

PLAN 606. SITE PLANNING STUDIO

# Good Streets Project: TENTH STREET NW

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October 2, 2020



# Context Map



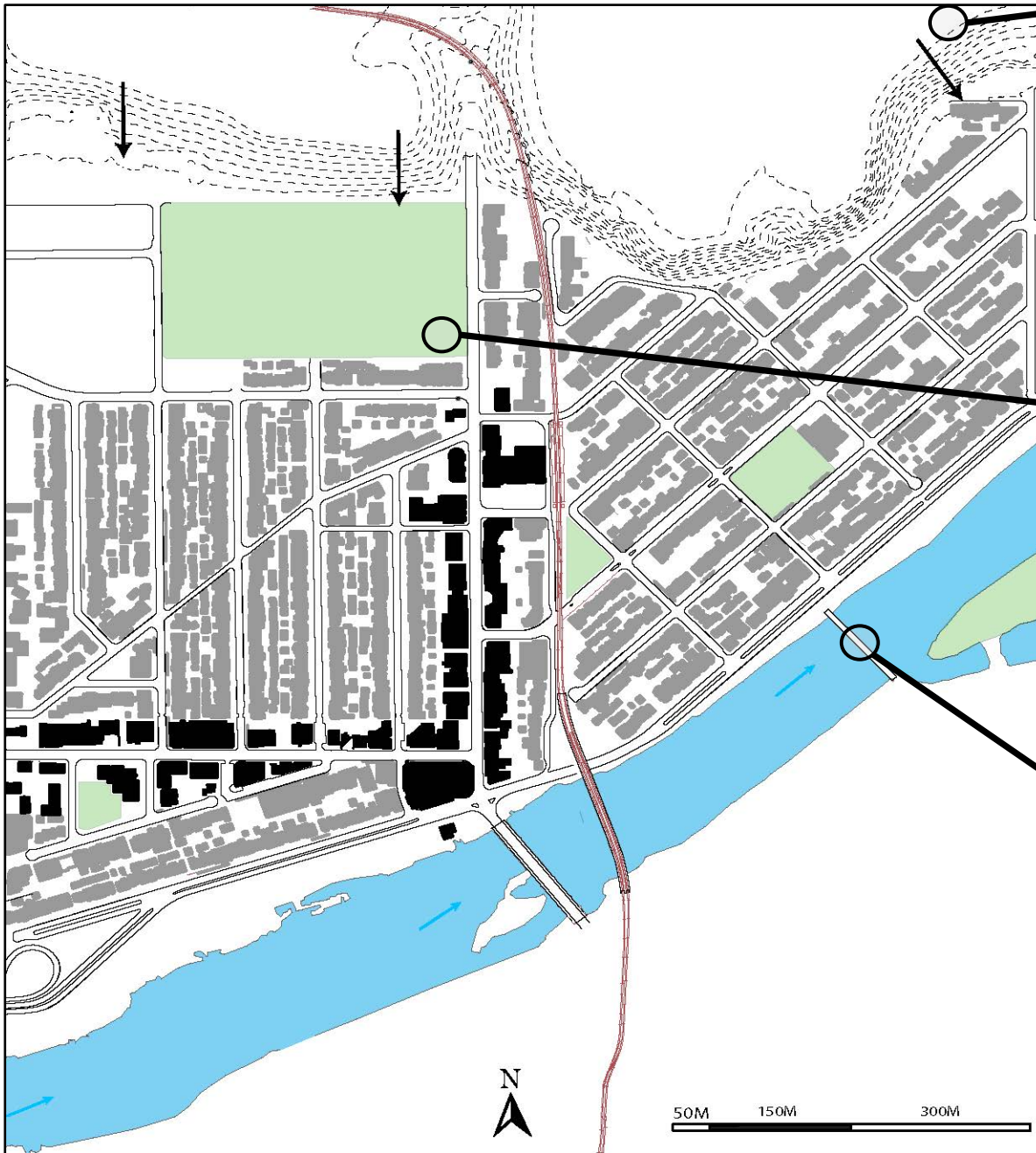
- One of three major roads (shown in orange) connecting the north end of the city with Downtown across the Bow River.
- Subject to different spheres of influence and pedestrian activity, whether neighbourhood, institution or green space.
- Serviced in-non vehicular traffic by the LRT (shown in red) and the bike paths that line both sides of the Bow River



