

PROPOSED

CPC2021-0130
ATTACHMENT 3

BYLAW NUMBER 26P2021

BEING A BYLAW OF THE CITY OF CALGARY TO AMEND THE HILLHURST/SUNNYSIDE AREA REDEVELOPMENT PLAN BYLAW 19P87 (LOC2017-0154/CPC2021-0130)

WHEREAS it is desirable to amend the Hillhurst/Sunnyside Area Redevelopment Plan Bylaw 19P87, as amended;

AND WHEREAS Council has held a public hearing as required by Section 692 of the *Municipal Government Act*, R.S.A. 2000, c.M-26, as amended:

NOW, THEREFORE, THE COUNCIL OF THE CITY OF CALGARY ENACTS AS FOLLOWS:

1. The Hillhurst/Sunnyside Area Redevelopment Plan attached to and forming part of Bylaw 19P87, as amended, is hereby further amended as follows:
 - (a) In the Table of Contents, delete the heading '9.0 GRACE HOSPITAL SITE' and all subheadings 9.1 to 9.6, and replace with the following headings and update the page numbers accordingly:

| | |
|------|----------------------------|
| "9.0 | RILEY PARK VILLAGE SITE |
| 9.1 | Community Context |
| 9.2 | History |
| 9.3 | Vision |
| 9.4 | Site Context |
| 9.5 | Land Use and Design |
| 9.6 | Site Design and Built Form |
| 9.7 | Mobility |
| 9.8 | Implementation" |
 - (b) In the List of Maps on page 3, under the heading 'Hillhurst/Sunnyside Area Redevelopment Plan Part I', add the following after 'MAP 6 TRANSPORTATION SYSTEM', and update the page numbers accordingly:

| | |
|--------|--------------------------|
| "MAP 7 | LOCATION AND CONTEXT |
| MAP 8 | MAXIMUM BUILDING HEIGHT" |
 - (c) In Part I, delete Section 9.0 'Grace Hospital Site' in its entirety, and replace with the text and maps attached as Schedule A.

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2. This Bylaw comes into force on the date it is passed.

READ A FIRST TIME ON _____

READ A SECOND TIME ON _____

READ A THIRD TIME ON _____

MAYOR

SIGNED ON _____

CITY CLERK

SIGNED ON _____

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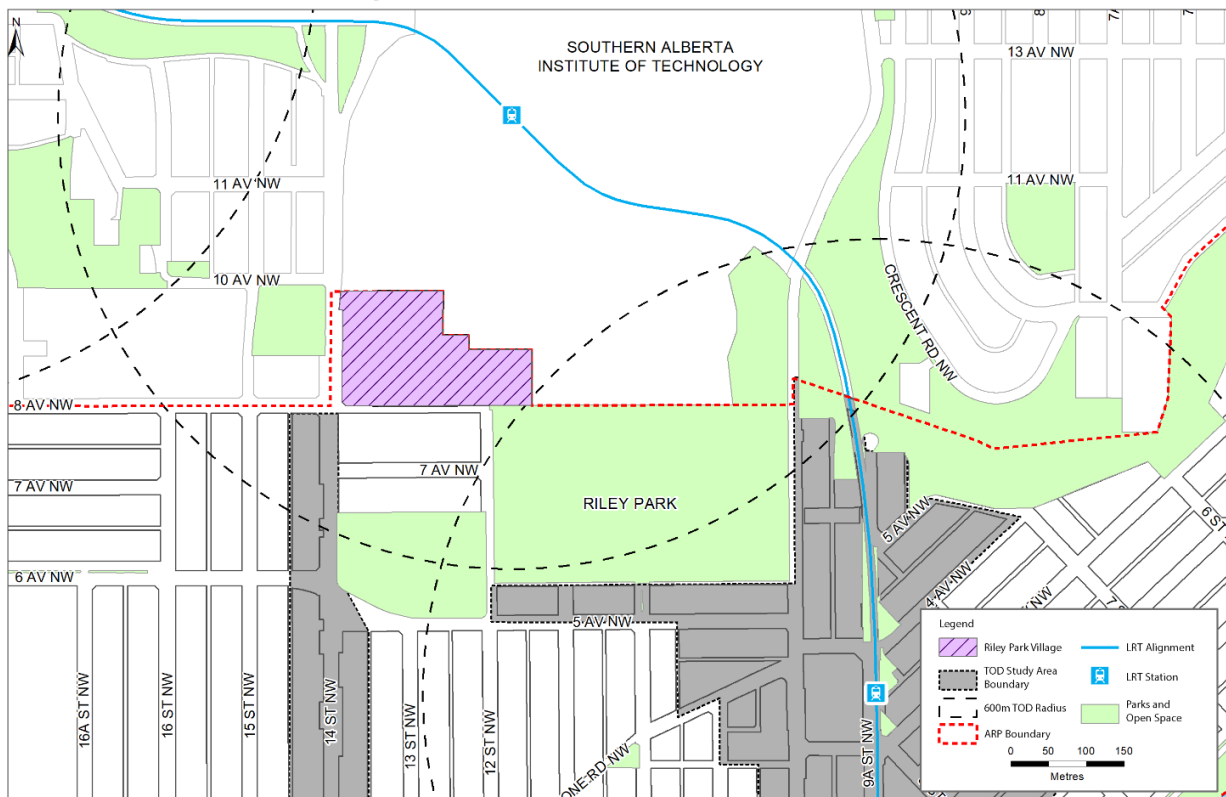
SCHEDULE A

