

# Stadium Shopping Centre | Area Redevelopment Plan

*South Shaganappi*

**What is the purpose of today's meeting?**

# Welcome

*to the fourth public meeting on the proposed Stadium Shopping Centre Area Redevelopment Plan!*

Today we are here to show you the draft policies that we have developed for the Stadium Shopping Centre site. After you see what we are proposing and why, we would like to collect your feedback on the forms provided to help us identify areas where the proposed plan can be improved.

Please feel free to speak to any City staff at this event if you have questions as you move through the room.



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## 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.

### *Area redevelopment plans must reflect several things:*



Area redevelopment plans have to balance the needs and desires of many different stakeholders. City Council – in consultation with the citizens of Calgary — has made policies, plans and bylaws that set the direction for development.

When applying these Council directions, City staff then have to balance the needs and rights of landowners with the desires of the surrounding community. And of course, plans must also be technically feasible.



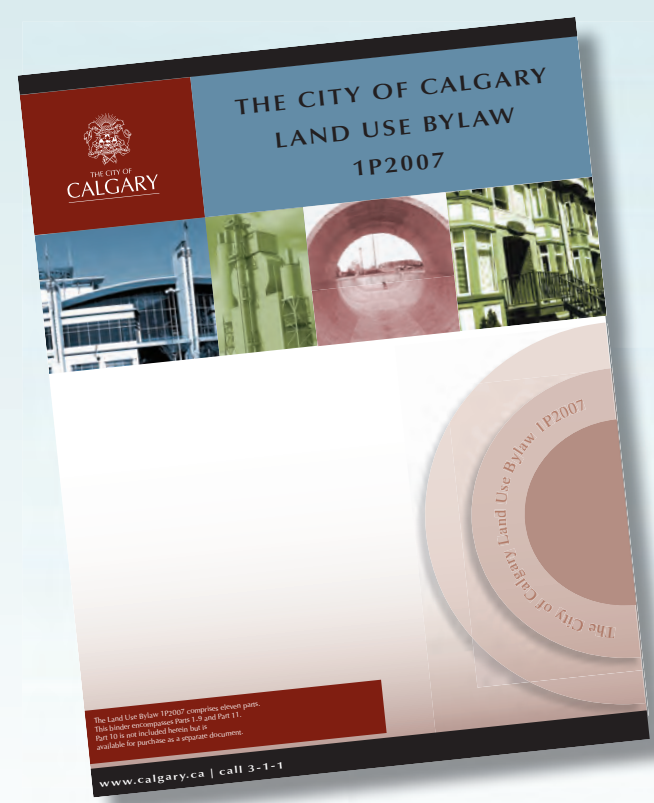
# Stadium Shopping Centre | Area Redevelopment Plan

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## How did we get here?

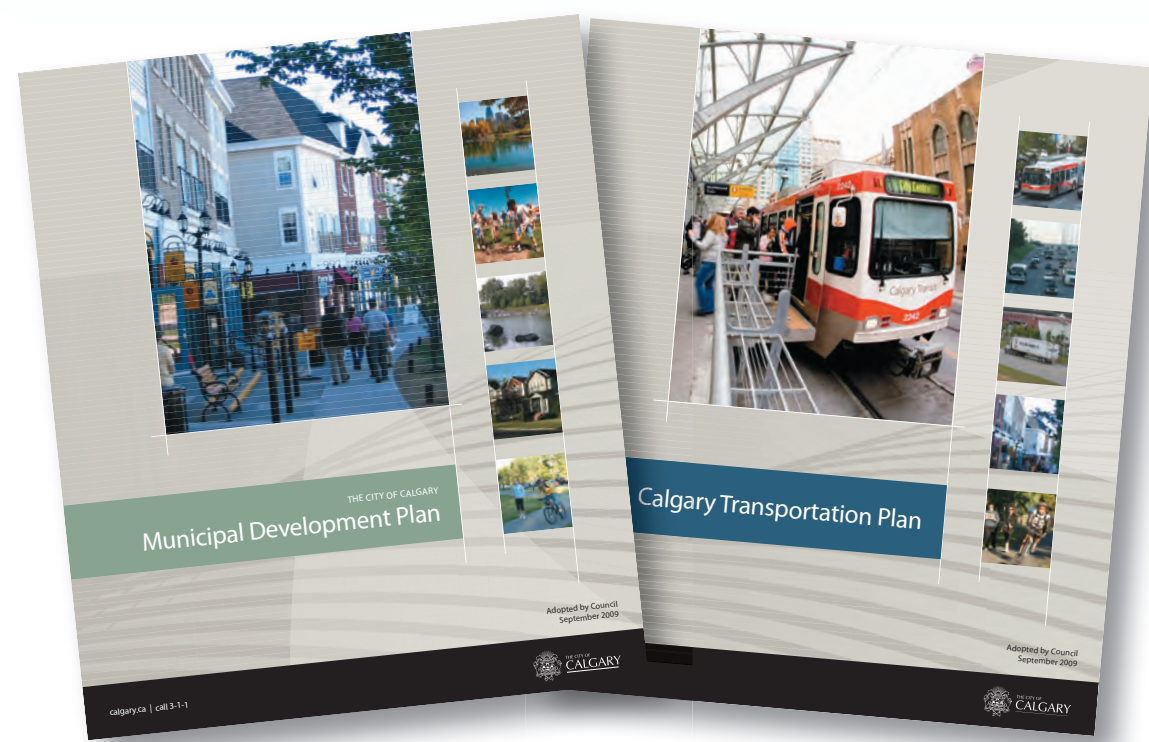
### Council decisions:

There have been some major decisions made by City Council that have set some of the major directions for the proposed Stadium Shopping Centre Area Structure Plan.



