



Calgary



Welcome

Tonight, you will find information about the draft Anderson Station Area Redevelopment Plan (ARP).

The display boards highlight:

- How the plan has changed since the last open house
- Alternatives for changing the plan boundary
- The Developed Areas Guidebook
- The planning process and timelines

City staff are on hand to answer your questions. Display boards can be found online at: calgary.ca/andersonarp

Your feedback is very important to us. Please fill out a feedback form before you leave the event. Thank you!

Why are we planning for redevelopment at Anderson Station?



- Support transit and leverage long term infrastructure investment;
- Increase options for living, working and shopping;
- Create a local destination for adjacent residential communities;
- Council direction to prepare a plan for redevelopment at Anderson;
- Provide guidance for redevelopment in the short, medium and long term;
- The City has been planning for development around LRT stations for the past 30+ years:
 - ▷ South LRT Corridor Land Use Study – 1980 (proposed commercial, residential, and retail development around Anderson Station)
 - ▷ Transit Oriented Development Policy Guidelines – 2004 (direction for development around transit stations);
 - ▷ Municipal Development Plan and Calgary Transportation Plan – 2009 (provisions for development around transit stations)

Planning Hierarchy

City growth is coordinated by a series of plans



Municipal Development Plan (MDP)

A city-wide policy that provides non site-specific direction for creating great communities, while setting objectives for growth and development.



Developed Areas Guidebook

Once approved, the Developed Areas Guidebook will become part of the MDP. It will establish the land use policy framework for main streets and activity centres, including transit station areas. It provides direction for land use categories, the desired built form within these areas, community services, mobility networks and infrastructure requirements.



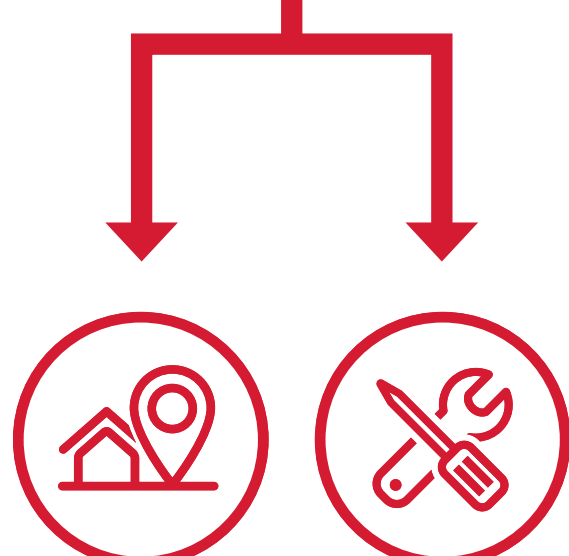
Local area plans: Area Redevelopment Plan (ARP)

Local area plans are statutory plans that provide the framework for how growth and development should occur in a specific area. ARPs establish this framework for specific developed communities. All future local area plans will be aligned with the Guidebook.



Land use districts and amendments

Land use districts provide details about what types of uses are allowed, where they are appropriate, heights, building design, massing, setbacks and other rules for how development can occur. Land use amendments change the district that applies to a property and must conform to the policy in the ARP.



Site Specific

Subdivision and development permit

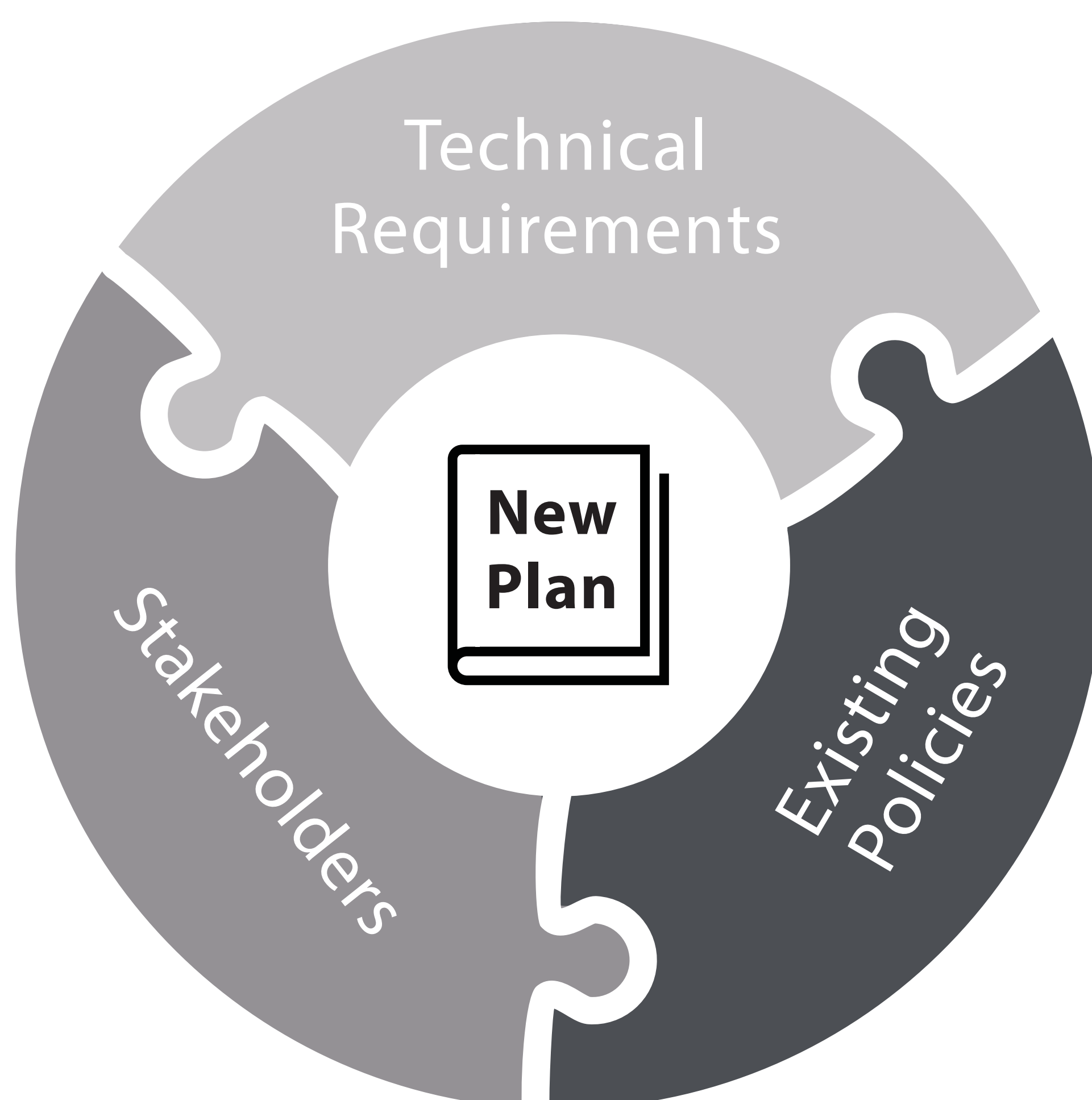
The subdivision and development permit stages are when development commences.

What is an Area Redevelopment Plan?

Area Redevelopment Plans are one of the tools that The City uses to regulate development. They set high level requirements that future development will have to meet and outline how the goals of Calgary's Municipal Development Plan and other planning policies will be applied to a specific site or area.

These plans generally include rules about:

- Where certain sizes and types of buildings should be located.
- Where amenity space and other public infrastructure should be located.
- How the land can be used in a general sense (i.e. commercial, residential, retail, etc).
- What improvements to infrastructure are needed to accommodate any changes.
- What aspects of the area should be preserved or rehabilitated, and what parts should be redeveloped.



Anderson Station Vision and Core Ideas

Vision

The Anderson Station Area will be transformed into a diverse and walkable Transit Oriented Development (TOD) area. A mixture of uses and a variety of activities, services and amenities will be located in convenient walking distance and connected by transformed streets and sidewalks. New development will contribute to the vitality of the public realm and the pedestrian environment and will support a range of housing choices, and a diversity of employment opportunities and public activities.

Core Ideas



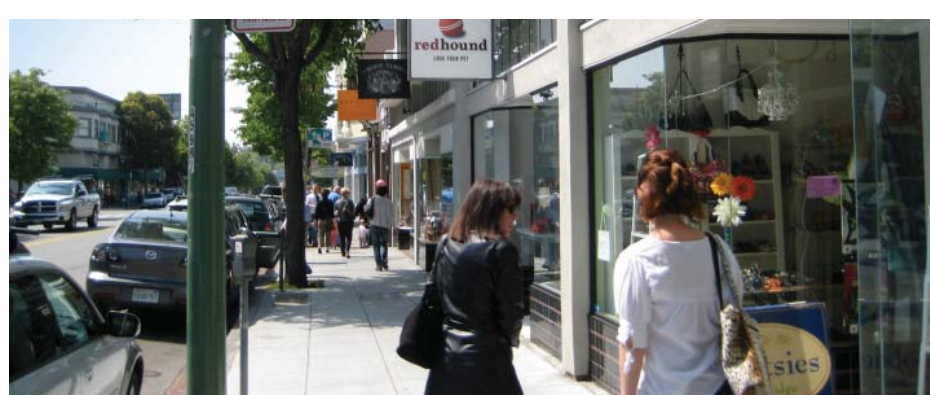
1. Multi-Modal Transit Hub

The transit station will function as a multi-modal hub accommodating all modes of travel (pedestrians, cyclists, transit and vehicles).



