

Stadium Shopping Centre ARP

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1 Vision

The Stadium Shopping Centre will be redeveloped into an attractive, vibrant, mixed-use centre which provides employment opportunities, residential accommodation, and services that are complementary to the surrounding communities and institutions. Large surface parking areas will be replaced with a network of walkable open spaces, streets, sidewalks, and pathways fronted by high quality mixed-use development. This community gathering place will be easily navigable by foot, by bicycle, by transit, or by vehicle, and contribute to creating a sense of place and activity.

2 Scope and Intent

This plan is intended to:

- A. outline site-specific submission requirements for planning applications;
- B. provide policies to be used for the evaluation of planning applications, including guidance for the interpretation of discretionary elements in the site's existing land use (C-C2f3h46); and
- C. identify investments and other actions to realize the plan's vision.

This ARP is not a master plan, but a framework of principles, guidelines, and requirements intended for use by the City, the public, and landowners to shape the creation and assessment of a detailed master plan that will be required at the development permit stage, and to ensure that subsequent planning applications continue to align with the policies in this plan.

Section five of this plan identifies requirements for the first and all subsequent development permit applications. Section six contains policies that will be used to assess development applications, including the master plan and other documentation required as part of the first development application. Section seven identifies investments that will be required in order to realize the vision set out in this plan.

3 Authority of this Plan

3.1 About this Plan

The Municipal Development Plan (MDP) supports the creation of Local Area Plans to help guide redevelopment in developing and established communities. This document, called the Stadium Shopping Centre Area Redevelopment Plan (ARP), provides application submission requirements and policy guidance for future redevelopment within the study area boundary shown on Map 1.

The redevelopment of the Stadium Shopping Centre as a more intensive, mixed-use Neighbourhood Activity Centre was established as part of the South Shaganappi Communities Area Plan, approved by Council in 2011.

3.2 Authority of this Plan

The Municipal Government Act (MGA) enables municipalities to create statutory and non-statutory planning policies to guide redevelopment through a set of rules and guidelines. Statutory policies are commonly known as Area Redevelopment Plans, which exist in many different areas of Calgary. Often these cover entire communities, but they can also be used to provide guidance in smaller areas or individual sites, as in this case. This plan will be adopted as an Area Redevelopment Plan as defined by the MGA.

ARPs are adopted by bylaw passed by Council in accordance with the MGA. Section 635 of the MGA states that an ARP must describe:

- A. the objectives of the plan and how they are proposed to be achieved,
 - I. the proposed land uses for the redevelopment area,
 - II. if a redevelopment levy is to be imposed, the reasons for imposing it, and
 - III. any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary; and
- B. may contain any other proposals that the council considers necessary.

Unless otherwise specified within the Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute and shall be interpreted as such. They are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road and utility rights-of-way.

4 Context

4.1 Policies

The policies in this plan are intended to be consistent with the policies in the Municipal Development Plan (MDP), the Calgary Transportation Plan (CTP), and the South Shaganappi Communities Area Plan (SSCAP).

4.2 Site

This ARP includes three parcels of land at the northwest corner of 16 Avenue and Uxbridge Drive NW. The two northernmost parcels (2.48 hectares) host the Stadium Shopping Centre, while the southernmost parcel is City-owned and hosts a short pathway, chain-link fencing, and landscaping, including a mix of coniferous and deciduous trees. This City-owned land was originally set aside for the purpose of hosting transportation infrastructure, namely a highway interchange.

Built in 1962, the Stadium Shopping Centre includes twenty-three commercial-retail units (CRUs) and three pad restaurant buildings. The remainder of the site includes a service alley between the back end of the CRUs and the school site, and a parking lot with 444 vehicle parking stalls and no landscaping.

To the north is Our Lady Queen of Peace, a Catholic church that serves Calgary's Polish community. To the south, the Foothills Medical Centre sits across 16 Avenue NW. Southern Alberta's largest tertiary care centre, Foothills is designated a major activity centre by the MDP.