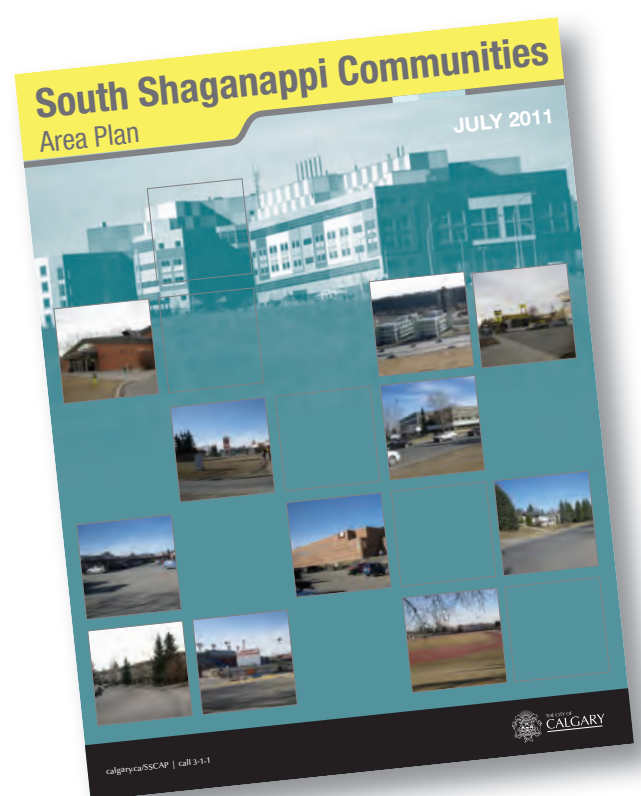
#### **Land Use Bylaw 1P2007 (approved 2007)**

*Zoning for Stadium Shopping Centre maintained the same maximum height and density that has been allowed since before 1970.*



#### **Municipal Development Plan and Calgary Transportation Plan (approved 2009)**

*Based on imagineCALGARY and PlanIt Calgary, these plans provide guidance for long-term growth and development to create a more compact and sustainable city.*



#### **South Shaganappi Communities Area Plan (approved 2011)**

*Based on the Municipal Development Plan, Calgary Transportation Plan, and consultations with the South Shaganappi communities, this plan describes the vision for development in the region and directs City staff to work with the existing zoning of Stadium Shopping Centre when considering future development.*

### Public engagement:

The City and landowner have both collected input from the community and that input is summarized on these boards under the “what we heard” section. Input was collected through:

- Meetings with the South Shaganappi Area Development Committee.
- Monthly updates to the South Shaganappi Area Strategic Planning Group.
- Meetings with nearby major landowners and School Councils.
- Two community workshops held by the landowner (February & December 2011).
- Three public meetings with nearby residents held by The City (February & March 2013).
- Online comments, on-site comment boards and private correspondence from public.

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## What is the overall vision for Calgary's growth?

The Municipal Development Plan and Calgary Transportation Plan guide everything that The City does around development and infrastructure.

### *Municipal Development Plan:*

#### ***The Municipal Development Plan aims to:***

- Foster a prosperous economy by attracting people and business, and ensuring municipal finances are sustainable.
- Build a more compact city to reduce infrastructure costs, give people more transportation options and build communities that have everything residents need.
- Create great communities with a diversity of housing options, local job opportunities, distinct character and vibrant public places.
- Practice good urban design to make Calgary a more liveable, attractive, memorable and functional city.

- Develop a well-connected city where citizens have multiple options for how they will get around.
- Conserve, protect and restore the natural environment.
- Strategically manage growth and change to achieve the best outcomes possible within The City's financial limits.



### *Calgary Transportation Plan:*

#### ***The Calgary Transportation Plan aims to:***

- Align transportation planning and infrastructure investment with goals of the Municipal Development Plan.
- Promote the safety of Calgarians as they move around the city.
- Provide affordable transportation options that anyone can access.
- Make it possible for more people to choose transit, walking and biking as their preferred mode of transportation.

- Promote economic development by ensuring the efficient movement of workers and goods.
- Advance environmental sustainability.
- Ensure transportation infrastructure is well managed.

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## Proposed Land Use Policies

The proposed area redevelopment plan has several requirements about what can be built on the site.

### Site must have a mix of land uses:

- Assisted living and ground floor residential units are encouraged.
- Retail, restaurants and services should go on the ground floor of buildings with office, residential or other uses above.
- There must be at least the same amount of retail/restaurant space as currently exists on the site, and no less than 250 residential units.

### Limits to land uses allowed by zoning:

- Not all the land uses allowed under the Stadium Shopping Centre’s current zoning will be permitted (please see the full list on the next panel).

### Parking:

- Parking spots provided have to meet same minimum requirements as any other development and can only be reduced if landowner proves fewer car trips are occurring.
- Short-term surface parking should be provided in front of buildings but not as one large lot, and preference is for underground or structured parking.

### What we heard on this issue:

- University Heights community feels density and maximum height of current zoning too great.
- Safety of school children must be protected, especially when considering hotel.
- Existing mix of businesses should be kept with a few key additions.
- Community and businesses concerned that there will not be enough parking on site.

### What we did with that information:

- City Council directed City staff to keep existing zoning (which includes height and density), however the community’s desire for lower density and height has been heard and will be expressed to Council when proposed area redevelopment plan is presented.
- Calgary Police were consulted on possible hotel, offices and residences near school and must be consulted again when a detailed proposal is submitted by landowner.
- Will be no loss of retail space, however lease agreements are private matter and City cannot require landowner to lease to any particular business.
- Landowner will be required to provide adequate parking, including some surface stalls.





## Proposed Land Use Policies

Under the Stadium Shopping Centre’s current zoning, all the land uses that are allowed are discretionary when being put in a new building. This means The City can evaluate any proposed development and require that the landowner show it is a good fit for the site before approving it.

The community would also be able to appeal any development permits issued for these land uses.