2. Compact Development / Higher Density

Provide high density, compact development providing a range of employment, housing and other activities within a comfortable walking distance of transit.



3. Mixed-Use Development

A mix of complementary land uses in close proximity provides vitality and interest to an area.



4. Walkability

Walking is the preferred travel mode, streets, sidewalks and land uses are designed to support convenient, interesting and safe walking.



5. Urban Placemaking

Sense of place is created through thoughtful design, and siting of public spaces, public art, architectural details and streetscape features.



6. Parks & Plazas

Public spaces create a significant public amenity, enhance quality of life and improve property values.

Anderson Station Vision and Core Ideas

Core Ideas continued



7. Complete Streets

Active and multi-modal streets should be supported with design elements coordinated to provide visual interest, pedestrian and cycling amenities and a well-defined sense of place.



8. Parking Management and Design

Close proximity to Primary Transit allows for reduced reliance on the private automobile and revised parking standards.



9. Sustainable Design

Sustainability principles should be incorporated into infrastructure and design elements.



10. Design for Climate

Proper design can lessen the impact of inclement weather, extending the outdoor season and contributing to year round enjoyment of the area.

What has changed?

Proposed changes to the draft plan in response to CPC referral

The Proposed Anderson Station ARP was presented to the Calgary Planning Commission in August, 2015.

Calgary Planning Commission asked City staff to re-examine several components of the plan and to incorporate the necessary changes.

Changes to the Proposed Anderson Station ARP include the following items:

Plan Boundary

The plan boundary is under review, several alternatives are presented for your review and feedback.

Calgary Transit - Anderson Garage

The Calgary Transit Anderson Garage has been identified as a Future Comprehensive Plan Area to allow for redevelopment of the land in the long term. Detailed design work on how redevelopment will occur in the future when the land owner is ready. Public engagement with neighbouring communities will occur at that time.

Administrative amendments

Minor administrative edits have been made to the plan to improve consistency and clarity.

Incorporating the Developed Areas Guidebook

Plan structure and incorporation of the Developed Areas Guidebook

The plan structure has been adjusted for consistency with other new planning documents and incorporation of the Developed Areas Guidebook.

Plan Boundary

Why is the boundary under review?

Calgary Planning Commission requested a review of the appropriateness of the proposed plan boundaries and that they are amended or adjusted as appropriate.

What are the alternatives?

Two areas that could be included within an adjusted Plan Boundary are shown on the following panels.

What are your thoughts on including these areas?

Are there other alternatives that you would like to see that have not been presented tonight?

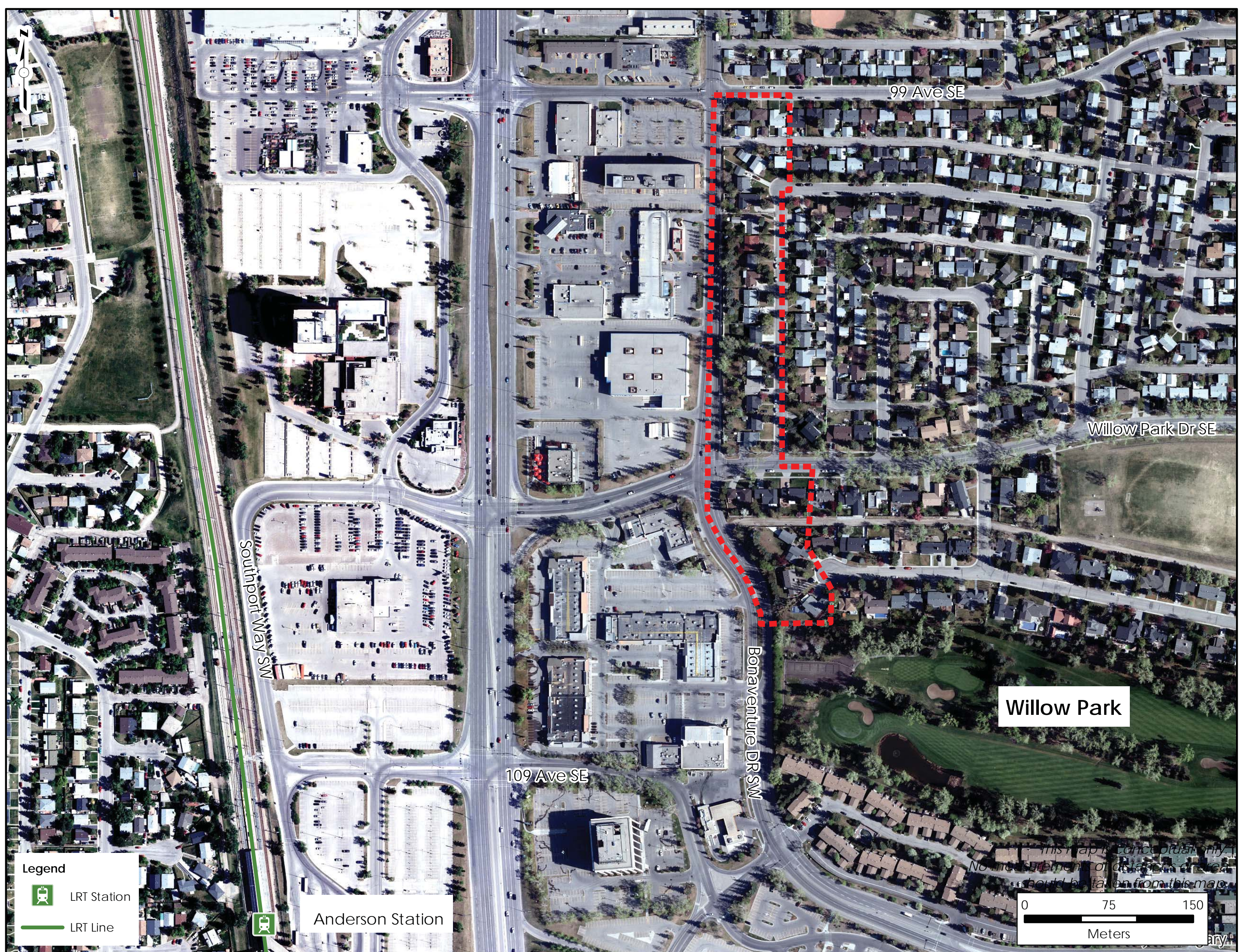
Please let us know on the comment sheet provided.

Existing Draft Plan Boundary



Areas under consideration

1. East of Bonaventure Drive between 99th Avenue and the Willow Park Golf Course.



Considerations for including this area within the Plan boundary:

- Plan policy could require future development to face Bonaventure Drive, as well as Wapiti Drive, creating a more active and attractive Bonaventure Drive.
- As redevelopment takes place the sidewalk and landscaped area on the east side of Bonaventure Drive could be improved.
- Recommended building block along Bonaventure Drive - Neighbourhood ground-oriented.

Areas under consideration

2. East of Bonaventure Drive across from Southcentre Mall between the Willow Park Golf Course and Fairmount Drive SE (Hearthstone Place & Willow Park Green)



Considerations for including this area within the Plan boundary:

- Including this area in the plan could allow for a height transition from Southcentre Mall to the adjacent existing low-density residential development.
- The Willow Park Golf Course provides a buffer between this site and existing low-density residential development.
- Future redevelopment would provide an opportunity for an improved interface with Bonaventure Drive.
- Recommended Building Block – Neighbourhood-Low Rise.

Calgary Transit Anderson Garage

Future Comprehensive Plan Area

What does Future Comprehensive Plan Area mean?

The Future Comprehensive Plan Area identifies parcels that do not require the application of a land use building block as the redevelopment of these parcels is not anticipated for years. They are parcels, typically of single ownership, over 1.0 hectare in size, where redevelopment is too far into the future to determine future. Land use for these sites at the time a local area plan is created. Further planning will be required at the time of redevelopment, to establish the vision for a site.

Why was this area included in the plan?