# Topography

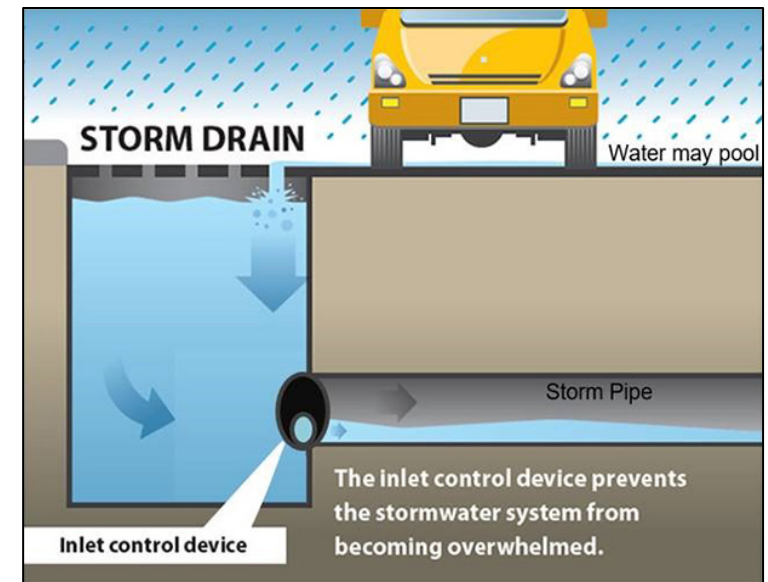
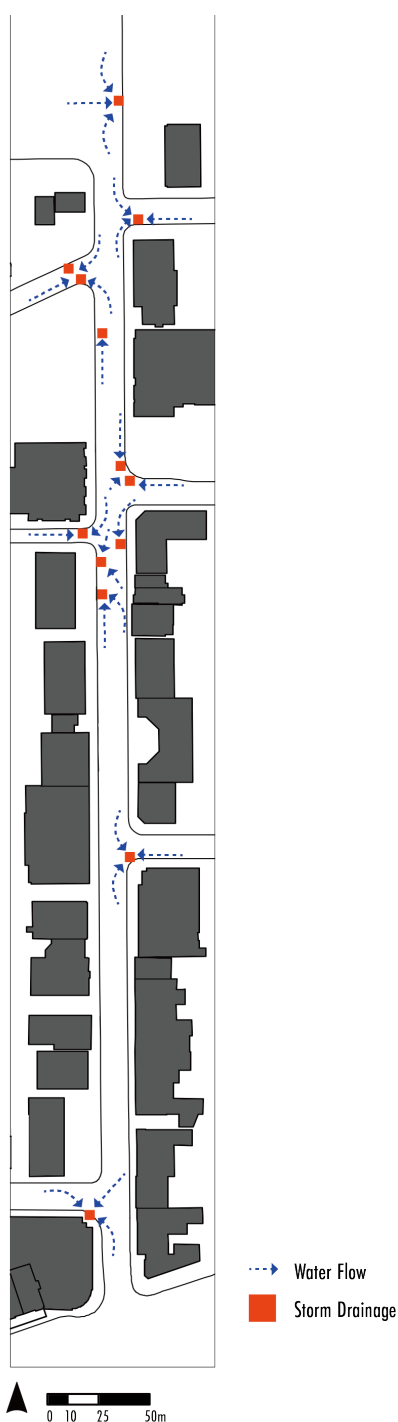
10<sup>th</sup> Street and its surrounding area is naturally enclosed by features to the North and South that impact it's ecological profile.

- The North Hill (view from McHugh Bluff pictured above) provides a natural northern barrier.
- The south end of our street is met by the Bow River.
- Both offer scenic views and provide the location with pedestrian-friendly 'green' areas.



# Drainage

- Most of the storm drainage is concentrated at intersections.
- Summer is the most rainy season in Calgary, with an average precipitation of 90mm in May and June.
- Due to this section of 10<sup>th</sup> Street being built on a flood plane, planners and developers have to be very mindful of the dangers of this and work to prevent them.







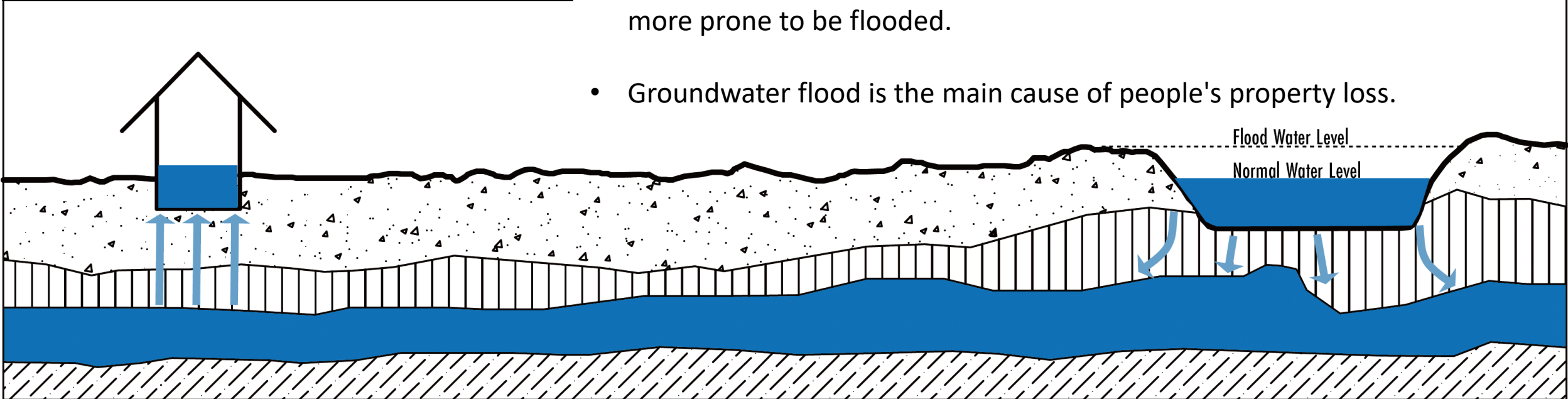
Flood in 2005(before/after)



Flood in 2013(before/after)

