

**MISCELLANEOUS - ANDERSON STATION AREA  
REDEVELOPMENT PLAN  
SOUTHWOOD / WILLOW PARK (WARD 11, 14)  
BYLAW 27P2017**

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**SUPPLEMENTARY REPORT**

**PREVIOUS CALGARY PLANNING COMMISSION DIRECTION**

The proposed Anderson Station Area Redevelopment Plan (the Plan) was originally presented to the Calgary Planning Commission (CPC) on 2015 August 27.

The Calgary Planning Commission **REFERRED** the Item back to Administration to return no later than 2015 December 17 in order to:

1. Review the appropriateness of the boundaries of the plan area and amend/adjust as appropriate.
2. Incorporate Complete Streets guidelines or provide rationale for deviation.
3. Develop a staging plan that addresses when the C-Train parkade/garage structure is to be in place.
4. If easterly boundary includes Willow Park Village and South Centre Mall, etc. Address/identify opportunities for redevelopment (intensification) of land to the east of MacLeod Trail SE.
5. Address the future potential use, servicing and linkage to the Calgary Transit Anderson yard site.
6. Amend Map 2.2 to change transition to low density residential on west side to "Building Set Back Rail Right of Way". Add "Transition to Low Density Residential" to west of "Building Set back from Rail Right of Way".
7. Review all maps to be consistent with street names and road alignment, throughout the document. (i.e. Map 1.1 to include Southport Road, 99 Avenue & Willow Park Drive SE).
8. Review photo imaging, to confirm image supports policy and label its intent.
9. Add Glossary of definitions.
10. As noted Page 17 paragraph 2 there are incomplete thoughts that require review and editing throughout the document.
11. Add Appendix C "Urban Design Guidelines for Transit Hub".
12. Ensure "North" arrows are on right for mapping consistency. (as noted on Map 1.1 where the arrow is in the left corner and very small).
13. Review section 4.1 "Streetscape Design" for consistency with diagrams and text (i.e. sidewalk dimensions).

The item was subsequently brought back to Calgary Planning Commission with a request for tabling from Administration in order to ensure a coordinated response to the items expressed by the Commission in the referred motion on the proposed Area Redevelopment Plan, as well as the items expressed by Council in the referral motion on the land use application (CPC2015-173 / LOC2014-0143) for the Anderson Station Park n Ride site at the 2015 October 05 Public Hearing. The tabling request was granted at the 2015 November 19 meeting with direction to return to Calgary Planning Commission no later than 2016 December 15.

A second request for tabling from Administration was granted at the 2016 December 15 Calgary Planning Commission meeting to allow for coordination with the Developed Areas Guidebook (the Guidebook) and return to Calgary Planning Commission no later than 2017 June 30.

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At the 2016 June 20 Regular Meeting of Council, Council approved eight recommendations as part of report TT2016-0319 – A Review of Calgary Transit Park and Ride including: Report back to the SPC on Transportation and Transit with a park and ride plan for Anderson Station no later than 2016 September.

At the 2016 October 03 Combined Meeting of Council, Council approved three recommendations as part of report TT2016-0719 – Anderson Station Park and Ride Plan.

1. Approve the Anderson Station Park and Ride Plan, in principle, including:
  - a. Minimal net loss of existing parking supply from the group of stations that includes Heritage, Southland, Anderson and Canyon Meadows Station; and
  - b. Phasing of redevelopment of Anderson Station TOD tied to Green Line opening as identified in Table 2 of the Cover Report.
2. Report to the Priorities and Finance Committee no later than 2017 January with a funding model for the Anderson Station Park and Ride Plan; and
3. Direct that Attachment 2, In Camera discussions, be held confidential pursuant to Section 24(1)(a)&(b) and 25(1)(c) of the Freedom of Information and Protection of Privacy Act until contract negotiations are signed and finalized with landowners of prospective park and ride sites

At the 13 February 2017 meeting of Council, Council ADOPTED the Priorities and Finance Committee's recommendation to approve the Anderson Station Mobility Hub Funding Model, directing Administration to pursue funding, for the Anderson Station Mobility Hub's transit related infrastructure (Park and Ride Stalls, Anderson Station Pedestrian Bridge, Station Infrastructure and Anderson Road All Turns Access) through their inclusion and evaluation as an investment candidate in the next update of Investing in Mobility, Transportation's 10-year capital plan.

**ADMINISTRATION RECOMMENDATION**

2017 April 20

That Calgary Planning Commission recommends **APPROVAL** of the proposed Anderson Station Area Redevelopment Plan excluding the appendices.

**RECOMMENDATION(S) OF THE CALGARY PLANNING COMMISSION**

That Council hold a Public Hearing on Bylaw 27P2017; and

1. **ADOPT** the proposed Anderson Station Area Redevelopment Plan, in accordance with Administration's recommendation, as amended; and
2. Give three readings to the proposed Bylaw 27P2017.

**ATTACHMENT**

1. Proposed Bylaw 27P2017
2. Proposed Anderson Station Area Redevelopment Plan Document (Schedule A of Bylaw 27P2017)
3. Anderson Station ARP – CPC Amended Draft

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LOCATION MAP



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**ADMINISTRATIONS RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed Anderson Station Area Redevelopment Plan (SUPPLEMENTARY APPENDIX I).

**Moved by: R. Wright**

**Carried: 7 – 0**

**2017 April 20**

**AMENDMENT:** Delete Appendix C, in its entirety of the Anderson Station Area Redevelopment Plan.

**Moved by: L. Juan**

**Carried: 7 – 0**

**AMENDMENT:** Amend the second sentence of the introductory paragraph of Section 2.2.5. of the Anderson Station Area Redevelopment Plan by inserting “and Neighbourhood Mid-Rise” after “Residential – Low Rise”.

**Moved by: A. Palmiere**

**LOST: 3 – 4**

Opposed: S. Keating, M. Foht,  
J. Ramjohn and  
R. Wright

**AMENDMENT:** Amend Section 2.2.5.3. of the Anderson Station Area Redevelopment Plan by inserting “and Neighbourhood Mid-Rise” after “Residential – Low Rise”.

**Moved by: A. Palmiere**

**LOST: 3 – 4**

Opposed: S. Keating, M. Foht,  
J. Ramjohn and  
R. Wright

**AMENDMENT:** Amend Map 4 entitled “Land Use Concept” of the Anderson Station Area Redevelopment Plan by replacing “Neighbourhood- Low Rise” in the eastern portion (East of Sabrina Road SW) of the ‘Transition to Southwood Residential’ area with ‘Neighbourhood Mid-Rise’.

**Moved by: A. Palmiere**

**LOST: 3 – 4**

Opposed: S. Keating, M. Foht,  
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**AMENDMENT:** Amend Map 8 entitled “Maximum Building Height” of the Anderson Station Area Redevelopment Plan by incorporating a maximum building height of 20 metres to the area defined as “Transition to Southwood Residential” on Map 5 entitled “Development Areas”.

**Moved by: A. Palmiere**

**LOST: 3 – 4**

Opposed: S. Keating, M. Foht,  
J. Ramjohn and  
R. Wright

**AMENDMENT:** Amend Map 8 of the Anderson Station Area Redevelopment Plan by replacing the 12-32 metre height maximum, within the northern block of the Central Retail Area, to 46 metres and extend the 30 metre height buffer.

**Moved by: A. Palmiere**

**Carried: 7 – 0**

**AMENDMENT:** Amend Map 4 entitled “Land Use Concept” of the Anderson Station Area Redevelopment Plan by changing the area, indicated on Map 5 entitled “Development Areas” as “Regional Shopping Centre Area”, to “Future Comprehensive Plan Area” and create introductory text for Section 2.2.3. to show the intention of the Future Comprehensive Plan Area.

**Moved by: A. Palmiere**

**Carried: 4 – 3**

Opposed: M. Foht, J. Ramjohn  
and R. Wright

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**CALGARY PLANNING COMMISSION REFERRAL ITEMS:**

As identified in the preceding section, this item was referred back to Administration on 2015 August 27 with the following 13 directives. In response to these directives as well as the time since this item was originally brought forward, Administration has conducted additional studies, additional public and stakeholder engagement, and brought the Plan into alignment with other City policies that have come into effect in the interim. These measures and the resultant changes made to the Plan are outlined below.

**1. Review the appropriateness of the boundaries of the plan area and amend/adjust as appropriate.**

In response to this referral item, Administration re-evaluated plan boundaries, and has amended portions of both the eastern and western Plan area boundaries, as shown on Map 4: Land Use Concept (page 17) in the Plan. The eastern boundary of the Plan has been amended to include the existing single detached development on the east side of Bonaventure Drive SE, which is directly across from the existing Willow Park retail area, as well as the existing multi-residential development sites north of Bonaventure Drive SE directly across from Southcentre Mall.

Section 2.2.6 (pages 22-23) in the Plan contains new policies that will guide the future redevelopment of this area. As Macleod Trail S redevelops in this area and the pedestrian focus shifts away from Macleod Trail S, Bonaventure Drive SE is envisioned to be reclassified from its current designation as an Arterial Street to a Neighbourhood Boulevard street type as identified in the Calgary Transportation Plan (CTP). When such a reclassification occurs, redevelopment in the area would be focused on creating a more vibrant, street-oriented multi-modal corridor along Bonaventure Drive SE. Including both sides of Bonaventure Drive SE within the Plan boundaries allows for appropriately scaled, comprehensive planning and development on both sides of the street. Presently, the interface on the east side of Bonaventure Drive SE between 99 Avenue SE and the Willow Park Golf Course consists of the fenced rear yards of low density residential housing. The low density residential lots in this area are being included in the Plan with the Neighbourhood Limited building block.

The existing “Willow Court Green” and “Hearthstone Place” multi-residential development sites along Bonaventure Drive SE, located directly north of Southcentre Mall, are also being brought into the Plan boundary in order to encourage the long-term redevelopment of these sites to better address the frontage onto Bonaventure Drive SE. These parcels are proposed to be given the Neighbourhood Low Rise building block with a maximum density of 111 units per hectare (currently developed at approximately 53 units per hectare), which is in alignment with the targets set out in the Municipal Development Plan (MDP) for Major Activity Centres (MAC).

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The western boundary of the plan which formerly ran along Sacramento Drive SW has been amended to exclude areas that will remain low density residential. This exclusion from the Plan more appropriately reflects the transition from the medium density residential areas adjacent to the rail, towards the single detached residential development along Sacramento Drive SW. Removing these lots from the Plan area also encourages the concept of “like facing like” in order to maintain building-type continuity for the community along the street.

**2. Incorporate Complete Streets guidelines or provide rationale for deviation**

The Plan has incorporated the requirement for compliance with the Complete Streets Guide (the Guide) regarding right-of-way requirements for new streets as Policy #1 in Section 4.5: Street Network, in addition to references throughout the Plan to ensure consistent application of the Guide. As this is an established area, retrofitting existing streets may require alternate design standards. The Complete Streets Guide includes direction regarding design standards for retrofitting streets.

**3. Develop a staging plan that addresses when the C-Train parkade/garage structure is to be in place.**

On 2016 October 03, Council approved the Anderson Station Park and Ride Plan (TT2016-0719). That plan identifies a replacement strategy for the existing 1,665 park and ride stalls that need to be replaced as part of the proposed Anderson Transit Oriented Development (TOD) project. This Plan is consistent with the strategies and policies in that Park and Ride Plan. The first phase of development will include the requirement for a 500-stall parkade/garage structure that will be constructed upon approval of the proposed land use and funding models. In addition, agreements with other adjacent land owners are required in order to advance plans for alternate parking locations.

**4. If the easterly boundary includes Willow Park Village and Southcentre Mall, etc. address/identify opportunities for redevelopment (intensification) of land to the east of Macleod Trail.**

In response to this referral item, Administration conducted a review of the current land use designations in order to identify the existing redevelopment potential for the land within the Plan area. This review concluded that there is considerable capacity for intensification already in place for the two major retail centres. Within the current land use designations, the density on the Southcentre Mall site could increase fourfold while Willow Park Village could increase over five times.

Administration also commissioned a market study, conducted by Colliers International (SUPPLEMENTARY APPENDIX II), to understand and identify whether there was capacity in the area for more office and/or commercial space. The study concluded that the demand for additional office space at this location would be very low for a considerable period of time, and that any additional demand for retail space would be triggered by redevelopment within the Plan Area.

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As a result of the existing intensification opportunities identified, in conjunction with the results of the Market Analysis, the intensification targets for these sites have remained unchanged.

**5. Address the future potential use, servicing and linkage to the Calgary Transit Anderson Maintenance Facility.**

The Plan has been amended to include the Calgary Transit Anderson Maintenance Facility as one of the seven identified Development Areas. Calgary Transit has indicated that there are no plans to relocate the facility within the foreseeable future. As there are no plans to redevelop the site, it has been identified as a Future Comprehensive Plan Area. The *Developed Areas Guidebook* policies for the Future Comprehensive Plan Area provide guidance for a future planning process that will result in amendments to the ARP to reflect future development.

An all-turns access from Anderson Road to the Calgary Transit Anderson Maintenance Facility has been investigated and proposed by Real Estate and Development Services and Transportation Infrastructure. This would remove the need for a large number of out-of-service buses to travel through the Anderson TOD area, and would reduce the current delays crossing the Light Rail Transit (LRT) and CPR tracks when they are in use by trains. Removing out-of-service bus movements from the TOD would also increase the viability and attractiveness of the TOD to potential developers. The Anderson Road all-turns access was included in the Anderson Station Mobility Hub Funding Model Report approved by Council 2017 February 13.

The Plan identifies the potential future use of this site as residential development but does not assign a building block to the site. It would be premature to assign a building block to this site due to uncertainties with respect to access to the site, servicing requirements and other site constraints such as proximity to rail.

**6. Amend Map 2.2 to change transition to low density residential on west side to “Building Set Back Rail Right of Way”. Add “Transition to Low Density Residential” to west of “Building Set back from Rail Right of Way”.**

These changes have been made to the Attributes and Constraints Map, Map 3.

**7. Review all maps to be consistent with street names and road alignment, throughout the document. (i.e. Map 1.1 to include Southport Road, 99 Avenue & Willow Park Drive SE).**

All maps have been amended to ensure consistency throughout the Plan.

**8. Review photo imaging, confirming image supports policy and labelling its intent.**

Photo images have been selected to ensure they support policy. Images have also been labelled to ensure that they describe the intent of the image as it relates to the specific section and policy.

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**9. Add Glossary of definitions.**

Glossary and list of abbreviations have been added to the Plan for clarity.

**10. As noted [on] Page 17 paragraph 2 there are incomplete thoughts that require review and editing throughout the document.**

The Plan has been reviewed and edited to ensure all sections are complete.