To the west of the site is a schoolyard shared by two Calgary Board of Education facilities, the University Elementary School and the former Sir William Van Horne High School. The schools are located to the north and west sides of their joint site, with an open field in the centre, and a City-owned park including a significant stand of mature trees, two playgrounds, and two playing fields to the south.

To the east is the multi-residential portion of University Heights, with a mix of duplexes and apartment buildings ranging from four to seventeen storeys. A small gas station and quick service restaurant occupy the northeast corner of the 16 Avenue and Uxbridge Drive NW intersection.

5 Development Permit Requirements

5.1 Master Plan

The first development permit application shall include an overall site master plan that outlines:

- A. the quantity and siting of different land uses, indicating alignment with the policies in Section 6.1 of this plan.
- B. a public realm concept that outlines the intended layout and function of the public realm, indicating alignment with the policies in Sections 6.2 and 6.3 of this plan;
- C. the siting, massing, and, indicating alignment with the form, massing, and policies in Section 6.4 of this plan.
- D. a multi-modal transportation network including the layout of proposed streets and pathways and their connections with off-site infrastructure, indicating alignment with the policies in Section 6.5 of this plan;
- E. a comprehensive transportation demand management strategy, including a high level parking and loading scheme that demonstrates alignment with the policies in Section 6.5 of this plan, the South Shaganappi Communities Area Plan, and the Calgary Transportation Plan.
- F. a summary of sustainable design initiatives; and
- G. a phasing plan for the full build-out of the entire site.

All planning applications for all subsequent phases of development shall align with the policies in this plan.

6 Policies

6.1 Land use

6.1.1 Specific Land Use Policies

- 6.1.1.1 Planning applications should meet the purpose and intent of the current Land Use District (C-C2f3h46).
- 6.1.1.2 Land use amendment applications with the intent of allowing assisted living and ground floor dwelling units and/or live work units are strongly supported by this plan.
- 6.1.1.3 Modifications to the setback areas and other specifications in the land use bylaw may be considered where:
- A. innovation in design and sustainable development techniques is demonstrated; or
 - B. a master plan demonstrates a public realm concept that achieves the objectives and aligns with the policies in the interface and public realm sections of this plan.
- 6.1.1.4 The intent of a Neighbourhood Activity Centre at the Stadium Shopping Centre site is to include a mix of uses intended to meet local needs and support nearby institutional uses through providing employment and residential space. In support of this intent development on this site shall include a mix of uses including:
- A. at least 5,177 square meters of floor area available for retail and consumer service and eating and drinking uses; and
 - B. at least 250 dwelling units;
- upon completion of all phases of redevelopment.
- 6.1.1.5 The following uses shall not be permitted:
- A. Auto service – major;
 - B. Car wash – multi vehicle, unless located within a parking structure or underground parking facility;
 - C. Car wash – single vehicle, unless located within a parking structure or underground parking facility;
 - D. Drive through;
 - E. Gas bar; and
 - F. Parking lot – grade.

- 6.1.1.6 The location of land uses should generally align with a pattern that features primarily residential use to the west and north of the site, and primarily non-residential use to the south and east of the site.
- 6.1.1.7 Retail and consumer service and eating and drinking uses are encouraged in, but not limited to, the ground and mezzanine floors of mixed-use buildings, particularly focused along any central open space, street(s) that connect any central open space to Uxbridge Drive, and in close proximity to transit stops on Uxbridge Drive and 16 Avenue NW.