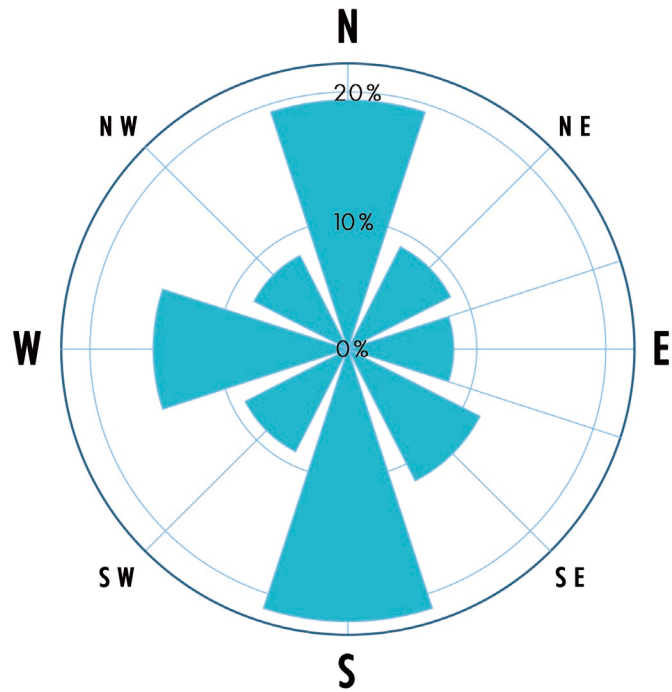


- 22% to 40% chance the area of 10th street could flood at least once in 25 years. In the summer of 2013, there was an historic flood that was more damaging than any in the previous century.
- The north bank of the Bow River slope is less than the south bank's and is more prone to be flooded.
- Groundwater flood is the main cause of people's property loss.



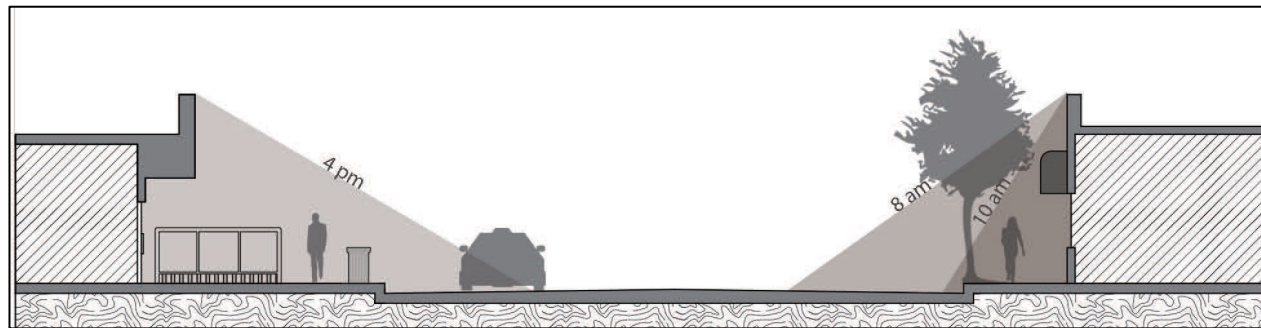
# Sun & Wind

- Winds enters area from a Northwesterly direction
- Building elevation, as shown in the graph to the left, is higher on west side of the street, creating a natural wind block.
- Meanwhile, the Sun moves in the opposite direction, providing sunlight to the east side of the street for most hours of the day.
- Information for placement of the sun (and shadows in graphic) taken from the summer.

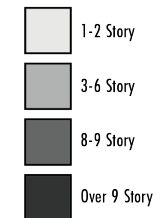
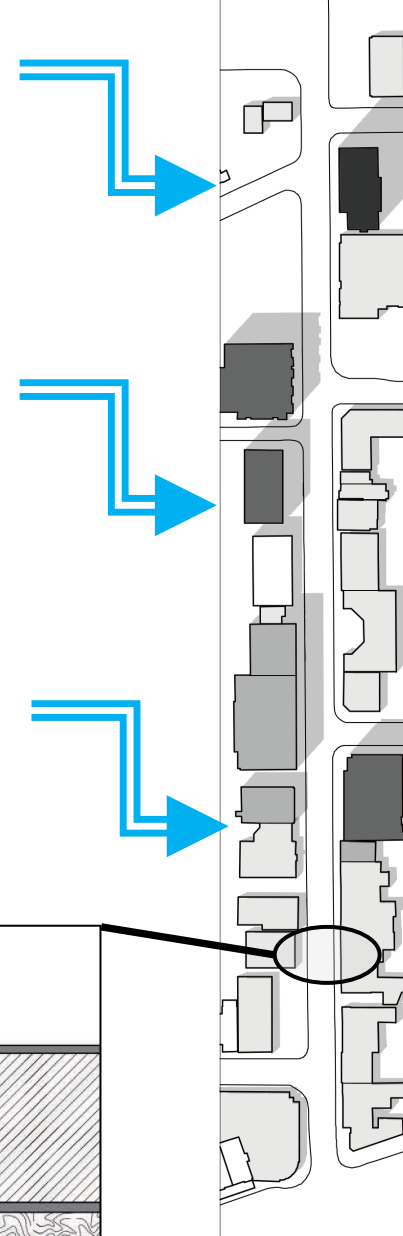


DOMINANT WIND DIRECTION

JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
WNW	NW	NNW	NNW	N	NNW	N	NW	W	WNW	WNW	WNW