### Land uses allowed on site:

- Maximum height of 46 metres (14 storeys) and maximum floor area ratio of 3.0, which means the total square footage of all the buildings combined can be up to 3 times the total square footage of the property (or 799,220 square feet).
- Specific land uses can include:

Artist’s Studio	Protective and Emergency Service	Liquor Store
Accessory Food Service	Restaurant: Food Service Only – Medium	Live Work Unit
Amusement Arcade	Restaurant: Food Service Only – Small	Market – Minor
Catering Service – Minor	Retail and Consumer Service	Outdoor Café
Computer Games Facility	Service Organization	Parking Lot – Structure
Convenience Food Store	Specialty Food Store	Performing Arts Centre
Counselling Service	Supermarket	Place of Worship – Small
Financial Institution	Take Out Food Service	Post-secondary Learning Institution
Fitness Centre	Veterinary Clinic   Auto Service – Minor	Power Generation Facility – Medium
Health Services Laboratory – With Clients	Billiard Parlor	Radio and Television Studio
Home Based Child Care – Class 1	Child Care Service	Restaurant: Food Service Only – Large
Information and Service Provider	Cinema	Restaurant: Licensed – Large
Instructional Facility	Conference and Event Facility	Restaurant: Licensed – Medium
Library	Dinner Theatre	Restaurant: Licensed – Small
Medical Clinic	Drinking Establishment – Small	Seasonal Sales Area
Museum	Drinking Establishment – Medium	Social Organization
Office	Dwelling Unit	Utility Building
Pawn Shop	Funeral Home	Vehicle Rental – Minor
Pet Care Service	Home Occupation – Class 2	Vehicle Sales - Minor
Power Generation Facility – Small	Hotel	
Print Centre	Indoor Recreation Facility	





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## Proposed Property Edge Policies

Each edge of the property has different requirements proposed.

### *Along Uxbridge Drive:*

- The street should be pedestrian-friendly and inviting (following City's Complete Streets policy).
- Buildings should be ground oriented, with entrances to each unit or store facing the street and windows into any office space along ground floor.
- Buildings along Uxbridge Drive should be placed and designed to allow people to see in and out of the site, and to allow people to get in and out of the site easily.



### *Along the north alley:*

- Alley must be upgraded into extension of Unwin Road to allow better site access.
- Upgraded alley must be one of the two main gateways into site, allowing vehicle access while creating a pleasant aesthetic feel.
- Section of the upgraded alley between Uxbridge and new site entrance should be an active street (i.e. entrances and windows facing the sidewalk) that improves look and feel of site entrance.
- Buildings along edge should be placed and designed to allow people to see in and out of the site, and to allow people to get in and out of the site easily.



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## Proposed Property Edge Policies

Each edge of the property has different requirements proposed.

### *Schoolyard and park:*

- Should improve border between site and park space on the west through things like attractive landscaping and development that overlooks parks.
- Design of development should improve safety of park space by making it possible for more people to see what is happening at all times of day.
- Must provide for privacy of residential units while encouraging use and stewardship of park space.
- Commercial units should be designed to ensure street level is inviting from both park space and inside of site.
- Buildings along edge should be placed and designed to allow people to see in and out of the site, and to allow people to get in and out of the site easily.



### *Along 16<sup>th</sup> Avenue:*

- Must provide a high-quality transit stop that can support the future Primary Transit Network service along 16th Avenue.
- Should include multi-use pathway with landscaped area approximately 10 metres wide that runs from Uxbridge Drive to parks and pathways west of site, connects all 16th Avenue crossings, and connects to site entrances.
- Buildings along edge should be placed and designed to allow people to see in and out of the site, and to allow people to get in and out of the site easily.



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## Proposed Property Edge Policies

Each edge of the property has different requirements proposed.



### What we heard on this issue:

- Safety of school children is one of the top priorities for community.
- Traffic along Uxbridge Drive gets backed up when transit buses stop.
- Vehicles entering and leaving Stadium Shopping Centre slow traffic along Uxbridge Drive.
- Pathway connection along 16th needs to be kept.

### What we did with that information:

- Calgary Police were consulted on possible hotel, offices and residences near school.
- Calgary Police must be consulted again when a detailed proposal is submitted by landowner.
- Transit access to the site will be improved and the site accesses from Uxbridge will be aligned with Unwin Road and Ulster Road, reducing the overall number of driveways.
- Pathway along 16th Avenue will be improved and enhanced.

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## Proposed Open Space Policies

The proposed area redevelopment has the following requirements about open space:

### *Along 16<sup>th</sup> Avenue:*

- Municipal reserve along 16th Avenue should be converted to protected park space and moved into the site to provide safer, more usable, and more pleasant space.
- Edge of 16th Avenue should include multi-use pathway with landscaped area at least 10 metres wide that runs from Uxbridge Drive to parks and pathways west of site, connects all 16th Avenue crossings, and connects to site entrances.



### *Throughout the site:*

- A central open space should be created to serve as a community gathering space.
- Open spaces should create a connected network throughout the site that connects to nearby parks.
- Internal streets and pathways should be safe and comfortable places for people.



### *What we heard on this issue:*

- Community members do not want to lose any green space.
- Community members want green space to be more useful and inviting.
- Many members of the community do not want the green space moved from beside 16th Avenue.
- Pathway connection along 16th needs to be kept.

### *What we did with that information:*

- City will require any open space incorporated into the site to be fully replaced somewhere else on site as protected park space (current municipal reserve is not protected as green space).
- City will require internal streets and pathways to be designed for safety and comfort.
- Park space is being moved to create a safer and more comfortable gathering space that is protected from the negative impacts of 16th Avenue.
- Pathway along 16th Avenue will be completed and improved.

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## Proposed Building Design Policies

The proposed area redevelopment plan has several requirements for buildings on the site.