**11. Add Appendix C “Urban Design Guidelines for Transit Hub”.**

As directed, the “Urban Design Guidelines for Transit Hub” have been added to the Plan as Appendix C. However, Administration does not recommend that these Urban Design Guidelines be included in this document. The City’s Real Estate and Development Services team, who are leading the redevelopment of the Transit Hub site, are currently re-examining the plans for the area and are not in a position to determine whether or not these guidelines will be applicable to the future plans for the area. Due to the fact that the Land Use Amendment that was originally proposed and was being processed concurrently with this Plan may not be pursued as proposed, Administration recommends that Appendix C containing these Urban Design Guidelines be removed from the Plan.

**12. Ensure “North” arrows are on right for mapping consistency. (as noted on Map 1.1 where the arrow is in the left corner and very small).**

Mapping amended to ensure north arrow consistency.

**13. Review section 4.1 “Streetscape Design” for consistency with diagrams and text (i.e. sidewalk dimensions).**

The diagrams which illustrated Streetscape Design have been removed from the document. The document now references the *Complete Streets Guide*.

**DEVELOPED AREAS GUIDEBOOK:**

The proposed Plan has been amended to be read in conjunction with the Developed Areas Guidebook. The Guidebook contains policies that are applied in conjunction with the policies of the Municipal Development Plan (Volume 1) and Local Area Plans. The Guidebook provides a common community framework and general policy to shape more complete communities.

All of the development areas in this Plan have been assigned a building block from the Guidebook in order to ensure seamless coordination with the Guidebook. All relevant sections include policies requiring conformance with the rules in the Guidebook for their assigned building block, unless they have been specifically exempted by the policies within the Plan itself.

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**MUNICIPAL DEVELOPMENT PLAN (MDP)**

The Anderson Station Area Redevelopment Plan has been crafted in accordance with the sustainable long-term growth strategy for the City of Calgary and advances all of the Key Directions for Land Use and Mobility identified in the MDP, listed below:

1. Achieve a balance of growth between established and Greenfield communities.
2. Provide more choice within complete communities.
3. Direct land use change within a framework of nodes and corridors.
4. Link land use decisions to transit.
5. Increase mobility choices.
6. Develop a Primary Transit Network.
7. Create complete streets.
8. Optimize infrastructure.

The Plan encourages redevelopment of land to higher intensities, both encompassing and within close proximity to the Anderson LRT Station, which is part of the Primary Transit Network as identified on Map 2 of the Calgary Transportation Plan. The Plan enables redevelopment at various densities of residential, commercial, office, and mixed-use development, all within a developed area.

**ADDITIONAL PUBLIC ENGAGEMENT**

**Information Session and Online Engagement**

Further public engagement has been conducted in the time since this proposal was last brought before Planning Commission. On 2016 November 16, Administration hosted an information session to present and receive input from the public on potential Plan boundary changes, as well as to explained how the Plan would be modified to conform to the Developed Areas Guidebook. The presentation material from that information session was also posted to the project website. Approximately 6,500 notifications were mailed to residences and businesses in the communities of Willow Park, Maple Ridge, Southwood, Lake Bonavista and Canyon Meadows in order to inform the residents and users of the area of the upcoming information session.

Attendance at the public Information Session was counted at 120 people, and 29 comment forms were submitted. Of those comment sheets collected, 9 were in favour of the presented boundary changes, 8 were opposed, 5 indicated no preference and 7 did not provide a response to this issue. Objections to the plan boundary changes were concerns with decrease in property values, density concerns (relating also to traffic congestion), inconsistent/ad hoc redevelopment. Comments received in favour of the changes cited perceived benefits related to an enhanced public realm, improved pedestrian environment and more appealing/updated built environment.

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**Community Stakeholder Group**

Administration has continued to meet with the Anderson Station ARP Community Stakeholder Group (the Group) that has been engaged on this Plan for several years. Most recently, Administration met with the Group in October 2016 in order to present and receive feedback on the CPC referral items discussed in this report, and again on 2017 March 23 to present the proposed changes to the Plan.

The 2017 March 23 meeting was attended by 15 people, including representatives from the 4 affected Community Associations (listed in the section above), members of the public, and Councillor Demong. The changes to the Plan outlined in this report were presented to the Group and were generally well received. Discussions focused largely on the more detailed aspects of the Anderson Station redevelopment, and Administration clarified that these details are not known at this time but will be circulated to the Community Associations at the time of Land Use Amendment and/or Outline Plan application.

**REASON(S) FOR RECOMMENDATION:**

The proposed ARP addresses and where appropriate, incorporates changes, to accommodate the referral items identified by Calgary Planning Commission at its 2015 August 27 meeting. The Plan has also been updated to align with the Developed Areas Guidebook and advances the Key Directions for Land Use and Mobility as identified in the MDP.

Administration recommends the approval of the Anderson Station Area Redevelopment Plan (ARP) as it responds to the direction from Council to create an Area Redevelopment Plan for this Plan Area.

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**SUPPLEMENTARY APPENDIX I**

**PROPOSED ANDERSON STATION AREA REDEVELOPMENT PLAN**

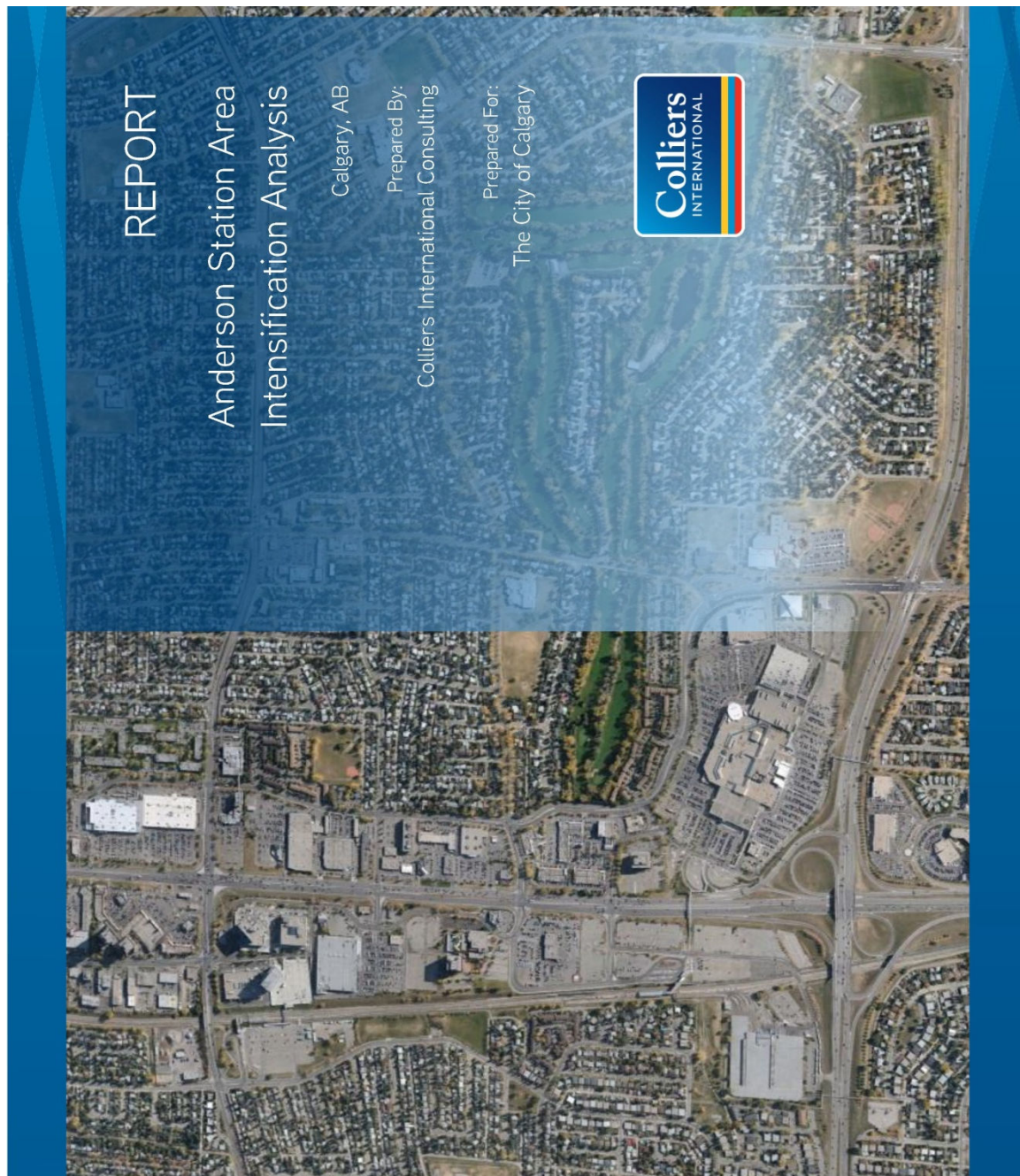
[Proposed Anderson Station ARP](#)

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SUPPLEMENTARY APPENDIX II

ANDERSON STATION AREA INTENSIFICATION ANALYSIS



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Craig Davies  
Local Area Planning & Implementation  
City of Calgary  
800 Macleod Trail S.E.  
Calgary, AB T2G 5E6

Colliers International  
200 Granville Street, 19th Floor  
Vancouver, BC

Dear Craig,

RE: Anderson Station Area Intensification Analysis

Please find enclosed Colliers International Consulting's (CIC's) review of intensification potential within the Anderson Station Area of Calgary. We trust that you and the City of Calgary will find the report helpful in future planning decisions with respect to the redevelopment of the Anderson Station Area.

Please feel free to contact us should you have any questions or comments regarding the report.

Sincerely,

COLLIERS INTERNATIONAL CONSULTING

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## Executive Summary

Colliers has been engaged by The City of Calgary to undertake a market analysis of the Anderson Station Area's intensification potential in order to create market-supportable amendments to the Anderson Station Area Plan.

The study is comprised of two parts:

- > An analysis of current and historical market data for residential, retail, and office land uses in order to inform expectations of development timing, appropriate scale, and pace of absorption.
- > A survey of major landowners in the Anderson Station Area in order to gauge willingness to redevelop their property and determine key decision-making factors.

The study's findings are summarized below.

### Residential Market

- > Since the drop in energy commodity prices in late 2014, the City of Calgary has experienced a slowdown in the residential real estate market, with housing starts well under 2014 levels and a growing inventory of completed but unabsorbed residential units.
- > Although few comparable transit-oriented developments exist outside Calgary's downtown core and Beltline areas, existing projects feature FSR ranges of 3.9 to 6.0 for high-rises, 3.0 to 4.6 for mid-rises, and 1.2 to 3.9 for low-rises.
- > If development within the Anderson Station Area proceeds with densities as planned in the November 2008 Anderson Station Area Plan, the area could account for 4 to 10 percent of growth required for Calgary's Developed Areas, as required by Calgary's Municipal Development Plan.



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**Retail Market**

- > Retail vacancies in Calgary's storefronts have steadily grown since 2010. Although shopping centre vacancies had remained stable between 2010 and 2014, they too grew significantly in 2015.
- > The Anderson Station area contains approximately 1.2 million square feet of retail space (the vast majority of which is accounted for by Southcentre Mall), with another 60,000 to 110,000 square feet warranted on the City-owned park and ride site once it undergoes redevelopment.
- > Retail build-out estimates for the Anderson Station Area Plan provided to Colliers by the City of Calgary indicate a range of 4.0 to 4.9 million square feet of retail floor area potential and an anticipated build-out date of 2039.
- > However, an additional 1.85 million square feet of retail space exists within two kilometres of the Anderson Station Area.
- > Due to the area being well-served by existing retail nodes, Colliers does not foresee the entirety of the planned capacity being built out. It is likely that additional retail development will come in the form of mixed-use developments brought to market on a case-by-case basis, with timing in line with growing market support as the local population increases.

**Office Market**

- > The decline in energy prices which commenced in 2014 led to substantial layoffs and an increase in the City's office vacancy rate through 2015 and 2016 to date.
- > The Downtown office market's current vacancy represents approximately six years of supply based on Downtown's long-term rolling absorption average of approximately 650,000 square feet per year.
- > Office build-out estimates for the Anderson Station Area Plan provided to Colliers by the City of Calgary indicate a range of 9.3 to 11.1 million square feet of office space potential and an anticipated build-out date of 2039.
- > Given historical construction in the Suburban South area, if the Anderson Station area achieved even as much as 50 percent market share, full build-out of office space could take 35 to 45 years.
- > However, shorter-term opportunities for more local-serving office space (catering to tenants or owner-users such as physicians, dentists, and lawyers) will emerge as residential density is added to the area.

**Landowner Redevelopment Intentions**

- > Oxford has not advanced the preliminary master planning exercise for Southcentre Mall & Southcentre Executive Tower. While some very preliminary concepts for the site's possible mixed-use future have been explored, these have been shelved for the time being due mainly to provincial and regional economic conditions. Oxford's redevelopment plans could be triggered by substantial improvements in overall economic conditions and clearer plans and timing of development for the City-owned Anderson Station park and ride site.

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- > The landlords of the Tower Chrysler site recently signed a lease with Autocanada and have no immediate intentions to redevelop. Given the current lease agreement, a potential redevelopment play is likely 25 years out unless the tenant faces financial issues, which is highly unlikely as the dealership is performing to desired levels. Relocation of the dealership, which occupies a property most likely to be a natural extension of Anderson Station TOD building forms, will be challenging due to a required 8 kilometer competitive radius clause.
- > There has been no talk of redeveloping the Earl's site to date, though there is certainly strong interest in seeing what is to come with the city-owned Anderson Station park and ride site.
- > In recent discussions with the landlords of Willow Park Village (WPV), they have indicated that they did not have immediate intentions to redevelop the site. WPV is presently undergoing incremental renovations to the building facades. However, the landlords did indicate WPV would be redeveloped sometime in the future. Colliers expects that owners of WPV will be observing the market response to new residential, office and retail uses on the park and ride site, and to then may consider how best to complement this development with a mixed-use building fronting Macleod Trail.

**Density Bonus Preliminary Recommendations**

- > According to one developer contacted by Colliers, rather than bonus density applications in Anderson Station, most areas of the city outside of the beltline are seeing down zoning due to the current slumping economy.
- > There is no idiom more apt to describe the current situation than a rising tide floats all boats. As the economy re-gains momentum, the bonus density mechanism at Anderson Station is bound to yield the revenues and corresponding package of amenities envisioned by staff and Council. In the meantime, some slight adjustments could result in piecemeal density purchases, but large-scale adoption of density bonuses in the Anderson situation area could take years.
- > Some adjustments that might yield success include:
  - o City invest in smaller scale amenities and infrastructure, and use bonusing revenue to pay back the fund at a later date
  - o City offer bonus at a lower rate (relative to The Beltline)
  - o Use bonus revenues for other purposes such as to promote housing affordability (note successful example in Coquitlam, BC)

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Residential Market Overview

Calgary Residential Market

Historically, new residential construction in Calgary was predominantly single-family homes. However, the proportion of new apartment unit developments has significantly increased in the past few years. Canada Mortgage and Housing Corporation Data shows a switch-over from single-family home to apartment unit construction occurring since the late 1990s. Also of note are dips in single-family home starts coinciding with recessionary periods (as the market for single family homes is more responsive than multi-family homes, which can have a development process spanning several years).