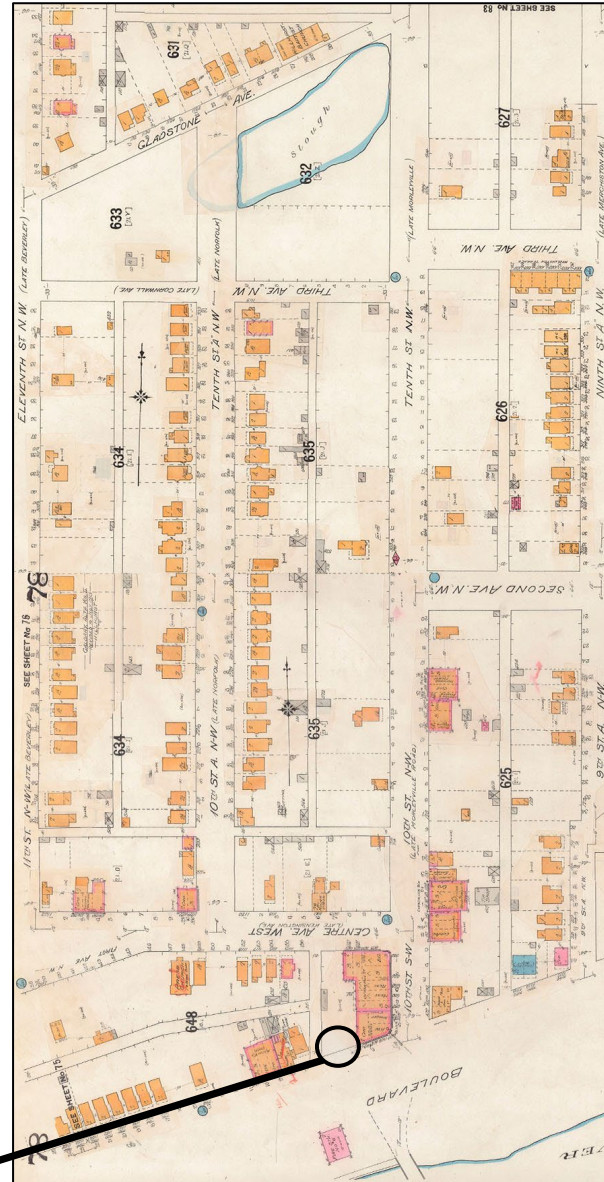


0 2 4 6 8 10m





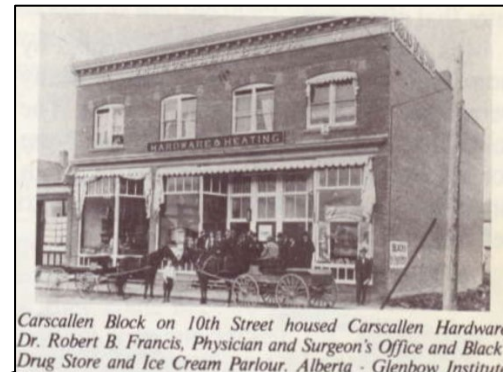
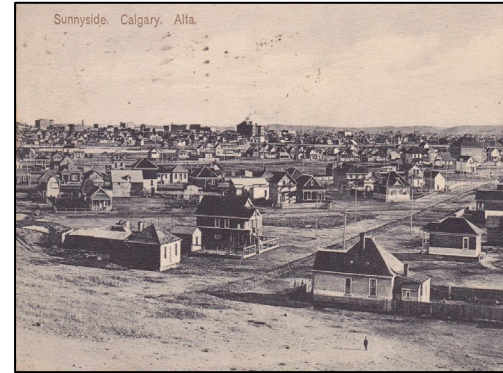
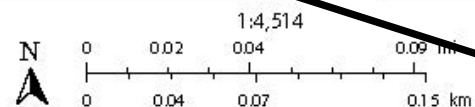
# Historical Evolution: 1914



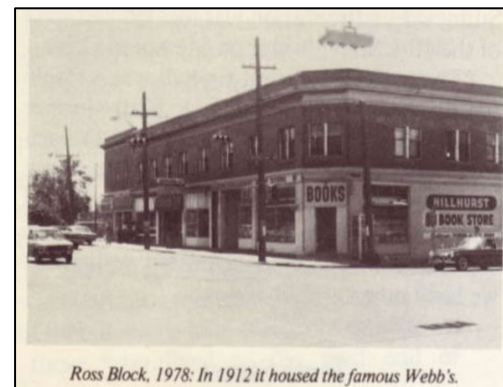
- 10<sup>th</sup> Street emerged as a focal point in commerce and community in Calgary's earliest years as a settlement.
- Was an important transit hub due to its placement directly north of the 10<sup>th</sup> street bridge and the access this provided into downtown.
- Many of the earliest inhabitants came from the British Isles, with a strong Scottish contingent, and a majority of the population was employed at the railway yard across the river.
- Developments along the street at this point are scarce and the lots barely even officially divided past the most southern block—as seen in this Fire Insurance Plan from 1914.



# 1924



Carscallen Block on 10th Street housed Carscallen Hardware, Dr. Robert B. Francis, Physician and Surgeon's Office and Black's Drug Store and Ice Cream Parlour. Alberta - Glenbow Institute



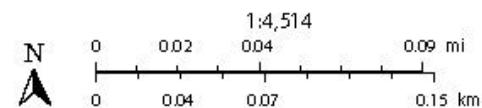
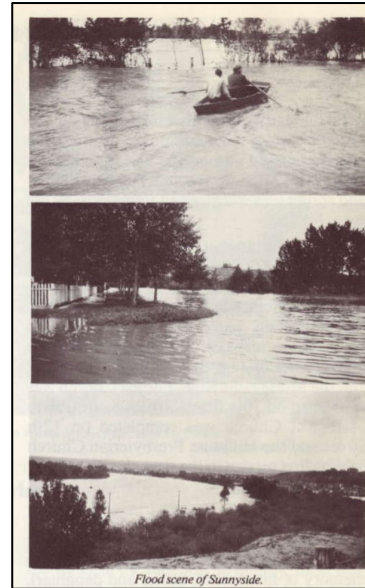
Ross Block, 1978: In 1912 it housed the famous Webb's.