6.1.2 Density

- 6.1.2.1 Transportation analysis undertaken as part of this plan assessed the impact of a set of potential land uses and densities. As a result of that analysis, and as supported by policies in the Municipal Development Plan (MDP) and the South Shaganappi Communities Area Plan (SSCAP), this plan supports applications that include the land use mix and densities indicated below:
 - A. Retail and consumer service: 9,720 square meters;
 - B. Restaurant: 3,240 square meters;
 - C. Residential: 310 dwelling units;
 - D. Office: 23,753 square meters;
 - E. Medical clinic: 9,237 square meters; and
 - F. Hotel: 200 rooms.
- 6.1.2.2 Applications that seek amounts of floor space, dwelling units, or hotel rooms greater than ten percent more than the amounts indicated above shall require a revised and updated transportation impact assessment.

6.2 Interface and Edges

6.2.1 General

6.2.1.1 The edges of the site should be developed in general alignment with the guidelines indicated in Map X (please see Open House panel number nine).

6.2.2 Uxbridge Drive

6.2.2.1 Development along Uxbridge Drive should contribute to a high quality public realm:

- A. Where non-residential development is located at grade, retail, office, and hotel frontages should be permeable and transparent; and
- B. Where residential development is located at grade, dwelling units should have a welcoming interface with the street either through doors facing the street, providing opportunities for individualisation or distinct and attractive common residential entrances.

6.2.3 Northern Laneway

6.2.3.1 The laneway situated on the northern portion of the site that connects into Unwin Road should be transformed into a street that provides access to the site.

6.2.3.2 Development along the eastern thirty meters of the laneway to the north of the site should contribute to the function of an extended Unwin Road as an active street and entrance into the site.

6.2.4 Schoolyard and Park

6.2.4.1 Where development is located alongside the schoolyard and parks:

- A. at-grade non-residential development, including retail, office, and hotel frontages should be permeable and transparent, from both the schoolyard/park side, as well as from the internal public realm of the site.
- B. at-grade dwelling units should have a welcoming interface with the street either through doors facing the public realm, providing opportunities for individual customization or distinct and attractive common residential entrances.

6.2.5 16 Avenue NW

6.2.5.1 The southern edge of the site, from Uxbridge Drive to the western boundary should include:

- A. a landscaped area of at least ten meters in depth, designed to mitigate the impacts of 16th Avenue; and

B. a multi-use pathway that connects all 16 Avenue crossings, from Uxbridge Drive to the parks and pathways west of the site, and which includes connections into and alongside the site to the north.

6.2.5.2 Development along 16 Avenue NW should contribute to a high quality public realm and serve as an active gateway to the site.

6.2.5.3 Where possible and practical, existing mature trees should be conserved through the redevelopment process and integrated into new landscape designs.

6.3 Public Realm

6.3.1 Municipal Reserve

- 6.3.1.1 Incorporation of part or all of the municipal reserve lands located at 3020 16 Avenue NW is encouraged and supported by this plan, provided that:
- A. any open space that is transferred from the municipal reserve lands, through sale or other means of transfer, shall be maintained as publicly accessible open space elsewhere on the site; and
 - B. water resources and transit requirements, including pedestrian and cyclist access, and recommendations of the Northwest Major Activity Centre Transit Service Review, are reflected in the design of the southern edge of the site in accordance with the policies in Section 6.2.4 of this plan.

6.3.2 Open Space Network

- 6.3.2.1 Open spaces should form a connected network through links that may include pedestrian-priority streets and pathway connections.
- 6.3.2.2 Landscape design should enhance pedestrian comfort with respect to microclimate and sun exposure across the seasons.
- 6.3.2.3 Open space design should enable flexible use and programming of spaces and respond to different activities during the daytime and evening, and across the seasons.
- 6.3.2.4 A central open space should be provided that:
- A. is sized, designed, and maintained to create a usable public gathering place for the community;
 - B. allows for unobstructed public access to the space at all hours of the day;
 - C. can accommodate a variety of activities and functions; and
 - D. is activated by adjacent land uses and benefits from natural surveillance from surrounding development.

6.3.3 Public and Private Streets and Pathways

- 6.3.3.1 The creation of a sense of place and enclosure should be the starting point for street layout and design, with roadway alignments and intersection design tailored to the public realm concept and prioritizing the safety and comfort of pedestrians and cyclists.
- 6.3.3.2 The street network should be designed to create a dense and connected network with many options for pedestrians and cyclists.