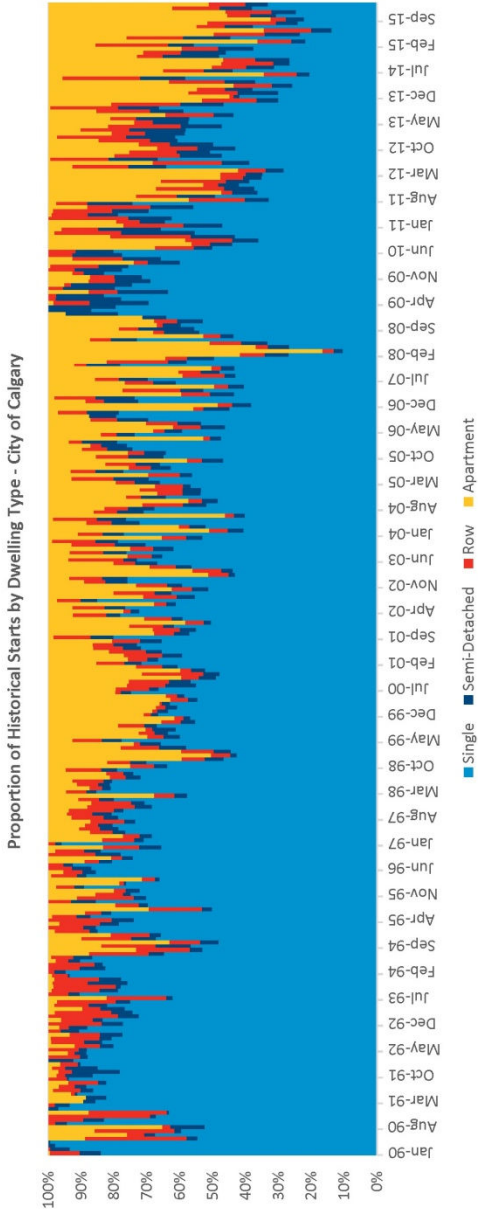


Figure 1 Proportion of Historical Starts by Dwelling Type  
Source: Canada Mortgage Housing Corporation

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Since the precipitous drop in energy commodity prices that occurred in late 2014, single-family and apartment unit starts have dropped slightly within the City. However, the full extent of the pull-back in construction starts remains to be seen. Inventory under construction has also dropped from a peak in 2014, but has not yet reached levels as low as those shortly after the great recession of 2009.

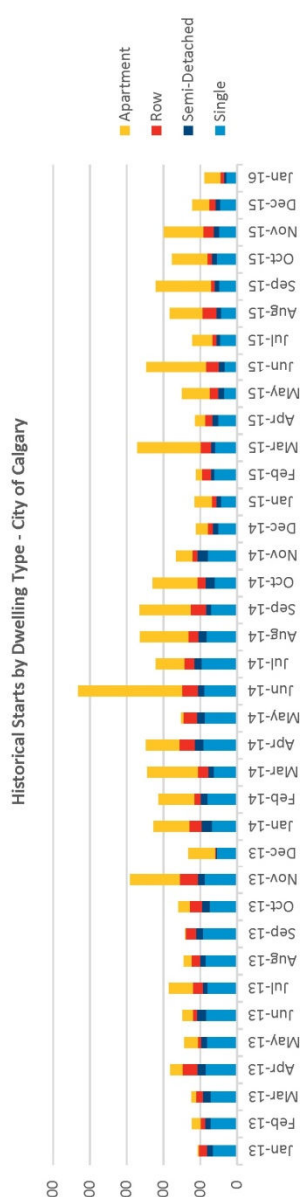


Figure 2 Historical Starts by Dwelling Type  
Source: Canada Mortgage Housing Corporation

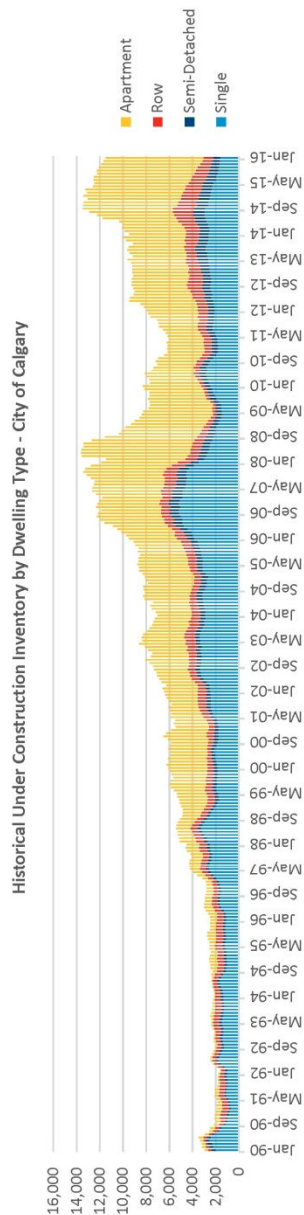


Figure 3 Historical Under Construction Inventory by Dwelling Type  
Source: Canada Mortgage Housing Corporation

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Although total absorption of completed housing units has not yet shown a notable decline in response to this challenging economic environment, completed and unabsorbed inventory has started to increase due to the large amount of under-construction inventory, discussed previously, being released.

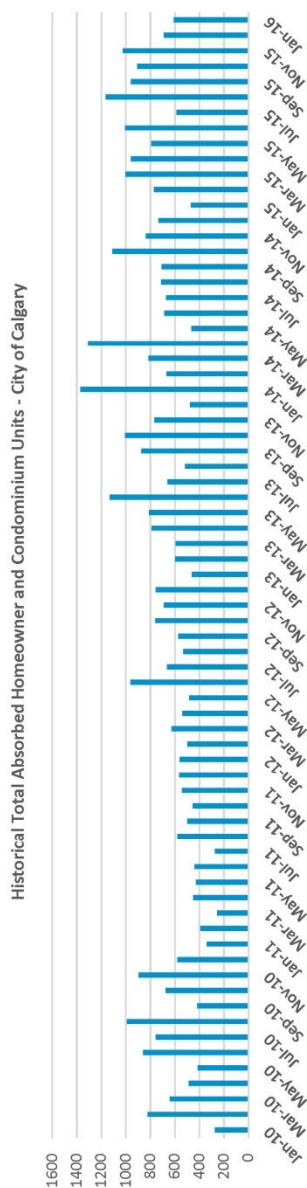


Figure 4 Historical Total Absorbed Homeowner and Condominium Units  
Source: Canada Mortgage Housing Corporation

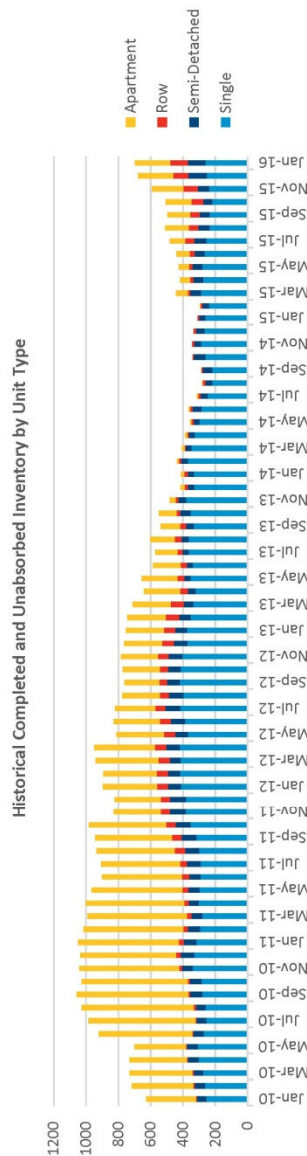


Figure 5 Historical Completed and Unabsorbed Inventory by Unit Type  
Source: Canada Mortgage Housing Corporation

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CITY OF CALGARY TOTAL SALES

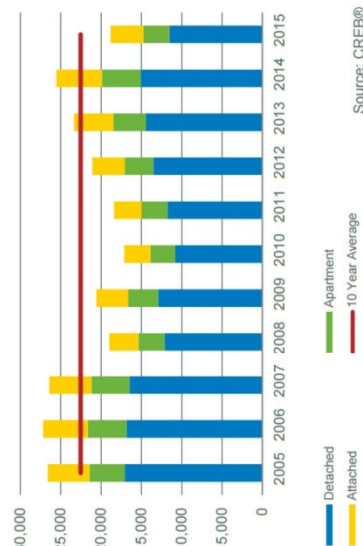


Figure 6 City of Calgary Historical MLS Sales  
Source: Calgary Real Estate Board

Similar patterns emerge from the Calgary Real Estate Board (CREB) data, which tracks all active listings within the Multiple Listings Service database. According to CREB, the months of total supply available has steadily increased since the oil price shock of late 2014, and the benchmark year over year price changes have also decreased concurrently.

Total unit sales have fallen below the City's 10 year average of approximately 22,500 and are approaching post-2009 recession levels. Apartment unit sales have also fallen below the 10-year average of approximately 3,900 units per year.

CITY OF CALGARY MONTHS OF SUPPLY AND PRICE CHANGE

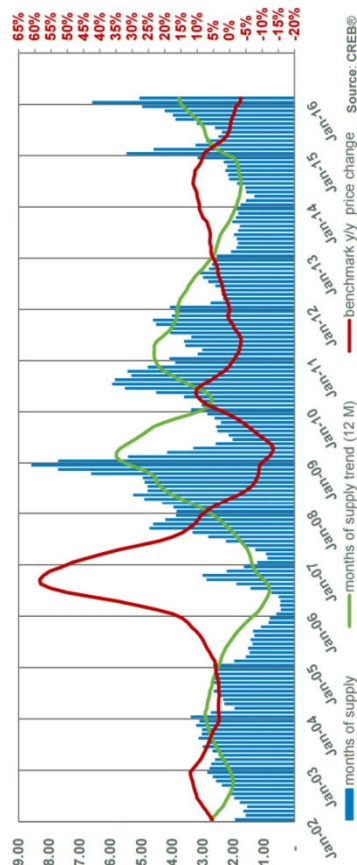


Figure 7 City of Calgary Months of Supply and Price Change, Source: Calgary Real Estate Board

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**Transit-Oriented Development Projects**

Colliers examined four groups of neighbourhoods adjacent to Anderson Station and Macleod Trail to determine recent transit-oriented development trends in the area. The neighbourhoods examined include the following CMHC groupings:

- > Willow Park/Acadia/Haysboro/Southwood
- > Fairview Industrial/Fairview/Kingsland
- > Manchester Industrial/Roxboro/Erlton
- > Windsor Park/Meadowlark Park/Britannia/Elboya

The above-mentioned neighbourhoods are built-out with single-family residential, some older apartment buildings, highway commercial and industrial properties, and have not yet entered a major redevelopment cycle. Only two new developments are of note: the three-tower Lumino (Manchester) affordable housing development in the Manchester Industrial neighbourhood and London at Heritage Station, a rental development near the Heritage CTrain Station.

**TOD Area Historical Housing Units Absorbed (All Unit Types)**

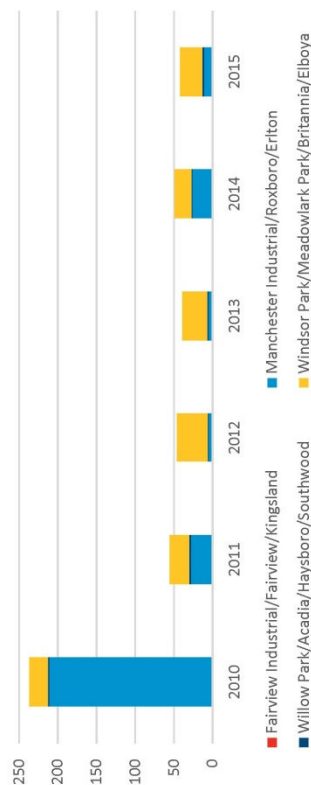


Figure 9 Subject TOD Area Historical Housing Units Absorbed  
Source: Canada Mortgage Housing Corporation

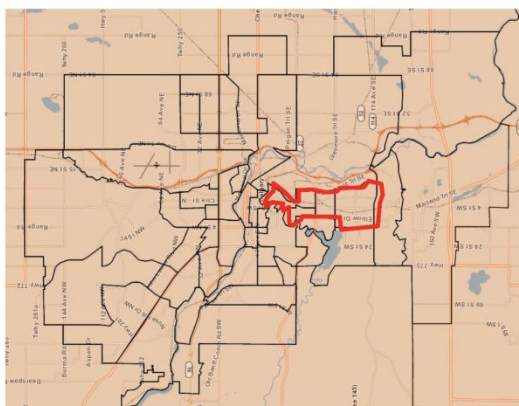


Figure 8 Subject Four TOD Neighbourhood Groups

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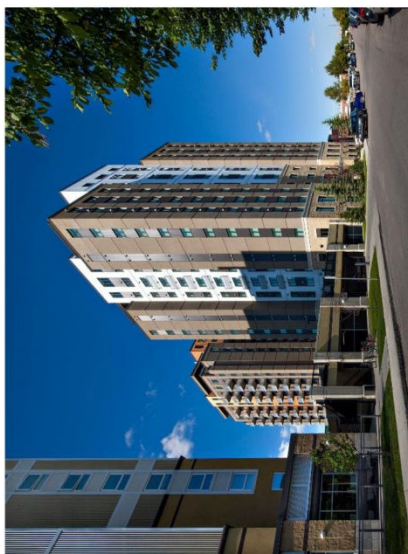


Figure 10 Lumino/Manchester Affordable Housing

#### Lumino/Manchester Affordable Housing

The Manchester neighbourhood block bounded by 55 Ave SW to the north, 2 St SW to the east, 57 Ave SW to the south, and 3 St SW to the west currently contains three affordable housing towers and one seniors residence, with another tower under construction.

The first phase of the development was a 14-storey 132-unit tower and 70-unit 3-storey seniors residence completed in 2005. The next phases, Lumino 1 and 2, respectively contained 88 and 114 units and were 14-storeys high. The two towers completed in 2012 and 2013. The final tower, Lumino 3, is now under construction and will contain another 124 units within 15 storeys.

#### London at Heritage Station

London at Heritage Station is a four-tower mixed-use retail and rental residential development located along Macleod Trail close to the Heritage CTrain Station. The first two towers, The Dominion and The Abbey, completed construction in 2008 and 2009 and contain 347 and 369 units over 21 floors. After completion of the final two towers, London is expected to be home to over 1,200 residents.

The project also contains 80,000 square feet of on-site retail and services, including a Save-On-Foods anchor and 12,979 square feet of professional space.