- First available aerial views show some of residential development and homes on the periphery are much more active than the street itself.
- Beyond the commercial hub around the intersection of Kensington Avenue, Memorial Drive and 10<sup>th</sup> Street, the street is quite bare.
- The land itself shows very little signs of visible development.
- The two pictured buildings are examples of some of the city's earliest architecture, with the Carscallan block still being preserved to this day.



# 1948

- Evidence of more intensive subdivision along 10<sup>th</sup> Street with fenced lots appearing on west side.
- More commercial buildings going up on southeast block.
- Development of land itself is reflective of simultaneous growth within the larger city structure (public transit, large scale construction projects, flood mitigation).





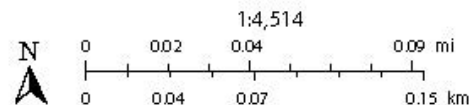
# 1979



- By this time, the street is looking more like its current form
- Commercial buildings run up and down both sides of the street.
- First examples of high density residential building, some mixed commercial/residential and some specialized buildings (St. Johns Church and the Carpenters Union Hall).
- Some of the more iconic buildings and businesses are active by this time, and contribute to making this a city-wide destination.



# 2020



Work from local artists that lined the outside of the former Union Hall during this lot's reconstruction is proudly displayed on the side of the new development



In an awkward attempt at celebrating history, the old sign from the Lido Café is attached to the condo that stands where it once did: a building that also took its name, the Lido.

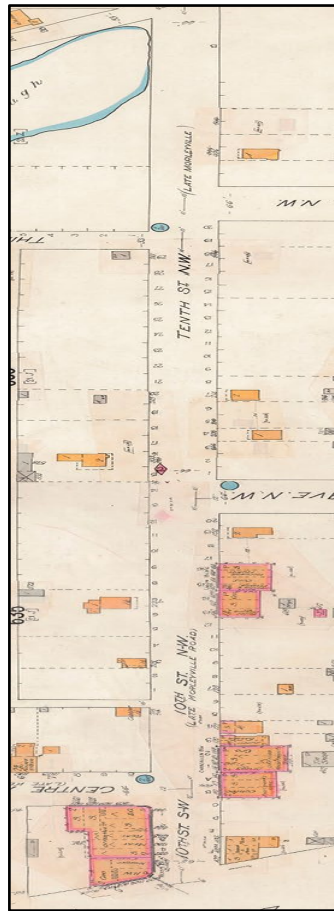
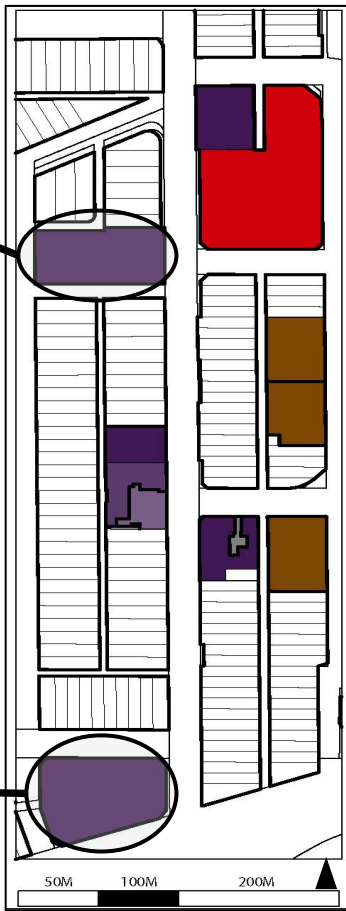


Some 'ghosts' of the past are more authentically preserved, as the painted signage from this building's original usage has been perfectly preserved

- In the current day, the long term vitality and popularity of the street has made it popular among developers for new multi-story projects.
- This creates, in different instances, the destruction, preservation, or consolidation of popular and celebrated structures.
- Furthermore, it calls for more elevation to increase human density that will, in turn, help area thrive.
- The result is fewer but larger buildings with a push for more mixed residential/commercial buildings.



# Subdivisions



Subdivision information from the City's orthographic photo series shows that these lots have been consolidated more frequently, if not changed as the official city files seem to indicate in the coloured blocks to the left.

Comparing the earliest subdivision plans with our current city CAD files, lots became smaller and more uniform, but developers have found clearance to manipulate them for larger projects.

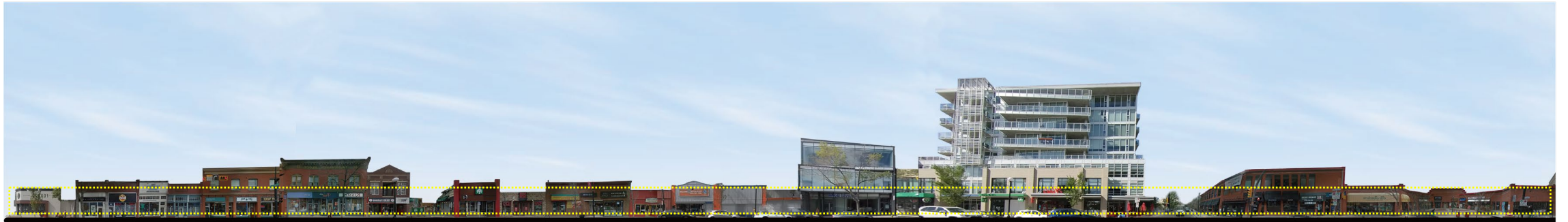




# Streetview Collage

(Yellow box shows the pedestrian's eye-level range of view)

