



Welcome

At today's Open House, you will find:

- Display boards explaining the key components of the proposed Land Use Amendment and changes to the Westbrook Village Area Redevelopment Plan.
- City of Calgary Staff to help with any questions you might have
- A brief comment sheet to provide City of Calgary Staff with comments concerning the proposed Land Use Amendment and changes to the ARP.

These boards will be placed on-line at:

www.calgary.ca/WestbrookStation

Enjoy your visit!

Westbrook Station

Background

What is the Municipal Development Plan (MDP)?

The MDP is a statutory planning document adopted by Council that describes the vision for a long-term pattern of growth and development in Calgary over the next 60 years.

What is an Area Redevelopment Plan (ARP)?

An ARP is a statutory planning document adopted by Council that:

- sets out land use policies for the redevelopment of a community
- provides a policy context to guide decision making on development or land use applications

What is a Land Use District?

A land use district (zoning) is the legal control of the use and intensity of development on a parcel of land.

What is a Land Use Amendment?

Any owner of a parcel may apply to The City to change (redesignate) the land use district. Only City Council has the authority to approve these applications. This process is called a Land Use Amendment.

What is an Outline Plan?

Outline Plans are prepared as an initial stage of major subdivisions. They are usually processed together with land use amendments to ensure a workable distribution of land uses, open space, road networks, etc.

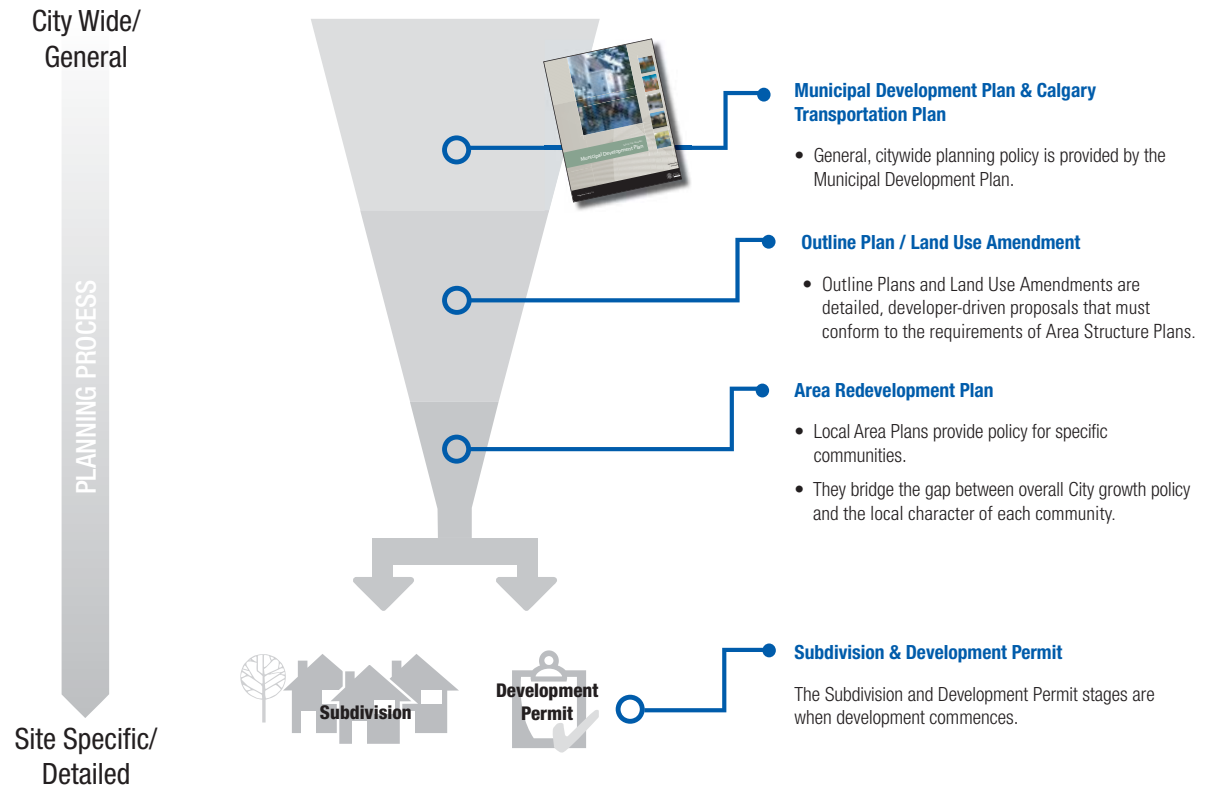
Once approved by the Subdivision Authority (Calgary Planning Commission), they form the basic concept for subsequent tentative plans.