### *Reducing the impact of tall buildings:*

- Buildings taller than 6 storeys should be located and designed to minimize shadows on open space and minimize effect on wind conditions.
- Buildings (or the portions of buildings) over 6 storeys must be at least 20 metres apart.
- Portions of buildings that are higher than 4 storeys must be set back by at least 3 metres over at least 2/3 of the façade.
- Shadow impact assessment must be completed for any proposed buildings over 3 storeys in height to demonstrate that parks and open spaces will not be negatively impacted during peak hours.



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## Proposed Building Design Policies

The proposed area redevelopment plan has several requirements for buildings on the site.

### *Buildings must be street-oriented:*

- Residential buildings should provide private entrances to each ground floor unit and windows looking out on the street or sidewalk.
- Retail stores on ground floor must have entrance from street or sidewalk.
- Residential entrances and commercial entrances must be easy to differentiate on mixed use buildings.
- Street level development must be pedestrian-friendly and parking, loading zones, service areas, and utilities should be designed to support positive pedestrian experience.



### *What we heard on this issue:*

- Community values sunlight in parks and open space.
- Community feels tall buildings do not fit character of neighbourhood.

### *What we did with that information:*

- Required shadow impact assessments for tall buildings show park and open space will have sunlight during peak hours.
- Created standards for step back and spacing between tall buildings to allow sun penetration.
- Located tallest buildings along 16th Avenue and shorter buildings on sides closer to community.

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## What is a Transportation Impact Assessment?

A Transportation Impact Assessment (TIA) evaluates the impact of the movement of people on the transportation system, in and around the study area.

### Purpose of a TIA in an Area Redevelopment Plan

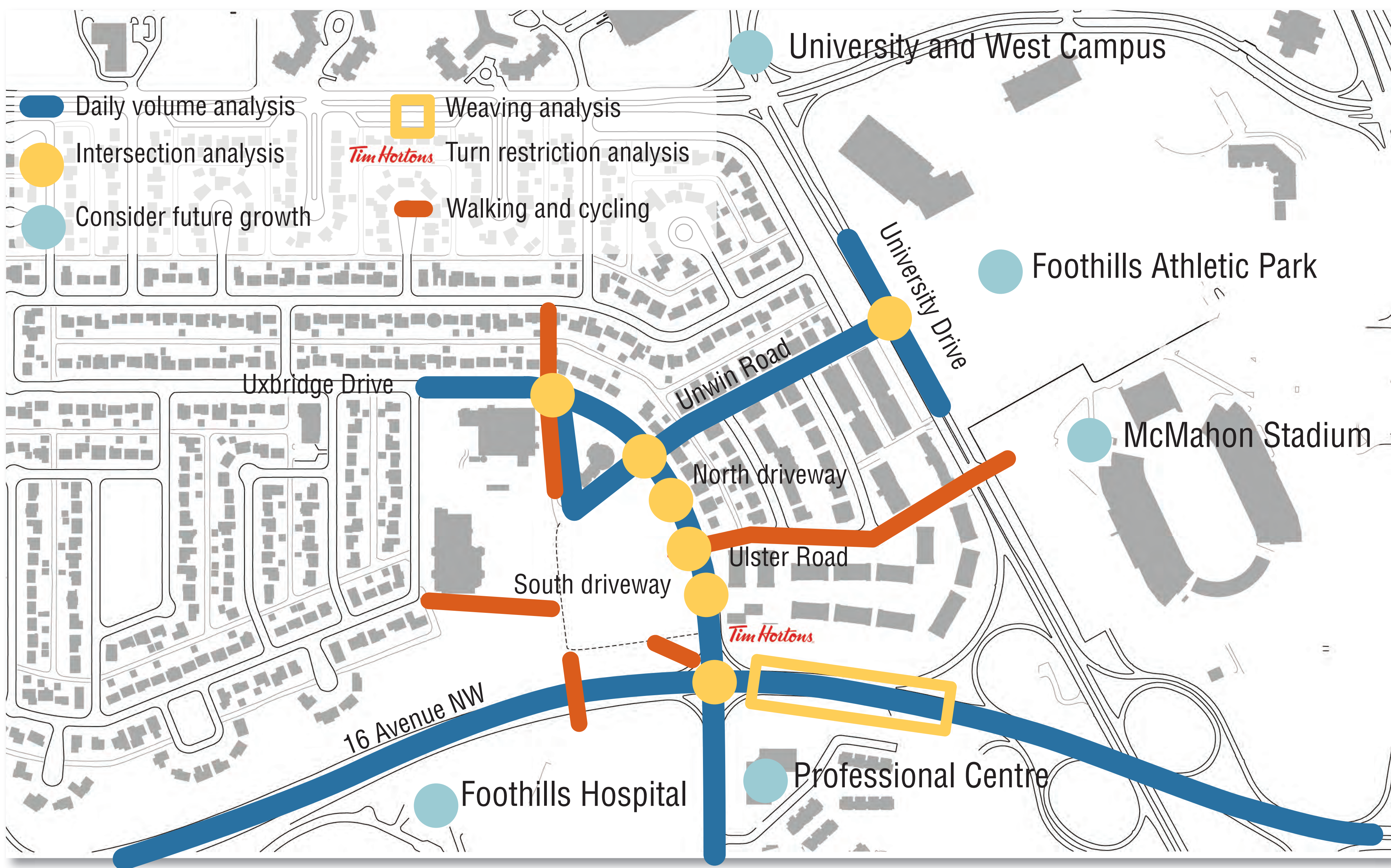
- To identify the transportation improvements (for walking, cycling, transit, and driving) needed to mitigate the impacts a redevelopment may have on how people move in and around the area.
- The TIA **does not** determine if a proposed development should or should not be approved based on the potential impacts on the transportation system.

### Alignment with the MDP and the CTP

- The CTP aims to develop a transportation system that supports land uses by increasing mobility choices for citizens. This means providing superior connections for walking, cycling, and transit, while continuing to support vehicle use.

