic only.

5. Pollution

Residents complained that noise and dust pollution caused by vehicular traffic on 10th, 11th and 12th Avenues was so severe that people could not open their windows. Some indicated that heavy trucks with gravel, sand and cement added greatly to the noise and air pollution north of 13th Avenue and even caused many apartments to vibrate.

## 2.2.5 Social Concerns

1. Crime and Delinquency

Crime and delinquency were mentioned by residents as important problems. It was recommended that recreation programs be implemented to compensate for the lack of accessible open space. It was felt that these programs and other organized activities might help to control crime and vandalism.

The Sunalta Community Hall was perceived to be well used and therefore suited to such a program of activities. Similarly, others believed that greater use should be made of area schools for year round recreational purposes.

2. Safety

While residents considered the community a reasonably safe place to live, there were a number of safety issues raised. Some residents mentioned the poor condition of sidewalks due to inadequate repairs following excavations by city work crews. It was felt that this created a safety hazard particularly for older people in the area.

There was concern expressed about the transportation of hazardous materials on the C.P.R. line. Fear of fire in abandoned houses was also mentioned. These houses were considered to be a danger to children as well as an attraction to a transient type of population.

## 2.3 Present Policies Affecting the Area

### 2.3.1 General Policy Direction

#### 1. The Calgary General Municipal Plan

The approved growth strategy outlined in the Calgary General Municipal Plan (1978) gives direction for change within the Inner City. The Plan established broad goals related to population growth, community stability, and neighbourhood conservation.

#### 2. The Inner City Plan

The Inner City Plan recommended general policies to be used in the preparation of an Area Redevelopment Plan for Sunalta. While one of the goals of the Area Redevelopment Plan is to implement those policies, there exists some latitude in their application on a site specific basis provided that the general intent of the policies are adhered to.

### 2.3.2 Residential Land Use

The Inner City Plan recommended two general residential land use policies for Sunalta. These were conservation and medium low density.

#### 1. Conservation

“The intent within areas designated for conservation is to retain the existing character and quality of the area. These areas should function as stable family residential neighbourhoods. Portions of such areas should be preserved (protected from more intensive redevelopment), other parts may accept some new redevelopment so long as it respects and enhances the existing fabric of the community.”

#### 2. Medium Low Density

“This density range related to existing R-2 - R-3 (RM-3 - RM-4) land use classification and would allow for 23 to 65 units per net acre. The intent is to provide a variety of housing opportunities with some emphasis on family accommodation. Building height and form should respect the character of surrounding buildings and should not in any case exceed 28'. Fifty percent of the units should contain two bedrooms or more and have access to private open space at grade. Single family, duplexes, fourplexes, row housing, stacked townhouses and walkups could be built in these areas.”

It is important to note that the precise boundaries and extent of these areas is to be determined at the community level with the participation of local interest groups.

### 2.3.3 Commercial Land Use

1. 14th Street and 17th Avenue Commercial Developments

No specific policy guidelines exist for the orientation (i.e. auto/pedestrian) or market area (local/regional) of the commercial strips located in Sunalta. The Inner City Plan recommended that 17th Avenue, between 14th Street and 4th Street, be designated a regional, pedestrian commercial area. The proximity of this area has implications for the commercial properties in Sunalta adjacent to it.

2. 10th Avenue Commercial Developments

There are no official guidelines applying specifically to the industrial and commercial development of 10th Avenue. Two locations, both outside of the Inner-City area, have been identified for the concentration of industrial activities in Calgary — the Foothills subdivision and vicinity in the Southeast, and the area around the Airport in the Northeast. In addition, one of the objectives of the ‘growth strategy’ outlined in the Calgary Municipal General Plan, and reiterated in the Inner City Plan, was to encourage the decentralization of office development and the generation of new employment outside the downtown core area. Both of these policies affect the orientation of the future development of 10th Avenue.

### 2.3.4 The Area North of the C.P.R. Tracks

No specific policies apply to the area north of the C.P.R. tracks, except for the parks and pathway system. The proposed Calgary River Valleys Plan indicated that the rest of the area is outside the boundary of the floodway and flood plain limits of the Bow River. Consequently, none of the policies or advisory guidelines for Floodplain Management outlined in the River Valleys Plan apply to the Sunalta area.

### 2.3.5 Open Space and Recreation Facilities

1. The Inner City Plan

Guidelines for local recreation facilities are analyzed in the Inner City Plan, which interpreted open space as serving two functions — satisfying existing demand and attracting certain population groups (particularly families) to specific areas. No open space standards currently exist for inner city communities, where land is less readily available for acquisition and development for recreational purposes.

The Inner City Plan suggested that essential local open space requirements include facilities such as tot lots, passive parks, community parks and multi-purpose courts. One site could combine any number of these functions. However, as the Plan indicated, neither a regional park nor a visual amenity (like the escarpment) should be adequate substitutes for local open space and recreation facilities.

In terms of implementation, the Inner City Plan suggested various ways in which local open space might be obtained. These include:

- improving the quality and usefulness of existing open space;
- street closures;
- redevelopment levies;
- development requirements;
- land purchase;
- use of school property;
- bonusing systems.

2. The Parks/Recreation Department's Policy and Systems Plan

The Parks/Recreation Department Policy and Systems Plan endorsed the following concepts which affect the issues in Sunalta:

- a) the leasing of land suitable for recreational purposes to non-profit organizations which promote social/ recreational activities that benefit themselves and the public; and
- b) the provision of adequate open space in redeveloping areas of the City.

3. The Calgary River Valleys Plan

Some of the regional open space and recreation facilities, located within the Sunalta Area Redevelopment Plan boundaries, are affected by the policies outlined in the proposed Calgary River Valleys Plan, which adopted a systematic approach to developing land along the City's rivers/creeks. The River Valleys Plan recommended that the Parks/Recreation Department prepare detailed land use concept plans ('Master Plans') for regional parks located along the rivers. In addition, the Plan suggested that the Transportation Department should facilitate safe and convenient public access to the riverbank park areas by providing appropriate pedestrian/cyclist crossings across major transportation corridors.

The Calgary River Valleys Plan also proposed that the Parks/Recreation Department re-evaluate the walkway/pathway system along the riverbank. Alternatives, which should be examined, include night lighting along the pathways, expanding the current standard path width in relation to types of users (pedestrians, joggers, cyclists, cross-country skiers, etc.), possibly separating lanes for pedestrians and cyclists, and improving maintenance. When implemented, these policies will enhance the attractiveness, and hence usability, of the riverbank park and pathway areas in Sunalta.