Bow River







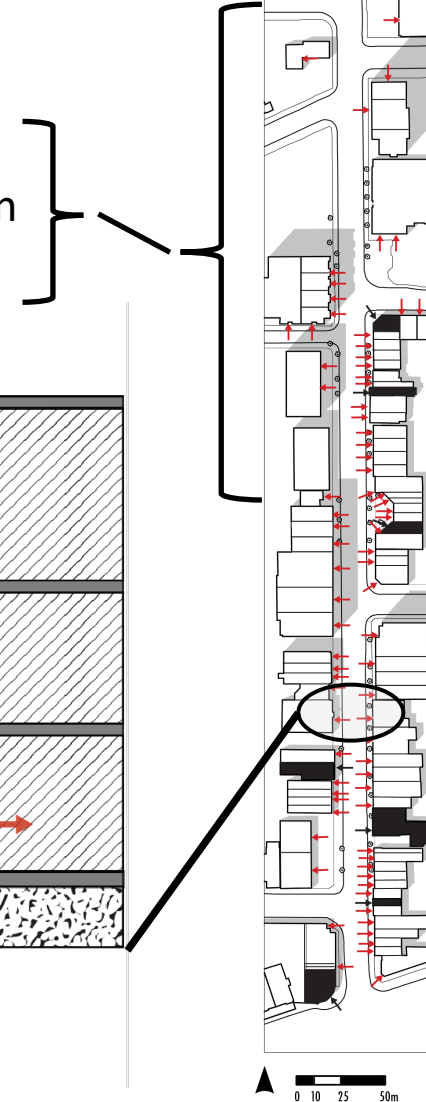
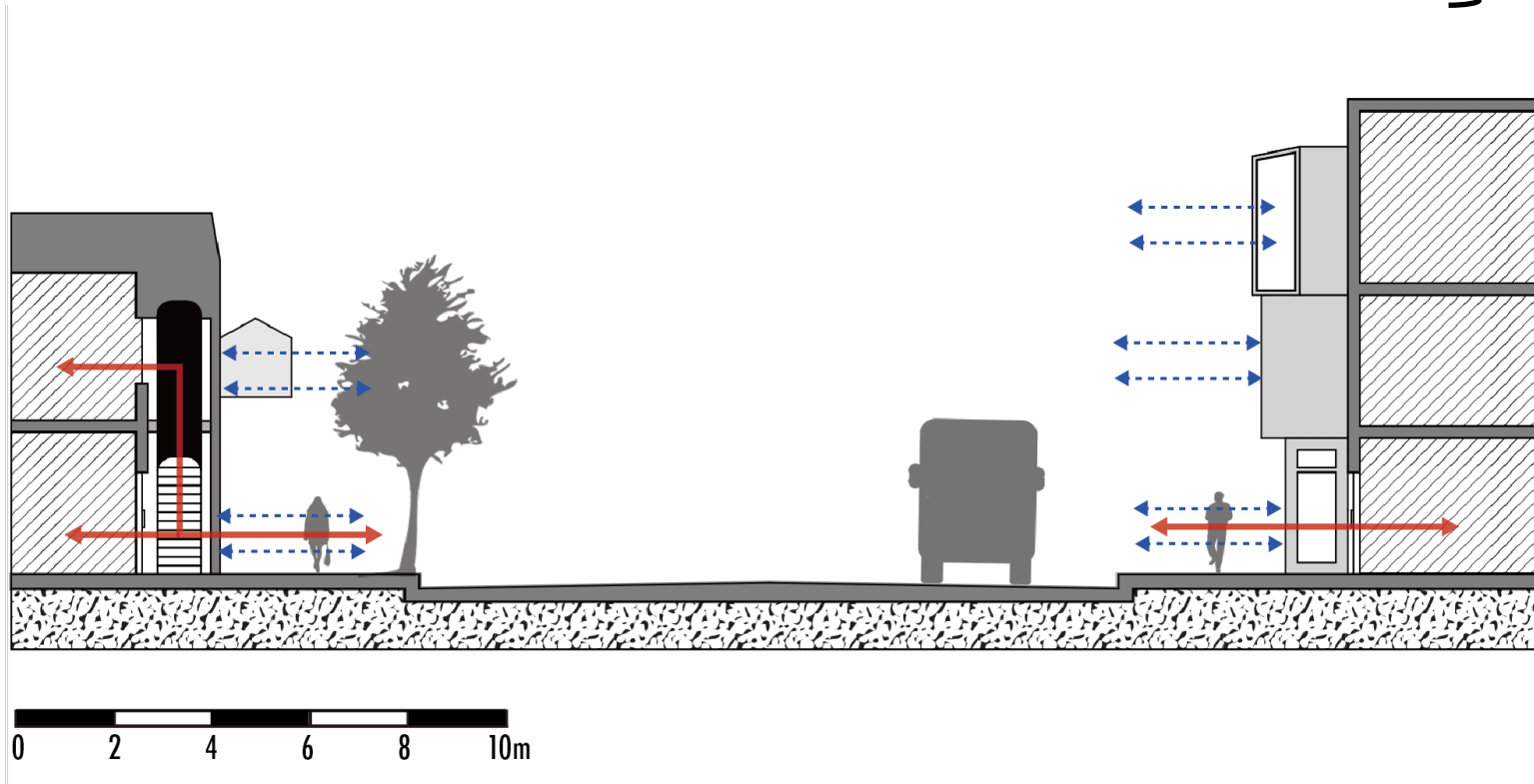
Riley Park