What is the Role of City Council?

City Council is the decision maker for land use redesignation applications and ARP amendments. Before Council makes a decision, they hear opinions from the public at a Public Hearing of Council.

Hierarchy of Planning

City growth is coordinated by a series of plans.

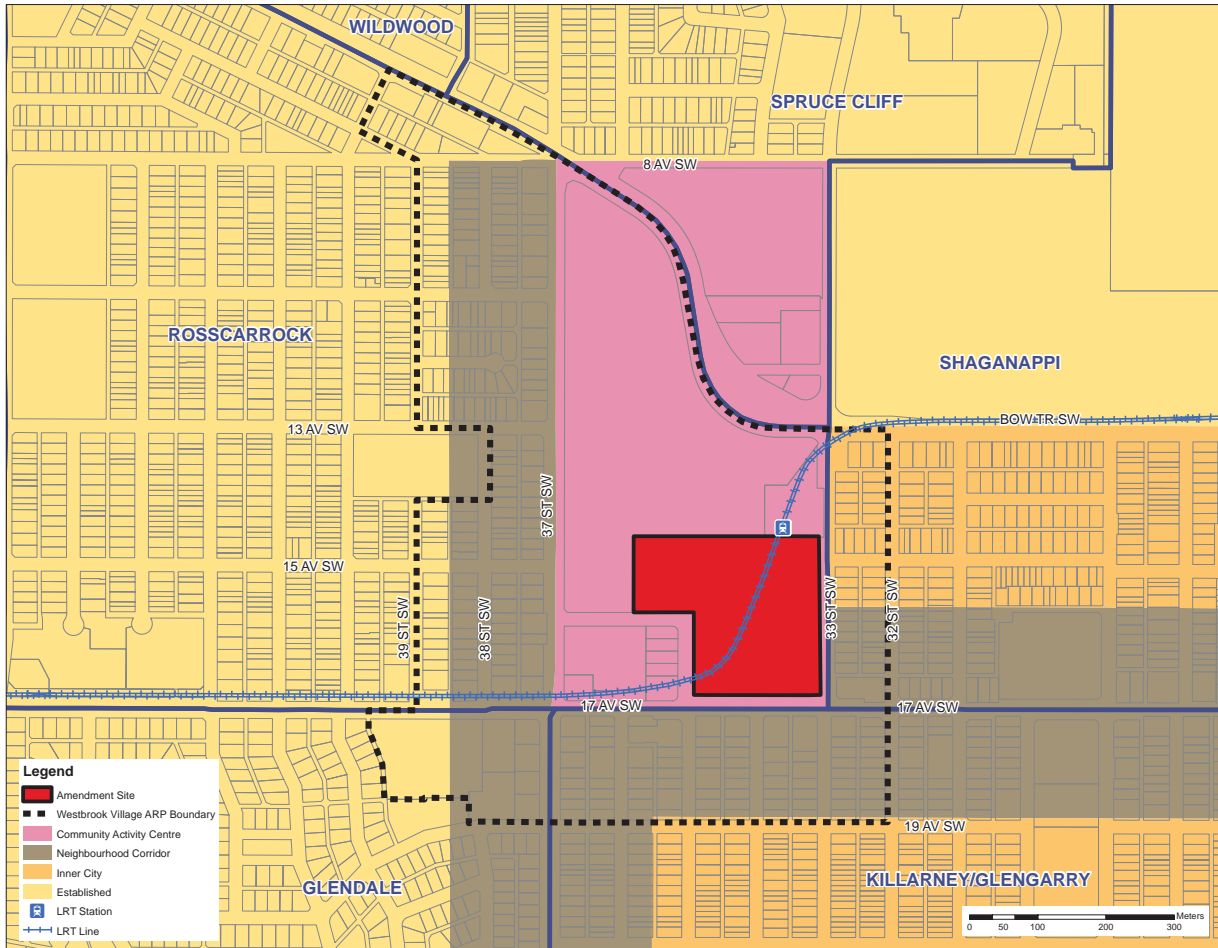


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Onward/ We will direct future growth in a way that fosters more compact and efficient use of land, creates complete communities, and allows for more mobility choices.