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### 2.3.6 Transportation

#### 1. Inner City Plan

The Inner City Plan indicated that 11th and 12th Avenues were planned to be part of a major east-west crosstown transportation system, called the South Downtown Bypass. The Plan provided for a review of this couplet between 14th Street West and Crowchild Trail during the preparation of the Sunalta Area Redevelopment Plan, in order to consider alternative routes that would have less impact on the Sunalta area.

According to the Plan, 14th Street, 17th Avenue, 11th and 12th Avenues, Bow Trail were primary thoroughfares (major standard roads); 10th Avenue was a secondary thoroughfare (collector standard road); and the balance of the streets were defined as local streets.

#### 2. Crowchild Trail South Function Planning Study

This study, approved by Council on December 18, 1978, adopted a recommendation permitting a connection from Crowchild Trail to the 11th and 12th Avenue Couplet in Sunalta. These connections are to be constructed as part of the implementation of the South Downtown Bypass. The construction timing has not yet been established.

#### 3. 14th Street W. Transportation Systems Management/Functional Study

The Transportation Department is presently undertaking the 14th Street Transportation Systems Management/Functional Study. The purpose of this study is to address any future improvements that may be required to 14th Street, between John Laurie Boulevard N. and 38th Avenue South. It is anticipated that this study will be completed by the end of 1982.

#### 4. West Light Rail Transit Functional Study

This study is presently underway to determine the most appropriate route between Strathcona and the Downtown. There are two principal corridors under consideration: Bow Trail and 17th Avenue. Furthermore, within each of these corridors, there are a number of alternative alignments being evaluated. The City Administration has indicated that its preferred route is the Bow Trail. Official approval of the corridor has not been given. A report is tentatively scheduled for presentation to Council in the fall of 1982.

5. Bow Trail Connectors: Preliminary Design Study

The Bow Trail Connectors Study identified a roadway system for upgrading Bow Trail from 24 Street West to 7 Street West, in order to provide a high standard access route to the downtown core for the North West, West and portions of South West Calgary. Within the Sunalta study boundaries, this will mean that the Bow Trail Eastbound and Westbound will be widened to four lanes each to accommodate projected traffic flows. Additional ramps will also be constructed at 14th Street to improve northbound and southbound connections to the system.

**2.3.7 Local Improvements**

The poor condition of some of the roads and sidewalks in Sunalta is partially due to their age and occasionally results from redevelopment. In the case of new developments, the developer is responsible for replacement to a satisfactory standard. Other upgrading of facilities would be conducted under the Local Improvement Program.

1. Local Improvements Initiated by Property Owners

Under the Local Improvement Program, residents can petition the City of Calgary Engineering Department to upgrade roads, sidewalks and rear lanes in their community. All costs of improvements are amortized over a 20 or 25 year period (depending on the particular request) and charged to adjacent owners.

If the petition for improvements has the approval of 2/3 of the adjacent owners, representing at least 1/2 of the assessed value of the properties, the petition can be forwarded to City Council for its consideration. Improvements to street lighting can be similarly sought under a Local Improvement Program and will be installed by the City Electric System.

2. Local Improvements Initiated by the City

The Engineering Department monitors the City's existing roadways annually as well as a complaint basis. Serious problems which impinge upon the safety of the facilities are thus identified and corrected. All reconstruction under these circumstances is charged to the adjacent owners as a Local Improvement initiated by City Council.

## **3.0 COMMUNITY PROFILE**

### **3.1 Historical Development**

Sunalta was annexed to the City of Calgary in 1907 at the initiation of the Canadian Pacific Railway. The area was subdivided in two main phases. The subdivision and construction of the first phase occurred during 1909 to 1912. The area was laid out in a grid pattern with a predominance of 25' by 130' lots.

A second subdivision was approved in 1911. This phase included the area of Sunalta west of 17th Street to Crowchild Trail, and part of Scarboro east of Crowchild Trail. The area within the Sunalta community below the escarpment followed the grid pattern of the earlier Sunalta subdivision but was laid out in larger lots (50' by 130').

In Scarboro, development followed the contour lines; street names rather than numbers were used. A restrictive covenant was placed on lots that is still in effect today. It outlined restricted uses that were considered to be in conflict with the residential nature of the subdivision.

By 1912, Sunalta had become an established residential community. At that time, the community had the Sunalta Cottage School (1911), Sacred Heart School (1912), and the Calgary Tennis Club (relocated from Mount Royal to its present site).

In 1934, City Council approved Calgary's first Zoning By-law. Sunalta was classified "two family" residential R-2, "intermediate commercial" C-3, and "light industry" I-2.

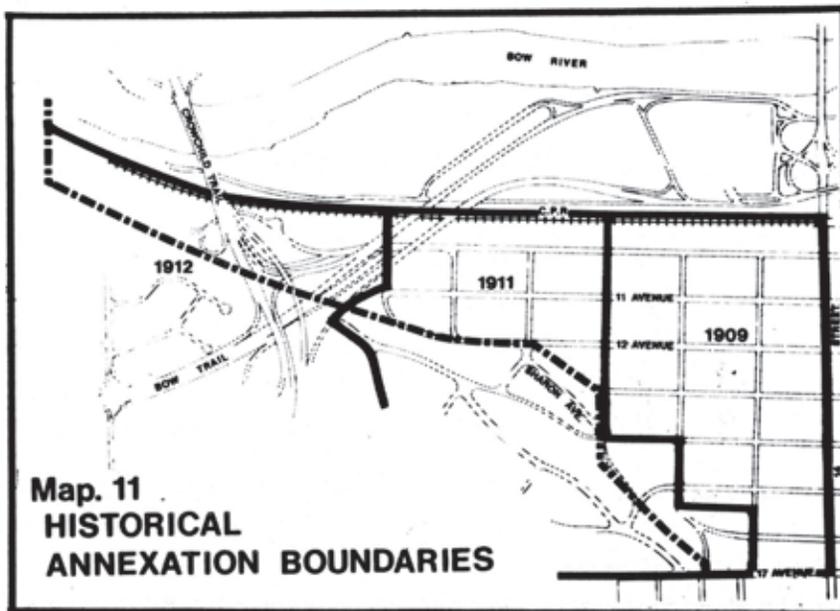
During the 1950's redevelopment pressures were responsible for a change in the zoning of the community. In order to permit development at higher densities, the residential part of Sunalta was reclassified to R-4 (RM-5) which allowed four storey walk-up apartments.

### 3.2 Demographic Data

There are approximately 3200 persons living in 1850 dwelling units in Sunalta (1981 Civic Census). This amounts to 121 persons per net hectare (49 per net acre) in the residential area south of 10th Avenue.

Sunalta is experiencing a number of demographic changes common to all inner city communities in Calgary. These include:

- a) the maintenance of its existing population level;
- b) an increase in the 20 - 30 year old age group;
- c) a decline in the average household size;
- d) an increase in the number of apartment dwellers.



