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## **OFFICE CONSOLIDATION**

**1992 May,  
2002 July,  
2004 April,  
2008 June**

# **SUNALTA**

## **Area Redevelopment Plan**

**DRAFT AUGUST 6, 2009**

**Bylaw 13P82  
Approved 1983 July 25**



**NOTE:**

This office consolidation includes the following amending Bylaws:

| <b>Amendment</b> | <b>Bylaw</b> | <b>Description</b> | <b>Date</b>  |
|------------------|--------------|--------------------|--|
| 1.               | 29P83        | 1993 November 6    | Map 3 Land Use Districts (superceded by Bylaws 4P84, 7P92) and Section 3.4.1 Direct Control Districts.   |
| 2.               | 4P84         | 1984 April 9       | Section 3.2.6 Special Study Area, Map 2 Land Use Policies. (superceded by Bylaws 8P86, 12P88), Map 3 Land Use Districts, (superceded by Bylaw 7P92)                  |
| 3.               | 6P86         | 1986 March 10      | Section 4.3 Implementation and Section 5.2 Implementation.   |
| 4.               | 8P86         | 1986 April 14      | Section 3.4.1 Direct Control Districts, subsection 2. (superceded by Bylaw 12P88), subsection 3 and subsection 4   |
| 5.               | 12P88        | 1988 July 18       | Map 2 Land Use Policies (superceded by Bylaw 12P88)  |
| 6.               | 7P92         | 1992 May 11        | Map 2 Land Use Policies, and Section 3.4.1 subsection 2.   |
| 7.               | 1P96         | 1996 January 8     | Map 3 Land Use Districts deleted.May 11, 1992  |
| 8.               | 2P96         | 2004 April 19      | Section 3.3.2 Land Use Policies  |
| 9.               | 4P2004       | 2004 April 19      | Section 3.3.3 Land Use Districts (superceded by Bylaw 33P2001).  |
| 10.              | 44P2008      | 2008 June 1        | Section 3.4.1 Direct Control Districts.  |
| 11.              | 15P2009      | 2009 July 13       | Map 2 Land Use Policies, and Section 3.4.1, subsection 5. Add text in Preface.   |
|                  |              |                    | Map 2 Land Use Policies, Map 5 Transportation Policy, Section 3.3 Land Use Adjacent to the Sunalta Light Rail Transit (LRT) Station, and Section 5.1 Transportation. |

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

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

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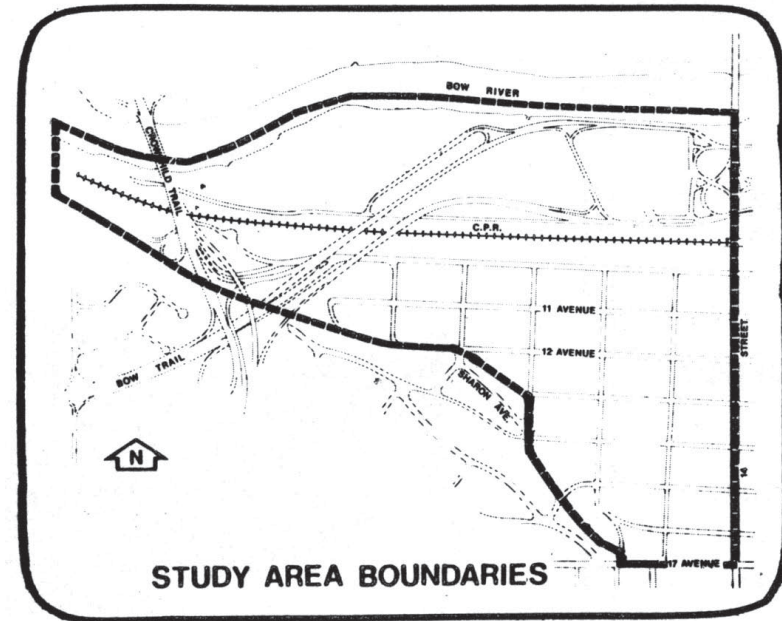
## PREFACE

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

### amendment

This document contains land use polices from the 1983 Sunalta Area Redevelopment Plan, as amended from time to time. These polices 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 LRT station and implement transit oriented development policies in vicinity of the Sunalta LRT station. The amended Sunalta Area Redevelopment Plan is intended to guide redevelopment in Sunalta over the next 30 years.