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Municipal Development Plan

The Calgary Municipal Development Plan (MDP) and Calgary Transportation Plan (CTP) provide a long-term strategy for a more sustainable city through the integration of land use and mobility policies. These plans describe the vision for a long-term pattern of growth and development in Calgary over the next 60 years and put in place a policy framework to integrate social, economic and environmental objectives over the next 30 years.

Lands within the city are classified into different typologies within the MDP. The Westbrook Station site is identified as part of a Community Activity Centre in the MDP. Community Activity Centres (CACs) provide for a concentration of jobs and population in strategic locations throughout the city, and represent a local destination for multiple communities. The design and character of each CAC must feature amenities to create a comfortable environment that accommodates pedestrians and cyclists while making the CAC a desirable place for workers, residents and businesses to locate.

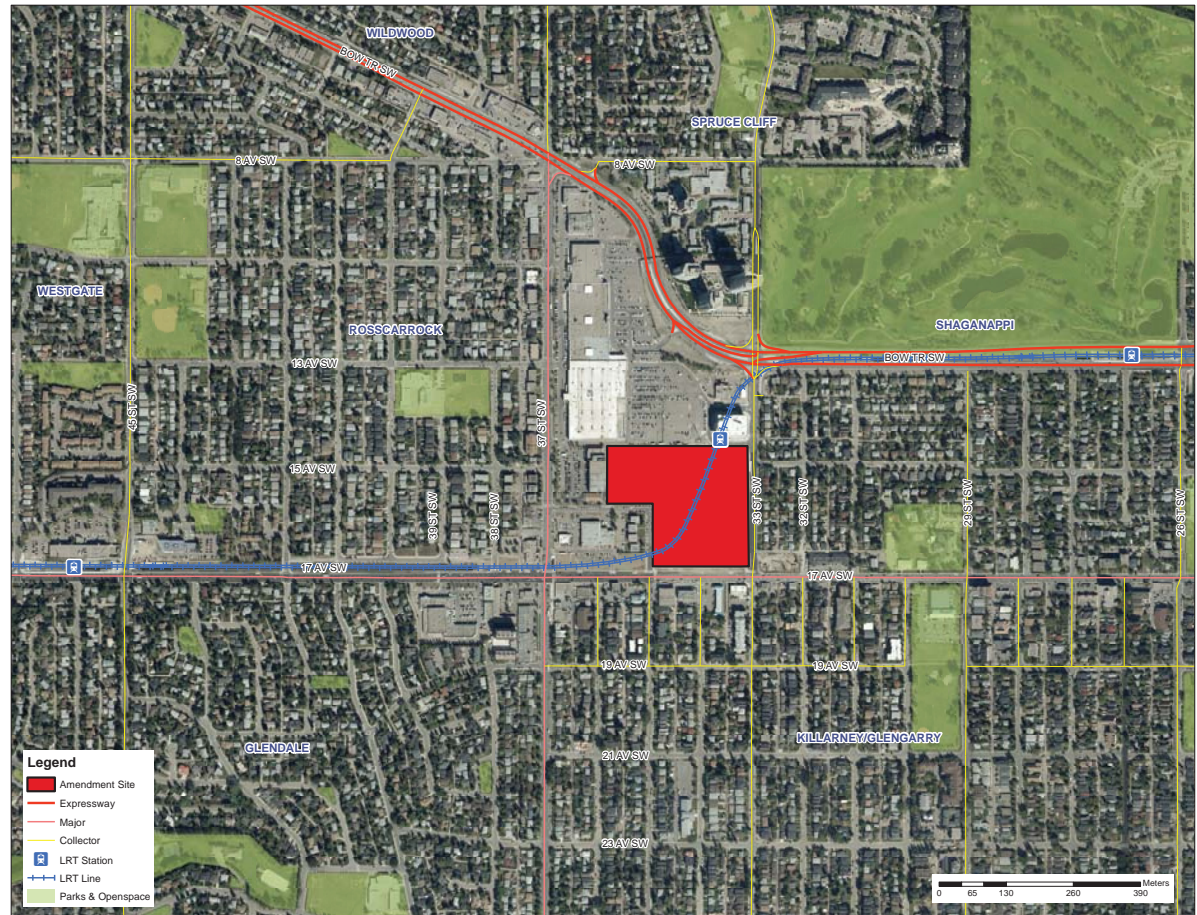
In addition, 17 Avenue SW and 37 Street SW are identified as Neighbourhood Corridors. Neighbourhood Corridors typically are located along a Primary Transit Network within the Inner City and have a strong historical connection to the communities they abut. They are the "main streets" for one or more communities, providing a strong social function and typically support a mix of uses within a pedestrian friendly environment.