Many of these trends are also typical of nation-wide inner city patterns.

1. Family Structure

The 1976 Canada Census indicated that 48 of every 100 private households in Sunalta were family oriented. By Census definition “family” refers to married couples with or without children, or single parents with children.

Another indicator of family structure is the pre-school population. Between 1969 and 1978, the number of children less than six years of age in the community decreased 65%, from 306 to 108. Recent statistics from the 1980 and 1981 Civic Census indicate that this trend may be changing. In one year, the 0-4 age group in Sunalta increased by 38.8% from 90 to 125. The 0-14 age group now comprises 8.9% of the population of the proposed conservation area and 5.9% of those north of 12th Avenue.

2. Home Ownership

According to the 1981 Civic Census, 65% of all single family houses and duplexes in Sunalta’s conservation area south of 12th Avenue are owner occupied. Condominium apartment ownership is not included in these figures but condominiums are currently a minor percentage of Sunalta’s total dwelling units.

### 3.3 Existing Land Use Districts

The RM-5 district is the predominant residential land use district in Sunalta. Located south of 10th Avenue, this district permits four storey walk-up apartments. In addition, portions of 12th Avenue are designated RM-4 which allows three storey walk-up apartments.

A C-3 district is located along two of Sunalta’s major roads, 14th Street and 17th Avenue. The C-3 district provides for general commercial development to a maximum height of 46 m (150’).

An I-2 district exists along 10th Avenue and the Canadian Pacific Railway line. It accommodates light industrial uses.

The area north of the C.P.R. tracks consists of a mixture of P.E. (Park and Education), D.C. (Direct Control), C-3, I-2, and A (Agriculture and Open Space) districts. The D.C. district is designed for an automobile dealership.

Finally, a D.C. district applies to an apartment building containing a grocery store along 11th Avenue.

MAP  
No  
**12**

# SUNALTA

TITLE  
**EXISTING  
LAND USE DISTRICT**

## Legend:

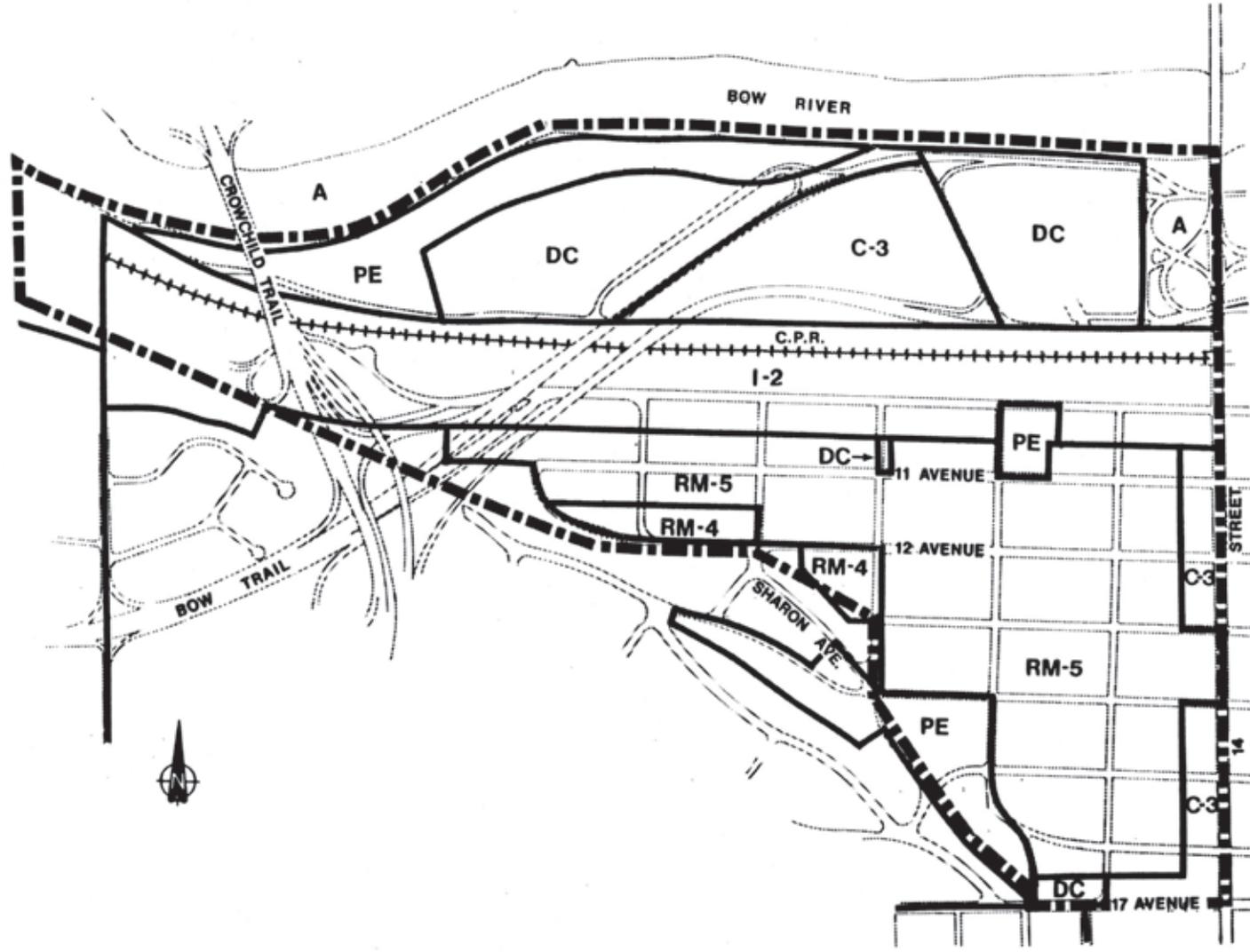
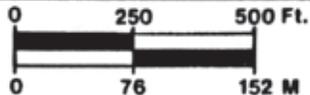
- A AGRICULTURAL & OPEN SPACE
- C-3 GENERAL COMMERCIAL
- DC DIRECT CONTROL
- I-2 LIGHT INDUSTRIAL
- PE PUBLIC PARK, SCHOOL & RECREATION
- RM-4 MEDIUM DENSITY MULTI-DWELLING
- RM-5 MEDIUM DENSITY MULTI-DWELLING