## MAP 1 - STUDY AREA BOUNDARIES



## 1.0 STUDY BOUNDARIES

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

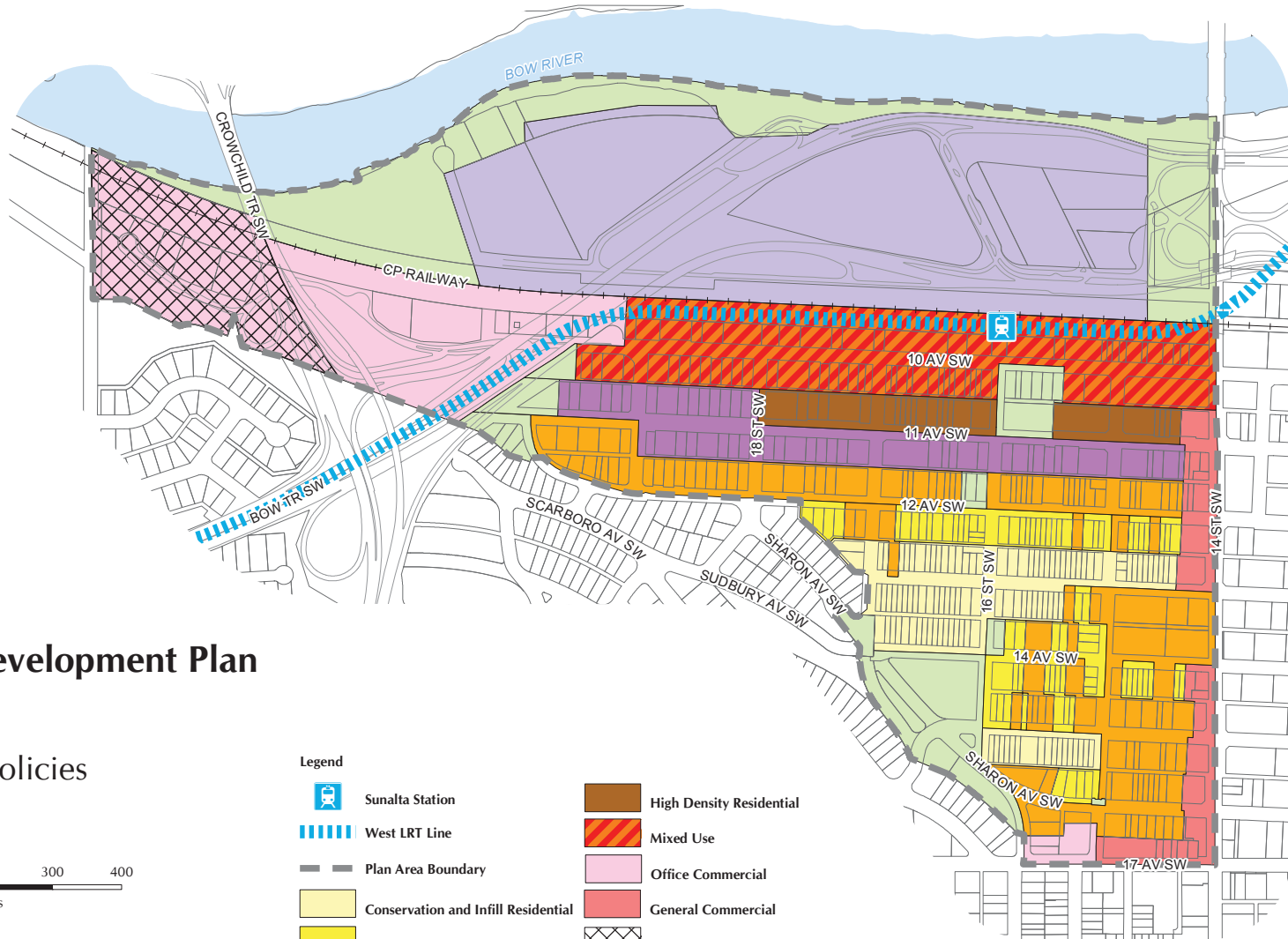
North: Bow River

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.

West: 24A Street S.W.

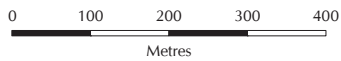
This Area Redevelopment Plan covers approximately 93 ha (230 acres).










# Sunalta Area Redevelopment Plan

Map 2

## Land Use Policies



**Legend**

-  Sunalta Station
-  West LRT Line
-  Plan Area Boundary
-  Conservation and Infill Residential
-  Medium Low Density Residential
-  Medium Density Residential
-  Medium High Density Residential
-  High Density Residential
-  Mixed Use
-  Office Commercial
-  General Commercial
-  Special Study Area
-  Land Use North of C.P.R. Tracks
-  Open Space

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



X:\271\_Sunalta\_ARP\Business\_Tech\_Serv\GIS\document\_maps\land\_use\_policies.mxd

Approved: 13P82  
Amended: 4P84, 12P88, 4P2004, 15P2009

## 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;

amendment

- 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;
- 7) To encourage and enable the preservation of the community's historic resources and character.