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Site Context

The Westbrook Station site is located 5km from Calgary's downtown core at 33 Street SW, between Bow Trail and 17 Avenue SW. It is in direct proximity to a regional bus transit hub. Contained within the community of Rosscarrock, it is directly adjacent to the residential communities of Shaganappi and Killarney/Glengarry. Westbrook Mall is located immediately north of Westbrook Station and these lands together comprise the majority of the area covered within the Westbrook Village Area Redevelopment Plan (ARP). The site is surrounded by a mix of commercial uses and low-rise apartments to the west and south, including 17 Avenue SW, and single-detached dwellings to the east.

The Westbrook Station lands are comprised of approximately 4.16 ha (10.3 acres) of land situated immediately above and surrounding Calgary's first underground transit station. This station is one of six located along the West LRT line which links Calgary's downtown to the communities located in west Calgary. The transit station platform is located underground, with two entrances above ground. The platform is side-loading and is connected via two entrances: the north entrance is located in the lobby of an adjacent four-storey office block; and the south entrance is located immediately in the centre of the project lands. The site is presently vacant, having formerly accommodated the Ernest Manning High School and associated playing fields, which was relocated in 2011.



Westbrook Station

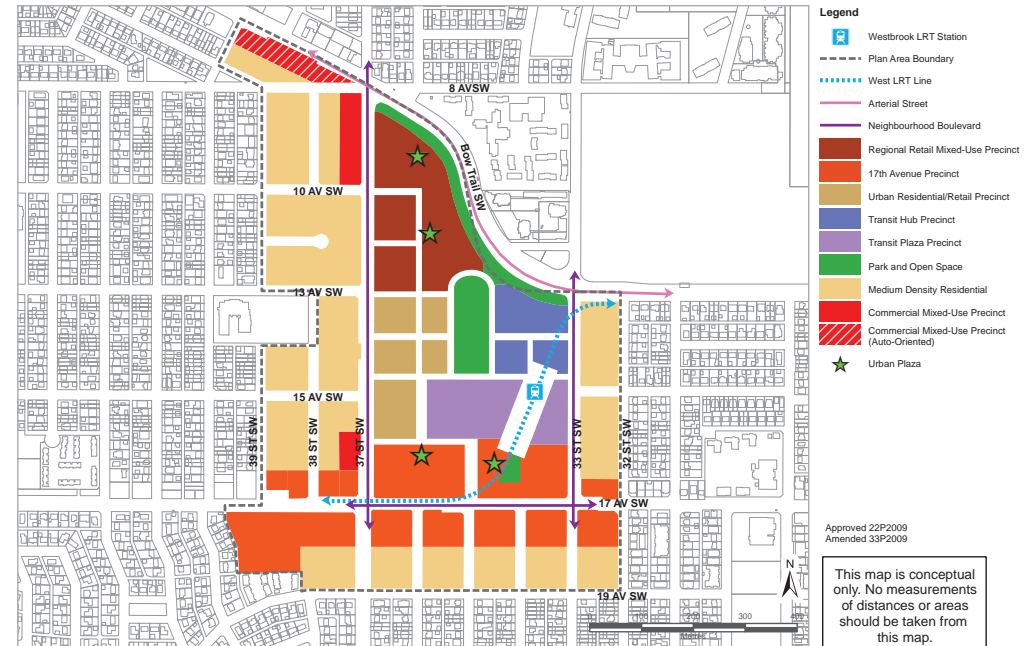
Land Use and Density

The existing land use designations for the Westbrook Station lands are currently Direct Control (DC) Districts. It was determined at that time that there was not a standard land use district within the Land Use Bylaw that could provide for Transit Oriented Development (TOD). The proposed draft Direct Control District was prepared based on the DC Districts previously approved and is based on the mixed-use pedestrian oriented C-COR 1 District.