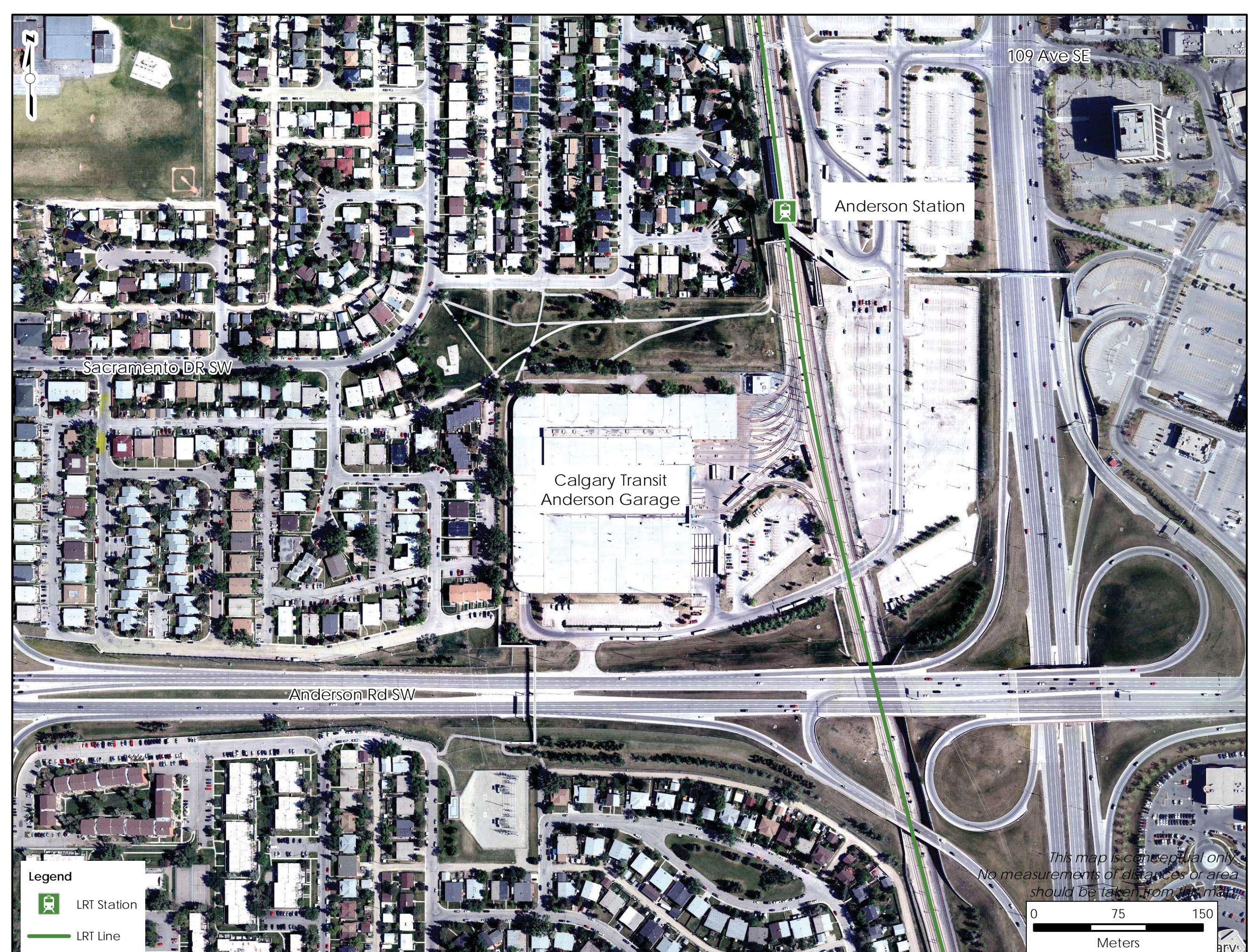
While there is not currently a vision for redevelopment of the site there is opportunity for redevelopment in the future.

When will redevelopment occur?

There is no current plan for these lands. Any redevelopment would be in the long term and at the discretion of the land owner. Before any redevelopment takes place, an application, including a comprehensive plan that details the land use and development pattern will need to be submitted.

Policy direction for this area

Policy within the plan directs this area for higher density residential uses, and emphasizes the importance of transitioning building heights to adjacent neighbourhoods, improvements to parks and open space, and providing good pedestrian connections to surrounding development and the LRT station.



Developed Areas Guidebook

Land Use Categories and Building Blocks

Guidebook

Land Use Categories and Building Blocks

What is a Land Use Category?

Distinct elements of a neighbourhood that consider the character and primary use of a specific area.

They are used during the local area planning process to specify which areas of a neighbourhood will be characterized under which category.

Mixed Use Category

Places where the most concentrated activity in a range of uses occurs. i.e. working, shopping, living, etc.

Neighbourhood Category

Areas with existing housing (new or infill developments) within areas that take advantage of existing infrastructure, transit and local amenities.

Employment Category

Areas that provide a variety of industrial, commercial and office uses close to a primary transit network.

What is a Building Block?

Within each land use category there are building blocks which more closely define the scale, form and intensity of the area.

Neighbourhood – Ground-Oriented (up to 3 storeys)

Neighbourhood – Low-Rise (3-4 storeys)

Mixed Use – Urban (6-10 storeys)

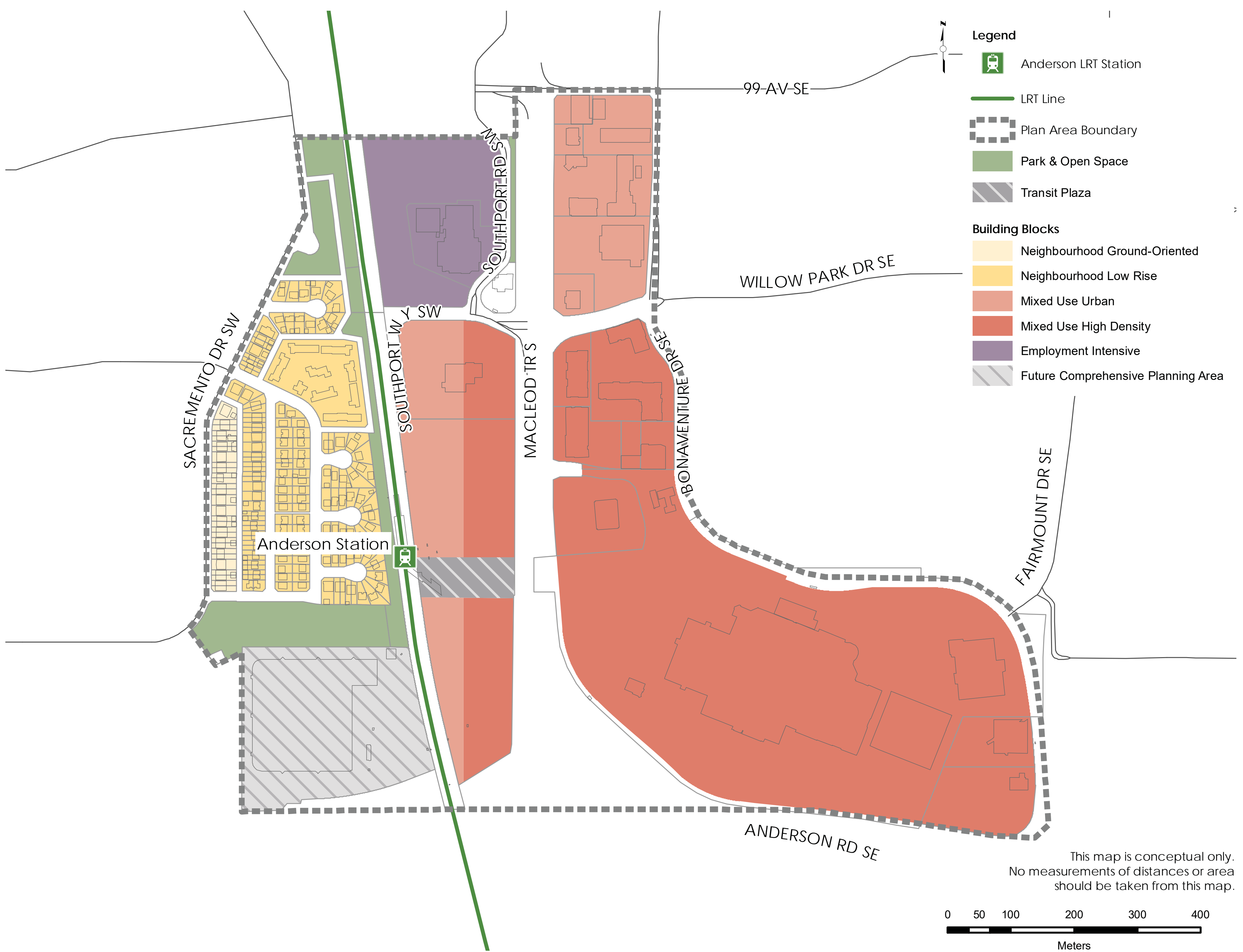
Mixed Use – High Density (over 10 storeys)

Employment – Intensive

Future Comprehensive Planning Area

Anderson Station Land Use Framework

Building Blocks



Building blocks used in the Anderson Station Plan area

Neighbourhood – Ground-Oriented (up to 3 storeys)