### Scope of the Stadium Shopping Centre TIA

- Looks at current conditions, future conditions without development, and future impacts of development for a 2039 time horizon.
- The City consulted community association representatives on the scope of the analysis.



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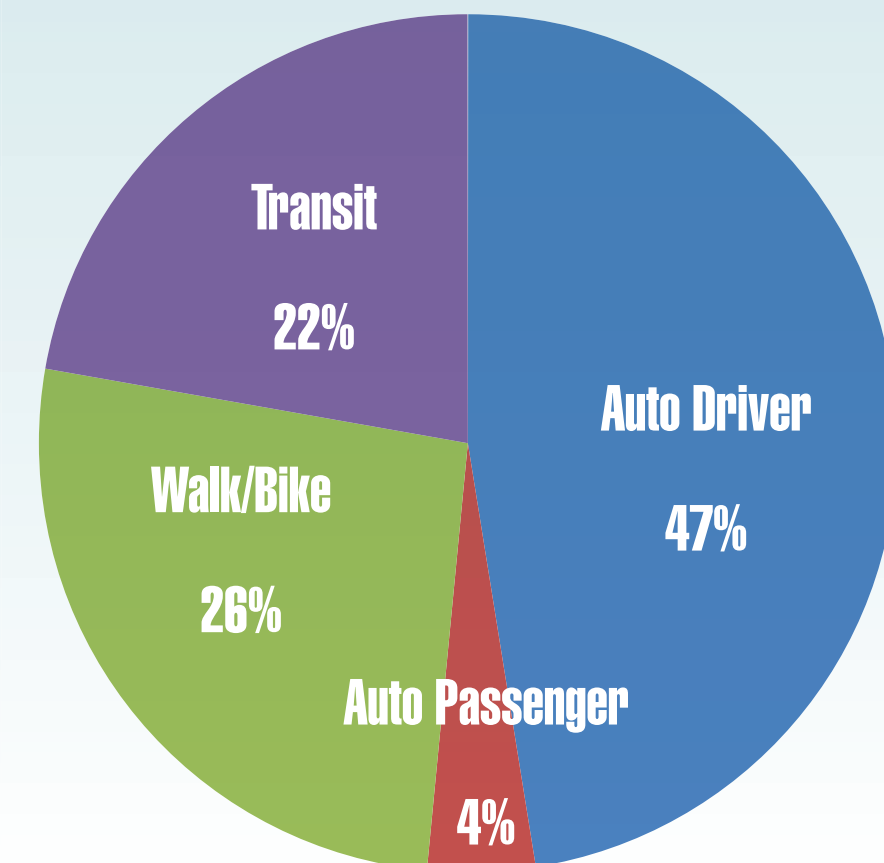
## Intersection of 16th Avenue and Uxbridge Drive

The TIA includes analysis of current and forecast 2039 conditions for this intersection, with or without development, and identifies necessary improvements.

### The Transportation Impact Assessment looked at:

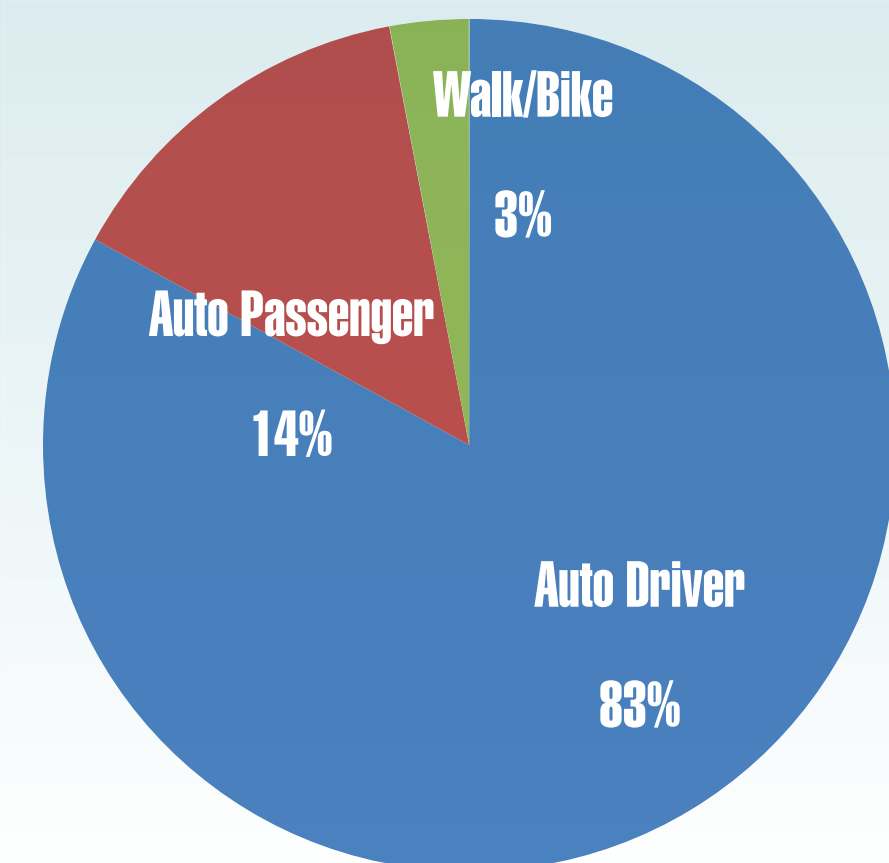
- Traffic counts, existing traffic volume, and forecasted volumes for 2039 with and without development.
- Mode split (i.e. per cent of people walking, cycling, taking transit, driving).