The C-COR 1 District is the Land Use Bylaw 1P2007 District that best reflects the direction of TOD (uses, density, height, etc.). The C-COR 1 District provides for a pedestrian oriented environment through its land uses, stipulations on ground floor uses and the manner by which parking is addressed (i.e. not in front of buildings). Therefore, many of the guidelines of the C-COR 1 District are appropriate as the baseline for the Westbrook TOD development and are included in the draft DC Bylaw.

- The ARP policy for the northwest portion of the lands, adjacent to 35 Street SW and north of 16 Avenue SW, is proposed to be changed from the Urban Residential/Retail Precinct to Transit Plaza Precinct. This changes these lands from more of a primarily residential focus to one that allows for the flexibility of a mix of uses throughout the development.
- The maximum density is to be kept the same, however the ability to transfer the bonus density between sites within this overall development site has been proposed.
- A cap on the maximum allowable density (2.725 million sf GFA) is being provided in the land use district to ensure that the maximum allowable development area is not exceeded for the comprehensive development as originally proposed.

Land Use Precincts



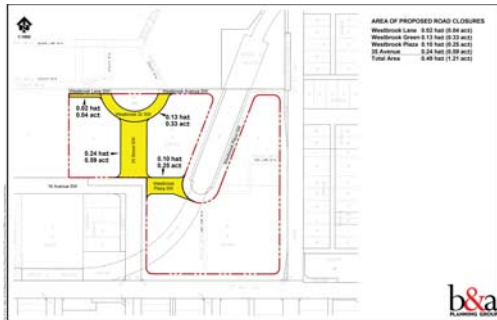
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Mobility

Road Closures

All of the proposed road closures pertain to roads that have not been physically constructed and exist in plan only. Despite the closure of these roads, the configuration of the street network envisioned in the ARP is maintained; the proposed alterations are only to the character and design of the roadway. The proposed road closures serve to enhance the pedestrian environment and connectivity between the open spaces and throughout the site. The road closures will assist in minimizing conflicts between pedestrians and other vehicles. The existing subdivision approval created an awkward configuration of development parcels and roadways west of the Transit Plaza that both constrained points of access and predetermined the requirement for multiple driveway crossings to numerous parkades.

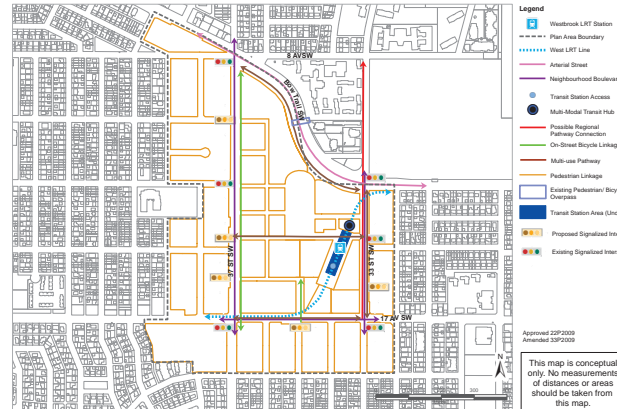
The road closures also serve to complete the alignment of Westbrook Avenue as a main east/west roadway due to the relocation of the Municipal Reserve and resulting reconfiguration of the central park. These closures, at the same time, create the opportunity to integrate a comprehensive underground parking strategy, allowing for greater potential underground parking area.