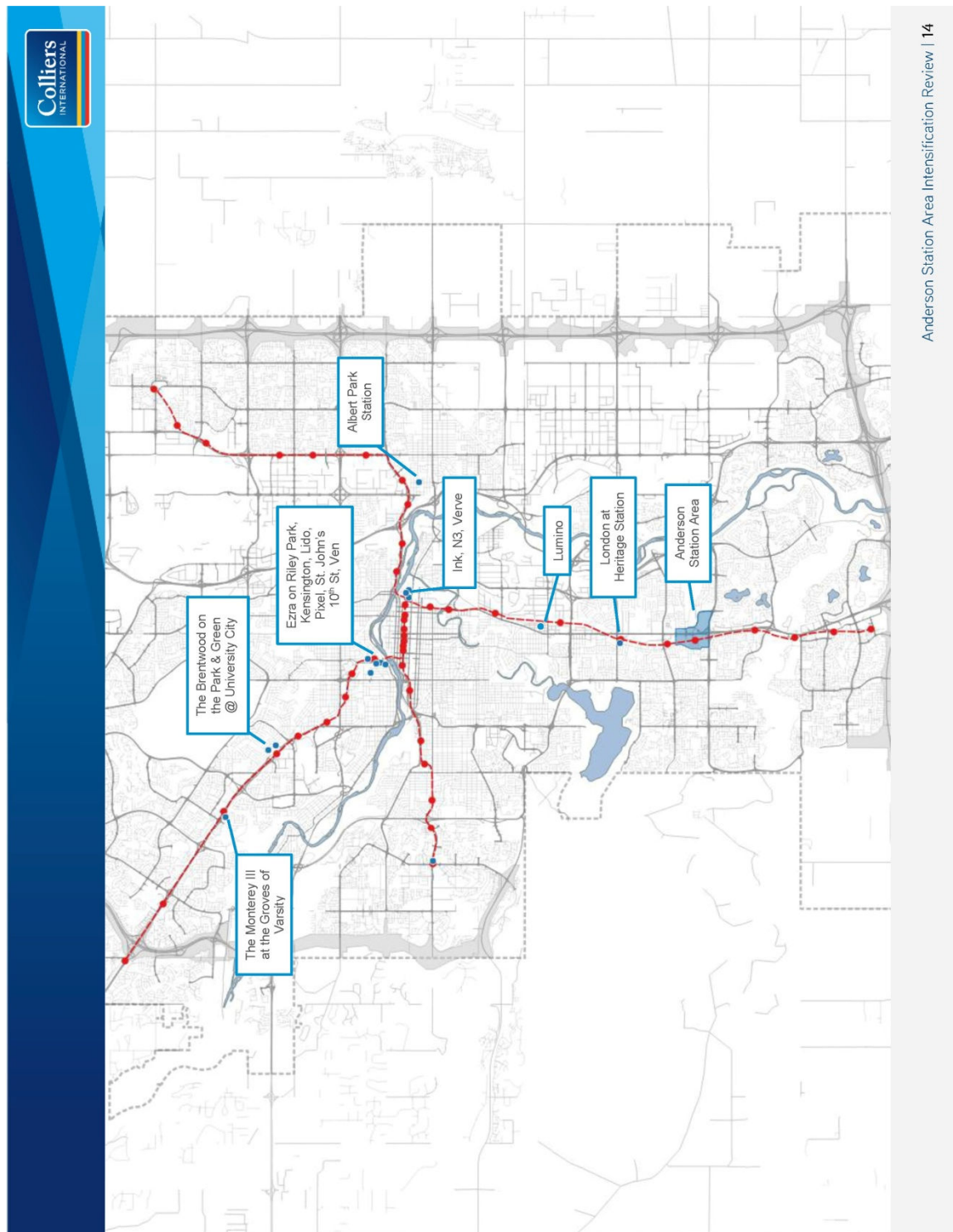
#### Other TOD Projects

The map on the following page highlights the location of Lumino, London and other recent transit-oriented development (TOD) projects relative to rapid-transit stations. Estimated densities and unit counts for the sample of transit-oriented projects are given on the following pages.



Figure 11 London at Heritage Station

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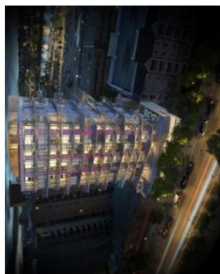


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High-Rise & Mixed-Use High-Rise TOD Projects

The below high-rise developments ranged from 108 to 288 units in 13 to 25 storeys, and had an estimated FSR range of 3.9 to 6.0.



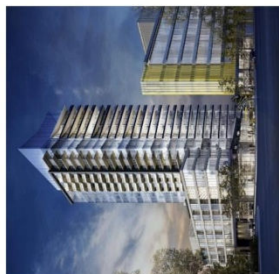
**Ink by Batistella**

Distance from Station: 500 m  
Type: High-Rise (14 storeys)  
Units: 108  
Occupancy: 31/12/2018  
Average Unit Size (SF): 507



**N3 by Knightsbridge**

Distance from Station: 300 m  
Type: High-Rise (15 storeys)  
Units: 167  
Occupancy: 30/06/2017  
Average Unit Size (SF): 513



**Verve by Slokker & Fram**

Distance from Station: 400 m  
Type: High-Rise (25 storeys)  
Units: 288  
Occupancy: 31/01/2018  
Average Unit Size (SF): 739



**Green @ University City**

Distance from Station: 100 m  
Type: Mixed-Use High-Rise (13 storeys)  
Units: 143  
Occupancy: 30/11/2015  
Average Unit Size (SF): 586

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**The Monterey III at the Groves of Varsity**

Distance from Station: 200 m  
Type: High-Rise (12 storeys)  
Units: 108  
Occupancy: 01/06/2016  
Average Unit Size (SF): 1227

**Mid-Rise & Mixed-Use Mid-Rise TOD Projects**

The below mid-rise developments ranged from 60 to 101 units in 8 storeys, and had an estimated FSR range of 3.0 to 4.6.



**Ezra on Riley Park**

Distance from Station: 500 m  
Type: Mid-Rise (8 storeys)  
Units: 100  
Occupancy: 15/04/2017  
Average Unit Size (SF): 840



**Lido by Battistella**

Distance from Station: 300 m  
Type: Mixed-Use Mid-Rise (8 storeys)  
Units: 60  
Occupancy: 31/12/2016  
Average Unit Size (SF): 828



**Pixel by Battistella**

Distance from Station: 300 m  
Type: Mid-Rise (8 storeys)  
Units: 101  
Occupancy: 2013  
Average Unit Size (SF): N/A

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Low-Rise & Mixed-Use Low-Rise TOD Projects

The below high-rise developments ranged from 56 to 271 units in 4 to 6 storeys, and had an estimated FSR range of 1.2 to 3.9.



**Kensington by Bucci**

Distance from Station: 400 m  
Type: Mixed-Use Low-Rise  
(6 storeys)  
Units: 77  
Occupancy: 01/07/2017  
Average Unit Size (SF): 721



**St. John's Tenth St**

Distance from Station: 200 m  
Type: Mixed-Use Low-Rise  
(6 storeys)  
Units: 95  
Occupancy: 2013  
Average Unit Size (SF): N/A



**1741**

Distance from Station: 400 m  
Type: Low-Rise (4 storeys)  
Units: 56  
Occupancy: 31/08/2016  
Average Unit Size (SF): 801



**Albert Park Station**

Distance from Station: 500 m  
Type: Low-Rise (4 storeys)  
Units: 271  
Occupancy: 01/12/2014  
Average Unit Size (SF): 830



**Ven by Bucci**

Distance from Station: 200 m  
Type: Low-Rise (4 storeys)  
Units: 114  
Occupancy: 01/06/2015  
Average Unit Size (SF): 796

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Attached TOD Projects



**Brentwood on the Park**

Distance from Station: 200 m  
Type: Attached (3 storeys)  
Units: 20  
Occupancy: 01/04/2016  
Average Unit Size (SF): 1562  
Estimated FSR: 1.8

**Anderson Station Residential Share of Planned Developed Area Growth**

Calgary's 2009 Municipal Development Plan (MDP) has set the following growth targets for neighbourhoods falling within the boundary of Calgary's developed areas (shown in dark blue in figure 13):

- > Over the next 60 to 70 years (~2076) The City of Calgary should endeavor to accommodate 50 per cent of the city's population growth in the Developed Area. (MDP 5.2.2.d)
- > By 2039, The City of Calgary should endeavor to accommodate 33 per cent of the city's population growth in the Developed Area. (MDP 5.2.3a)

Source: Developed Areas Growth & Change 2014 Report

The 2014 Developed Growth & Change Report states that Calgary's population is expected to reach 1.5 million by 2039. In order to meet the 2039 MDP target outlined above, the Developed Area will need to accommodate an additional 192,000 residents. This additional population would require approximately 77,000 to 84,000 housing units.

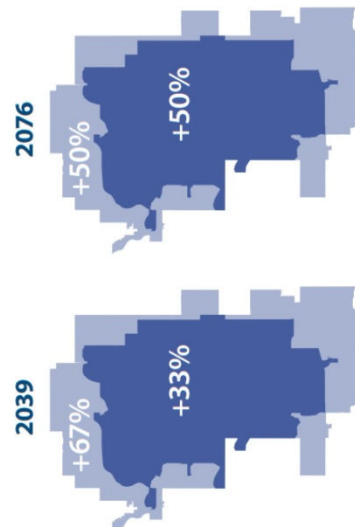


Figure 12 MDP Population Growth Targets  
Source: Developed Areas Growth & Change 2014 Report

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Preliminary FSR estimates and land use mixes for the Anderson Station Area, based on the proposed November 2008 Anderson Station Area Plan (shown in Figure 14), were provided to Colliers by the City of Calgary. Based on these FSRs, if the Anderson Station Area only achieves the suggested minimum allowable densities, the area would contain approximately 3.3 million square feet of residential floor space. If the area achieves its maximum allowable density, it would contain approximately 7.4 million square feet of residential space. If the area achieves the maximum allowable density plus the maximum bonus density allowable, it would contain approximately 8.2 million square feet of space.

After applying an 85 percent residential building efficiency rate<sup>1</sup> and dividing by an average unit size of 850 square feet<sup>2</sup>, density in the area could translate to approximately 3,300 residential units in minimum scenario, 7,400 units in the maximum scenario, and 7,900 units in the maximum bonus scenario.

If development within the Anderson Station Area proceeds as planned, the area could account for 4 to 10 percent of Calgary's Developed Area additional residential housing unit requirements.

<sup>1</sup> This is an industry-standard estimate for modeling purposes.  
<sup>2</sup> This was derived from the TOD development examples discussed previously

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## Retail Market Overview

At the time of writing, the City of Calgary has been in the midst of one of the most challenging economic climates in recent decades. Retail sales growth in Calgary and Alberta overall is expected to drop and remain lower than growth levels seen between 2012 and 2014 until at least 2020 due to declines in employment growth and related income levels and expectations.

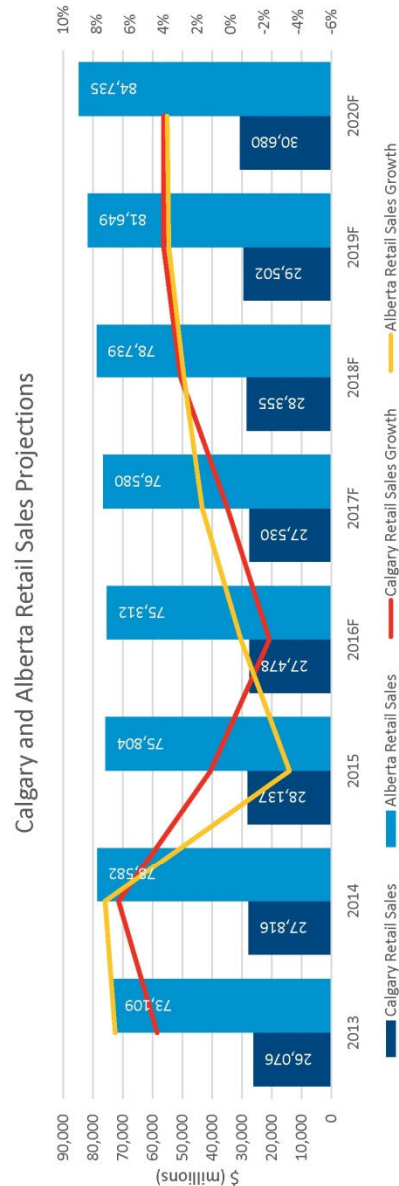


Figure 14 Calgary and Alberta Retail Sales Projections  
Source: Conference Board of Canada Metropolitan Outlook, Winter 2015

Vacancy in shopping centres grew from 1.18 percent in 2014 to 4.07 percent in 2015, and storefront vacancy also increased from 4.24 percent in 2014 to 5.53 percent in 2015. The Macleod Trail retail district, which includes Anderson Station Area shopping centres, had a vacancy rate of 5.46 percent in November 2015, up from only 2.48 percent in April of that year.

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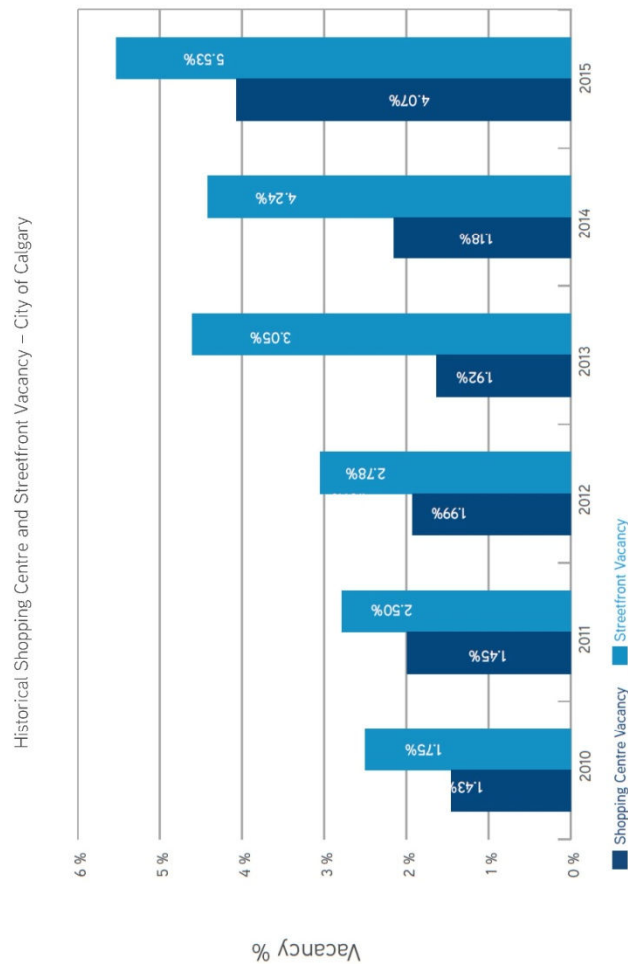


Figure 15 Historical Retail Vacancy  
Source: Colliers International

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**Retail Supply**

The Anderson Station Area itself contains at least 1.15 million square feet of retail floor space between three shopping centres: Southcentre Mall, Willow Park Village, and Century Park Plaza. A number of other community and neighbourhood shopping centres are also located within two kilometres of the Anderson Station Area, altogether providing an additional 1.85 million square feet of retail floor space.