## 3.0 LAND USE

### 3.1 Residential Land Use

#### 3.1.1 Objectives

Residential land use policies are based on the following objectives:

amendment

- 1) To encourage and enable the preservation of the community's historic resources and character throughout the community with a focus on retaining the community's historic character south of 11th Avenue where the greatest concentration of historic resources and character are found;
- 2) To ensure a transition between the conservation area and higher density areas which is harmonious in form and scale;

amendment

- 3) To accommodate medium to high density redevelopment in the vicinity of the Sunalta LRT Station.

#### 3.1.2 Land Use Policies

##### Context

amendment

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

amendment

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. Contributing to the historic character of this area is the mature landscaping associated with many of these properties. 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.

*Map 3 Land Use Districts - deleted 7P92*

Policy

amendment

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

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 terms of scale and setbacks.

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 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.

amendment

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 six storeys in height.

5. High Density

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

### 3.1.3 Land Use Districts

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

| Residential Land Use Policy | Residential Land Use District |
|-----------------------------|-------------------------------|
| Conservation and Infill     | M-CGd72                       |
| Medium Low Density          | M-CGd111                      |
| Medium Density              | M-C2                          |
| amendment                   |                               |
| Medium High Density         | M-H1d3.5                      |
| High Density                | M-H2d4.5                      |

### 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. Landscaping

- a) Existing mature trees should be retained on site, particularly when located in front yards.
- b) Front yards should be used as landscaped areas and not as parking areas.
- c) Trees and shrubs should be planted to screen parking areas from view along the street.

#### 2. Design Considerations

##### Conservation and Infill

amendment

- a) It is preferable to design contemporary structures at a contextually compatible scale rather than duplicate or mimic the design of historic structures in the area. New structures should be of quality architecture using durable, high quality materials. Durable, high quality materials include but are not limited to solid wood siding, wood shingle cladding, brick and stone. Vinyl siding is not considered to be a durable, high quality material.
- b) New development should demonstrate compatibility with existing contextual dwellings and the streetscape with regard to the following elements:
  - i) Setbacks to the street;
  - ii) Front yard soft landscaping character;
  - iii) Building scale and height; and,
  - iv) Orientation to the street with associated features that are characteristic to the area such as front porches and verandas.
- c) It is also permissible for new development to reflect existing dwellings that have

amendment

historic character in the area context with regard to the following elements:

- i) Setbacks to the street
- ii) Front yard soft landscaping character;
- iii) Building form, scale, and massing; and,
- iv) Finish materials.

Medium Low Density and Medium Density

- a) A diversity in facade treatment should be ensured, particularly in developments over 15.24 metre frontage, through the use of multiple building entrances oriented to the street, a variety of finish materials, and different wall face and roofline detailing and arrangements.

amendment

- b) It is preferable that new development be quality contemporary architecture and use durable, high-quality materials rather than mimicking and duplicating historical styles. It is also permissible, however, for new developments to reflect elements of the historic architectural character of the area in terms of materials, forms, massing and detailing.
- c) In developments fronting onto major roads, noise attenuation for residential units at grade should be provided

through appropriate landscaping, fencing, orientation of units, and/or insulation techniques.

amendment

Medium High Density and High Density

- a) Facades 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.
- b) It is preferable that new development be quality contemporary architecture and use durable, high-quality materials rather than mimicking and duplicating historical styles. It is also permissible, however, for new developments to reflect elements of the historic architectural character of the area in terms of materials, forms, massing and detailing.

## 3.2 Commercial Land Use

### 3.2.1 Objectives

- a) To encourage the development of medium density general commercial districts which provide a wide range of goods and services;
- b) To encourage some commercial component in

new developments along 14th Street that caters to the goods and service needs of the local neighbourhood;

- c) To encourage the development of commercial uses that reinforce the pedestrian oriented shopping street character of 17th Avenue;

amendment

- d) To encourage the continued growth of commercial and professional service office space along 10th Avenue west of Bow Trail;

amendment

- e) To discourage the growth of industrial activities and the expansion of existing industrial sites on 10th Avenue west of Bow Trail;
- f) To promote an improved pedestrian environment along commercial streets.

### 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 and C-COR2f3.0h23 land use districts apply to the existing commercial area along 14th Street.

#### 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 (12 m).

- b) Parking relaxations should not be allowed unless statistical support for such relaxations is offered.
- 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.

#### 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 land use district applies to the existing commercial area on 17th Avenue.

#### 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 (12 m).
- b) Parking relaxations should not be allowed unless statistical support for such relaxations is offered.
- c) The building design should accommodate retail uses at grade (e.g. individual storefront entries).
- d) Street furniture and landscaping should be provided within all required by-law setbacks and corner visibility triangles.
- e) Signage should be sensitive to a pedestrian scale.

amendment

### 3.2.5 10th Avenue Commercial Developments between Bow Trail and Crowchild Trail

#### 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. There are wholesale distributors, medical laboratories and offices for professional services.

### Policies

#### amendment

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.