- 6.3.3.3 The creation of shared space streets (such as mews, woonerven, home zones, or other designs that incorporate a low-speed design featuring a single surface shared by all modes) is encouraged.
- 6.3.3.4 Where streets are not of a shared space design, the sidewalk area should be designed to support safe and comfortable pedestrian use for both movement and socializing:
 - A. Along residential frontages, setbacks should be sufficient to allow for landscaping and entries that emphasize stewardship by individual ground-floor dwelling units.
 - B. Along commercial frontages, setbacks should be tailored to the intended use: either minimized in order to create an active façade, or pushed back in order to create outdoor spaces for animation and use by adjacent businesses.

6.4 Form, Massing, and Design of Buildings

6.4.1 Building heights

- 6.4.1.1 Portions of buildings above six storeys should be located to provide new views, to minimize shadow impacts on open space, to create a sense of place and identity and, particularly along 16 Avenue NW.
- 6.4.1.2 Along Uxbridge Drive and the northern and western edges of the site, portions of buildings taller than six storeys shall be no closer than twenty meters from another portion of a building taller than six storeys.
- 6.4.1.3 Along Uxbridge Drive and the northern and western edges of the site, portions of buildings taller than four storeys shall be set back at least three meters from the podium portion, for at least two thirds of the facade. The approving authority may consider reductions to the requirement in this policy for architectural building features.
- 6.4.1.4 Development along Uxbridge Drive, from Unwin Road to Ulster Road, and to a depth of thirty meters shall demonstrate a transition to lower heights to the north and east.

6.4.2 Shadow minimization

- 6.4.2.1 All development permit applications for buildings over nine meters in height are required to submit a shadow impact assessment for the proposed building(s) indicating shadows between March 21 and September 21 between the hours of 10:00am and 4:00pm Mountain Time to demonstrate that shadows will not negatively impact the schoolyard and parks to the west as well as any central open space.
- 6.4.2.2 Buildings should not cast shadows on any portion of the schoolyard and parks to the west more than twenty meters from the site for a duration exceeding one hour.

6.4.3 Frontage design

- 6.4.3.1 At least fifty percent of the at-grade frontage along any central open space and the principal pedestrian-oriented streets between one half of a meter and three meters in height must be glazed and transparent. The approving authority may consider reductions to the requirement in this policy for architectural building features.
- 6.4.3.2 Building entrances should:
 - A. be clearly defined with maximum visibility to ensure ease of access directly from the street, and free of obstructions;
 - B. be accentuated through architectural treatment and, where appropriate, landscaping;
 - C. differentiate between residential and commercial entrances in mixed-use buildings; and

D. limit the width of lobbies for non-public upper floor uses.

- 6.4.3.3 Individual at-grade commercial-retail units should be individually identifiable and accessible from the sidewalk where possible.
- 6.4.3.4 At least twenty-five percent of at-grade commercial-retail units should have less than 465 square meters in use area.
- 6.4.3.5 At-grade uses are encouraged to wrap around the corners of buildings and avoid creating abrupt transitions from an active frontage on a primary façade to a blank wall on a secondary façade, where a street, sidewalk, or pathway is adjacent. Lobbies for non-public upper floor uses are discouraged at building corners.
- 6.4.3.6 At-grade residential frontages should provide individual doors for each dwelling unit in order to encourage natural surveillance of the public sidewalk.
- 6.4.3.7 Parking, loading, service areas, mechanical equipment, and utilities should be sited and designed primarily in order to avoid conflict with pedestrian-oriented activities and to minimize impact on the public realm. On-street loading and servicing on internal streets is supported by this plan where design and operation meet the intent of this policy.