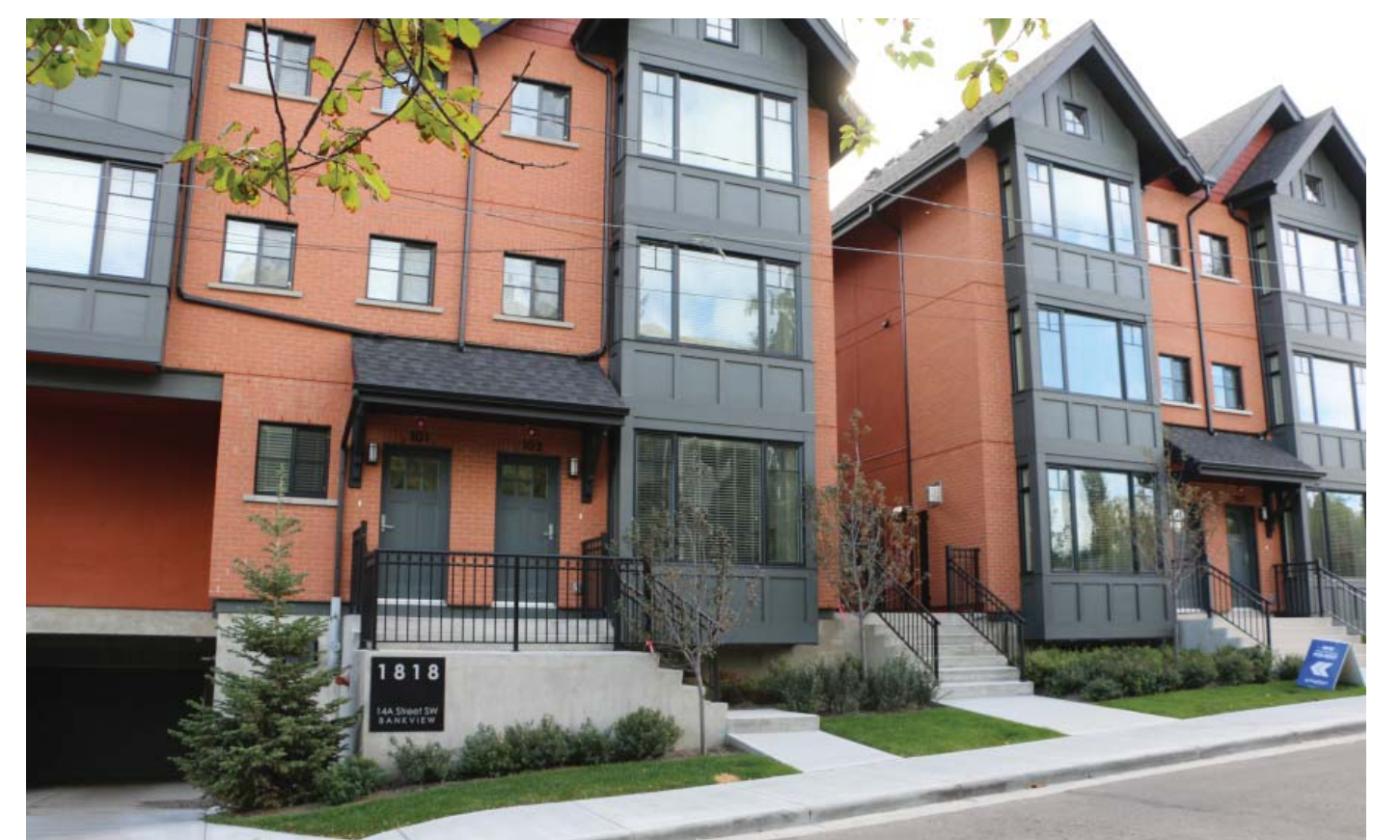
- Existing low density residential housing to remain, complemented by sensitive infill up to 3 storeys of similar scale and setbacks.
- Low scale infill and small improvements to mobility and key open spaces that enhance the stable residential community.
- A mixture of housing types including single family houses, accessory units, row houses, duplexes and carriage houses.



Building blocks used in the Anderson Station Plan area

Neighbourhood – Low-Rise (3-4 storeys)

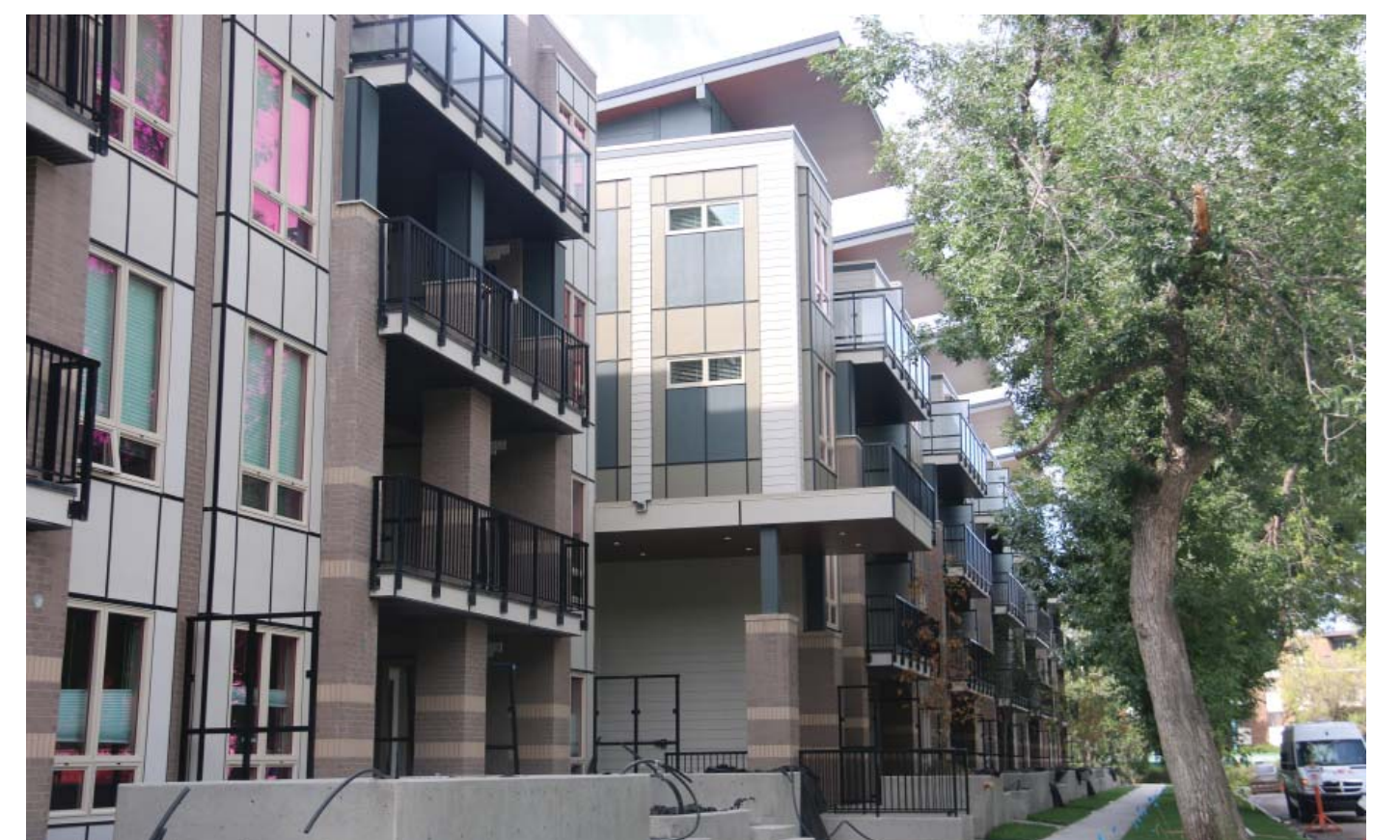
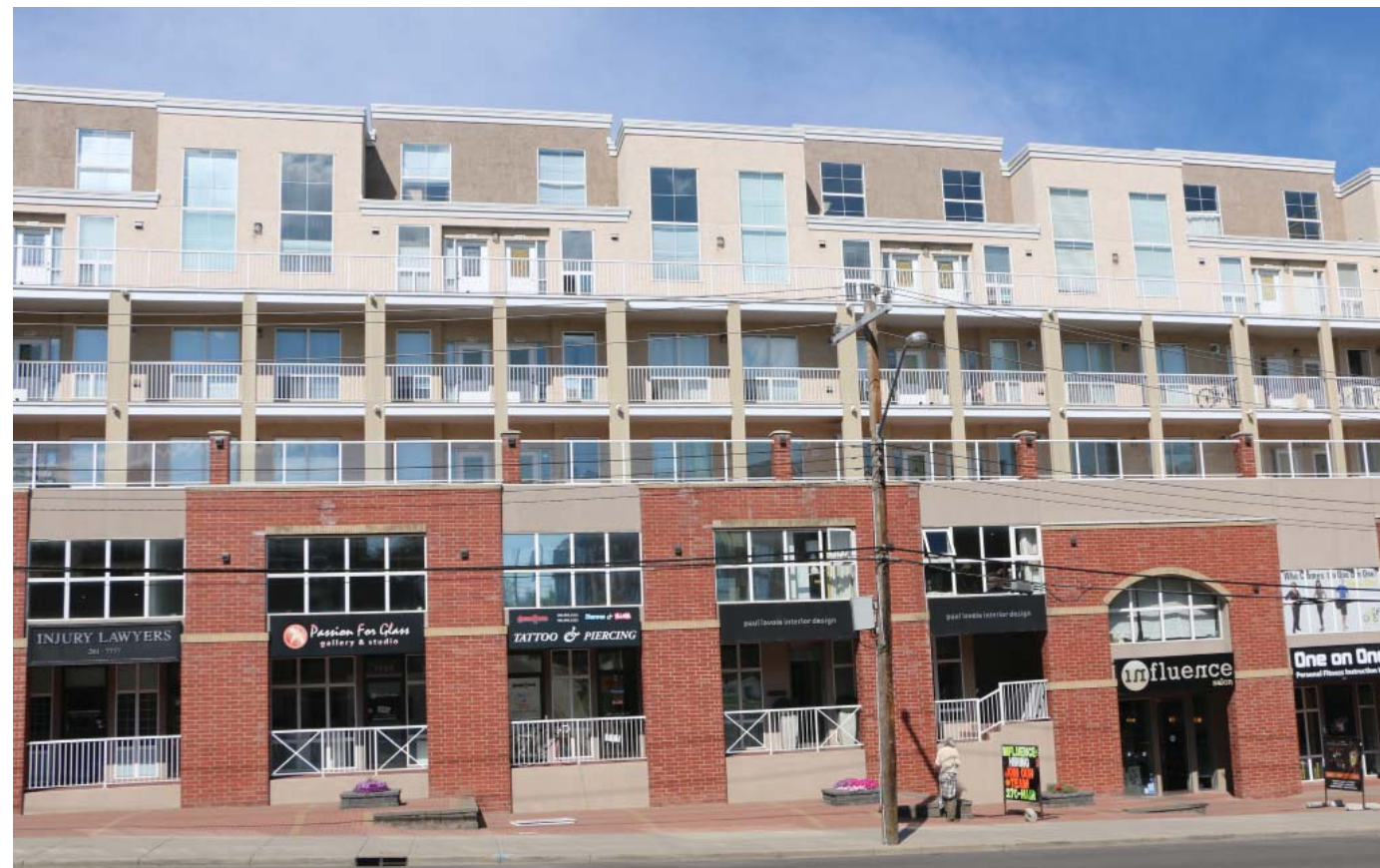
- A mix of low density housing types up to 4 storeys including but not limited to low-rise multi-residential buildings, stacked townhouses, live work units, semi-detached and duplex dwellings, and row houses.
- Active ground floors which include residential amenities, parking entrances and convenience retail at strategic locations, reinforcing the overall connectivity and access plans for the area.