### Land Use Districts

The C-COR2f3.0h27 land use district applies to areas along 10th Avenue west of Bow Trail to Crowchild Trail, and the C.P.R. right-of-way.

### 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 (12 m).
- b) Parking relaxations should not be allowed unless statistical support for such relaxations is offered.

- c) There should be a front yard setback of approximately 3 m to be compatible with the existing setback.

## **3.2.6 Special Study Area - 10th Avenue Commercial Developments West of Crowchild Trail**

### 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.*

### 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.*

### 3.3 Mixed Land Use

#### 3.3.1 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.

#### Land Use Districts

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

#### 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. **4P84**

### 3.3.2 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.*

*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.*

#### Policy

*The land use strategy allows for medium-high density, mixed use commercial/retail development at-grade with office/residential uses encouraged 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.*

### 3.3.3 Land Use Districts

A Direct Control District modeled on the CC-X district reflects the general intent of the mixed use policies. 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.

### 3.3.4 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 should not exceed the maximum density of 5.0 FAR.
- c. The maximum FAR may be increased by a maximum of 2.0 FAR in accordance with the Density Bonus provisions (2) below.

#### 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. Contribution to a community investment fund (CIF) established by Council.
- 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.*
- iv. *Upgrading of the publicly accessible areas within the LRT station.*

amendment

- v. Financing open space improvements in accordance with the policies in Section 4.2 of this Plan.
- vi. Implementation of a grants program for the rehabilitation of historic resources with a formal historic resource designation.

- 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.*

amendment

### 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 formal 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 3.5.1.3(2) of this Plan.

### 4) Offsite Development Levy

- a. *Council will be asked to establish an offsite development levy.*
- b. *The following is a preliminary list of improvements that should be considered in the establishment of an offsite development levy:*
  - i. *Facilitating an uninterrupted above-grade pedestrian link through the LRT station from the plaza to Bow Trail.*
  - ii. *Upgrading the 10th Avenue right of way for pedestrians, cyclists and transit patrons.*
- c. *Implementation of the offsite development levy will require preparation of detailed designs, including cost estimates, and Council approval of appropriate bylaws, procedures and policies.*

5) *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 62 metres along 10th Avenue between 14th and 18th Streets.*
- c. *New development should be a maximum of 14 storeys in height not to exceed 56 metres along 10th Avenue between 18th Street and Bow Trail.*

6) *Massing*

- a. *The maximum size of a floor plate for the portions of a residential building above 36 metres in height should be 930 square metres on the north side of 10th Avenue and 650 square metres on the south side of 10th Avenue with a maximum horizontal dimension of 44 metres.*
- b. *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.*

- c. *South of 10th Avenue towers above 36 metres are encouraged at the corners of blocks and discouraged at mid-block locations.*
- d. *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.*
- e. *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.*
- f. *Upper storey building elements, including penthouse floors and mechanical rooms should be stepped or shaped to contribute to a distinctive skyline.*
- g. *Building design for towers should respect good practices to minimize risk to migratory and resident bird populations.*

- h. 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.*
- 7) *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, concession kiosks, news stands and bicycle parking.*
- 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 LRT tracks should incorporate a high degree of acoustic measures to mitigate the noise of the LRT and CPR activity.*
- k. The pedestrian realm along 10th Avenue should have three distinct zones as follows (refer to Figure 1):*

- i. Street Edge and Furnishings – An area 1.5 metres wide available for street trees, furnishings, bus stops, lighting, wayfinding, bicycle racks and may be used for utilities;*
- ii. Throughway – An area 3 metres wide used for pedestrian 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.*