Note: Land Use Districts  
Prior to ARP

**JULY 1983**



THE CITY OF CALGARY  
PLANNING DEPARTMENT



# SUNALTA

MAP No 13

TITLE

LAND USE DISTRICTS

## LEGEND

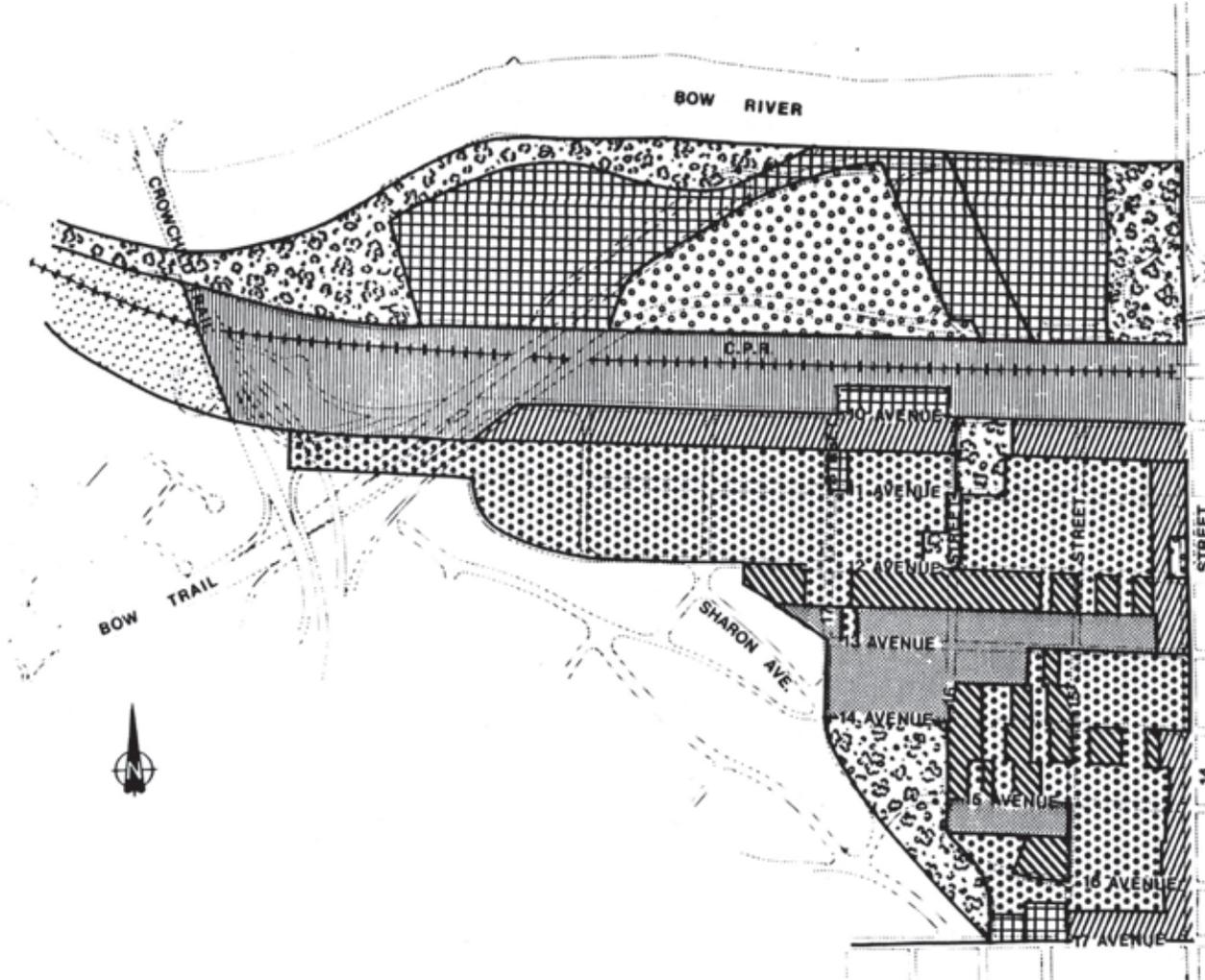
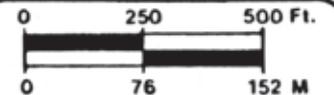
-  RM - 2
-  RM - 3
-  RM - 5
-  C - 2 (16)
-  C - 3 (23)
-  C - 3 (27)
-  C - 3
-  DC
-  PE

DATE

MAY 1992



THE CITY OF CALGARY  
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(This map is up to and including  
By - Law 7P92 approved May 11/1992 )

### **3.4 Existing Land Uses**

#### **3.4.1 Residential Land Use**

A medium density area exists primarily along 11th Avenue in Sunalta. It is composed of four storey walk-up apartments.

South of 12th Avenue, there are mostly one and two storey houses. Some apartment redevelopment has occurred in this area during the last twenty years.

The majority of the one and two storey structures were built during the period 1910 to 1912. The areas where these structures predominate are characterized by:

- houses with elevated front porches and second floor porches, “turn of the century” details in rooflines, balconies, and windows;
- small lot size (7.5 m/25' in width);
- consistent front yard setback from the street;
- mature vegetation.

#### **3.4.2 Commercial Land Use**

Commercial activities are located primarily along two major roads on the perimeter of the community. Local commercial land uses are inter-dispersed with regional commercial uses on 14th Street. Some of 14th Street has automobile-oriented uses while close to the intersection of 14th Street and 17th Avenue, as well as along 17th Avenue, pedestrian oriented commercial development predominates.

#### **3.4.3 Industrial Land Use**

Since the 1950's, the area south of the Canadian Pacific Railway tracks along 10th Avenue has accommodated manufacturing and warehousing activities associated with the C.P.R. and hence its I-2 designation. Over time, this area became more dependent on truck transportation and its land uses began to change. Presently, a concrete plant is the only remaining heavy industry while some light industries, such as a lumber yard and warehousing, still exist.

The predominant trend of recent development has been the conversion of buildings to commercial uses together with the construction of new commercial office structures. Consequently, there are wholesale distributors, medical laboratories, and offices for professional services such as architectural and engineering consultants, surveyors, and other ancillary business suppliers.

#### **3.4.4 Heritage Sites and Areas**

The Pumphouse Theatre, located in the Regional Park along the Bow River, is the only designated heritage site within the Sunalta study boundaries. Four additional potential heritage sites exist, which include:

Sunalta Grocery  
1504 - 12th Avenue

Sacred Heart Church  
1307 - 14th Street

Sacred Heart School  
1523 - 13th Avenue

Harmont Apartments  
1537 - 14th Avenue

In addition, there are groups of buildings, particularly along 13th and 14th Avenues, between 16th and 17th Streets, being examined for possible consideration as a heritage area.