Community Residents (2006)



Source: Statistics Canada, 2006 Census

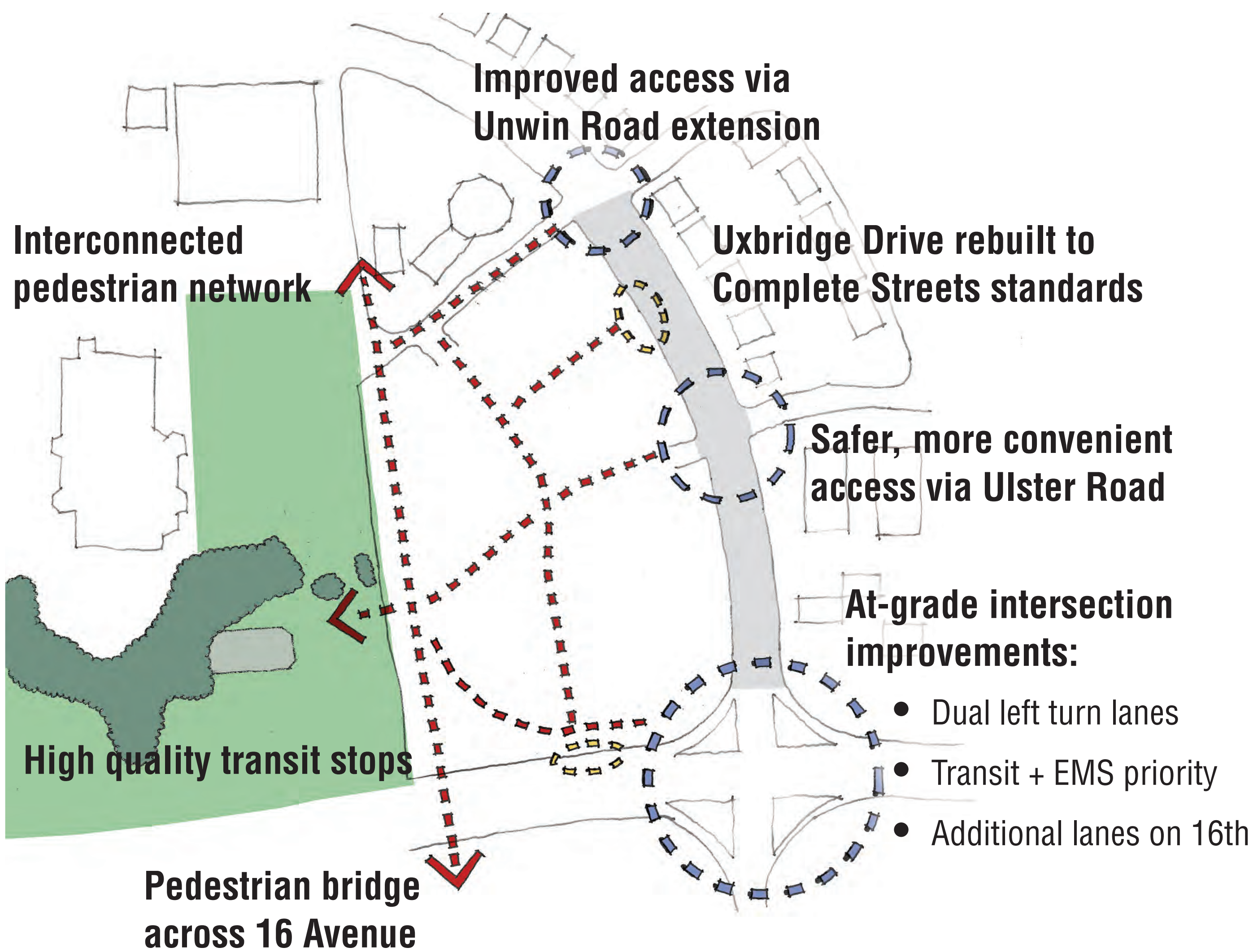
Shopping Centre Visitors (2013)



Source: DA Watt Consulting

### Key findings and conclusions:

- Vehicular traffic is expected to increase with or without the approved land use.
- Mixed land use takes advantage of available road capacity in non-peak directions.
- Pedestrian, cycling, and transit improvements are needed to support the overall movement of people in and around a mixed-use area.
- A higher volume of pedestrian, cycling, transit and vehicular movement in and around a mixed-use development aligns with the Council-approved Calgary Transportation Plan.



### Next Steps

Redevelopment will need to offer safe, comfortable, and convenient options for walking, cycling, and transit use to and through the site, while accommodating vehicle access. Improvements to 16 Avenue and Uxbridge Drive will be needed to ensure access for transit and emergency vehicles.

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# Queueing at the intersection of 16th and Uxbridge

## The Transportation Impact Assessment looked at:

- The Transportation Impact Assessment also looked at the length of line-ups (or queues) for different directions of vehicle travel, with or without redevelopment.