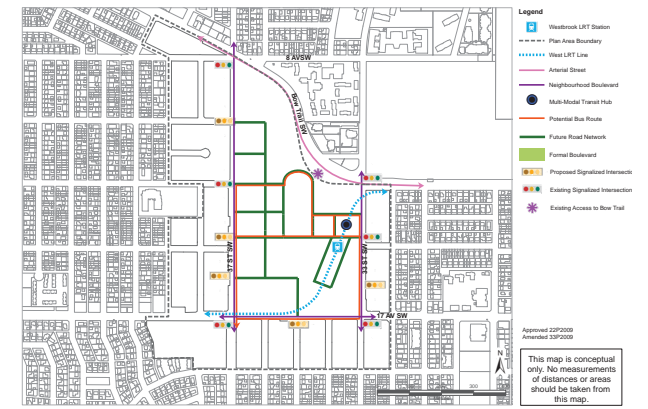
Street Cross Sections

The street cross sections for 33 Street SW and 17 Avenue SW that are part of the Westbrook Village ARP were reviewed to ensure that they worked in coordination with the anticipated development, accommodated the multi-modal approach, and met the recommendations of the Transportation Impact Assessment.

Bicycles & Pedestrians



Vehicles & Public Transit



Proposed 33rd Street cross-section

Proposed 17th Avenue cross-section

Westbrook Station

Urban Design & Public Realm

South Plaza

Located south of the LRT station head and the Transit Plaza, this space accommodates the relocated portion of the future central park and includes additional plaza space available over top of the LRT tunnel. The relocation of the Municipal Reserve provides a greater amount public open space than was originally conceived in the Westbrook Village ARP and does not deter or negatively impact the development of the central park.

The South Plaza will function as a 'grand public space'; it is situated to benefit from the proximity of a diversity of land uses (office, retail, residential), while functioning as a transit foyer to the south of the station head. The design will be flexible and dynamic, capable of accommodating a large number and types of users, and be programmable throughout the seasons. It maintains direct connectivity to the surrounding street network (particularly the 35th Street Boulevard and 17th Avenue), is easily accessible by pedestrians and cyclists, and takes full advantage of available sunlight throughout the seasons.

35 Street Boulevard

35 Street is envisioned as a dramatic element that accommodates an expanded street right-of-way and a landscaped median accented by coordinated tree planting and street furnishings. North of 16 Avenue, the 35 Street Boulevard will continue to provide a direct connection through to the larger Westbrook Village neighbourhood and the future central park, but the character of the street is proposed to accommodate only pedestrian and bicycle travel.

Gateway connections are also featured in this area. A landscaped corner at the intersection of 35 Street SW and 17 Avenue SW is intended as a major entrance feature into the South Plaza and South LRT station head. A connection east of 35 Street provides a secondary gateway into the vicinity of the Transit Plaza/ South Plaza.

Neighbourhood Park

A Neighbourhood Park is envisioned between the proposed buildings of the development plan located west of the LRT underground station and Transit Plaza. It would include and intersect with the 35 Street Boulevard north of 16 Avenue SW. The design would include a high quality pedestrian environment that also contains unique spaces to encourage play, gathering and respite for the users of the buildings. Its relationship to surrounding open space would allow movement of cyclists and pedestrians directly to transit, pathways, and connectivity to the Westbrook Transit Plaza, the South Plaza and, eventually, the proposed future central park.



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Built Form and Site Design

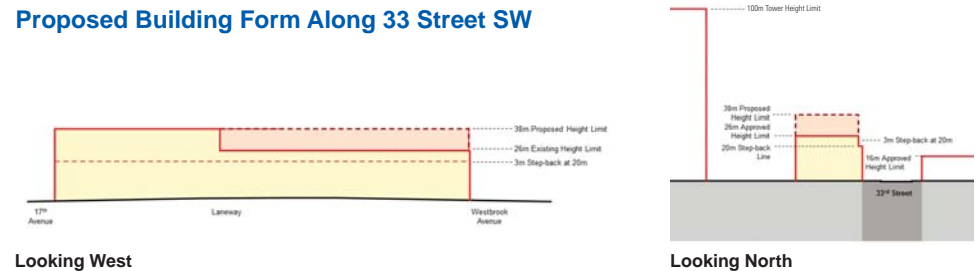
The proposed Westbrook Station development strategy is directed towards promoting alternative forms of transportation, including the encouragement of the use of the transit services on site. The proposed public realm strategy is informed by a conceptual building layout that takes into consideration the importance of placemaking and connectivity within and through the site. While respecting the overall layout and goals of the approved Westbrook Area Redevelopment Plan (ARP), the revised configuration of parks and open spaces allows Westbrook Station to exist independently until future phases of the area begin to develop.