9.0 RILEY PARK VILLAGE SITE

9.1 Community Context

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

Location and Context Map 7



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

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The site is in proximity to open space, an elementary school and a number of other community facilities. Kensington and North Hill shopping areas, bus and nearby LRT routes are also within walking distance of the site. The Village site is within an approximate ten-minute walking distance of two LRT stations; Sunnyside LRT station to the southeast and SAIT/AUArts/Jubilee LRT station to the north within a 600 metre radius from the site. Lions Park LRT station is situated to the northwest of the site.

9.2 History

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

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

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

9.3 Vision

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

9.4 Site Concept

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

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A balanced mix of diverse residential typologies is intended to widen housing options for Hillhurst/Sunnyside residents, allowing them to remain in the community as their housing needs evolve over time. Similarly, new residents will find a convenient location for inner city living with existing educational facilities (Hillhurst School, SAIT, AUArts), amenities (Riley Park) and mobility options (LRT and bus services, and easy access to the City's active mobility network) in close proximity. The medical and commercial uses will contribute to the employment opportunities in Hillhurst, and together with adjacent institutions, develop into a significant employment node outside, but in proximity to, Calgary's downtown core.

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

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

9.5 Land Use

1. New development within the Riley Park Village site are strongly encouraged to incorporate mixed-use development in a multi-storey format.
2. Uses that are encouraged throughout the Village site include, but are not limited to:
 - a. Employment uses such as medical facilities and offices;
 - b. Institutional uses such as hospitals and educational institutions;
 - c. Residential uses including low-rise townhomes, rowhouses and mid-rise multi-residential buildings;
 - d. Services including uses such as daycares, medical clinics and residential care facilities; and,
 - e. Retail and consumer service uses.
3. Residential development within this area should include a range of medium density multi-residential developments and includes townhouses, apartments, and live/work units.
4. Commercial/retail development within this area should primarily be intended to serve the day-to-day needs of residents, to support the medical uses and be compatible with the adjacent residential uses.
5. Development along the 8 Avenue NW frontage should include commercial or residential uses contributing to the vitality of the street. At grade commercial uses should include retail, personal service and restaurant uses. Residential development along the 8 Avenue NW frontage should include dwelling units facing the street, with a built form to support inter-generational living.
6. At grade uses within the remainder of the site may include a mix of uses including residential, live work, office, commercial and medical uses.

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7. To encourage aging in the community and inter-generational housing, the provision of a broad range of residential housing types is recommended throughout the Village site. Housing types should include residential development that may accommodate different households, income levels, age groups and lifestyles. Provision of larger unit sizes appropriate for families, and smaller units appropriate for older adult living, are particularly encouraged. Where appropriate, buildings should be designed to support multi-generational households with consideration given to flexible and healthy housing guidelines.