6.4.4 Building design and architecture

- 6.4.4.1 Building siting and massing should explore ways to leverage of the site's grade/topography for reducing perceived heights along Uxbridge Drive and Unwin Road, for creating high quality parking entries, for providing different lobbies for office versus retail uses, and/or reducing the grade-level impact of larger uses and servicing functions.
- 6.4.4.2 Building architecture and design, including materials, should create variety between buildings while operating within a coherent vocabulary, and demonstrate sensitivity to the residential components of the site.
- 6.4.4.3 The design of rooftops, including the roofs of parking structures, is encouraged to incorporate some combination of green roofs, sloped areas or other architectural features that provide amenity space or visual interest, and that enhance interior daylighting, energy efficiency, and stormwater management
- 6.4.4.4 Rooftop equipment including mobile phone transmitters, shall be carefully screened and blended into the design of the building, or incorporated into architectural features.

6.5 Transportation

6.5.1 Transit

- 6.5.1.1 The siting of transit stops and the network of open spaces and streets should prioritize pedestrian access to transit and consider both the needs of site access as well as the needs of passengers transferring between different transit services or travelling off-site.
- 6.5.1.2 High quality transit stops should be provided on Uxbridge Drive between Unwin Road and 16 Avenue NW and on 16 Avenue NW west of Uxbridge Drive.

6.5.2 Streets

- 6.5.2.1 Uxbridge Drive should be re-constructed to a high quality, in accordance with the City's Complete Streets policy.
- 6.5.2.2 Changes to intersections at Unwin and Ulster Roads should improve the safety and comfort of pedestrians crossing Uxbridge Drive.
- 6.5.2.3 The design of internal streets, including the roadway, public realm, and other features should:
 - A. create a strong sense that the public is welcome to the inner areas of the site and allow for public access at all hours of the day;
 - B. discourage vehicle speeds in excess of thirty kilometers per hour and should prioritize the safety, comfort, and convenience of pedestrians, cyclists, and transit passengers; and
 - C. align with the policies in the public realm section of this plan while also considering the needs of vehicular traffic, including emergency and service vehicles.
- 6.5.2.4 The laneway between the school site and the church, as well as its intersections with Uxbridge Drive (existing) and the northern laneway (proposed extension of Unwin Drive) should ensure safe, comfortable, and convenient access to and from the site, the school, and the church, and beyond, for pedestrians and cyclists.

6.5.3 Walking and cycling

- 6.5.3.1 Walking routes should offer a wide choice of safe, comfortable, and convenient connections for pedestrians and cyclists along the following desire lines (please see Open House panel number 14):
 - A. between Ulster Drive and the western boundary of the site (near the existing pathway to the west)
 - B. between the future 16 Avenue NW overpass and the western boundary of the site (along 16 Avenue);

- C. between the future 16 Avenue NW overpass and the northwest corner of the site (northern laneway at Uxbridge drive extension); and
- D. between internal open spaces (including and especially the central open space) and the surrounding network of streets, sidewalks, and pathways.

6.5.3.2 A pedestrian overpass shall be constructed across 16 Avenue NW, connecting the site with the Foothills Medical Centre and the regional pathway along 16 Avenue NW. The siting and design of this overpass should be:

- A. Closely integrated into the development of the site, with an emphasis on integration with buildings, public spaces, and the internal network of walking and cycling routes; and
- B. Convenient and comfortable for all users (pedestrians, cyclists, and other wheeled users of all abilities).

6.5.3.3 Where sidewalks, pathways, or street surfaces intended for use by pedestrians and cyclists cross internal vehicular roadways (at intersection or mid-block crosswalks), design strategies should be used to convey priority for pedestrians and cyclists and reinforce the continuity of the public realm.

6.5.4 Vehicles

6.5.4.1 The intersection of 16 Avenue and Uxbridge Drive / 29 Street NW should remain an at-grade intersection and should be strategically altered to optimize pedestrian and cyclist safety, as well as mobility for transit and emergency vehicles, and to maintain accessibility for goods movement and general purpose vehicles. Master plans should include concepts for the public realm, siting and design of buildings, and transportation that respond to this context.