Building blocks used in the Anderson Station Plan area

Neighbourhood – Mid-Rise (4-6 storeys)

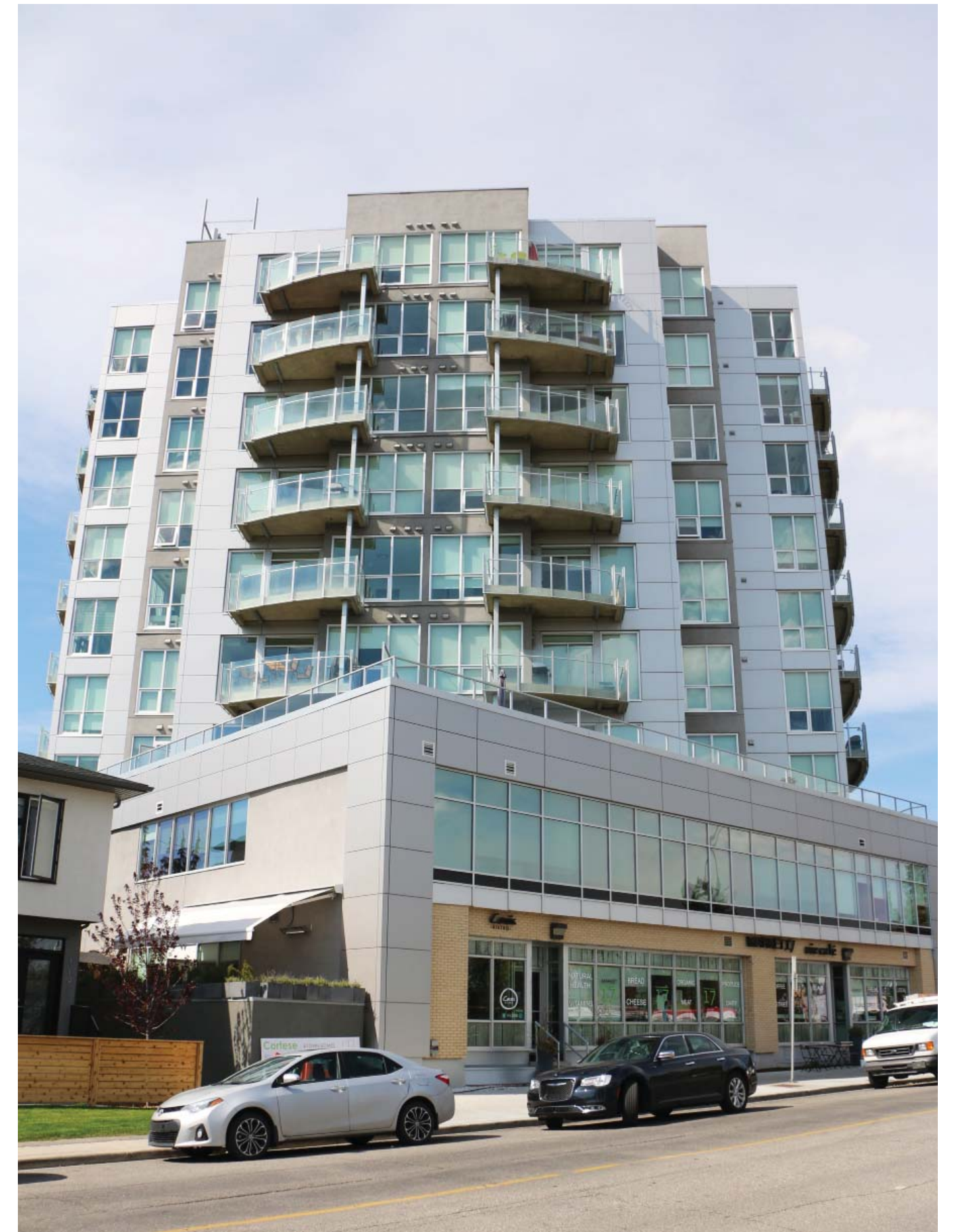
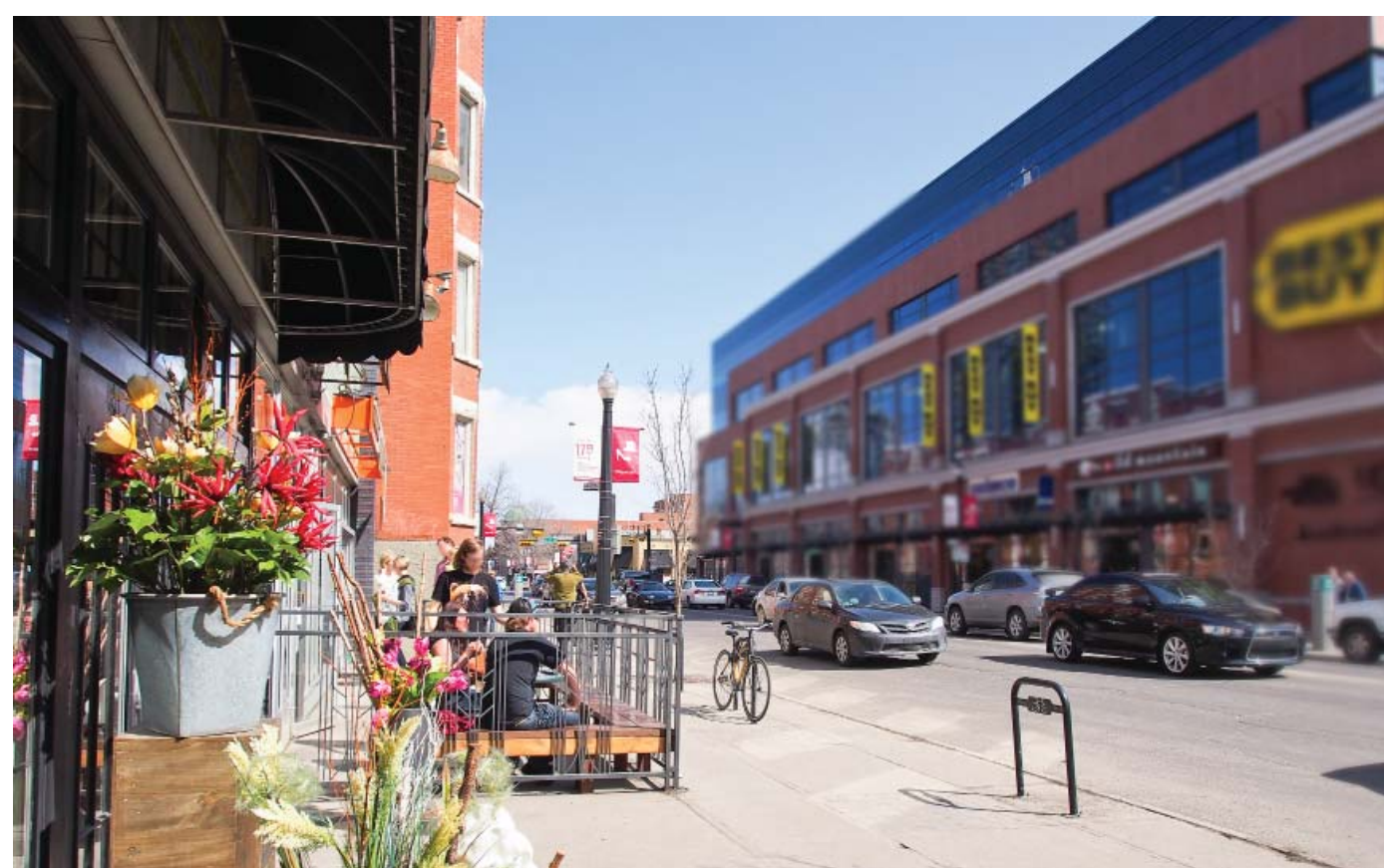
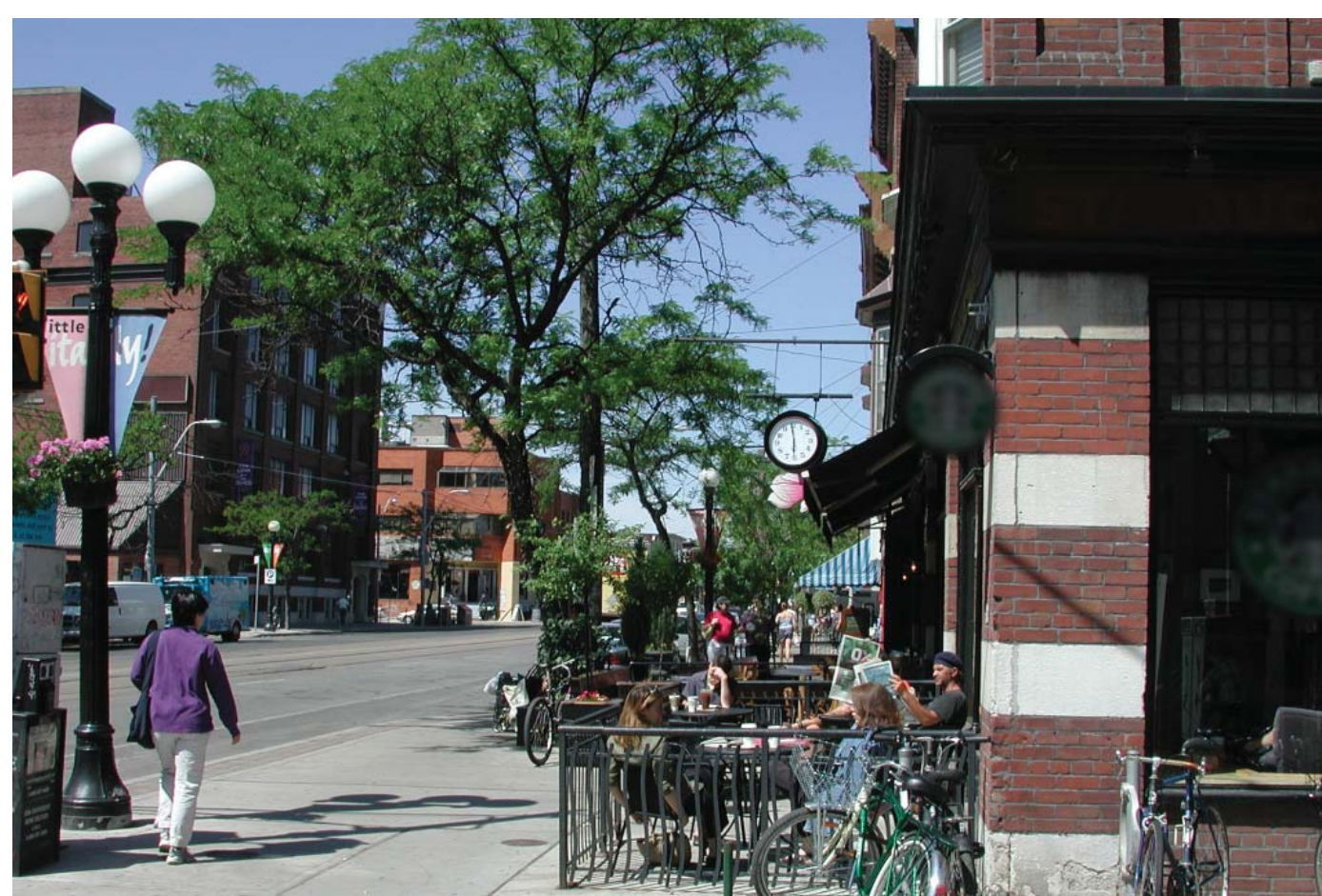
- The design of taller buildings up to 6 storeys that back on to existing adjacent low density residential neighbourhoods.
- Higher multi-residential intensity than the low-rise form that encourage a human scale environment, created by encouraging a 1:1 building height to public right-of-way width ratio.



Building blocks used in the Anderson Station Plan area

Mixed Use – Urban (6-10 storeys)