**Southcentre Mall**

This 1,000,000 square-foot regional shopping centre is located in the southeast of the Anderson Station area and is anchored by The Bay, Safeway and Sport Chek. Other notable tenants include a Crate & Barrel, Restoration Hardware, Victoria's Secret, Lululemon Athletica and Coach. Southcentre last underwent a major renovation in 2009 and has a modern and upscale aesthetic.

The mall, designed to be car-oriented and to have a regional draw, is currently surrounded by a large surface parking lot which is uninviting to the casual pedestrian coming in from the Anderson Station CTrain station through the pedestrian overpass. As in the case of other regional mall repositionings in Western Canada (e.g. Brentwood Mall, Lougheed Town Centre in Burnaby, BC), these same large surface parking areas also represent an opportunity to consider not only new pad-oriented commercial development but also new mixed-use residential and office development with at-grade retail.



The Draft Anderson Station Area Redevelopment Plan envisions more pedestrian linkages on this site, and a mix of uses including residential, office and retail, prioritizing new development on the site along Bonaventure Drive to activate this street edge. Colliers will further discuss the timing of redevelopment of this site in a following section.

Figure 16 South Centre Mall Entrance

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#### Willow Park Village

Willow Park Village, also located across Macleod Trail but north of Southcentre Mall, is a 110,000 square-foot community centre built in 1978. Although this centre doesn't have an anchor tenant, its boutique village-format has led to strong performance.

Although the surface parking lot area is small and interwoven with the retail buildings in the Village-restricting non-intrusive development on the parking lot-there is potential for greater intensification of the buildings facing Macleod Trail as a catalyst to further development of the Village over time.

#### Century Park Plaza

Century Park Plaza is a smaller 40,000 square-foot neighbourhood retail centre containing a White Spot, Dollar Tree and Permington's. It is located north of Willow Park Village, also east of Macleod Trail.



Figure 18 Century Park Plaza



Figure 17 Willow Park Village Layout

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Planned – Anderson Station City-Owned Site

As noted in CIC's market opportunity study for the city-owned site, the Anderson Station development, with a planned mix of residential, office and complementary retail uses, is well-suited to supporting a neighbourhood shopping centre scaled commercial node of between 60,000 and 110,000 sf, which will be dependent to a large extent on the size of the recommended supermarket anchor. This scale of commercial component is intended to fulfill the weekly and day to day needs of future on-site and area residents and workers and to complement existing specialty offerings at Willow Park Village, local full-service restaurants such as Moxie's and Earl's, and the regional shopping centre mix available at Southcentre Mall.

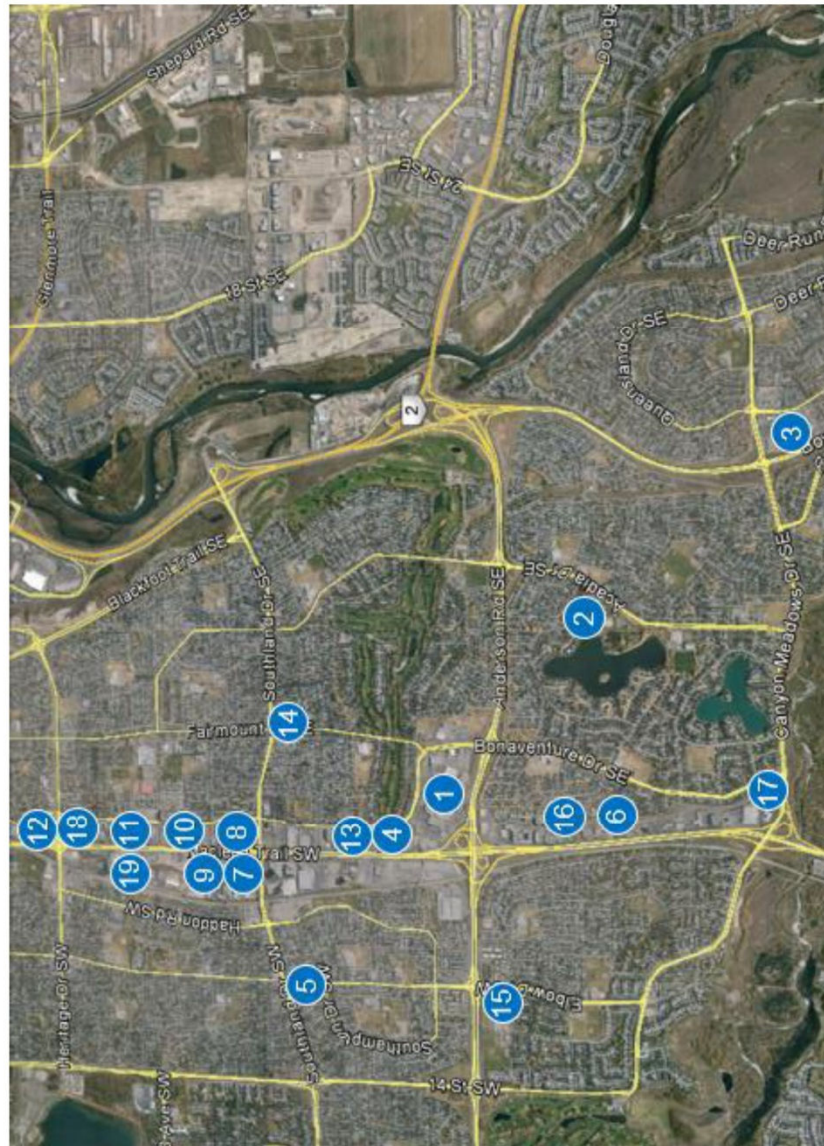


Figure 19 Anderson Station – City-Owned Site

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A map of the retail inventory within and surrounding the Anderson Station Area Plan is provided below, with further details provided in a chart on the following page.



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Anderson Station Competitive Retail Supply				
Map #	Centre Name	Year Open/Last Renovated/Expanded	GLA (sq)	Anchors/Major Tenants
Regional Centres				
1	Southcentre Mall	2009	1,000,000	The Bay, Crate & Barrel, Safeway, Sears, Sport Chek
Enclosed Community				
2	Lake Bonavista Promenade	1970	110,000	Safeway, Shoppers Drug Mart
3	Deer Valley Shopping Centre	2001	200,000	Calgary Co-op, Zellers (Walmart)
Community				
4	Willow Park Village	1978	110,000	Caesar's Restaurant, TD Canada Trust
5	Southwood Corner	1999	120,000	Fabricland, Giant Tiger, Planet Organic
6	Avenida Village	1989	105,000	Boston Pizza
7	Southland Crossing	1989	130,000	Safeway
8	Rona/Walmart Power Centre	n/a	275,000	Rona, Walmart
9	Brick Plaza	1990	110,000	The Brick, Chapters
10	Macleod Plaza	1976	125,000	Dollarama
11	Macleod Trail Co-op Centre	2006	145,000	Co-op Food Store
12	Heritage Hill Shopping Centre	2002	130,000	Winners, HomeSense, Dollar Giant
Neighbourhood				
13	Century Park Plaza	1987	40,000	Dollar Giant, Reitmans, White Spot
14	Fairmont Place	n/a	60,000	Sobeys
15	Canyon Meadows Shopping Centre	1972	75,000	Rexall
16	Avenida Place	n/a	60,000	Original Joe's
17	Fish Creek Village	1993	55,000	RBC
18	Heritage Plaza	1986	65,000	London Drugs
19	The Shoppes at London (Near Heritage Station)	2012	80,000	RBC

Source: Colliers International & Canadian Directory of Shopping Centres

### Implications for Retail Development within the Anderson Station Area

Retail build-out estimates for the Anderson Station Area Plan provided to Colliers by the City of Calgary indicate a range of 4.0 to 4.9 million square feet of retail floor area potential and an anticipated build-out date of 2039.

Based on the inventory discussed above, there is approximately 1.15 million square feet of retail space within shopping centres in the Anderson Station Area Plan boundaries. There is approximately another additional 80,000 square feet of free-standing retail and 60,000 to 110,000 square feet warranted on the

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City-owned site as it develops residential density. This leaves approximately 2.66 to 3.61 million square feet of retail density potential remaining in the Anderson Station Area Plan. However, given that an additional 1.85 million square feet of retail space exists within two kilometres of the Anderson Station area, Colliers does not foresee the entirety of this capacity being built out, even at a build-out date of 2039. Due to the area already being well-served by existing retailers, it is likelier that additional retail development will come in mixed-use street front forms that will be brought to market by developers on a case-by-case basis as demand warrants.

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## Office Market Overview

The decline in energy prices which commenced in late 2014 have resulted in substantial layoffs and a corresponding increase in the City's office vacancy rate. Additionally, capital spending cuts, regulatory uncertainty, and issues with access to foreign markets are all weighing down the City's office market.

The year 2015 ended with more than 2.74 million square feet of negative absorption Downtown, and the Downtown vacancy rate increased from 8.52 percent in the fourth quarter of 2014 to 18.11 percent in the fourth quarter of 2015. Vacancy was largely driven by Class B office space, which increased from 10.3 percent at the end of 2014 to 28.93 percent at the end of 2015, however even the Class AA market saw vacancy rise from 9.87 percent to 12.99 percent over the same period.

### Office Absorption

Looking at the Downtown office market's long-term rolling absorption average of approximately 650,000 square feet per year, the current vacancy rate represents approximately six years of supply before the market returns to what can be considered a balanced market. Currently, approximately 3.9 million square feet of new office space is under construction in Downtown Calgary and an additional 2.2 million square feet in the Beltline and Suburban office markets is set to be delivered between 2016 and 2017. Between 2006 and 2015, an average of 740,000 square feet of office space was delivered within Downtown and the Beltline annually. The Suburban North area saw an average annual supply increase of approximately 170,000 square feet, and the Suburban South area saw an annual average of approximately 520,000 square feet.

Office build-out estimates for the Anderson Station Area Plan provided to Colliers by the City of Calgary indicate a range of 9.3 to 11.1 million square feet of office

Summary Statistics		2015 Q3	2015 Q4	Trend
Q4 2015 Downtown Office Market				
OFFICE INVENTORY		40,447,480	41,837,203	↑
NET ABSORPTION		(475,554)	(557,243)	↓
VACANCY RATE		13.93%	18.11%	↑
AVERAGE ASKING NET RENT ('A' CLASS BUILDINGS)		\$23.00	\$20.00	↓
AVERAGE ADDITIONAL RENT ('A' CLASS BUILDINGS)		\$21.83	\$21.12	↓

Figure 20 Calgary Downtown Office Market Statistics  
Source: Colliers International

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space potential and an anticipated build-out date of 2039. Given historical construction in the Suburban South area, if the Anderson Station area achieved even as much as 50 percent market share, full build-out of office space could take 35 to 45 years.

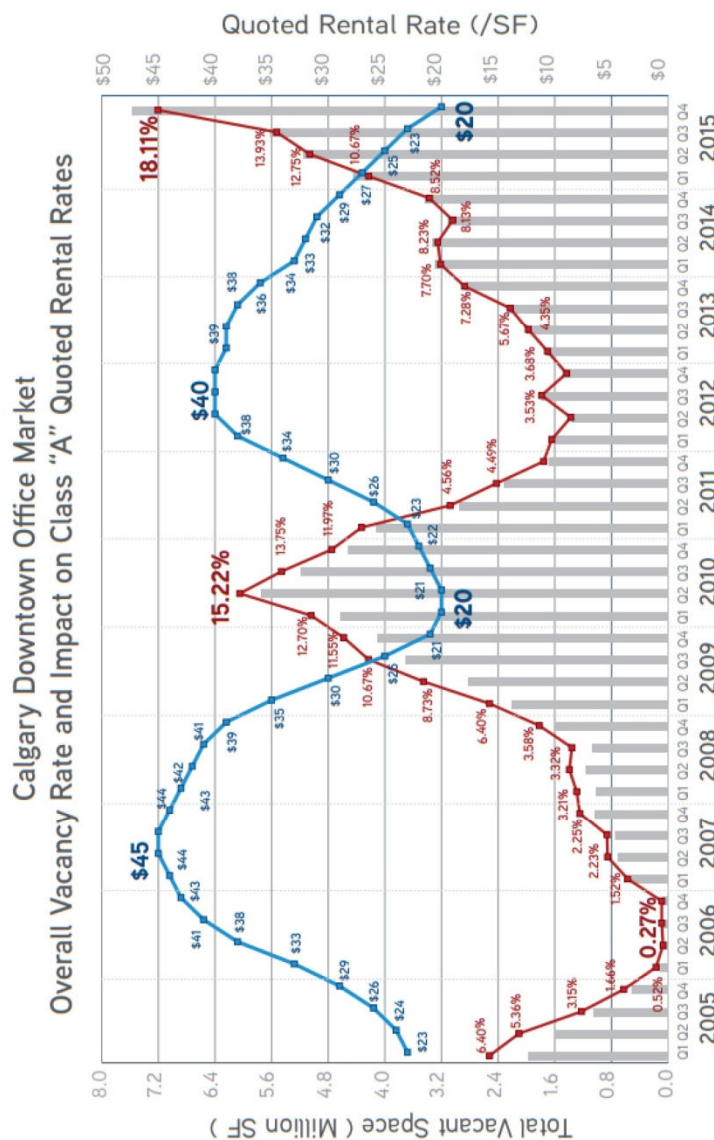


Figure 21 Calgary Downtown Office Market Overall Vacancy Rate and Class A Rental Rates  
Source: Colliers International

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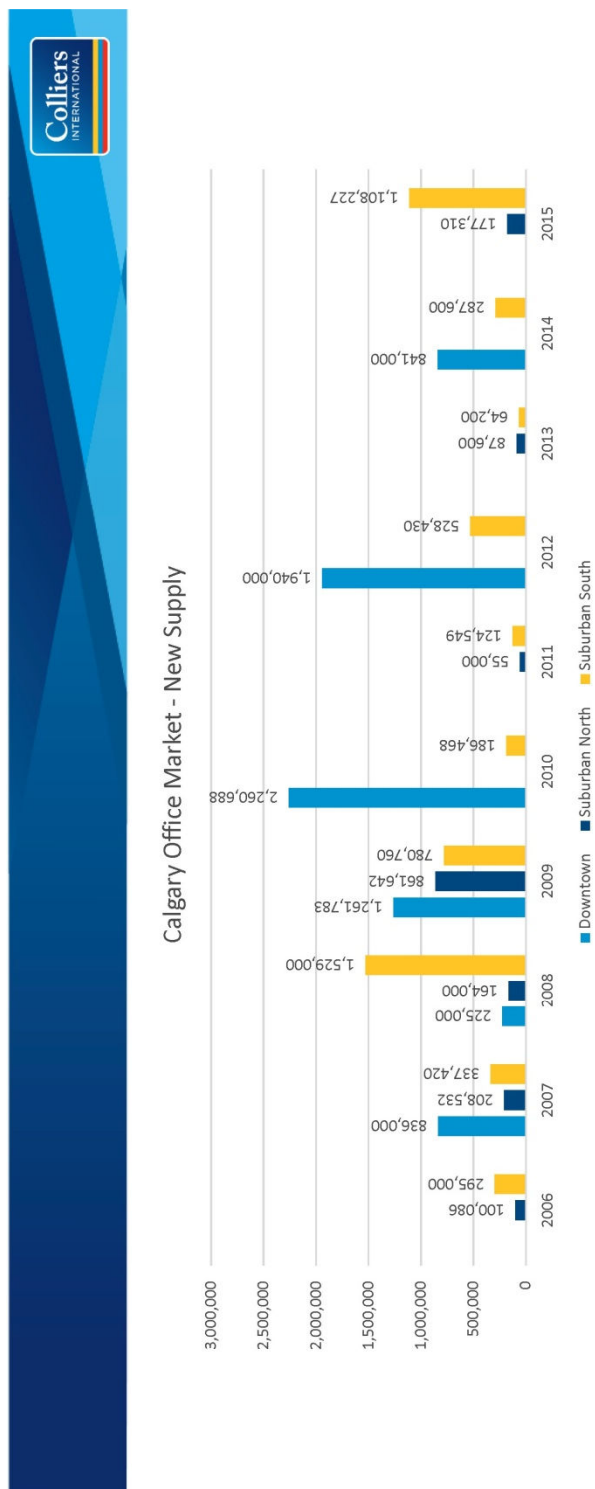


Figure 22 Calgary Office Market - New Supply  
Source: Colliers International

Implications for Office Development within the Anderson Station Area

Due to economic uncertainty in the short- and mid-term, there is little development interest in larger-scale speculative office space in outlying areas such as Anderson Station. This will need to be re-assessed as economic conditions shift. For phasing within the Anderson Station Plan Area Boundary, this implies that the Office Commercial Mixed-Use Precinct may be the last to see development activity.