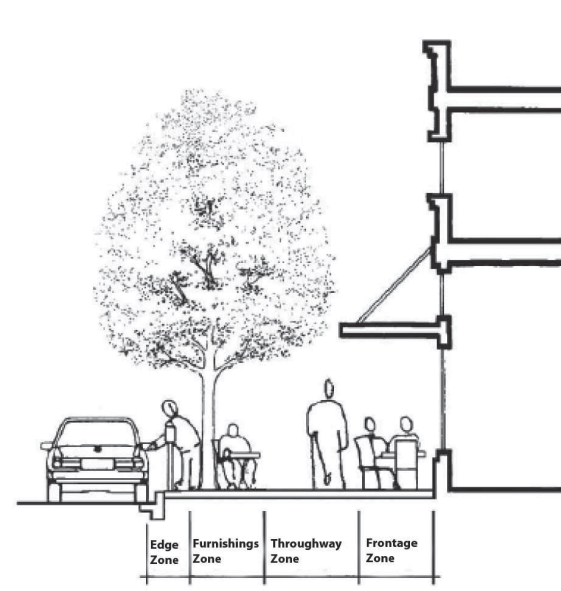


Figure 1. Pedestrian Realm

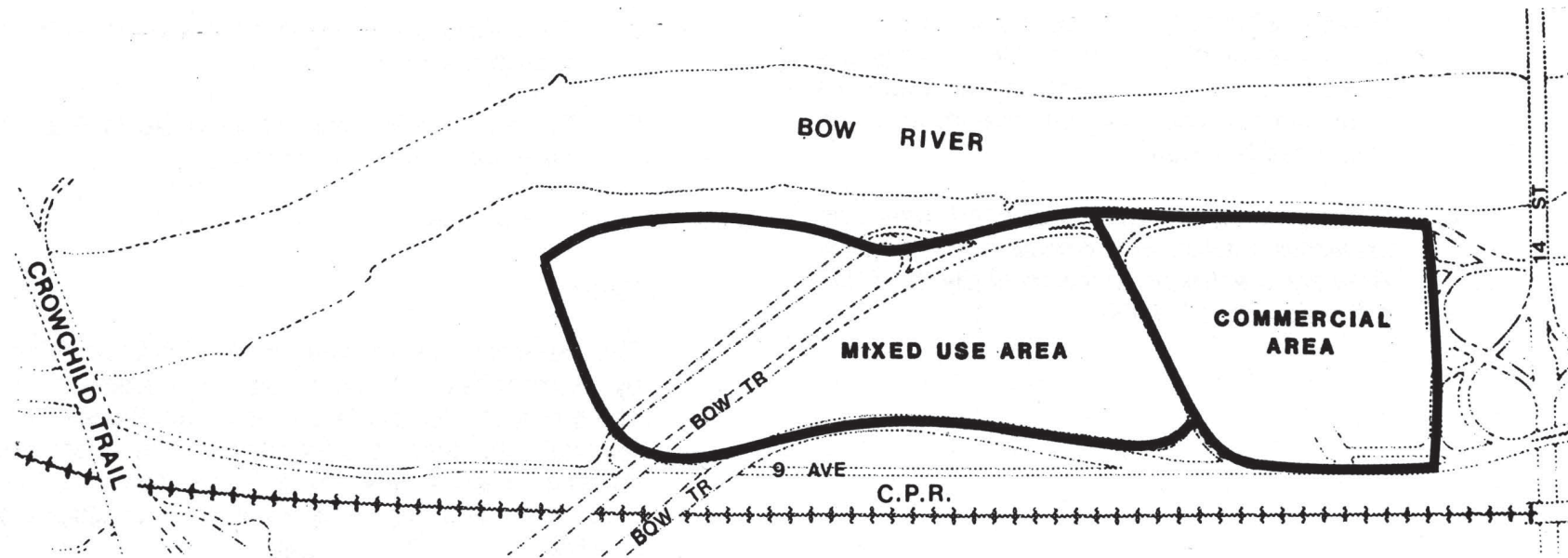
- l. Individual developments should construct the portion of 10th Avenue adjacent to their site up to the curb in accordance with the standards in (k) above.*
- m. The 10th Avenue carriageway should have a width of 15.4 metres.*

#### 8) 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*



**MAP 3 - LAND USE NORTH OF THE C.P.R. TRACKS**



**LAND USE POLICIES**

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. 15P2009*

amendment

- d. (This policy is under review) 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, the Approving Authority may consider amendments to existing development permits or special arrangements in new development permits that facilitate interim development solutions, including parking relaxations, until the final arrangements on the former CPR lands are determined by The City.

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

#### 3.4.1 Objectives

Land use policies recommended are based upon the following objectives:

- 1) To encourage redevelopment that achieves a more efficient use of the land;
- 2) To ensure redevelopment that is compatible with the particular site characteristics;
- 3) To encourage land uses that are supportive of Light Rail Transit;
- 4) To accommodate mixed use development in specific locations;
- 5) To encourage commercial development in appropriate locations;
- 6) To encourage developments which create pleasant living and working environments.

#### 3.4.2 Land Use Policies

##### Context

This area encompasses large parcels of land, surrounded by expressways, with no regular local road pattern. There is a bus terminal, car dealership and some warehousing but generally the area is underutilized with enormous amounts of space servicing surface parking lots.

## Policy

New developments should provide adequate site amenities and ensure a sensitive building orientation and form, while still allowing for innovation in design.

### a) Commercial Area

*The intent within the commercial area is to accommodate a bus terminal and related operations as well as a range of moderate intensity commercial uses.*

**1P96**

### b) Mixed Use Area

The intent within the mixed use area is to encourage redevelopment which integrates a wide range of permitted land uses including commercial, residential, and recreational. Maximum land use densities should be within the following range:

- Office - 114,456 square metres
- Retail - 9,290 square metres
- Residential - 3,000 dwelling units

The office component can be increased by 9,290 square metres once additional transportation improvements have been approved and implemented. Distribution of the potential land uses and densities between the two properties will be determined at the time of the first land use amendment or development permit application. Densities should be determined to ensure a proportionate allocation

of the office component between the two properties, based on the site area.