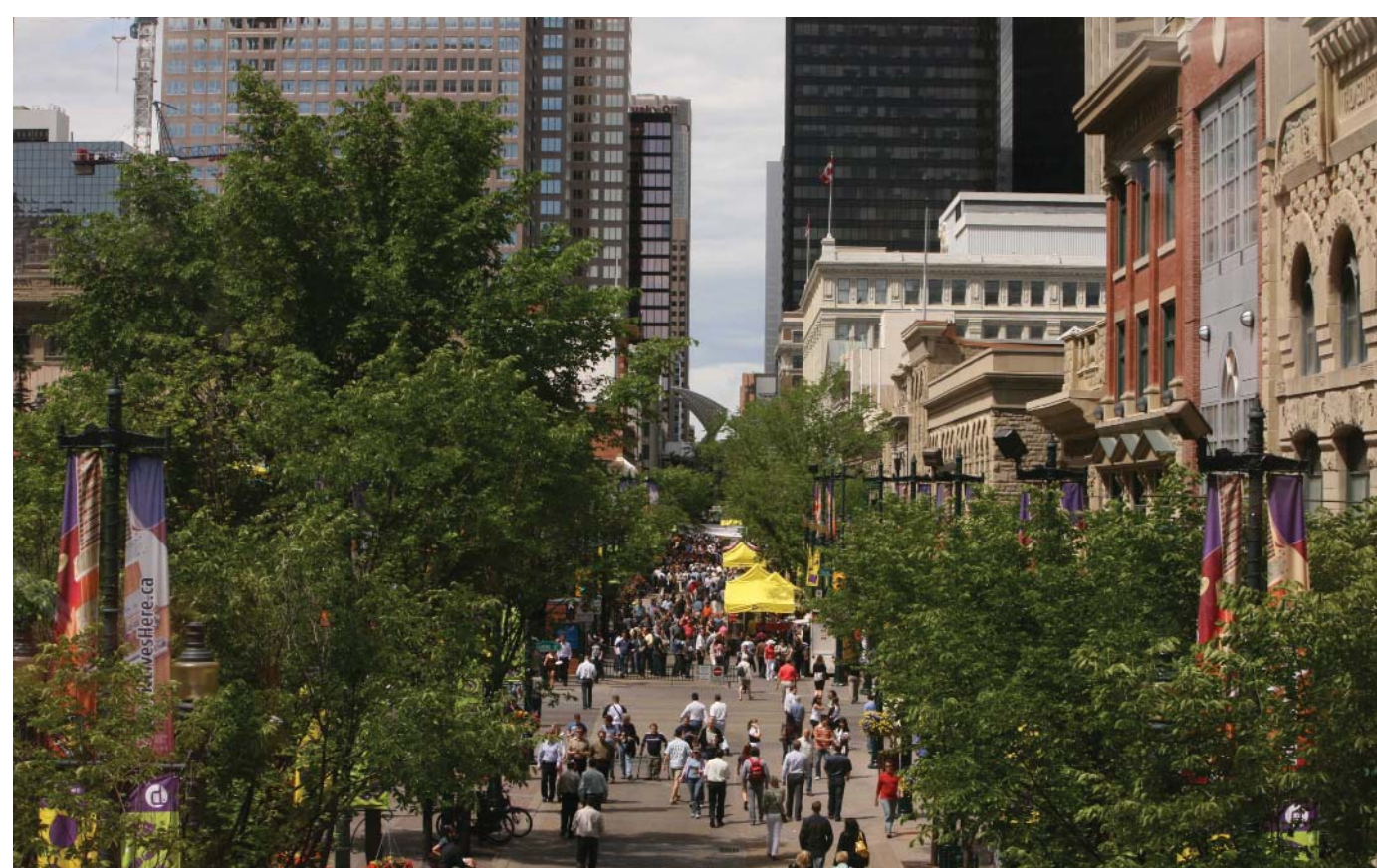
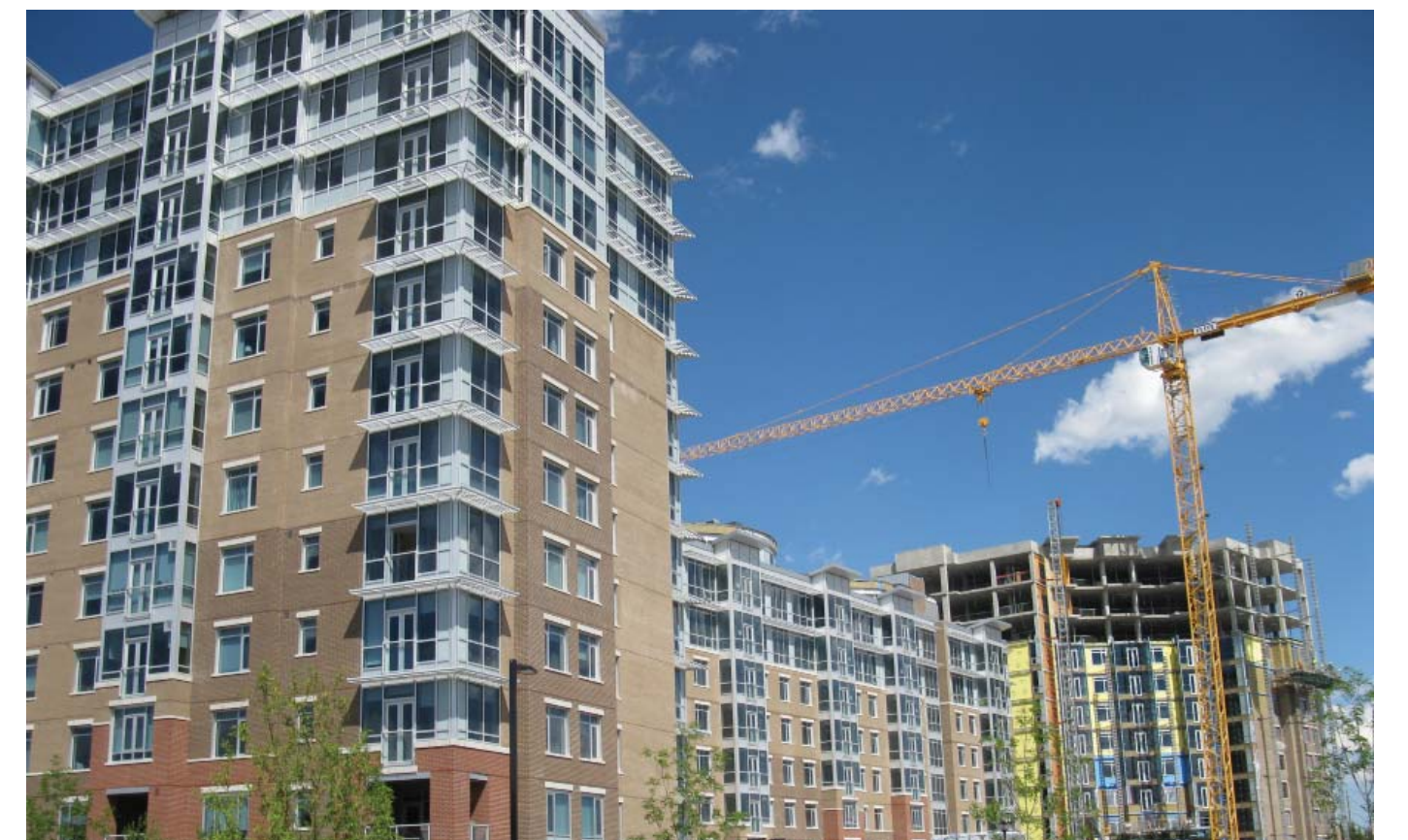
- A greater proportion of non-residential development and higher density mixed use buildings up to 6 storeys in height.
- Supports vertical and horizontal mixed use.
- Provides for uses that support a regional draw to help generate day time and eventing activity.



Building blocks used in the Anderson Station Plan area

Mixed Use – High Density (over 10 storeys)

- A mix of high intensity residential and mixed use development with large-scale residential and non-residential uses.
- Supports the highest density and the greatest flexibility of the mixed-use building blocks to provide significant office, institutional and residential uses.
- Allows multi-residential buildings 11 or more storeys in height, encouraging upper storey building setbacks, where appropriate.



Building blocks used in the Anderson Station Plan area

Employment - Intensive

- A mix of uses which can be located horizontally or vertically to support a high volume of employment activity of multiple types.