#### **3.4.5 Institutional Land Use**

Four institutional sites are located within the community. These are:

Sacred Heart Church  
1307 - 14th Street

Sacred Heart Elementary School  
1523 - 13th Avenue

Villa Recovery Home  
1916 - 12th Avenue

Odd Fellow/Rebekka Hall  
1507 - 17th Avenue

MAP  
No  
14

# SUNALTA

## TITLE HERITAGE SITES AND AREAS

### Legend:



DESIGNATED  
HERITAGE SITE

1. PUMPHOUSE  
THEATRE



POTENTIAL  
HERITAGE SITES

2. SUNALTA  
GROCERY
3. SACRED  
HEART CHURCH
4. SACRED  
HEART SCHOOL
5. HARMONT  
APARTMENTS



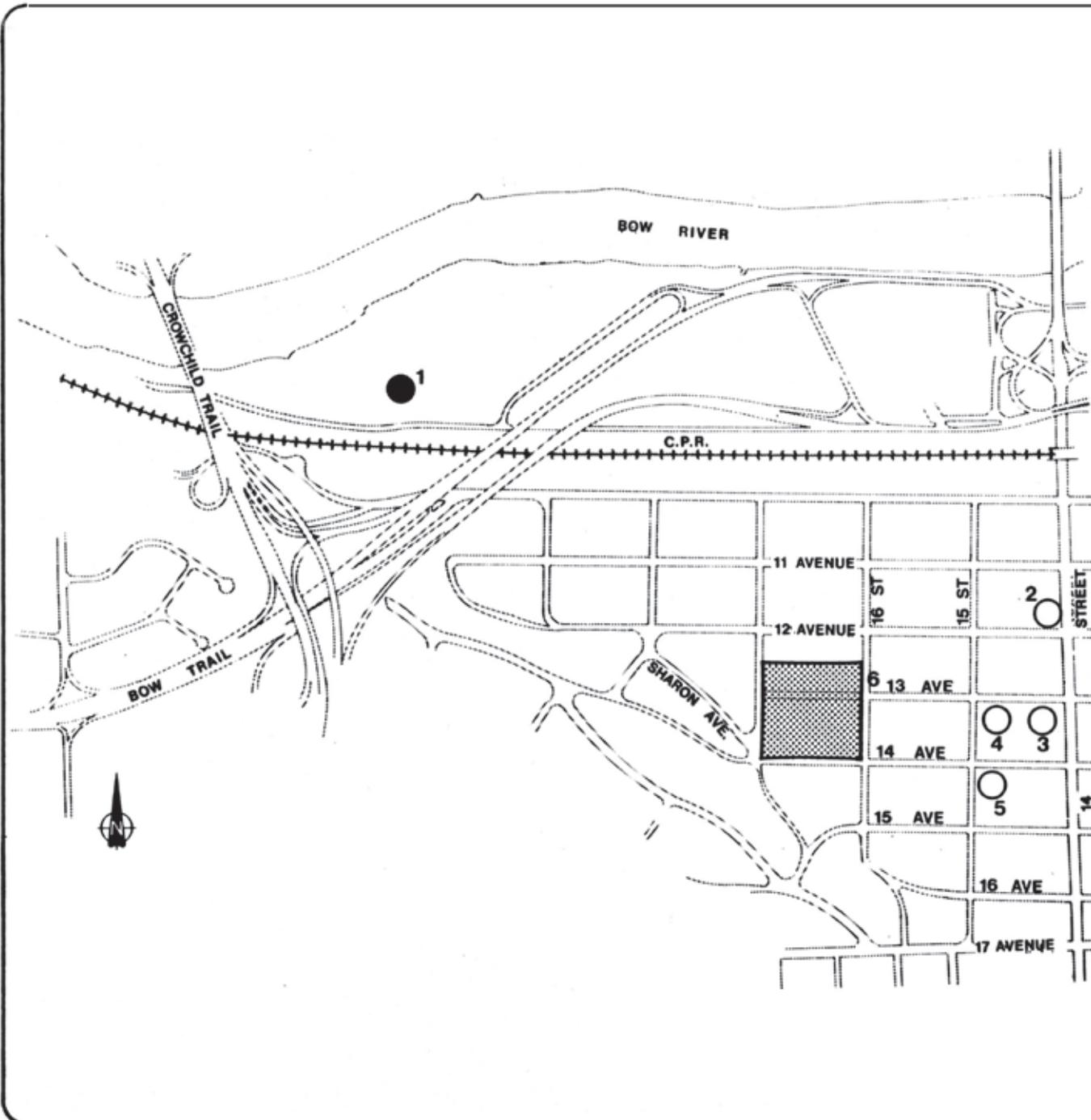
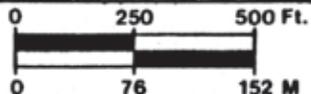
POTENTIAL  
HERITAGE AREA

6. 13 AVENUE  
14 AVENUE  
BETWEEN  
16 & 17 STREETS

**JULY 1983**



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### 3.5 Open Space and Recreation Facilities

#### 3.5.1 Local Open Space and Recreation Facilities

1. Community Association Site

Located at 1627 - 10th Avenue, between 15th and 16th Streets, this site contains the Sunalta Community Association building and some playground equipment. The total area is approximately .55 hectares (1.36 acres).

2. The Sunalta Cottage School Site

This site is located at 1706 - 12th Avenue and was originally purchased for use as open space. The frame school structure stands on a 21 m x 39.6 m (70' x 130') lot but is presently unoccupied and would require considerable rehabilitation to be usable.

3. Sacred Heart School

A hard surfaced play area of .36 hectares (.9 acres) at Sacred Heart School can be used for recreation purposes. The school yard is part of the site owned by the Separate School Board without any restrictive covenants regarding its use.

4. Joint Sunalta/Scarboro Community Reserve Site

Beside the escarpment, a joint Sunalta/Scarboro Community Reserve Site has a pedestrian walkway and is a sloping grassy area with a few trees. It can be used for relaxation purposes. There are a few benches to sit on. The Scarboro Community Association building is also located in the area, which comprises approximately .4 hectares (1 acre).

Near the top of the escarpment, children's playground equipment (swings, teeter-totter, etc.) is provided. This area is smaller in size than a tot lot.

5. The Escarpment

Approximately .7 hectares (1.73 acres) of grassed escarpment adjoins the Sunalta/Scarboro Community Reserve Site. Another .6 hectares (1.5 acres) of escarpment is located adjoining the Scarboro United Church site. Both areas are grassed and provide a visual amenity to the Sunalta community.