## **3.4.3 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:

- a) A pedestrian connection should be provided to the Bow River pathway system and to adjacent public park areas.
- b) An amenity area based on the number of residential dwelling units should be included in new developments, half of which should be provided in the form of outdoor open space (communal or private) at grade or in close proximity to grade.
- c) Commercial sites should provide useable, landscaped public open space at grade.
- d) Open space should be integrated with the development.
- e) Noise attenuation for residential units should be provided through appropriate landscaping, orientation of units, and/or insulation techniques.
- f) Buildings should be terraced when adjoining the river or existing public parks.

- g) Building form and orientation should provide for reasonable sunlight penetration, particularly to residential developments and the riverbank system.
- h) A pedestrian walkway linkage to the Sunalta LRT Station should be included.

### 3.5 Other Land Uses

#### 3.5.1 Heritage

amendment

##### 3.5.1.1 Objectives

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

##### 3.5.1.2 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

amendment

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 7.6 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 materials consisting prominently of lapped wooden siding and/or wooden shingle cladding;
- Local landmarks such as the Pumhouse 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 heritage character of the community will be focused upon the area south of 11th Avenue where the greatest concentration of heritage resources are situated and where the proposed land uses allow. Conservation of the heritage 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.

#### Policy

- 1) 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.

- 2) The City and the Calgary Heritage Authority, in cooperation with the community, will update the "Inventory of Evaluated Historic Resources" as new sites are identified.
- 3) 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.
- 4) The City will consider the possibility of additions to historic structures where architecturally appropriate and technically feasible. Additions and alterations to historic structures 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) Dual street naming to commemorate historical street names is encouraged.
- 6) Increased interpretation of the community's history is desired and will be encouraged.
- 7) Conservation efforts will involve the community through education and public awareness programs, monitoring of historic resources and continued participation in the development approval process.

## 3.5.1.3 Implementation

- 1) The Approving Authority should encourage preservation of historic resources by considering various incentives to encourage reuse of existing structures. Such incentives could include:
  - a) Relaxation of specific Land Use Bylaw provisions related to parking or setback requirements;
  - b) Conversion of residential structures to non-residential uses through a land use amendment application, where eligible properties include residential structures on the “Inventory of Evaluated Historic Resources” or residential structures built prior to 1950; and,
  - c) Allowance of a density transfer from sites with a formal historic resource designation to other properties within the community in accordance with the heritage density transfer provisions (2) below.
- 2) Unused density rights on an individual site within the community of Sunalta, created as a result of the formal 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 the total maximum

allowable density;

- b) The source 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.
- 3) 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.

### 3.5.2 13th Avenue Heritage Greenway

#### 3.5.2.1 Objectives

- 1) To create a unique greenway that is comfortable and safe for pedestrians and users of alternative transportation modes while contributing to interpretation of historic resources located along 13th Avenue.

#### 3.5.2.2 Land Use Policies

##### Context

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:

- Victoria Crossing Area (between McLeod Trail SE and 4th Street SW)
- Connaught Area (between 4th Street SW and 8th Street SW)
- West Connaught Area (between 8th Street SW and 14th Street SW)
- Sunalta Area (between 14th Street SW and 17th Street SW)

In keeping with the *Beltline Area Redevelopment Plan* and the *Centre City Plan*, 13th Avenue from 17th Street S.W. to Macleod Trail SE is to be reconstructed 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, etc.). Emphasis is placed on the recreational

aspect of the street, pedestrian safety and existing natural and heritage qualities of the street.