- For the area along 33 Street SW the height is proposed to be increased from 26 metres to 38 metres to enable the realization of an appropriate TOD density.
- Along 33 Street SW building setbacks are proposed at the 20 metre height to provide for a consistent streetwall along 33 Street SW similar to 17 Avenue SW and provide for a transition to the future 16 metre development anticipated across 33 Street SW.
- Building setbacks are proposed at the 20 metre height along 17th Avenue to provide for a consistent streetwall in accordance with the Westbrook Village ARP.
- A further landmark or tower is being proposed on the northwest portion of the site.
- The maximum floor plate restrictions for towers are being proposed to be increased to provide for more flexibility in built form and enable the realization of anticipated density for the site.

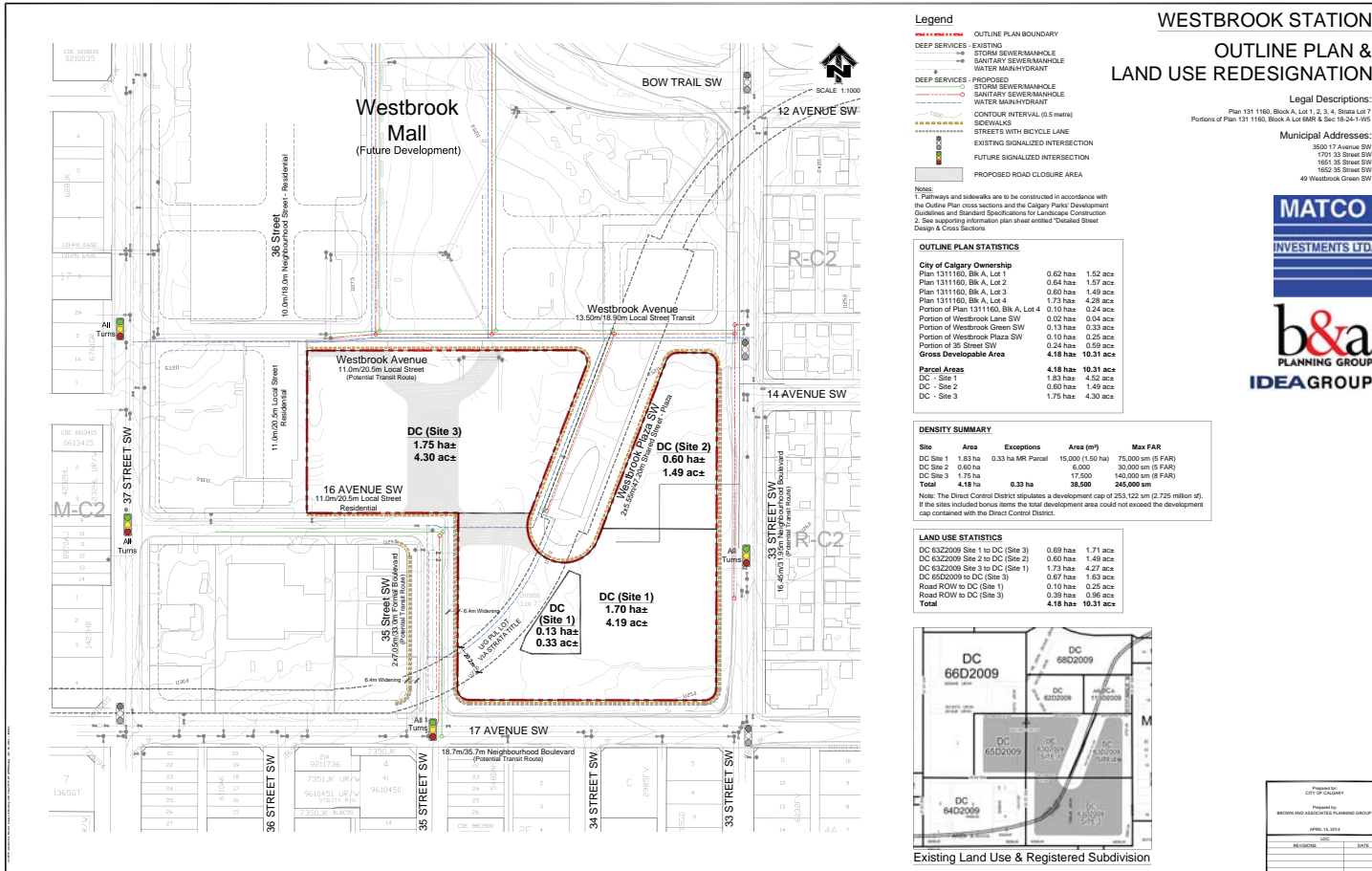
Maximum Building Heights



Proposed Building Form Along 33 Street SW



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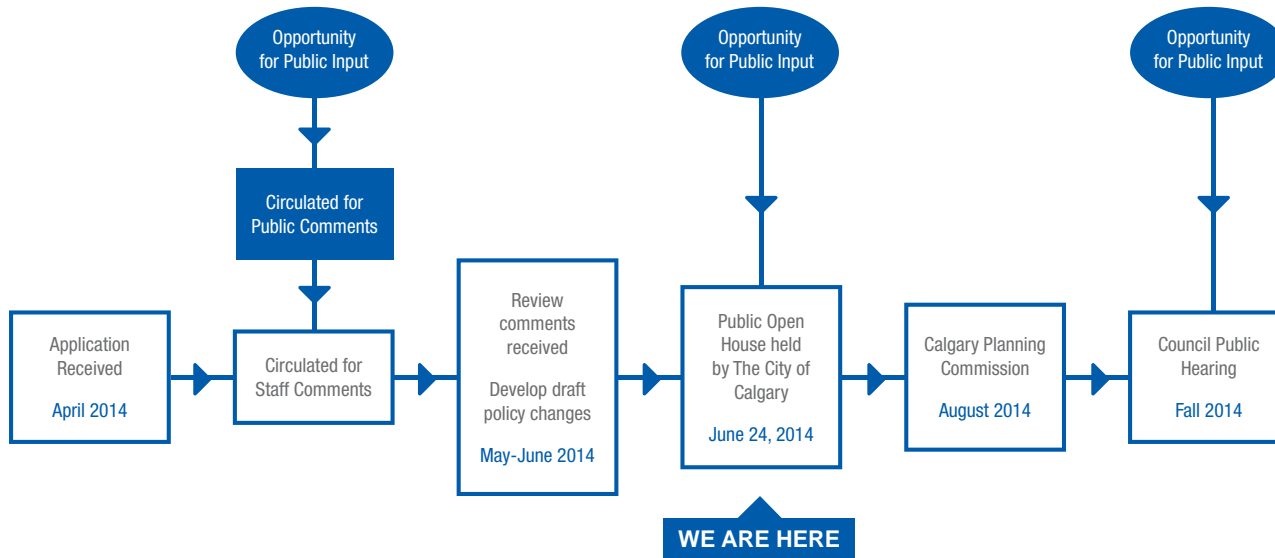