However, opportunities for local-serving office space (catering to tenants or owner-users such as physicians, dentists, and lawyers) will emerge as residential density is added to the area. For example, Colliers' 2015 Anderson Station Retail Strategy report identified potential for 7,400 square feet of service commercial/local-serving office space based on an estimated build-out population of 2,000 for the City-owned Park and Ride site and three supporting walkable trade areas with a combined build-out population of 2,500.

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## Key Landowner Redevelopment Intentions

Colliers interviewed four key landowners within the Anderson Station Area to gauge their willingness to redevelop their properties for higher density uses and to discuss what market conditions or factors would support or trigger their redevelopment planning.

The following four landowners were surveyed:

- > Oxford Properties Retail Holdings II Inc., owner of the Southcentre Mall & Executive Tower
- > Almar Developments Ltd., owner of Tower Chrysler
- > Earl's Holdings (Willow Land) Ltd., owner of Earl's Restaurant
- > Western Securities Limited, owner of the Willow Park Village Shopping Centre.

The findings from each survey are summarized over the following pages.

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### Southcentre Mall & Southcentre Executive Tower

#### Site Status / Owner's intentions

Oxford has indicated that they have begun a master planning exercise for Southcentre mall which is a work-in-progress given the dynamic nature of commercial real estate. They have no immediate plans to execute a comprehensive redevelopment, however they have indicated that they will present their master plan to the City at a future date.

Southcentre has undergone incremental changes since the Mall was constructed in 1975. Recently constructed and proposed additions include:

- > A new 2 storey addition to the north side of the mall to accommodate a food-court, retail space and mall entrance.
- > A new 2 storey addition to accommodate to the north side of the mall to accommodate a sports store (presently under construction).
- > A new 3 story addition to the south side of the mall to accommodate Restoration Hardware and a new entrance to the mall (development permit approved, construction not yet commenced).

#### Colliers Additional Interview Material

Farrah D'Souza – Manager, Development – T (416) 350-7868

CIC spoke to Farrah in early March, 2016, who relayed the following updated information:

Southcentre Mall & Southcentre Executive Tower Site Factsheet	
<b>Address</b>	100 Anderson Road SE & 1012 Macleod Trail S
<b>Use</b>	Southcentre Mall, Safeway, Shell Service Station & Southcentre Executive Tower
<b>Land Use Designation(s)</b>	Commercial – Regional 2 District (C-R2f2.0) Commercial – Office (C-O12.0h46) Southcentre Executive Tower
<b>Site Area</b>	Southcentre Mall, Safeway & Shell Service Station - 235,520 square metres Southcentre Executive Tower - 16,180 square metres
<b>Building Area</b>	Southcentre Mall & Safeway - 89,867 square metres Shell Service Station - 750 square metres South Centre Executive Tower - 13,215 square metres
<b>Owner</b>	Oxford Properties Retail Holdings II Inc.
<b>Contact(s)</b>	Farrah D'Souza – Manager, Development fidsouza@oxfordproperties.com T/ 416.350.7868 (Toronto)  Shawn Hanson – Manager, Southcentre Mall shanson@oxfordproperties.com T/ 403.225.9100

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Oxford has not advanced the master planning exercise for Southcentre Mall & Southcentre Executive Tower. While some very preliminary concepts (high level block planning exercises) for the site's possible mixed-use future have been explored, these have been shelved for the time being, mainly in response to challenging economic conditions in Calgary and the province as a whole due to the slowdown in the oil patch and related employment contraction.

The focus over the short term is to optimize the site from a retail perspective, so Oxford is concentrating its attention and efforts on key changes to the retail mix and footprint, namely:

- > New Sporting Life specialty store of 30,000 sf, which required Oxford to expand the mall footprint; and:
- > Potential Restoration Hardware expansion – although there is still some uncertainty surrounding this expansion due to the poor economic climate. It will likely proceed, however there may be a delay.

Oxford is open to reopening its master planning discussions to consider scenarios where additional uses are added to the Southcentre site; however, this will most likely be triggered by:

- > Substantial improvements in overall economic conditions, including oil prices, related employment and office activity, residential market activity, and retail sales volumes.
- > Clearer plans and timing of development for the city-owned Anderson Station site. The addition of residential and potentially office uses to the Anderson Station park and ride site will be a benefit to Oxford in two ways:
  - o As a new, essentially captive market providing additional patronage for the regional-serving retail offerings at Southcentre Mall, and;
  - o As a test case/learning opportunity for the market introduction of new residential, office and retail development.

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## Tower Chrysler

### Site Status / Owner's intentions

In recent discussions, Dan and Ed Rewucki, indicated that they had signed a long-term lease with Autocanada but were still interested in future redevelopment of their parcel as a high density, transit-oriented site.

### Colliers Additional Interview Material

Dan Rewucki – Almar Developments – T (403) 899-6849

- > Autocanada has signed a long term lease, but the landowners are interested in future redevelopment of Tower Chrysler parcel as a higher density, mixed-use transit-oriented site which can build on plans for city's park and ride site to the immediate south.
- > The dealership was sold but the land was retained – Auto Canada now on a 20 year lease with a 5 year renewal option.
- > Expectations regarding timing: longer term change is more likely given current lease agreement – year 26 is the likely planning year for a potential redevelopment play, unless Chrysler goes under, which is highly unlikely (the dealership is performing to desired levels).
- > A new Chrysler dealership opened in south Calgary, which is important given the required 8 kilometre competitive radius clause. Even if the Tower Chrysler dealership wanted to move, it would likely be very challenging given the uncertainty associated with finding a superior site that satisfies the radius requirement.
- > There had been interest in a location at Macleod and 160<sup>th</sup>, however the new dealership in South Calgary likely satisfies market coverage needs, leading to the likely outcome that Tower Chrysler will remain in operation for the foreseeable future.
- > The new dealership in South Calgary is located near 180<sup>th</sup> in the eastern part of city in a cluster of 4 or 5 dealers.

Tower Chrysler Site Factsheet	
Address	10901 Macleod Trail SE
Use	Tower Chrysler
Land Use Designation(s)	Commercial – Corridor 3 District (C-COR31.0H12)
Site Area	26,700 square metres
Building Area	2,080 square metres
Owner	Almar Developments Ltd. (Dan and Ed Rewucki)
Contacts	Note: In August 2014 Tower Chrysler (Dealership) was sold to Autocanada. The land is leased to Autocanada for 20 years plus a 5 year option.  Dan Rewucki – Almar Developments Ltd. drewucki@gmail.com T/ 403.899.6849

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- > Unlikely renewal after 25 years – most likely way to redevelop would be to make available a new parcel to move to outside of the 8 km competitive radius requirement, though there is certainly some awareness that some newer forms of mixed-use development have been creative in their integration of auto sales uses (e.g. Honda dealership on Kingsway in Vancouver, BC).
- > The current building was constructed in 1976 and is due for renovations.
- > Not likely a move will take place before 2042 as it is a very viable business and would most likely suffer from a move (i.e. the current location works well for the dealership).

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## Earl's Restaurant

### Site Status / Owner's intentions

There is currently no urgency in considering alternative uses for the site as it is functioning to desired levels as a successful Earl's restaurant. It is understood, however, that current building floor area of 650 sq. m. (7,000sf) represents only 16% of the allowable FAR of 1.0. With a total site area of 4,050 sq. m. (43,594 sf), building floor area potential indicates substantial room for redevelopment.

There has been no talk of redeveloping the site to date, though there is certainly strong interest in seeing what is to come with the city-owned Anderson Station park and ride site in terms of a revised Area Redevelopment Plan and, ultimately, the mix of residential, office and retail-commercial amenity uses.

Earl's Restaurant Site Factsheet	
Address	10640 Macleod Trail SE
Use	Earl's Restaurant
Land Use Designation(s)	Commercial – Corridor 3 District (C-COR3f1.0h12)
Site Area	4,050 square metres
Building Area	650 square metres
Owner	Earl's Holdings (Willow Land) Ltd.
Contact(s)	Amanda (Real Estate) – (604) 646-4880

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## Willow Park Village Shopping Centre

### Site Status / Owner's intentions

In recent discussions with Mike and Ryan they indicated that they did not have immediate intentions to redevelop Willow Park Village (WPV). WPV is presently undergoing incremental renovations to the building facades. Mike and Ryan indicated that WPV would be redeveloped sometime in the future and they had the following interests:

- > Prefer tower and podium form of development
- > Want increased building heights along Macleod Trail
- > Are concerned that the draft ARP requires the submission of a "Master Plan" for each Precinct Area with the first significant development permit application. The site consists of several parcels which may have different owners in the future making master planning difficult.

Willow Park Village Shopping Centre Fact Sheet	
Address	10816 & 10816R Macleod Trail SE, 10735 Bonaventure DR SE, 115 Willow Park DR SE
Use	Willow Park Village Shopping Centre
Land Use Designation(s)	Commercial – Community 2 District (C-C2f3.0H46)
Site Area	39,500 square metres (note: does not include Willow Park Wines & Spirits)
Building Area	15,000 square metres (5 buildings)
Owner	Western Securities Limited (owner – Ryan O'Connor)
Contact(s)	Mike Brescia – Vice President, Commercial Assets mikeb@westsec.ca T/ 403.781.8109  Ryan O'Connor – President ryan.o@westsec.ca

From Colliers observations, it is likelier that only aesthetic improvements/investments will take place over the next 5-10 years (e.g. façade improvement), as the centre appears to be performing well as a specialty shopping village.

An optimal move for Willow Park Village, given the intention to redevelop the Anderson Station park and ride site as a higher density mixed-use TOD, would be to observe the market response to new residential, office and retail uses on the park and ride site, and to then consider how best to complement this development with a mixed-use building fronting Macleod Trail. For the foreseeable future, however, there is likely to be little change to this site.

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## Bonusing Mechanisms

Each of the following Area's precinct (and subprecincts) have been assigned a minimum, a maximum, and a bonus density. The following table outlines the range of allowable densities and bonuses for Anderson Station, Chinook Station, Banff Trail Station, and Westbrook Village.

Community	Minimum FAR	Maximum FAR		Bonus FAR
		Office/Commercial	Residential	
Anderson Station	0.0 - 2.0	0.0 - 4.0	1.0 - 5.5	0.5 - 1.0
Chinook Station	0.25 - 2.0	0.5 - 3.75	3.5 - 5.0	0.5 - 2.0
Banff Trail Station	1.0 - 1.5	2.0 - 3.0	3.0 - 4.0	0.5 - 1.0
Westbrook Village	1.0 - 2.0	2.5 - 10.0		5.0 - 12.0

The following list outlines the Density and Bonusing Systems in place in each Area Development Plan.

### Anderson Station:

- > Each section of the development has been designated a minimum density to ensure that development will contribute sufficient activity to the area and maintain a consistent streetwall.
- > To encourage mixed-use areas, residential development is required to fulfill the maximum density outlined in the area development plan (except the mixed office and commercial precinct).
- > Parking structure area (above grade) is to be included in the FAR calculation.
- > Bonus systems can be used by developers and are designed to balance higher density developments with public amenities/benefits.
- > Bonus system can be used on residential and/or office commercial developments.
- > Bonus system based on Section 4.2.3.
- > Provision for this area include:
  - o Provision of Public Amenities Through A Bonus System
    - Amenities include: Community Amenity Space, Affordable Housing, Contribution to the CIF, and Publically Accessible Private Open Space

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Chinook Station:

- > Each section of the development has been designated a minimum density to ensure that development will contribute sufficient activity to the area and maintain a consistent streetwall.
- > To encourage mixed-use areas, residential development is required to fulfill the maximum density for all areas in the Regional Shipping Centre and Office/Commercial/Industrial precincts.
- > Parking structure area is to be included in the FAR calculation (except Block H area).
- > Bonus systems can be used by developers and are designed to balance higher density developments with public amenities/benefits.
- > Bonus system can be used on residential and/or office commercial developments.
- > Bonus system based on Section 4.2.3.
- > Provision for this area include:
  - o Provision of Public Amenities Through A Bonus System
    - Amenities include: Community Amenity Space, Affordable Housing, Contribution to the CIF, and Publically Accessible Private Open Space

Banff Trail Station:

- > Each section of the development has been designated a minimum density to ensure that development will contribute sufficient activity to the area and maintain a consistent streetwall.
- > To encourage mixed-use areas, residential development is required to fulfill the maximum density in most zones.
- > Some allowances for above ground parkades have been provided for high density sites which are exempt from FAR calculations.
- > Bonus system based on Section 4.2.3.
- > Provision of Public Amenities Through A Bonus System
  - Amenities include: Community Amenity Space, Affordable Housing, Contribution to the CIF, and Publically Accessible Private Open Space

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**Sunalta Area:**

- > Density bonuses should only be established for items or features that provide a perpetual benefit or enduring benefit to the community.
- > Density bonuses should not be granted for elements of building or site design that can be achieved or required through other means.
- > The following can earn density bonuses:
  - o Indoor community space inclusion
  - o Publicly accessible private open space
  - o Contribution to CIF fund, established by council
- > Density can also be transferred for Heritage Preservation. This means that unused density rights on a site in Sunalta can be transferred or sold to another development site or sites within the Mixed Use Land policy.