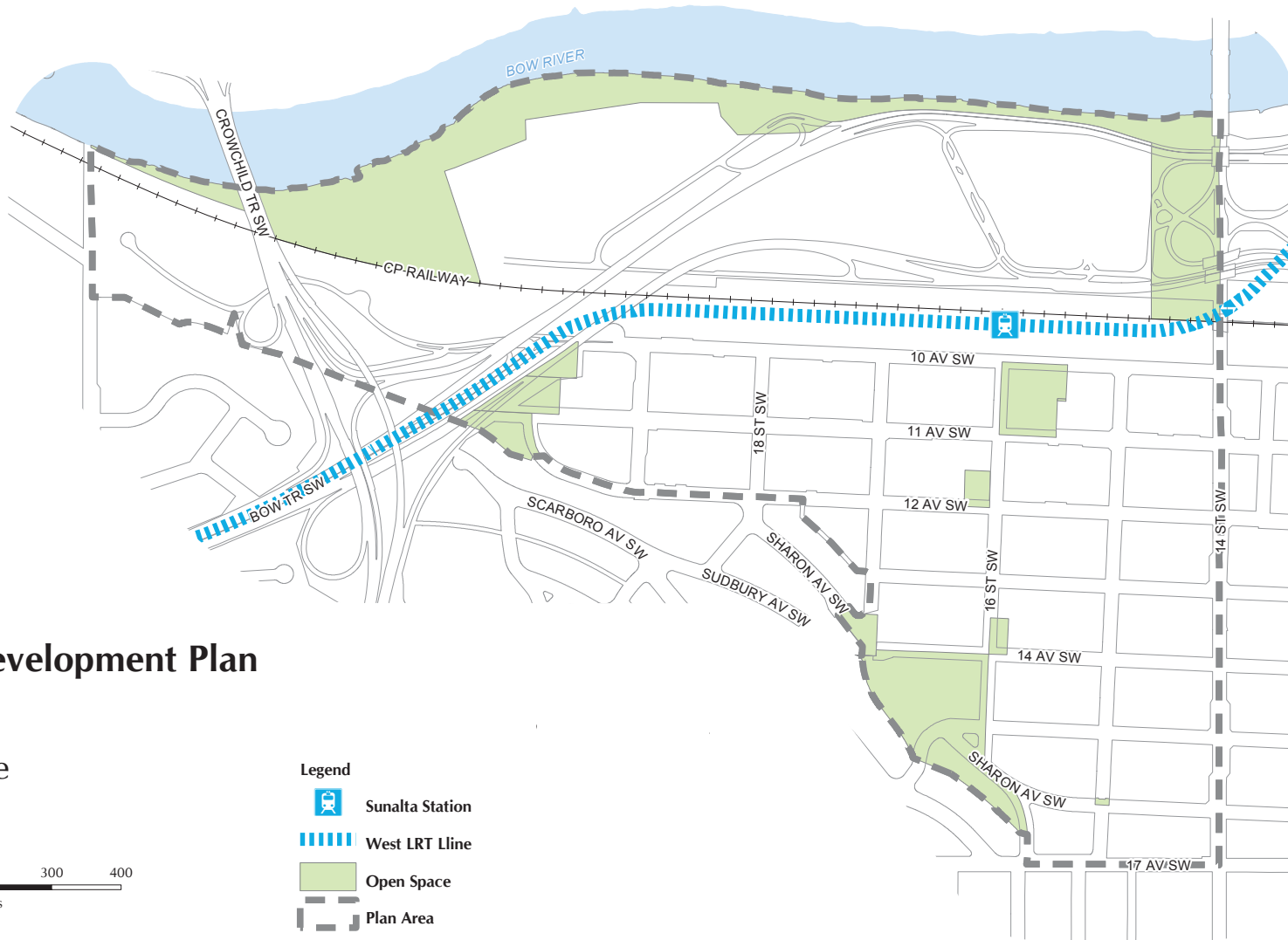
##### Policy

- 1) 13th Avenue in Sunalta between 14th Street and 17th Street is designated as a greenway and includes its functional design and its associated interpretive features that will contribute to interpretation of the community's history.

### 3.5.3 Institutional Use

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.

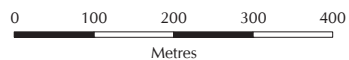








# Sunalta Area Redevelopment Plan

Map 4

## Open Space



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

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



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Approved: 13P82  
Amended: 15P2009

## 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 needs of the community.

### 4.2 Policies

#### 1) The Sunalta Community Association Site

This site, located at 1627 - 10th Avenue, should be retained as a recreation area particularly for the use of apartment dwellers 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 mature 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. 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.

#### amendment

The area could be designed to facilitate a range of recreational uses, including, but not limited to, a community garden.

The Sunalta community will continue to use the site on 10th Avenue as its Community Association building. 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.

#### 2) 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 mix of active and passive functions, such as a multi-purpose court for basketball and floor hockey, chess tables and barbeque pits. The Cottage School Site could be established as a location to display local public art features.

#### 3) 16th Street sPARK

The area along 16th Street between 11th and 12th Avenues could be established as a sPARK (a street park or a portion of a street right-of-

way that doubles as park space). As a sPARK, 16th Avenue may be closed for limited time periods to accommodate events, programming or other recreational activities. This portion of 16th Street could utilize distinctive paving, textures and colour treatments to distinguish the area as a sPARK. Developing 16th Street as a sPARK would connect the parks on the Sunalta Community Association site and the Cottage School site.

4) 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 playground equipment. The relaxation area could be improved through the planting of additional trees and the provision of benches. In addition, there would be room for an open field for unorganized games and free play activities.

5) The 15th Street/16th Avenue Park

This area should be landscaped with mature trees and shrubs in order to buffer the area from traffic as well as to ensure a more attractive 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.

6) Sunalta Wildflower Community Garden

The park at the corner of 14th Avenue and 16th Street is used as a community garden. The area could provide passive or active recreational opportunities, depending on community preferences.