MAP  
No  
15

# SUNALTA

## EXISTING PARKS AND OPEN SPACE IN SURROUNDING AREA

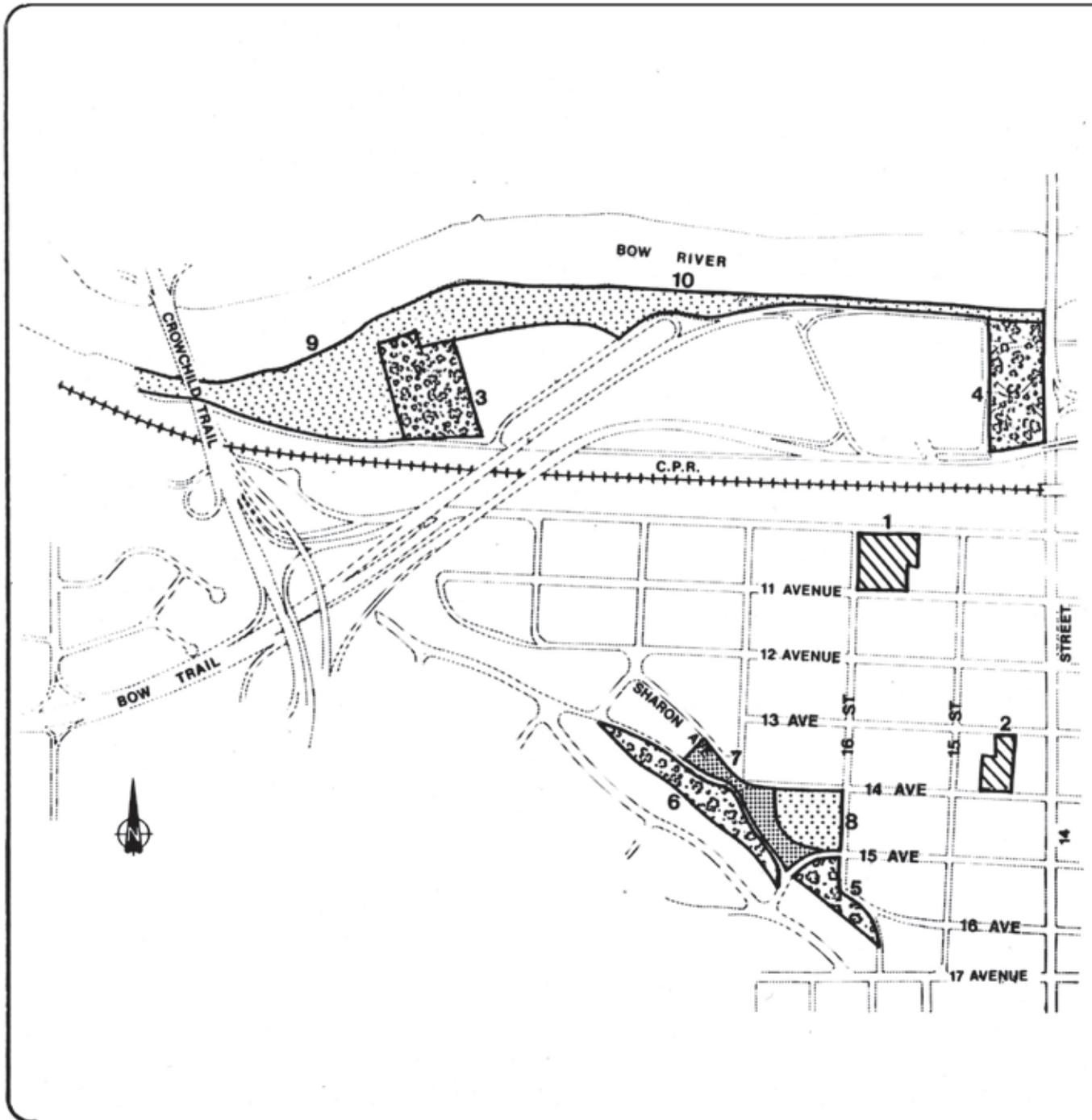
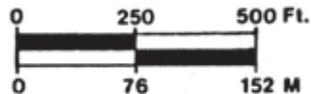
### Legend:

-  LOCAL
- 1. SUNALTA COMMUNITY ASSOCIATION SITE
- 2. SACRED HEART SCHOOL YARD
-  VISUAL RELIEF
- 3. SNOW DUMP SITE
- 4. EXPRESSWAY-RIVERBANK AREA
- 5. ESCARPMENT
- 6. ESCARPMENT
-  ADJACENT LOCAL
- 7. SUNALTA/ SCARBORO COMMUNITY OPEN SPACE
-  REGIONAL
- 8. CALGARY TENNIS CLUB
- 9. PUMPHOUSE THEATRE PARK
- 10. RIVERBANK PARK AND PATHWAY

**JULY 1983**



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### 3.5.2 Regional Open Space and Recreational Facilities in the Surrounding Area

1. Calgary Tennis Club Site

This site is leased by the City's Parks and Recreation Department to the Calgary Tennis Club. It encompasses approximately .8 hectares (2 acres), with nine tennis courts, a clubhouse, and parking facilities. The clubhouse is a two storey structure, 10.6 m by 15.2 m (35' by 50'), which has kitchen facilities, a cafeteria, a lounge area, change rooms and locker rooms. The parking lot is approximately 45.7 m by 18.2 m (150' x 60').

2. Pumphouse Theatre Regional Park

This site, comprising approximately 2.8 hectares (6.9 acres), is adjacent to the Bow River on the north side of the Canadian Pacific Railway tracks. At present, it is undeveloped and underutilized, depending mainly upon seasonal use such as skating and picnicking. The pumphouse has been renovated and functions as a theatre.

3. Riverbank Pathway System

This linear park contains a pedestrian path which parallels the south side of the Bow River. There is evidence of heavy use of this path system despite its narrowness, lack of buffering from vehicular traffic, and poor condition.

4. Snow Dump Site

Located adjacent to the Pumphouse Theatre site, this area is about 1.13 hectares (2.8 acres) and is utilized by the City of Calgary's Engineering Department as a snow disposal site.

5. Additional Regional Open Space Opportunities

Other regional open spaces within two miles of Sunalta include three riverside parks (River Park, Stanley Park, and Prince's Island Park); two golf courses; and the Stampede Grounds. As well, regional recreation facilities, such as an aquatics centre and mini-field house, will be developed in the Lindsay Park - Erlton area.