**Westbrook Station:**

- > Each section of the development has been designated a minimum density to ensure that development will contribute sufficient activity to the area and maintain a consistent streetwall.
- > Bonus systems can be used by developers and are designed to balance higher density developments with public amenities/benefits.
- > Bonus system can be used on residential and/or office commercial developments.
- > At the discretion of the Development Authority, the maximum bonus FAR available for a site may be transferred to another site if these sites are part of a comprehensive development.
- > Bonus system based on Section 4.2.3.
- > Provision for this area include:
  - o Provision of Public Amenities Through A Bonus System
    - Amenities include: Affordable Housing, Contribution to the CIF, and Publically Accessible Private Open Space

**Hillhurst-Sunnyside :**

- > To encourage mixed-use areas, residential development is required to fulfill the maximum density outlined in the area development plan (except the mixed office and commercial precinct).
- > Parking structure area is to be included in the FAR calculation.
- > In order to develop above the maximum FAR, one of the following bonus items can be enacted:
  - o Contribution to a Hillhurst/Sunnyside Community Amenity Fund
  - o Provision of off-site improvements

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- o Designation of historic resources (2 buildings can attain this in the area)

Based on the above list, it is evident that many of the bonusing systems are similar. However, there are some notable differences, such as:

- > Anderson Station's plan stipulates that above grade parkades are to be included in the FAR calculation. This is not the case for Banff Station (high density sites) and Chinook Station (Block H).
- > Anderson Station bases its bonusing system on Section 4.2.3 – this is not the case for Hillhurst-Sunnyside and the Sunalta Area.
- > The Westbrook Station area allows for Density Transfers if sites are part of comprehensive areas. This is not the case for Anderson Station.

#### Developer Feedback

The development industry expressed concern about the current residential land development climate – particularly for high density, concrete building typologies. Their concern surrounds the typical supply and demand dynamic, with the current economic climate resulting in a high listings to sales ratio for condominiums on the resale market, and corresponding downward pressure on prices achievable for all multi-family product. At the same time, available land for new condominium construction is at an all-time high city-wide. The result, according to one source is an extremely protracted absorption period, and sales estimates that put projects' economic viability in doubt before additional density is considered. One developer estimated over 100 years of condominium land supply. Basically, the question from developers is 'if I can't sell 100 units quick enough and for enough money, why would I pay the city for the opportunity to build 25 or 50 more?'

It would appear that Anderson Station, and other station areas, are being out-competed by the Beltline, where the virtuous cycle of density bonus, amenity funding, local infrastructure investment, greater livability, and greater absorption and values, has achieved a self-sustaining momentum. Developers acknowledge and appreciate their role in this cycle, but in some cases they reported that the city has a role in kick starting the process – not by implementing the bonus mechanism and 'holding their hand out' but by front-ending the local infrastructure investment and using the density bonus mechanism more like a Community Revitalization Levy (CRL) to pay back the investment. Colliers does not recommend the CRL approach, as density bonuses are inherently successful in the peak market conditions which may not return for some time, and CRLs have a strict payback schedule.

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#### Density Bonus Preliminary Recommendations

Without a rigorous analysis which includes financial modelling of sample development sites, this section should be taken as illustrative ideas only.

According to one developer contacted by Colliers, rather than bonus density applications in Anderson Station, most areas of the city outside of the beltline are seeing down zoning due to the current slumping economy. There is no idiom more apt to describe the current situation than a rising tide floats all boats. As the economy re-gains momentum, the bonus density mechanism at Anderson Station is bound to yield the revenues and corresponding package of amenities envisioned by staff and Council. In the meantime, some slight adjustments could result in piecemeal density purchases, but large-scale adoption of density bonuses in the Anderson situation area could take years.

Some adjustments that might yield success include:

- > City invest in smaller scale amenities and infrastructure, and use bonusing revenue to pay back the fund at a later date
- > City offer bonus at a lower rate (relative to The Beltline)
- > Use bonus revenues for other purposes such as to promote housing affordability (note successful example in Coquitlam, BC)

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**SUPPLEMENTARY REPORT**

**PREVIOUS CALGARY PLANNING COMMISSION DIRECTION**

The proposed Anderson Station Area Redevelopment Plan (ARP) was originally presented to the Calgary Planning Commission (CPC) on 2015 August 27.

The Calgary Planning Commission **REFERRED** the Item back to Administration to return no later than 2015 December 17 in order to:

1. Review the appropriateness of the boundaries of the plan area and amend/adjust as appropriate.
2. Incorporate Complete Streets guidelines or provide rational for deviation.
3. Develop a staging plan that address when the C-Train parkade/garage structure is to be in place.
4. If easterly boundary includes Willow Park Village and South Centre Mall, etc. Address/identify opportunities for redevelopment (intensification) of land to the east of MacLeod Trail SE.
5. Address the future potential use, servicing and linkage to the Calgary Transit Anderson yard site.
6. Amend Map 2.2 to change transition to low density residential on west side to "Building Set Back Rail Right of Way". Add "Transition to Low Density Residential" to west of "Building Set back from Rail Right of Way".
7. Review all maps to be consistent with street names and road alignment, throughout the document. (i.e. Map 1.1 to include Southport Road, 99 Avenue & Willow Park Drive SE).
8. Review photo imagining, to confirm image supports policy and label its intent.
9. Add Glossary of definitions.
10. As noted Page 17 paragraph 2 there are incomplete thoughts that require review and editing throughout the document.
11. Add Appendix C "Urban Design Guidelines for Transit Hub".
12. Ensure "North" arrows are on right for mapping consistency. (as noted on Map 1.1 where the arrow is in the left corner and very small).
13. Review section 4.1 "Streetscape Design" for consistency with diagrams and text (i.e. sidewalk dimensions).

A request for tabling from Administration at the 2015 November 19 Calgary Planning Commission meeting to return to Calgary Planning Commission no later than 2016 December 15 was granted. The tabling was to ensure a coordinated response to the items expressed by the Commission in the referred motion on the proposed Area Redevelopment Plan and to the items expressed by Council in the referral motion on land use amendment application (CPC2015-173 / LOC2014-0143) to redesignate the parcel currently containing the Anderson Station Park n Ride surface parking lots to accommodate office and mixed-use development.

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**REQUEST FOR TABLING**

Administration requests a tabling of the proposed Anderson Station Area Redevelopment Plan to allow for completion of the Developed Areas Guidebook and coordination with the Anderson Station Area Redevelopment Plan, and to return to Calgary Planning Commission following completion of the Developed Areas Guidebook.

**ADMINISTRATION RECOMMENDATION**

2016 December 15

That Calgary Planning Commission **TABLE** the proposed Anderson Station Area Redevelopment Plan to allow for coordination with the Developed Areas Guidebook and to return to Calgary Planning Commission following completion of the Developed Areas Guidebook.

The Calgary Planning Commission **TABLED** the proposed Anderson Station Area Redevelopment Plan, to allow for coordination with the Developed Areas Guidebook and return no later than 2017 June 30.

**Moved by: M. Tita**

Absent: S. Keating, G.-C. Carra and M. Foht

**Carried: 6 – 0**

**2016 December 15**

**AMENDMENT:** Amend Administration's recommendation and have the item return to Calgary Planning Commission no later than the end of Q2 of 2017.

**Moved by: R. Wright**

Absent: S. Keating, G.-C. Carra  
and M. Foht

**Carried: 6 – 0**

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**SUPPLEMENTARY REPORT**

**PREVIOUS CALGARY PLANNING COMMISSION DIRECTION**

The proposed Anderson Station Area Redevelopment Plan (ARP) was presented to the Calgary Planning Commission (CPC) on 2015 August 27.

The Calgary Planning Commission **REFERRED** the Item back to Administration to return no later than 2015 December 17 in order to:

1. Review the appropriateness of the boundaries of the plan area and amend/adjust as appropriate.
2. Incorporate Complete Streets guidelines or provide rational for deviation.
3. Develop a staging plan that address when the C-Train parkade/garage structure is to be in place.
4. If easterly boundary includes Willow Park Village and South Centre Mall, etc. Address/identify opportunities for redevelopment (intensification) of land to the east of MacLeod Trail SE.
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12. Ensure "North" arrows are on right for mapping consistency. (as noted on Map 1.1 where the arrow is in the left corner and very small).
13. Review section 4.1 "Streetscape Design" for consistency with diagrams and text (i.e. sidewalk dimensions).

**REQUEST FOR TABLING**

A land use amendment application (CPC2015-173 / LOC2014-0143) to redesignate the parcel currently containing the Anderson Station Park n Ride surface parking lots to accommodate office and mixed-use development was presented to Council on 2015 October 05. Council referred the application back to Administration with the following direction:

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“Refer Item 7.12 to Administration for further refinement based upon other work streams including but not limited to the Transit Parking Strategy, TOD funding work, the Calgary Parking Authority Strategy, and the completion of the Anderson ARP, returning to the Calgary Planning Commission when the work is complete.”

Administration requests a tabling of the proposed Anderson Station Area Redevelopment Plan to ensure a coordinated response to the items expressed by the Commission in the referred motion on the proposed Area Redevelopment Plan and to the items referred by Council for the proposed land use amendment and to return to Calgary Planning Commission on or before 2016 December 15.

**ADMINISTRATION RECOMMENDATION**

2015 November 19

The Calgary Planning Commission **TABLE** the proposed Anderson Station Area Redevelopment Plan to return to Calgary Planning Commission no later than 2016 December 15, to allow for coordination of Council and Calgary Planning Commission referrals.

The Calgary Planning Commission **TABLED** the Anderson Station Area Redevelopment Plan and return to Calgary Planning Commission no later than 2016 December 15, in accordance with Administration’s recommendation.

**Moved by: J. Gondek**

**Carried: 6 – 0**

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**EXECUTIVE SUMMARY**

The purpose of the Anderson Station Area Redevelopment Plan (ARP) is to establish a policy framework to facilitate mixed use, pedestrian focused transit oriented development within the area around the Anderson Light Rail Transit (LRT) Station. The ARP includes the lands bounded by Sacramento Drive SW in the west, Anderson Road in the South, Bonaventure Drive SE in the East, and 99 Avenue SE in the north. The ARP provides a vision that complements and contributes to the character and quality of life in the area through redevelopment that enhances the public realm, improves connections and increases transportation choice. The plan aligns with the Municipal Development Plan (MDP) and the Calgary Transportation Plan (CTP) and is intended to guide redevelopment over the next 30 years.

**PREVIOUS COUNCIL DIRECTION**

2007 June 25 Council considered Report E2007-13 and directed Administration to prepare implementation frameworks for six LRT station areas. These six station areas were experiencing significant redevelopment pressure and were identified as requiring updated policy. This included the community/stakeholder engagement, analysis and policy development for the Anderson Station area.

**ADMINISTRATION RECOMMENDATION(S)**

2015 August 27

That Calgary Planning Commission recommends **APPROVAL** of the proposed Anderson Station Area Redevelopment Plan.

The Calgary Planning Commission **REFERRED** the Item back to Administration to return no later than 2015 December 17 in order to:

1. Review the appropriateness of the boundaries of the plan area and amend/adjust as appropriate.
2. Incorporate Complete Streets guidelines or provide rationale for deviation.
3. Develop a staging plan that address when the C-Train parkade/garage structure is to be in place.
4. If easterly boundary includes Willow Park Village and South Centre Mall, etc. Address/identify opportunities for redevelopment (intensification) of land to the east of MacLeod Trail.
5. Address the future potential use, servicing and linkage to the Calgary Transit Anderson yard site.

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6. Amend Map 2.2 to change transition to low density residential on west side to “Building Set Back Rail Right of Way”. Add “Transition to Low Density Residential” to west of “Building Set back from Rail Right of Way”.
7. Review all maps to be consistent with street names and road alignment, throughout the document. (i.e. Map 1.1 to include Southport Road, 99 Avenue & Willow Park Drive SE)
8. Review photo imaging, to confirm image supports policy and label its intent.
9. Add Glossary of definitions.
10. As noted Page 17 paragraph 2 there are incomplete thoughts that require review and editing throughout the document.
11. Add Appendix C “Urban Design Guidelines for Transit Hub”.
12. Ensure “North” arrows are on right for mapping consistency. (as noted on Map 1.1 where the arrow is in the left corner and very small).
13. Review section 4.1 “Streetscape Design” for consistency with diagrams and text (i.e. sidewalk dimensions).

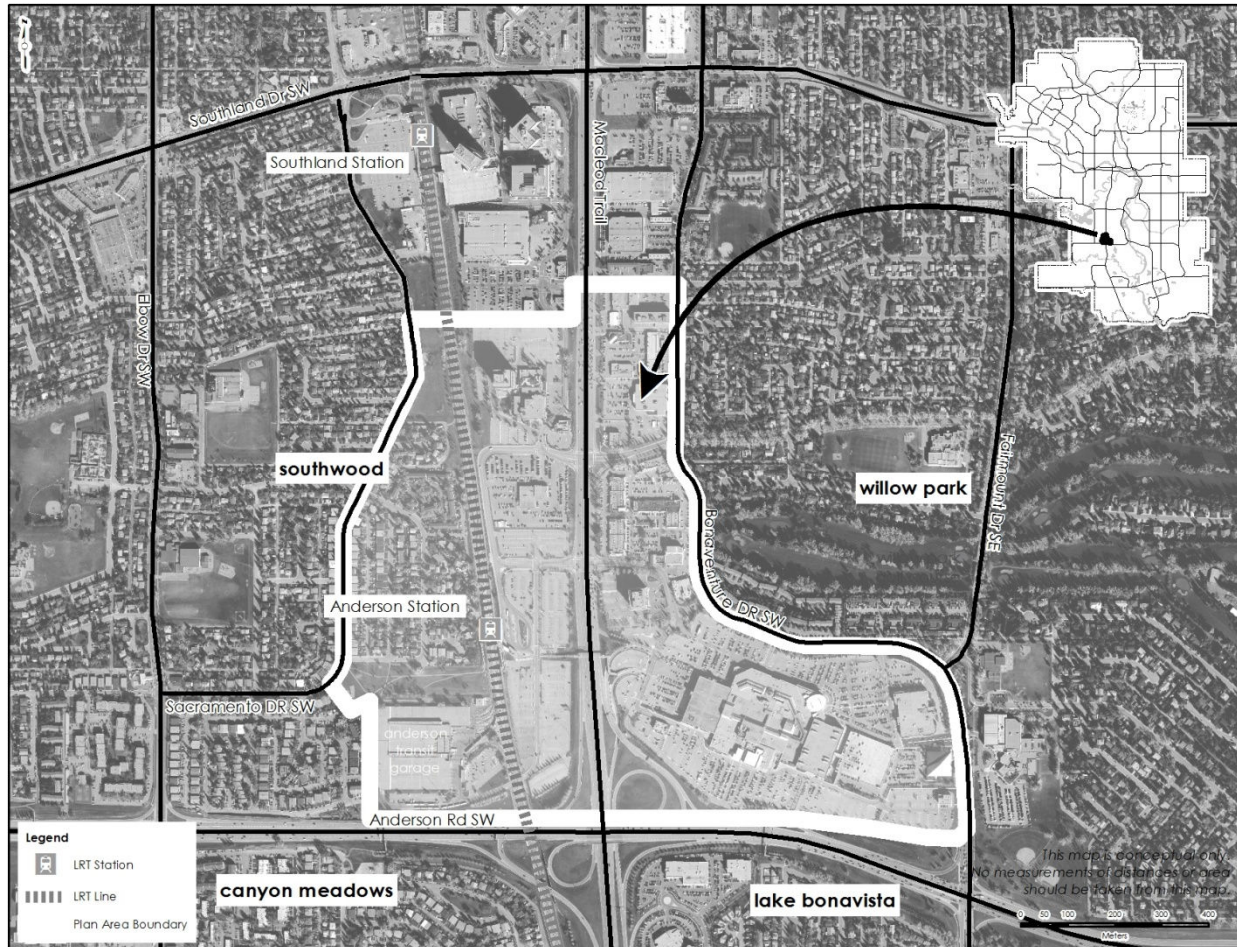
**REASON(S) FOR RECOMMENDATION:**

Administration recommends the approval of the Anderson Station Area Redevelopment Plan (ARP) as it responds to the direction from Council to create an Area Redevelopment Plan for this plan area. The proposed ARP has been created in accordance with the sustainable long-term growth for The City of Calgary. The Anderson Station ARP advances the following MDP goals (from the Key Directions for Land Use and Mobility):

1. Provide more choice within complete communities.
2. Direct land use change within a framework of nodes and corridors.
3. Link land use decisions to transit.
4. Increase mobility choices.
5. Create complete streets.
6. Optimize infrastructure.