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Once approved by the Subdivision Authority (Calgary Planning Commission), they form the basic concept for subsequent tentative plans.

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Timeline



Feedback

We encourage you to Provide your comments:

- Talk to a City of Calgary staff member present today
- Leave your comments on the feedback form
- Visit the website and participate in the on-line survey forum:
www.calgary.ca/westbrookstation
- Contact a City of Calgary staff:

Craig Sklenar, Senior Planner
Local Area Planning & Implementation
Phone: 403.268.8069
Email: craig.sklenar@calgary.ca

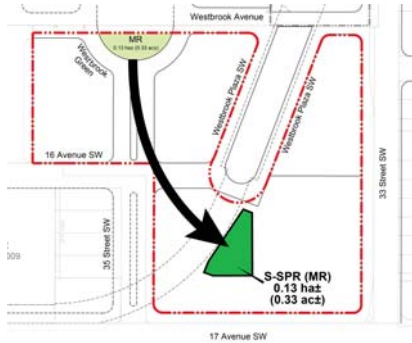
Steve Jones, Policy Planner
Local Area Planning & Implementation
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Thank you for attending!

Westbrook Station

Urban Design & Public Realm

Municipal Reserve Relocation



South Plaza conceptual illustration view from South Station Head (subject to change)



Development concept showing ground floor uses and open space



Conceptual Public Realm