- Concentrations of offices with a mix of uses that provides better amenity for offices, including restaurants and other services for employees.



Building blocks used in the Anderson Station Plan area

Future Comprehensive Planning Area

- Redevelopment on these parcels is far into the future.
- Typically applies to large sites, over 1.0 hectare (usually single ownership).
- Higher intensities and heights may be considered in strategic locations within a redevelopment project where deemed appropriate.
- Further planning will be required at the time of redevelopment, to establish the vision for a site.



What we've heard from area residents, landowners and businesses

Over the past eight years input has been gathered through online submissions, and at several working sessions and open houses.

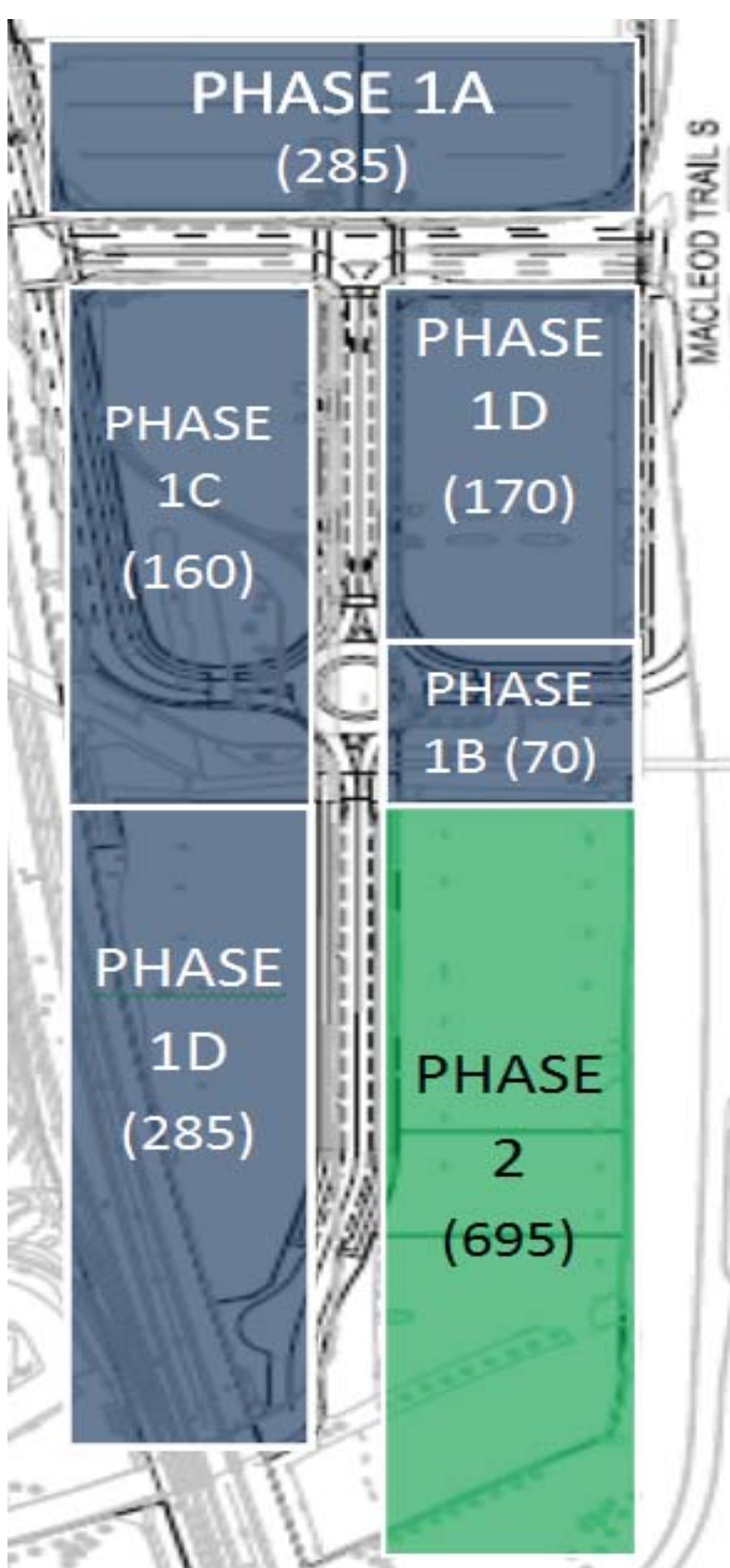
This table summarizes what we've heard through our engagement and how the new plan will address these items