MAP No 16 **SUNALTA**

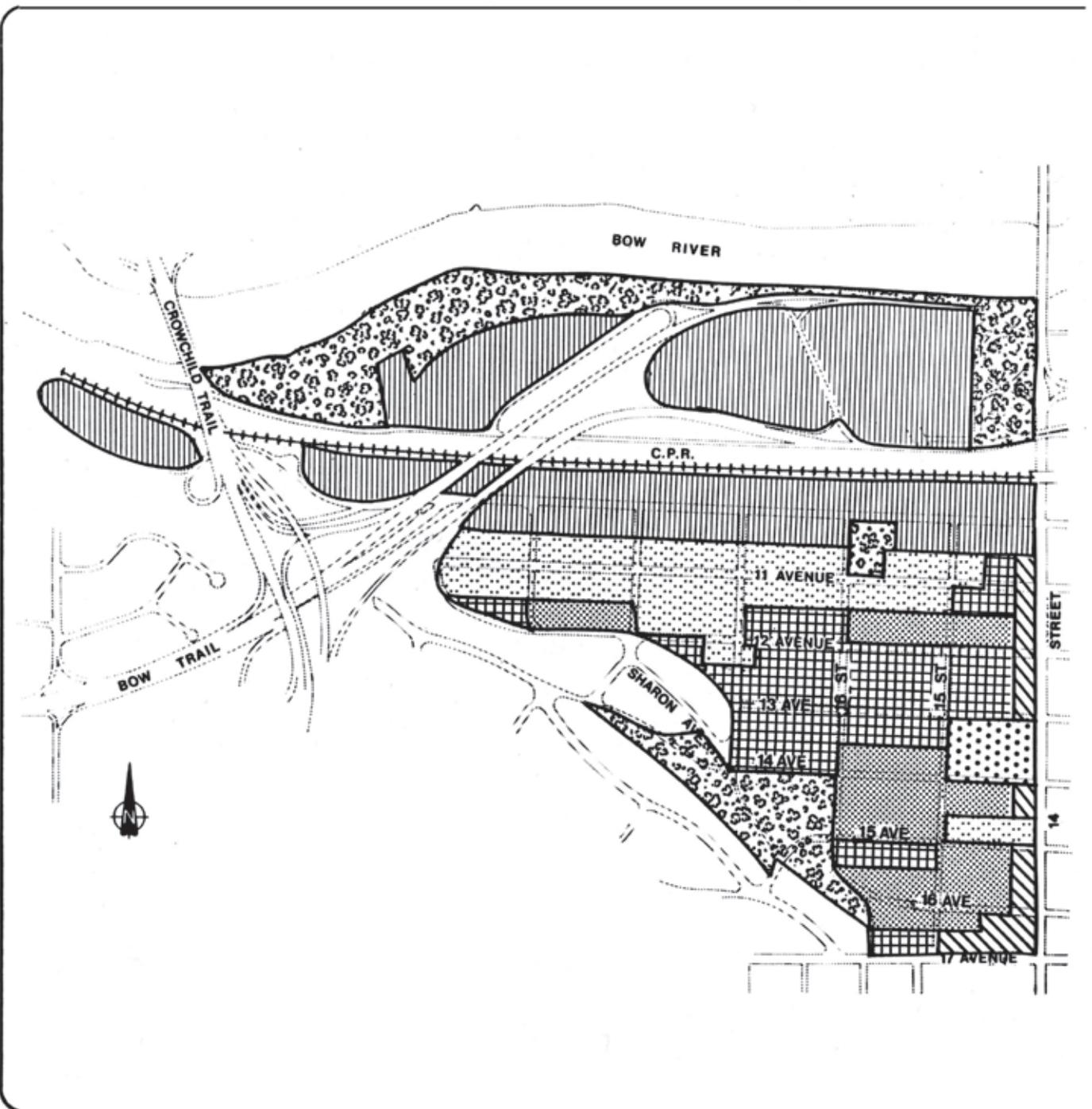
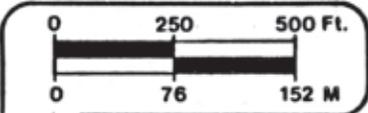
TITLE **EXISTING LAND USE**

Legend:

- HOUSES
- APARTMENTS
- HOUSES AND APARTMENTS
- COMMERCIAL
- COMMERCIAL AND INDUSTRIAL
- OPEN SPACE
- INSTITUTIONAL

**JULY 1983**

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### 3.6 The Transportation System

Sunalta is bounded by three major transportation corridors. Bow Trail and Crowchild Trail are designated expressway standard roads. 17th Avenue, 14th Street, 19th Street between 10th and 12th Avenues, 11th and 12th Avenues, are classified as major standard roads. 11th and 12th Avenues form a one-way couplet system, which is part of the proposed South Downtown Bypass. 10th Avenue, 18th Street between 10th and 12th Avenues, and 15th Street between 10th and 12th Avenues, are collector standard roads. All remaining streets function as local roads.

North of 12th Avenue is part of an unrestricted truck zone. The only restrictions placed on truck movements in the area relate to transporting hazardous materials, which is prohibited, except if the destination is within community boundaries.

#### 1. Vehicle Ownership

The 1976 Civic Census reported that Sunalta had an average of .92 vehicles per dwelling unit. More recent data on this subject is not available.

#### 2. Transit Service

The community is served by several public transit routes. Routes 2, 5, 6, 7, 17, 21, 101, 102, and 103 provide transit service to downtown while Route 15 furnishes crosstown service on 14th Street on a north-south basis.

## 4.0 FINANCIAL CONSIDERATIONS

The following charts indicate the public expenditure required in order to implement the proposals outlined in this Area Redevelopment Plan with regard to Open Space and Recreation Facilities. The costs are estimated in 1982 dollars.

## SUMMARY OF TOTAL COSTS

Proposal	Estimated Costs
1. Sunalta Community Association Site	\$194,050.00
Contingency (20%)	38,810.00
<b>TOTAL</b>	<b>\$232,860.00</b>
2. Cottage School Site Park Development	\$ 88,000.00
Contingency (20%)	17,000.00
<b>TOTAL</b>	<b>\$105,600.00</b>
3. 16th Street Pathway	\$ 35,250.00
4. 14th Avenue/17th Street/ Sharon Avenue Park	\$ 41,500.00
Contingency (20%)	8,300.00
<b>TOTAL</b>	<b>\$ 49,800.00</b>
5. 15th Street/16th Avenue Park Acquisition Costs including acquisition fees, demolition charges, legal and appraisal costs	\$380,000.00
Park Development	30,000.00
Contingency (20%)	82,000.00
<b>TOTAL</b>	<b>\$492,000.00</b>
6. 14th Avenue/16th Street Park Acquisition costs including acquisition fees, demolition charges, legal and appraisal costs	\$495,000.00
Park Development	(Costs to be determined at site planning stage)
Contingency (20%)	4 99,000.00
<b>TOTAL</b>	<b>\$594,000.00</b>
<b>TOTAL COSTS</b>	<b>\$1,509,510.00</b>