6.5.4.2 Vehicle access to the site shall be provided via the intersections of Uxbridge at Ulster and Unwin Roads. The design of these vehicular access points should also provide safe, comfortable, and convenient access for pedestrians, cyclists, and transit users.

6.5.4.3 The design of the internal street network should provide distances between Uxbridge Drive and subsequent intersections that are adequate to prevent queuing vehicles from extending into Uxbridge Drive.

6.5.5 Parking

6.5.5.1 Parking shall only be provided for off-site users where it can be demonstrated that this will not increase the peak hour vehicle trips generated by the site beyond the level projected in the transportation impact assessment conducted in support of this plan.

6.5.5.2 Parking shall not be provided in excess of the minimum requirements established by the City's land use bylaw 1P2007. Reduced provision of parking is encouraged where analysis by a professional engineer can demonstrate efficiencies due to:

- A. sharing of parking spaces between uses with different peak periods (both time of day and day of week);
- B. encouragement of walking, cycling, and transit; and
- C. support for carpooling and carsharing.

6.5.5.3 External on-street parking should continue to be managed by the City to guarantee resident access and benefit.

6.5.5.4 Surface parking should align with the following expectations:

- A. Surface parking should be integrated with pedestrian activity and be designed either as part of the pedestrian-oriented streetscape in the form of curbside (angle or parallel) parking, or in smaller lots of less than thirty-five motor vehicle parking stalls that do not detract from the pedestrian-oriented character of the public realm, are landscaped and/or located behind or beneath buildings; in interim phases of development, larger surface parking lots may be considered.
- B. On-street parking in parallel or angle form should be provided for short-term visitors to the site and should be designed to complement the overall, pedestrian-oriented streetscape and include landscaping elements at regular intervals.

6.5.5.5 Vehicle crossings to access off-street parking or loading should minimize and consolidate any interruptions of the sidewalk and public realm. Where necessary, such interruptions should be designed to convey the priority of pedestrians and cyclists.

6.5.5.6 Structured parking should:

- A. be accommodated underground and hidden or screened from exterior view, with entry points to be sited and designed to minimize their impact on the public realm; or
- B. be accommodated at- or above-grade in a structure that:
 - I. incorporates screening through the use of landscaping, architectural treatments or public art that make the exposed portions of the parking structure a positive presence; or
 - II. includes liner dwelling units or non-residential space at grade to a depth of at least ten meters and a height of at least four and a half meters (with exceptions for access and mechanical features, where a parking structure is sited along primary internal streets and public spaces; and
 - III. does not directly front the central open space.

7 Implementation

The table below indicates the infrastructure investments that will be required to realize the vision of this plan. These investments have been identified through the transportation impact assessment undertaken as part of the preparation of this plan. Any revised, updated, or additional transportation impact assessments may require additional infrastructure investments.

| Investment | Lead | Funder |
|---|---|---------------|
| Uxbridge Drive complete streets retrofit (16 Avenue to Unwin Road NW) | Transportation Planning, Roads | Landowner |
| Pedestrian overpass across 16 Avenue NW | Transportation Infrastructure | Landowner |
| Northern laneway conversion into Unwin Road extension | Transportation Planning, Roads, Landowner | Landowner |
| EB dual turn lanes | Transportation Planning, Roads | Landowner |
| Transit and EMS signal pre-emption and priority | Transportation Planning | Landowner |
| Infrastructure for PTN level service on 16 Avenue NW | Calgary Transit, Transportation Planning, Roads | City |
| NW MAC transit enhancements | Calgary Transit, Transportation Planning, Roads | City |
| WB dual turn lanes | Transportation Planning, Roads | City |
| NB dual turn lanes | Transportation Planning, Roads | City |
| 1 Additional EB+WB through lanes | Transportation Planning, Roads | City |