### What we heard

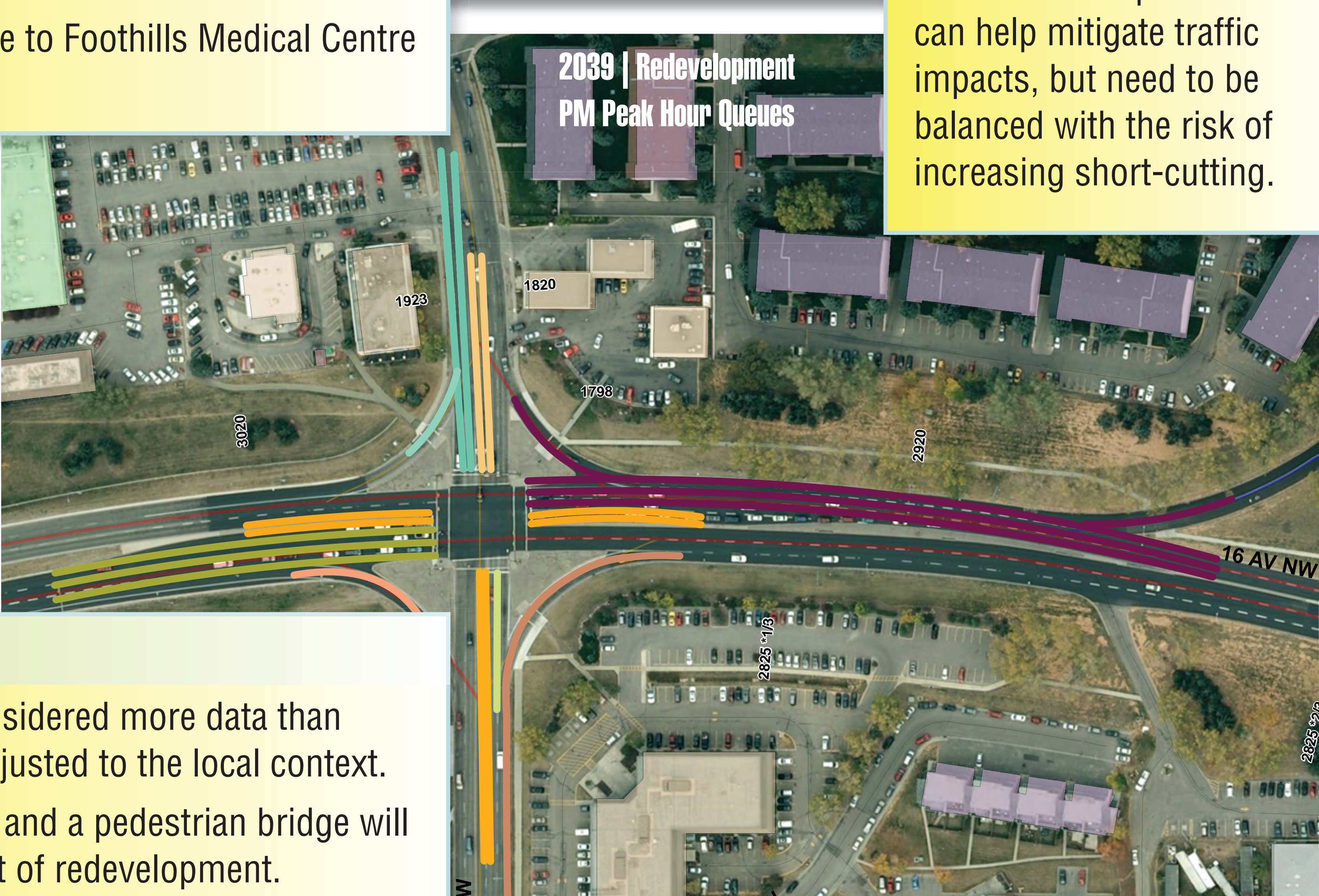
Community worries this development will overload road system.

Offices will generate more traffic than other types of development.

A pedestrian bridge to Foothills Medical Centre would be useful.

### Balance

Intersection improvements can help mitigate traffic impacts, but need to be balanced with the risk of increasing short-cutting.



### What we did

The TIA scope considered more data than typical and was adjusted to the local context.

New turning lanes and a pedestrian bridge will be required as part of redevelopment.

Note: Colours indicate different intersection movements.

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## School Traffic

University Elementary School and the Westmount Charter School both generate specific traffic patterns mixing all modes, including school buses and vehicles.

### What we heard from the public:

- School-related traffic (e.g. bus, student drop-off, etc.) and short-cutting traffic contribute to traffic along Uxbridge Drive.
- Safety for students walking and cycling to school is paramount.

### The Transportation Impact Assessment looked at:

- Intersection capacity of of Unwin Road at Uxbridge Drive and Unwin Road at University Drive.
- Daily volume along Uxbridge Drive including traffic counts, existing traffic volume, and forecasted volume for 2039.
- Conditions for walking and cycling to the site and in the general area.

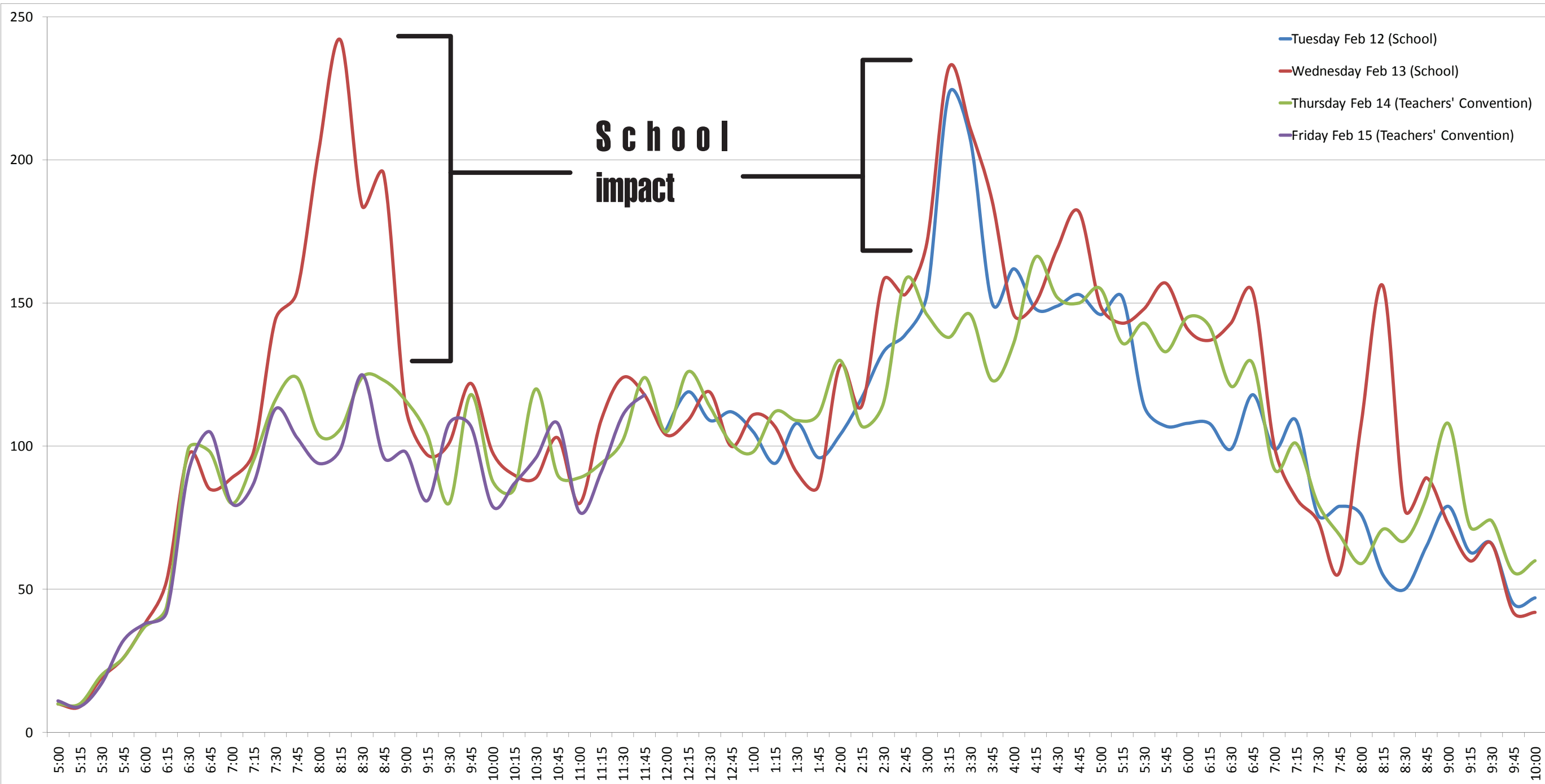
### Key findings and conclusions:

- School-related traffic and other short-cutting traffic do have an impact on vehicular traffic during specific times of the day.
- Pedestrian and cycling infrastructure improvements are needed to enhance the safety of people who walk and bike. This in turn helps enhance road safety for those who drive.
- Improving vehicular access for residents may increase short-cutting traffic - need balance.
- Enabling people to live closer to major destinations, and providing them with convenient walking, cycling , and transit options, will help reduce the reliance on personal vehicles.

### Next Steps

The City has initiated discussions with School Board, School, and School Council representatives to identify opportunities to mitigate the congestion associated with school-related traffic.

Traffic on Uxbridge Drive | School Impacts



Traffic data was collected on both school and non-school (Teachers' Convention) days, in order to understand the specific impact of school traffic.





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## 16 Avenue Interchange

The draft policies confirm The City’s preference for at-grade improvements to the 16 Avenue intersection.

### What we heard from the public:

- What about the possibility of an interchange on 16 Avenue at Uxbridge Drive/29 Street?

### The Transportation Impact Assessment looked at:

- Daily volume along Uxbridge Drive, including traffic counts, existing traffic volume, and forecasted volume for 2039.
- Impact of the forecasted vehicular traffic on how the intersection operates for all types of travellers, including transit and emergency vehicles.

### Key findings and conclusions:

- Intersection improvements are required to mitigate the forecasted traffic impact on the intersection.
- An interchange at this intersection does not align with the direction of future plans for 16 Avenue. There will always be traffic signals along 16 Avenue within two kilometers of the current intersection.

### Impacts of an interchange at this location:

Interchanges are often considered a way to resolve traffic issues at a busy intersection; however, there are other factors to consider. An interchange:

- Has a significant physical presence and footprint (e.g. multiple stories high).
- Poses a barrier for people who walk, bike, take transit, and people who drive (e.g. long ramps, divided roadway).
- Encourages more traffic in and out of the community – the benefits an interchange may provide for residential traffic will also encourage short-cutting traffic.
- Encourages higher vehicle speed, which is not desirable with the proximity of residential streets, schools and playgrounds.
- Has significant capital and maintenance costs.

Crowchild Trail at 33 Avenue interchange



Similar diamond interchange footprint at Stadium Shopping Centre



Bus stop at Crowchild Trail and 33 Avenue



Grass berm and residential development at Crowchild Trail and 33 Avenue



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## Transportation Impact Assessment Summary

The Transportation Impact Assessment is being reviewed by City staff and is available for public comment.

### *Where are we at?*

- The City, incorporating input from Community Associations, defined the scope of the study in February 2013.
- The City received the study from the consultant on April 26, 2013.
- The City reviewed the findings provided in the study and has a number of comments for the consultant on key areas to be addressed.
- Specifically, The City recognizes that more supporting infrastructure is needed to mitigate the transportation impacts of future development.

### *What's next in the TIA process?*

- The City has two weeks to collect and provide comments, including those from the public that align with the purpose of the study, to the consultant.
- The consultant will have until May 23 to respond to the comments provided.

### *What happens after the consultant submits the final TIA?*

- The City will review the submission to determine if and how comments were addressed.
- If there are any requirements that were not addressed in the final study, The City will determine if the requirements need to be incorporated as part of the area redevelopment plan.
- The City will continue to use the TIA to inform the review of development permit applications.

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## What is next?

In response to community concerns about this process moving too quickly, The City discussed potential new timelines with the landowner, Alderman Hodges, affected City staff, and representatives from the University Heights Community Association.

Please fill out a questionnaire before leaving today and there are handouts at the door explaining how you can continue to have your say on the proposed plan in the future.

*Thank you for coming today!*

Timeline

### **WE ARE HERE**

Open house to review draft policies  
May 14, 2013

City reviews your comments and makes necessary changes to policies  
May 15 – 26, 2013

Calgary Planning Commission reviews proposed plan  
June 6, 2013

Public information session to show final proposed plan  
Mid June  
(notices will be mailed out and placed on website)

City Council Public Hearing  
July 22, 2013

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