7) The Riverbank Area

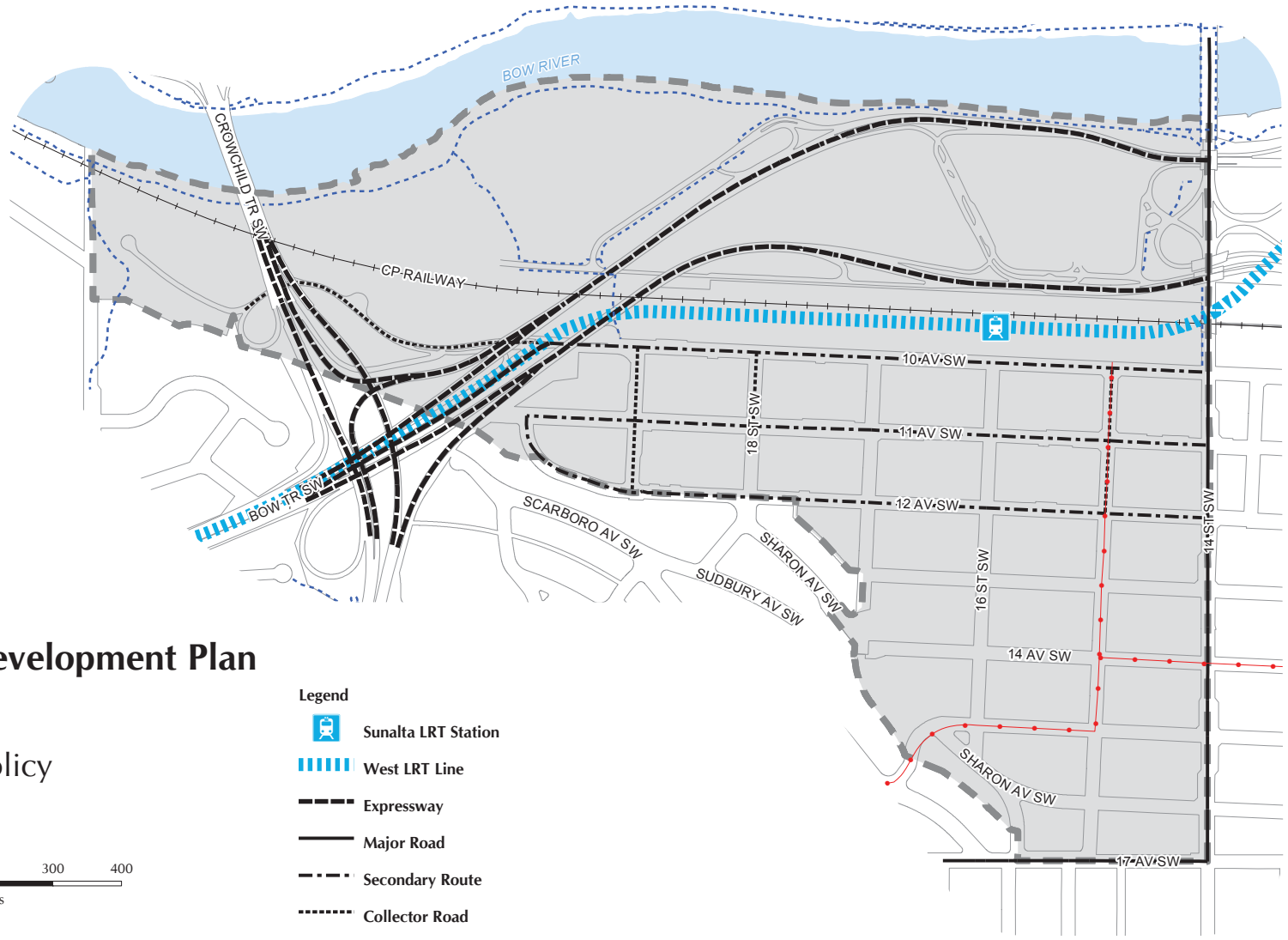
The preparation of a "Master Plan" (detailed land use concept plan) for the Regional Park around the Pumphouse Theatre is proposed in order to improve its usability and accessibility. As an interim measure, vegetation cover and park furniture should be introduced in the area to make it more attractive.

During the development of the Master Plan, consideration should also be given to the viability of a pedestrian overpass from the 20th Street alignment, over the tracks and expressways to the Sunalta Community. This feature would provide better access to the Pumphouse Regional Park.

## 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.














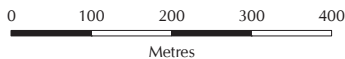
# Sunalta Area Redevelopment Plan

Map 5

## Mobility Policy

**Legend**

-  Sunalta LRT Station
-  West LRT Line
-  Expressway
-  Major Road
-  Secondary Route
-  Collector Road
-  Regional Pathway
-  Bikeway
-  Plan Area



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



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## 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.

### 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

### 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. **15P2009***

amendment

- 5) The City shall improve the pedestrian and tree environment along 16th Street from south of 13th Avenue to north of 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) 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.