## DETAILED COSTS

Improvements	Estimated Costs
<b>1. Sunalta Community Association Site Improvements</b>	
Landscaping	
25 trees @ \$350.00 each	\$ 8,750.00
100 shrubs @ \$20.00 each	2,000.00
Park Furniture	
5 picnic tables @ \$700.00 each	3,500.00
8 benches @ \$700.00 each	5,600.00
8 litter bins @ \$250.00 each	2,000.00
4 light standards @ \$1,500.00 each	6,000.00
2 chess tables @ \$600.00 each	1,200.00
Utility Pole Removal	60,000.00
3 Tennis Courts	105,000.00
Sub-Total	\$194,050.00
Contingency (20%)	38,810.00
<b>TOTAL</b>	<b>\$232,860.00</b>
<b>Park Development</b>	
<b>2. Cottage School Site Park Development</b>	
Demolition of structures	
	\$ 6,000.00
Grassing and landscaping	
	15,000.00
Park furniture	
	15,000.00
Multi-use Court	
	22,000.00
Decorative Park Area	
	30,000.00
Sub-Total	\$88,000.00
Contingency (20%)	17,600.00
<b>TOTAL</b>	<b>\$105,600.00</b>

Alterations	Estimated Costs
<b>3. 16th Street Pathway</b>	
Breakout of existing asphalt, curb, sidewalk	\$ 9,975.00
Construction of turn-around area for laneways	4,400.00
Construction of pathway (interlocking brick and landscaping)	15,000.00
Sub-Total	\$29,375.00
Contingency (20%)	5,875.00
<b>TOTAL</b>	<b>\$35,250.00</b>
<b>4. 14th Avenue/17th Street/ Sharon Avenue Park</b>	
Street Closure/Development	
	\$21,000.00
Landscaping/Park Furniture	
	12,500.00
Creative Playground	
	8,000.00
Sub-Total	\$41,500.00
Contingency (20%)	8,300.00
<b>TOTAL</b>	<b>\$49,800.00</b>

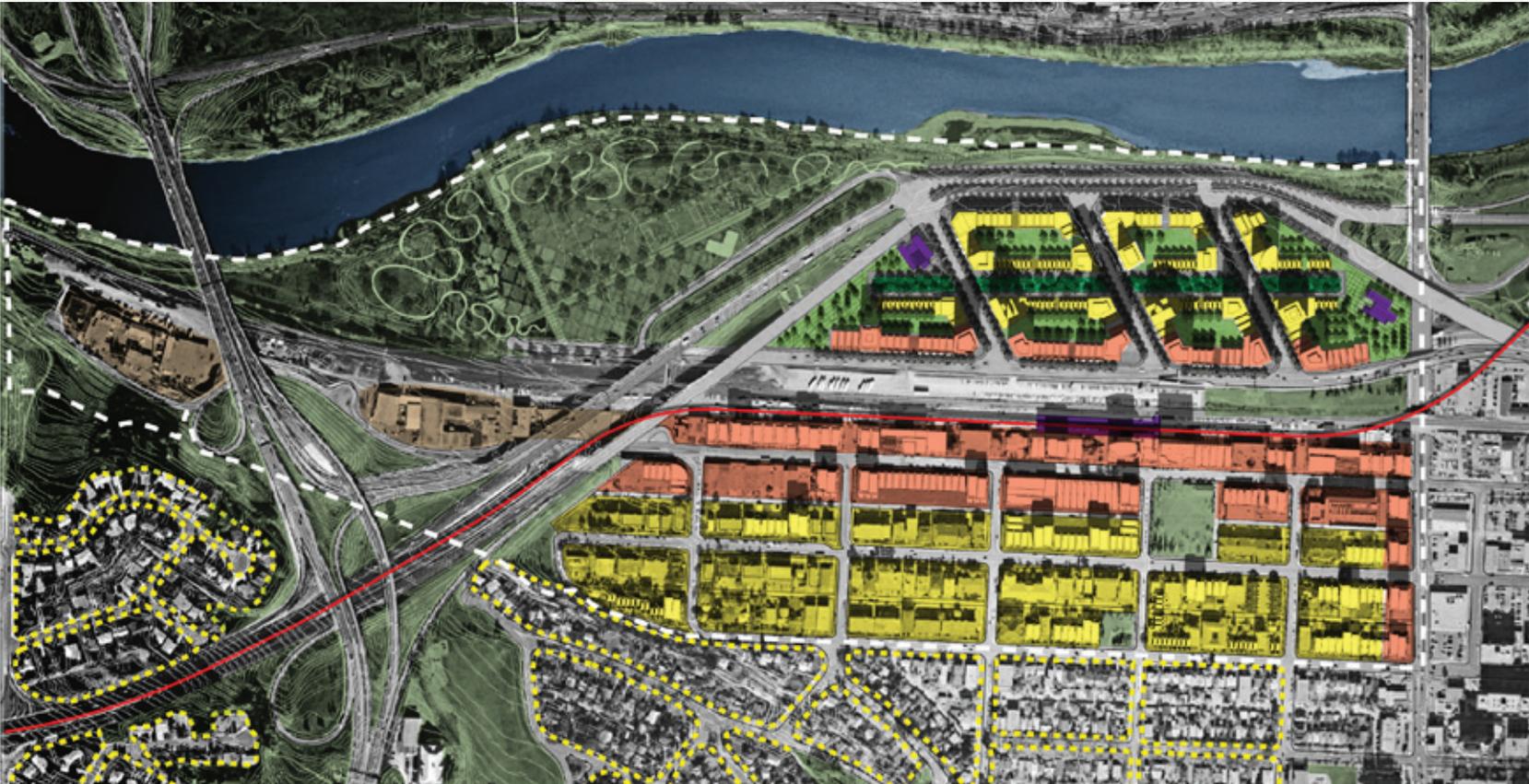
<b>Alterations</b>	<b>Estimated Costs</b>
5. 15th Street/16th Avenue Park	
Acquisition Costs including acquisition fee, demolition charges, legal and appraisal costs	\$380,000.00
Park Development dependent on final site design	30,000.00
Sub-Total	\$410,000.00
Contingency (20%)	82,000.00
<b>TOTAL</b>	<b>\$492,000.00</b>
6. 14th Avenue/16th Street Park	
Acquisition Costs including acquisition fee, demolition charges, legal and appraisal costs	\$495,000.00
Park Development	(Costs to be determined at site planning stage.)
Contingency (20%)	99,000.00
<b>TOTAL</b>	<b>\$594,000.00</b>
<b>TOTAL COSTS</b>	<b>\$1,509,510.00</b>

# 5.0 CONCEPTS FOR LANDS NORTH OF THE CPR TRACKS

The following figures illustrate development concepts for the lands north of the CPR tracks developed during the Sunalta Area Redevelopment Plan Amendment process undertaken in 2009<sup>1</sup>. These are concepts only and are not representative of the policy contained within the Area Redevelopment Plan.

Map 17. Land Use Concept for Lands North of the CPR Tracks

residential mixed use commercial / institutional open space public use



1 Source: Bing Thom Architects, Sunalta 2035: Community Planning and Urban Design Study - Final Report July 2009.

Map 18. Development Concept for Lands North of the CPR Tracks