What we heard:	How the plan addresses what we've heard:
<p>Mixed-Use A mix of uses (residential, office and retail) is preferred.</p>	<ul style="list-style-type: none"> The plan proposes a mix of uses across the plan area.
<p>Traffic Concern that redevelopment will result in increased traffic on Macleod Trail and surrounding streets.</p>	<ul style="list-style-type: none"> A transportation study was conducted based on the proposed land uses. Recommended changes to improve vehicle, pedestrian, and cycling networks will be implemented as the plan area is redeveloped.
<p>Parking Concern that the proposed long-term reduction in park and ride parking will be inadequate for transit users.</p>	<ul style="list-style-type: none"> A phased approach to reduce the park and ride as the site is redeveloped is proposed. Additional parking is proposed at existing Park and Ride facilities along the south line to accommodate park and ride demand.
<p>Built Form, Height & Density Midrise buildings are preferred with higher buildings located closer to Macleod Trail.</p>	<ul style="list-style-type: none"> The plan proposes higher buildings along Macleod Trail and lower buildings located closer to the existing residential areas.
<p>Linkages Improve pedestrian and cycle connections between the LRT station and adjacent communities.</p>	<ul style="list-style-type: none"> Redevelopment within the plan area will result in a compact walkable community. Enhanced connections to neighbouring communities are proposed across Macleod Trail and the LRT and heavy rail lines.
<p>Public Parks & Open Space Park spaces should accommodate all ages, should be functional and safe.</p>	<ul style="list-style-type: none"> Potential parks / open spaces are identified in each of the plan precinct areas.
<p>High Quality Design High quality building design and materials are important, particularly in high density areas.</p>	<ul style="list-style-type: none"> The Anderson Area Redevelopment Plan and Developed Areas Guidebook provide policy direction regarding building design and materials.

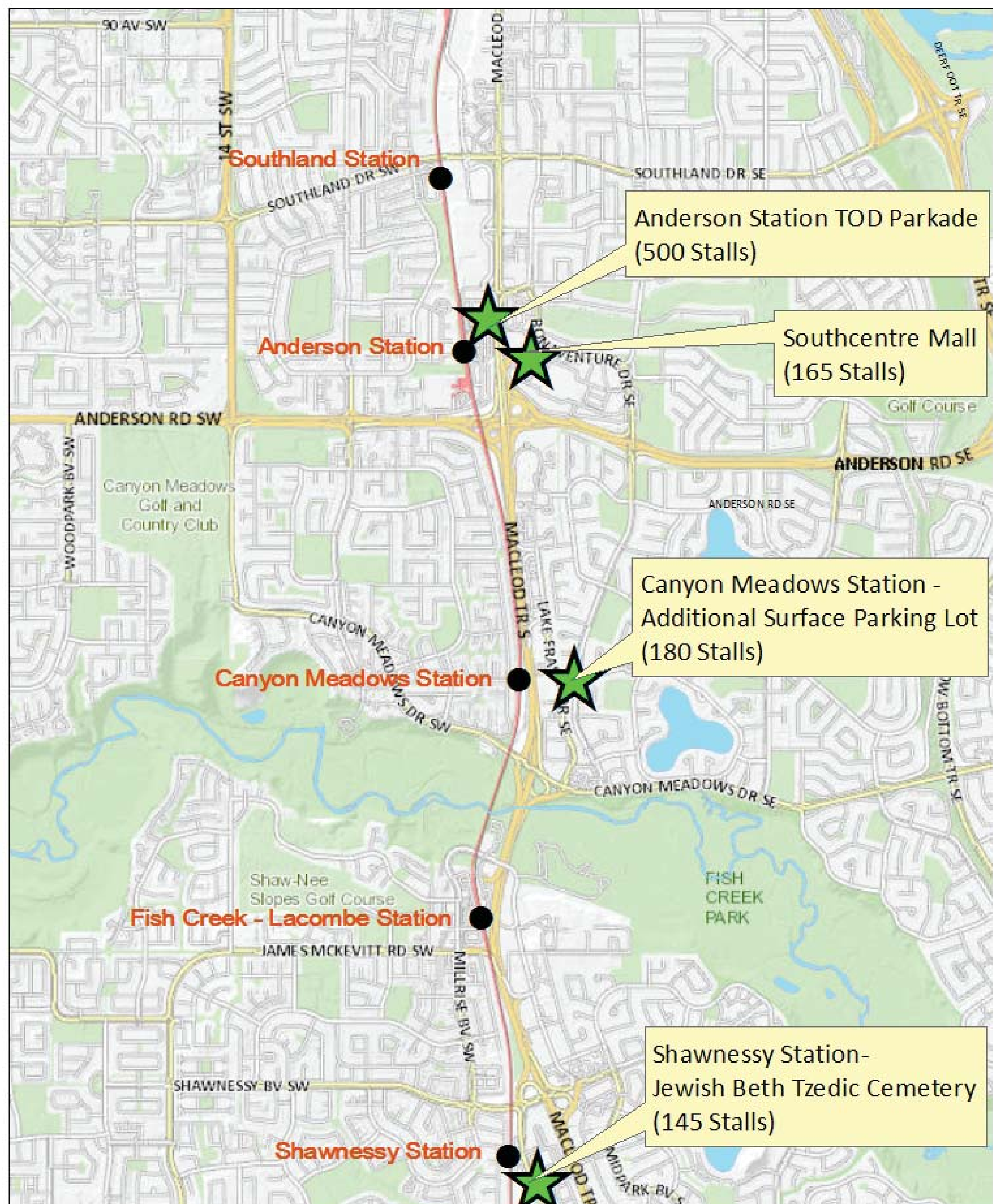
Anderson Station Park and Ride Replacement Plan

Phasing of Transit Oriented Development

- Minimal net loss of park and ride stalls.
- TOD parcel servicing and replacement parking lots to be coordinated.
- Align TOD phasing with Green Line operation.
- Approved in principle – funding model dependent.



- Phase 1 can begin pending land use and funding model approvals and agreements with land owners.
- Phase 2 can begin with the opening of Green Line.
- The displacement opportunities will be phased in with service phasing to minimize costs.



Timeline

Phase 1: Plan Vision and Principles

01

PROJECT
BEGINS

Spring 2008

- Several visioning sessions were held with area residents and business owners to develop the plan vision and principles.
- Open house held to get community feedback on proposed plan vision and principles.

Phase 2: Plan Development

02

Summer 2008

- Plan vision and principles used to develop draft plan.
- City staff drafts Area Redevelopment Plan.

Fall 2008

- Draft Area Redevelopment Plan presented at open houses.
- Public input incorporated into Area Redevelopment Plan.

June 2012

- Community workshop held
- Public input incorporated into Area Redevelopment Plan.

Summer / Fall 2015

- The Plan was presented to Calgary Planning Commission (CPC) who referred the plan back to City Staff for additional work.

November 2016

- Open house for the community to review the proposed Area Redevelopment Plan prior to the plan returning to Calgary Planning Commission and City Council.

WE
ARE
HERE

Phase 3: Approvals

03

PLANNING
POLICY
APPROVAL

First Quarter 2017

- Proposed Area Redevelopment Plan to be presented to the Calgary Planning Commission.
- Public Hearing of Council to consider the proposed Area Redevelopment Plan.

Calgary



Thank you for attending our open house

Project information including the proposed Anderson Station Area Redevelopment Plan is available at calgary.ca/andersonarp

If you have any questions, please contact

Craig Davies

403.268.2919 | craig.davies@calgary.ca