9.6 Site Design and Built Form

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

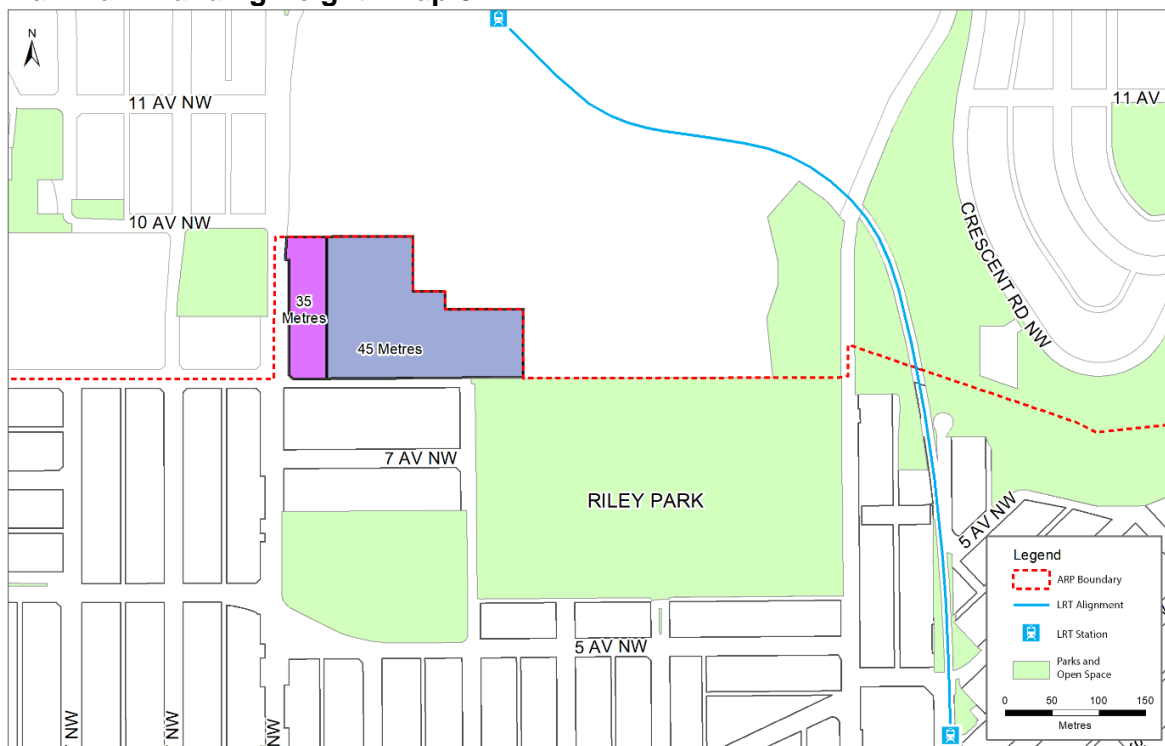
1. Development should consider the provision of private open space throughout the Village site including accessible plazas, courtyards and/or pocket parks that provide active and passive recreation opportunities for all age groups. These private open spaces should:
 - a. be designed to a high standard using high quality materials;
 - b. provide an abundance of soft landscaping, quality hardscape and protection from the elements;
 - c. be safe and accessible for all mobility levels in accordance with the City of Calgary Access Design Standards;
 - d. include benches and seating areas; and
 - e. have consideration for programming for all age groups to the satisfaction of the Development Authority.
2. Communal gardening spaces and edible landscaping opportunities, such as fruit bearing trees and shrubs, should be incorporated, where feasible.
3. Any internal private street within the Village site should be designed to include pedestrian-focused 'public realm' in order to create a 'main street' like environment for the Village. This may include elements such as trees, street crossings in natural places people desire to cross, wide sidewalks, special paving, on-street parking, benches and pedestrian-scale lighting.
4. Development located along a street or internal private street should do the following:
 - a. Locate buildings and building entrances close to the street. Buildings may be set back from the street if the space between the building and the street is utilized for outdoor cafes, pedestrian plazas or other areas that can be occupied by pedestrians;
 - b. Provide public entrances for uses along a public street, while also minimizing long expanses of building frontage without any entrances along the street.
 - c. Provide for individual entrances oriented towards the street for ground floor residential dwellings. Increased setbacks may be appropriate to ensure adequate security and amenity space;

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- d. Limit the frontage for large commercial uses, such as grocery stores and large format retail, by providing for multiple entrances or incorporating smaller commercial units along the street frontage; and
 - e. Ensure that landscaped areas are designed to allow for convenient movement of pedestrians between the sidewalk and building entrances.
5. Development should consider ways to celebrate the history of the Village site through commemorative plaques and inscriptions as well as through the naming of buildings, parks or private streets.
 6. New development should comply with the maximum building heights indicated on the Maximum Building Height Map 8.

Maximum Building Height Map 8



7. New development should have a minimum building height of 2 storeys.
8. Larger sites should be designed to provide direct, convenient and accessible pedestrian connections across and through the Village site to allow for connections to transit service, open space and other community services and amenities.
9. Larger (six storeys or greater) developments should provide setbacks on upper floors to mitigate massing and shadowing.
10. Street furniture, lighting, signage and landscaping should be oriented towards the pedestrian and the cyclist where applicable. Wayfinding systems, such as signage, should be highly visible and placed in prominent locations and pathway intersections. Access to all residential common spaces and primary external circulation routes should be designed to be

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accessible to those persons impaired by vision, hearing, or mobility, in accordance with The City of Calgary Access Design Standards.