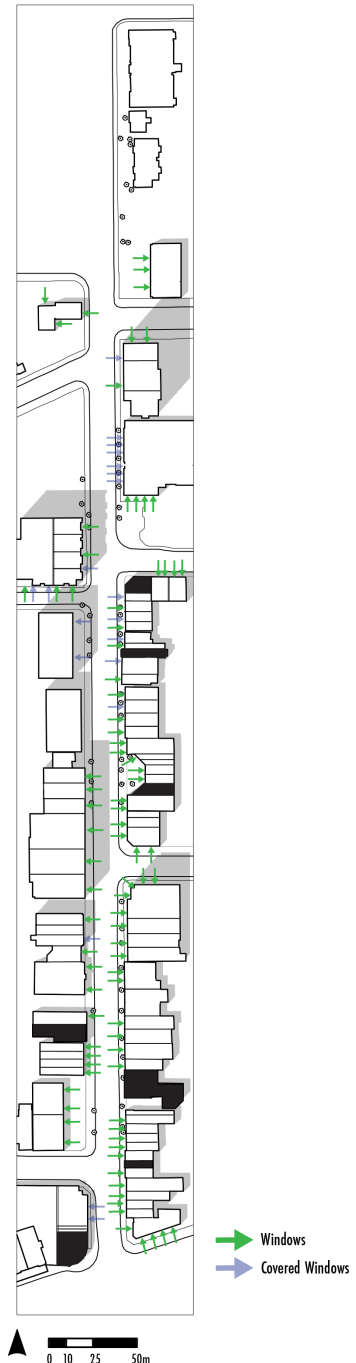


# Porosity

- 10<sup>th</sup> Street NW is a highly permeable street.
- High frequency of street-facing windows, smaller lot sizes for individual businesses encourage many openings and entrances
- West side from 1<sup>st</sup> Ave northwards, permeability issues begin due to construction and a lack of ground floor businesses.



→ Entries  
→ Vacant/Closed



→ Windows  
→ Covered Windows



# Porosity:

## Weaknesses and Strengths



New Development:  
Construction creates a gap on West side of the street past 2<sup>nd</sup> avenue, discouraging walkability and breaking up the enclosed streetscape.

New Development:  
Construction includes several ground floor businesses with ceiling to floor windows and a consistent street wall, opening up the block.



Old Development:  
Shuttered windows and doors closes off the street to pedestrians, cluttered window display prevents a good view of what's inside.

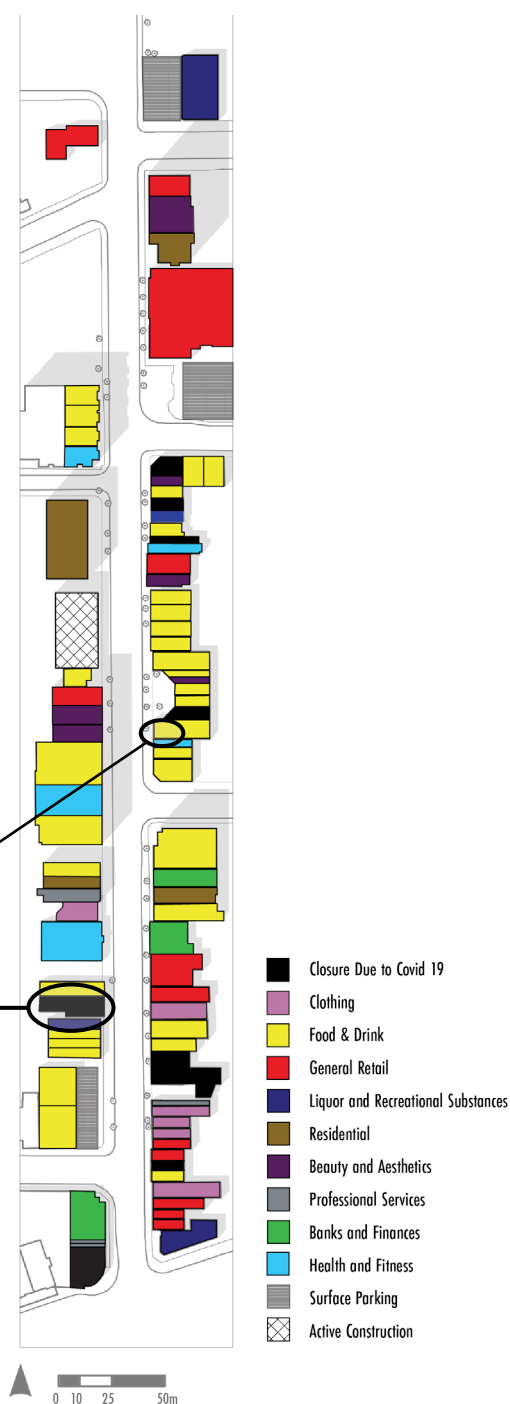
Old Development:  
A variety of business in small lots across different building types keeps the feel of the street exciting and dynamic for pedestrians.





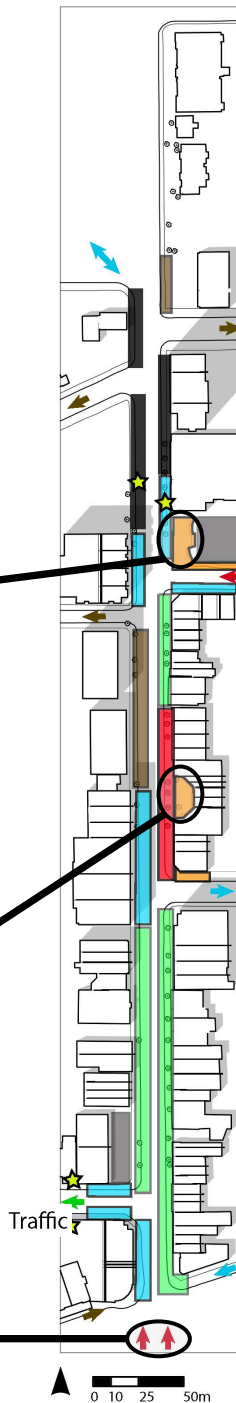
# Current Uses

- The current make up of 10<sup>th</sup> Street is one of a variety of businesses at the street and second story level.
- The businesses tend toward more of the recreational, 'destination' type businesses that make this a fun place to shop and spend time: boutique clothing stores, salons, restaurants and cafes dominate the area
- There are six spots that sit vacant and recently closed, due to the Covid-19 pandemic.
- Some outlying pedestrian roads have been partially or fully closed which has served to increase foot traffic for walkers and cyclists.
- Not a great deal of surface parking to account for these businesses, though the area is very accessible through the nearby Bow River path system and LRT station.