11. Disruptions to the pedestrian network from curb cuts, parking access or above ground utilities should be minimized or consolidated where possible.
12. Residential development designed for older adults should consider integration with uses such as daycares, recreation or community facilities, café's or other complementary uses that encourage interaction with other generations.
13. Developers are encouraged to adopt Transportation Demand Management (TDM) measures such as van/carpool programs, car co-ops and telecommuting. Reductions in required parking rates may be considered with the adoption of proven and effective TDM measures.
14. On-site parking facilities that serve multiple uses with peak parking demands at different times of the day are encouraged.
15. All new development should make provisions for the common private parking and storage of bicycles. Developments are encouraged to provide showers and lockers for use by active mode commuters. Where bicycle parking is provided in excess of the Land Use Bylaw requirements, consideration should be given to reductions in the required number of vehicle parking spaces.
16. Developments should include accessible bicycle parking posts or racks. Bike racks should be located in visible areas with adequate nighttime lighting in accordance with the provisions of the Bicycle Parking Handbook.
17. Loading and service entrances for buildings, especially non-residential buildings, should be located internally within a site, away from public sidewalks.
18. Surface parking should be provided internally to a site and not between a building and a public street.
19. For residential developments above four storeys, the majority of off-street parking should be provided underground.
20. Above grade parking structures should be screened from streets through architectural treatments that make the parking areas indistinguishable from other buildings.

9.7 Mobility

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

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1. All three of the following off-site mobility improvements must be completed in order to allow for the development of any uses other than residential care, over and above the existing 9,500 square metres referenced within the Direct Control District bylaw for the site:
 - a. a full traffic signal at the intersection of 5 Avenue NW and 12 Street NW to allow for the controlled flow of vehicles northbound on 12 Street NW towards Riley Park Village;
 - b. a left turn traffic signal southbound on 14 Street at 5 Avenue NW to allow for the controlled and save turning of vehicles onto eastbound 5 Avenue NW; and
 - c. wayfinding signage and temporary curb extensions for safe pedestrian crossing on 12 Street NW at 7 Avenue NW and 8 Avenue NW.
2. The maximum cumulative use area for any uses other than residential uses (as identified in the Direct Control District bylaw) is 40,000 square metres, subject to the provision of the same three mobility improvements above.
3. The mobility improvements listed below shall be completed as negotiated with the Development Authority at the development permit stage, in order to accommodate build out of the site. Specific details of design and costing shall be determined through the development permit process.
 - a. The following public realm improvements along and adjacent to 12 Street NW between 5 Avenue NW and 8 Avenue NW must be provided to establish a contemporary urban street standard and accommodate active transportation users:
 - (i) pedestrian sidewalks from 5 Avenue NW to 8 Avenue NW;
 - (ii) a bicycle facility (e.g. multi-use pathway, cycle track, on-street bicycle facility) from 5 Avenue NW to 8 Avenue NW;
 - (iii) curb extensions and pedestrian crossings at 7 Avenue NW and 8 Avenue NW;
 - (iv) street furniture and active mode facilities such as benches and bicycle parking stalls;
 - (v) landscape improvements along 12 Street NW;
 - (vi) wayfinding signage to Riley Park and Riley Park Village; and
 - (vii) on-street parking where feasible.
 - b. The following public realm improvements along and adjacent to 8 Avenue NW must be provided to establish a contemporary urban street standard and accommodate active transportation users:
 - (i) pedestrian sidewalks from 12 Street NW to 14 Street NW;
 - (ii) a bicycle facility (e.g. multi-use pathway, cycle track, on-street bicycle facility) from 12 Street NW to 14 Street NW;
 - (iii) wayfinding signage to Riley Park and Riley Park Village; and
 - (iv) pedestrian crossing improvements on 8 Avenue NW between 12 Street NW and 14 Street NW must be explored to improve connectivity to the adjacent school site – including, but not limited to curb extensions, improved signage and marking, rapid flash beacons, and traffic calming measures.

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

9.8 Implementation

1. An urban village concept plan shall be submitted with each development permit for new proposed buildings, within the context of the entire site and until full build-out of the site is achieved. The concept plan should indicate how new development contributes to pedestrianization, parks and open spaces that encourage community gathering, connectivity between different uses, and the management of vehicular on-site movement.
2. Development within the Village should be comprehensively planned. The urban village concept plan must include phasing and must be submitted to the Development Authority as part of development permit applications for new development within the site, indicating how the overall site can be redeveloped over time to meet the intent of the Village vision.
3. In conjunction with the urban village concept plan, an implementation strategy must be included that relates the improvements identified in Section 9.7 (Mobility) to the development phasing. The implementation strategy must be to the satisfaction of the Development Authority and must be updated with each subsequent development permit application. The full range of off-site mobility improvements, as negotiated with the Development Authority, must have been provided or included in fully executed development agreements, which may be associated with multiple development permits, in order for the overall site to develop to the maximum floor area ratio.
4. At the discretion of the Development Authority, any significant development permit applications located within the Village site may be referred to the Urban Design Review Panel and/or the Calgary Planning Commission.