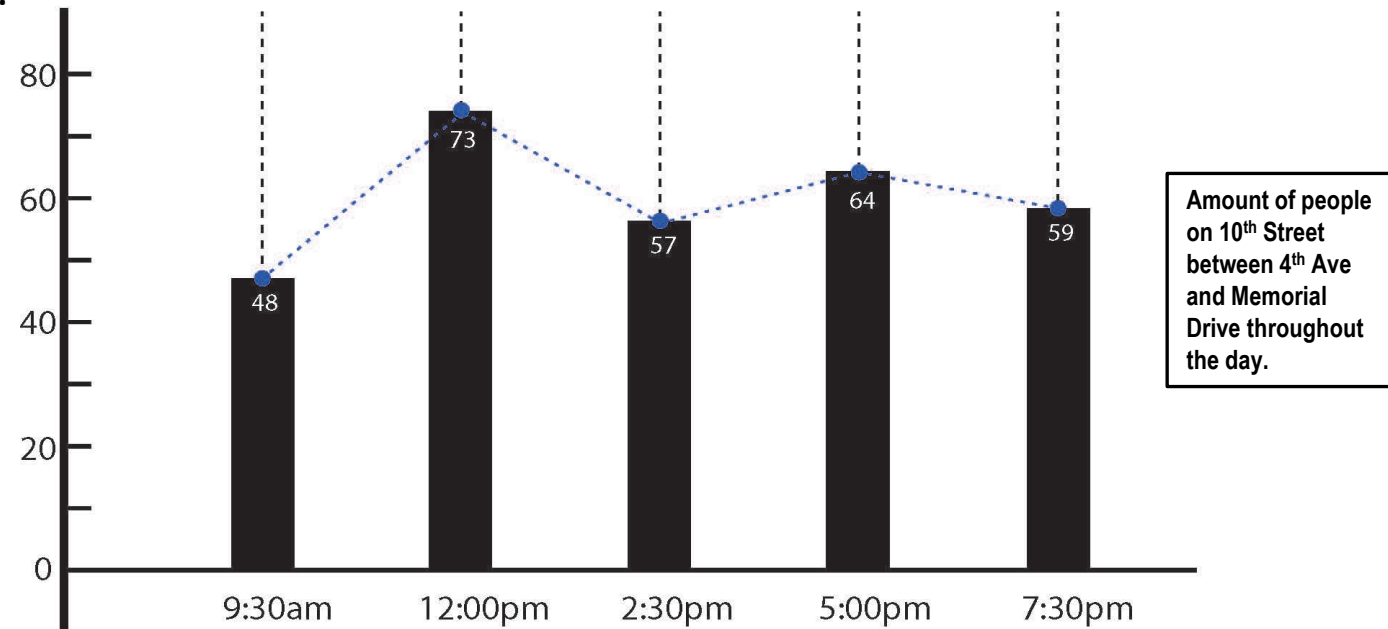




# Human Activity



- Surprisingly consistent amount of people using area at different times of the day
- Lots in construction or with no ground floor business on NW section of street are the dead zones for pedestrian traffic
- Traffic tends to flow out into neighbourhoods except off the river at the south end, and in the corridor between the train station and the two bus stops on 2<sup>nd</sup> avenue.
- Outdoor gathering spots (patio on N 1<sup>st</sup> Ave, small courtyard between 1<sup>st</sup> and 2<sup>nd</sup> Ave, and the front of Safeway) all correlate with higher pedestrian traffic.
- North end access to Riley Park does not show evidence of high traffic connection in either direction.





**Connectivity:** Any future development and planning should be mindful of creating links to great local hubs. The lack of free flowing movement (except to Kensington Road) seems like a missed chance to expand and diversify this hub.



### Breathability:

The few open outdoor areas the street had to offer were densely populated and full of life. If more such areas can't be made, surface parking should at least be discouraged—or converted to usable structures or spaces.



### Consistency:

With the level of construction and complaints of gentrification in recent years, it is important to keep consistent with the streetscape and atmosphere. Too much construction at once, as is currently the case, leads to dead zones. The construction that *is* occurring should be in line with the formula that has made the street so popular throughout the years.

# Final Analysis



# Bibliography

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- "Lido Café [Photo]. CBC. Accessed from *Lido Café, 10<sup>th</sup> Street NW* on September 30, 2020. <http://www.calgaryherald.com/lido+cafe+10th+street/9555184/story.html>
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- "Wind Rise Map" [Photo] Weather Archive in Calgary. World Weather & Climate Information. Accessed from Weather Archive in Calgary on September 30, 2020. <https://world-weather.info/archive/canada/calgary/>

Historical Photos from Slides 7-9 all from the following source:

Tanko, Margaret. *Hillhurst-Sunnyside Remembers*. Calgary, AB: Hillhurst-Sunnyside Community Association, 1978.