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LOCATION MAP



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**ADMINISTRATION'S RECOMMENDATION TO CALGARY PLANNING COMMISSION**

Recommend that Council **ADOPT**, by bylaw, the proposed Anderson Station Area Redevelopment Plan excluding the appendices (APPENDIX I).

**2015 August 27**

**MOTION:**

The Calgary Planning Commission accepted correspondence from:

- David Merralls dated 2015 August 21;

as distributed, and directs it to be included in the report in APPENDIX III.

**Moved by: R. Honsberger**

**Carried: 6 – 1**

Opposed: R. Wright

The Calgary Planning Commission **REFERRED** the Item back to Administration to return no later than 2015 December 17 in order to:

1. Review the appropriateness of the boundaries of the plan area and amend/adjust as appropriate.
2. Incorporate Complete Streets guidelines or provide rationale for deviation.
3. Develop a staging plan that address when the C-Train parkade/garage structure is to be in place.
4. If easterly boundary includes Willow Park Village and South Centre Mall, etc. Address/identify opportunities for redevelopment (intensification) of land to the east of MacLeod Trail.
5. Address the future potential use, servicing and linkage to the Calgary Transit Anderson yard site.
6. Amend Map 2.2 to change transition to low density residential on west side to "Building Set Back Rail Right of Way". Add "Transition to Low Density Residential" to west of "Building Set back from Rail Right of Way".
7. Review all maps to be consistent with street names and road alignment, throughout the document. (i.e. Map 1.1 to include Southport Road, 99 Avenue and Willow Park Drive SE).
8. Review photo imaging, to confirm image supports policy and label its intent.

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9. Add Glossary of definitions.
10. As noted Page 17 paragraph 2 there are incomplete thoughts that require review and editing throughout the document.
11. Add Appendix C “Urban Design Guidelines for Transit Hub”.
12. Ensure “North” arrows are on right for mapping consistency. (as noted on Map 1.1 where the arrow is in the left corner and very small).
13. Review section 4.1 “Streetscape Design” for consistency with diagrams and text (i.e. sidewalk dimensions).

**Moved by: R. Honsberger**

**Carried: 4 – 3**

Opposed: R. Wright, G.-C. Carra  
and D. Morgan

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Planning Evaluation Content	*Issue	Page
<b>Density</b> <i>Is a <b>density increase</b> being proposed.</i>	Yes	6
<b>Land Use Districts</b> <i>Are the changes being proposed <b>housekeeping</b> or <b>simple bylaw amendment</b>.</i>	No	-
<b>Legislation and Policy</b> <i>Does the application comply with policy direction and legislation.</i>	Yes	7
<b>Transportation Networks</b> <i>Do different or specific <b>mobility considerations</b> impact this site</i>	Yes	7
<b>Utilities &amp; Servicing</b> <i>Is the site in an area under <b>current servicing</b> review and/or has <b>major infrastructure</b> (water, sewer, storm and emergency response) concerns.</i>	No	-
<b>Environmental Issues</b> <i>Other considerations eg. sour gas or contaminated sites</i>	No	-
<b>Growth Management</b> <i>Is there growth management direction for this site. Does the recommendation create capital budget impacts or concerns.</i>	Yes	7
<b>Public Engagement</b> <i>Were <b>major comments</b> received from the circulation</i>	Yes	6

\*Issue - Yes, No or Resolved

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**PLANNING EVALUATION**

**PURPOSE**

The purpose of the Anderson Station Area Redevelopment Plan is to provide a policy framework to guide the long-term redevelopment of the area around the Anderson LRT Station. Administration in collaboration and consultation with local residents and landowners has prepared the Anderson Station ARP. The Plan proposes statutory policy to guide development over the next 30 years and includes policies to aid in the implementation of the Plan.

**BACKGROUND**

In June 2007 Council directed Administration to update policy to facilitate redevelopment at six LRT stations, one of which was the Anderson LRT Station. Public engagement commenced in 2008 with public visioning and design sessions which led to the development of a plan vision, plan principles and also informed the development of plan policies. In the fall of 2008, Open Houses were held and attendees were given the opportunity to review and comment on the draft plan. Feedback received indicated concerns related to potential traffic issues resulting from redevelopment and higher densities. Responding to these concerns Transportation Planning commenced a transportation study, however due to resourcing issues the study was put on hold. This combined with limited redevelopment interest in the area due to economic factors resulted in the ARP being put on hold. With improved economic conditions, and a desire by the City's development arm, The Office of Land Servicing and Housing (OLSH) to redevelop the City-owned lands at Anderson Station, work on the ARP and transportation study resumed in 2012. Community engagement on the ARP and redevelopment of the City-owned lands took place in 2013 and 2014. Feedback received at the Open Houses and online was used to guide the ARP and the OLSH Land Use and Outline Plan application.

**EXISTING CONDITIONS**

The Plan area is located within the southwest and southeast quadrants of the city and is centred on the Anderson LRT Station. The Plan area boundary is defined by Sacramento Drive SW on the west, Anderson Road on the south, Bonaventure Drive SE on the east and 99 Avenue SE to the north.

Existing development within the Plan area is characterized by two separate and distinctive land use types; large parcel, auto-oriented commercial uses east of the rail right-of-way and medium and low density residential on the west side of the rail right-of-way. These two uses are not physically or functionally integrated with each other. Commercial uses include; the Southcentre and Willow Park Shopping Centres, multi-unit and stand-alone retail buildings, office developments, restaurants, an automotive dealership, and gas bar and car wash. Civic uses include; the Anderson LRT Station and bus terminal, Park and Ride, Anderson Transit Maintenance Facility and the Fish Creek Public Library.

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**VISION & GUIDING PRINCIPLES**

Through consultation with area residents and other stakeholders, a vision and set of guiding principles were developed for the Plan area. The vision and guiding principles represent the aspirations of stakeholders and the key ideas that can guide development toward the achievement of the vision.

The Plan area is supportive of a diverse and walkable transit oriented development 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.

**LAND USE**

The City of Calgary is prepared to move forward with a planning application for a major redevelopment on the City-owned lands immediately adjacent the Anderson LRT Station. Presently, the City is the only landowner in the Plan area that has indicated an intention to redevelop. The Plan therefore provides more detailed policy direction for the City owned lands, while outside of this area the Plan establishes a more general framework of principles, guidelines, and requirements to shape the creation of a master plan that will be required with the first planning application for major redevelopment within a Plan Precinct.

The majority of the sites in the plan area have not been developed to the maximum densities allowed by the current land use designations and have capacity for significant additional development. The amount of built floor as a percentage of potential floor area allowed by the existing land use designations ranges from 11 percent to 58 percent.

**BUILT FORM AND SITE DESIGN**

Buildings within the Plan area should contribute to a vibrant, pedestrian-oriented street life. As an overall approach to built form within the Plan area, the tallest buildings will be located along the Macleod Trail Corridor with heights taller near Anderson Road and stepping down as one moves north and towards the surrounding low density residential neighbourhoods. Transitioning building height to limit potential shadow impacts and respecting the existing community scale is fundamental to the maximum building heights that have been established.

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**OPEN SPACE**

Centrally located, convenient park spaces are to be included in each precinct area. As redevelopment takes place within each precinct, park spaces will be incorporated into the site design. The form and type of development proposed will be a major factor in determining the size and design of future park spaces. The Transit Hub Precinct will incorporate a park space which spans the site connecting the Anderson LRT Station with the Macleod Trail pedestrian bridge. This space is intended to improve the already well used pedestrian and cyclist connection through the site, provide opportunities for passive and active recreation and to create an active, vibrant area that will become the centre of the Transit Hub Precinct.

**MOBILITY**

The Plan sets out a conceptual mobility network for the Plan area which prioritizes walking, cycling and public transportation. Although multiple modes of transportation are accommodated in the Plan area, creating a walkable community with a vibrant street life is a key principle of this Plan. A Transportation Impact Assessment (TIA) was undertaken to assess the impact redevelopment of the Plan area would have on the transportation network. The TIA identified a number of transportation infrastructure improvements needed to accommodate redevelopment of the Plan area as detailed in APPENDIX B of the proposed ARP.

**CONFORMITY WITH MUNICIPAL DEVELOPMENT PLAN**

The policies and goals of the Proposed Plan are consistent with the MDP. The entire Plan area is located within a Major Activity Centre (MAC) as defined in the MDP.

**GROWTH MANAGEMENT**

For redevelopment to proceed, identifying and resolving the issues of infrastructure servicing is a critical step. In the Developed Area, infrastructure issues often focus on expansion or upgrading of existing infrastructure or increasing service levels. These improvements are often not required for the first redevelopment to occur, but will be required to fully realize the vision of the plan. In this way, the issues are much different than those encountered in Developing Areas, and tools such as the Growth Management Overlay are not applicable. However, plan implementation requires that infrastructure and services are managed ahead of, or concurrent with, growth.

The Anderson Station Area Plan was evaluated as 8 out of 15 places on the Developed Areas Sequencing List. This status is due to very high scores on the Access to Transit and Capacity of Existing Infrastructure criteria. The plan area, at the time, scored lower on the Readiness to Proceed and Planning in Place criteria, although the Plan that is the subject of this report helps to address this.

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Leading infrastructure including transportation, water, sanitary, stormwater, and emergency services is already in place in this area. Impacts on the existing infrastructure arising from development will be determined through technical support studies, as well as any capacity improvements required to support redevelopment. Currently, LRT station enhancements are identified in the 2015-2024 Investing in Mobility capital plan for this area, but are un-funded. Longer term, some capacity improvements to intersections and interchanges along Anderson Road and Macleod Trail S are identified.

Impacts to other leading and lagging (e.g., community services) infrastructure will be identified through supporting studies for redevelopment applications. The responsibility of funding the improvements will be determined based on the nature and scope of the requirements.

**PUBLIC ENGAGEMENT**

Significant public engagement has taken place over the course of the preparation of this Plan. Plan development began in the spring of 2008 with area residents participating in visioning and design workshops which led to the development of a plan vision, plan principles and also informed the development of plan policies. In the fall of 2008, Open Houses were held and attendees were given the opportunity to review and comment on the draft plan. After a period of time when the plan was placed on hold, the community was re-engaged in 2012 with stakeholder interviews, and a plan development workshop. Open Houses were held in 2013, and 2014, feedback was received through questionnaires available at the Open Houses and online. The questionnaires were used to further guide the ARP and Land Use and Outline Plan application for the Anderson Station grounds.

Throughout the engagement process, comments from the public have focused primarily on the following:

- new development resulting in increased vehicle traffic in adjacent neighbourhoods;
- parking from new development spilling-over into adjacent neighbourhoods;
- loss of park and ride parking;
- improved pedestrian and cycling infrastructure;
- impacts associated with the introduction of greater building heights;
- incorporating environmentally sustainable development; and
- ensuring quality building and site design.

Letters from the Southwood and Canyon Meadows Community Associations have been included within APPENDIX II. The communities of Willowridge and Canyon Meadows were circulated the Proposed Plan however comments have not been received.

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**APPENDIX I**

**PROPOSED ANDERSON STATION AREA REDEVELOPMENT PLAN**

The proposed Anderson Station Area Redevelopment Plan is provided through the following link: [Anderson Station Area Redevelopment Plan](#)

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**APPENDIX II**  
**LETTERS RECEIVED**

City of Calgary - Craig Davies  
Secretary, Calgary Planning Commission  
Planning, Development & Assessment  
PO Box 2100 Station M #8073  
Calgary, AB T2P 2M5

Anderson Station - Area Redevelopment Plan

Southwood Community Association - Comments

The Southwood Community Association (SCA) board, members and residents have always been involved over the many years of development at the Anderson LRT Station and area. The ARP will have significant impact re-shaping Southwood and surrounding Communities. The Southwood Community would like to be part of the change and redevelopment integrating with a world class place in a corner of Southwood for all Calgarians to be proud of.

Better Pedestrian & Bicycle pathways, at grade crossings from the westside of the tracks to the east of Southwood should be improved/built prior so the land needed is big enough for good design of the at grade crossings or landing area for an expensive ped-bridge.

Land Use Heights and Density should transition down to existing established residential homes in Southwood. Shadowing should be looked at to allow for quality of use in the existing residential neighbourhood of Southwood.

Parking for Construction should be in place for workers so overspill does not impact Southwood. As the project phases in Southwood will have to have Permit Parking for Residents.

Southwood-east has cut through traffic measures in place at peak hours and would like to see them remain so, and enforced if with density it becomes a problem.

Open Space and Parks in Southwood should be improved for the health and safety of both new and established community users.

CP Rail safety must be in place especially as density of more office and residents increase.

Storm Pond is adequate for new density

Good Design - Green

Affordable Housing Rentals

While we understand that some of the key concerns/issues on which we are commenting have been identified we wish to emphasize the importance of them from the Southwood Community.

Dorothy Cornwall  
Southwood Community Association  
Director of AndersonTOD

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Hi Craig,

Sorry, this week is quite possibly the worst week for me to try to accomplish a 2 day turn-around on reviewing a 56 page ARP proposal.

Thus, my review is not as thorough as I would like, but here are some comments...

1. Obvious concerns on the increase in population density and the traffic that follows – what are the projected numbers for increases in both population and traffic (ie. # of vehicles)? Speaking for myself, I realize TODs make sense in regards to the MDP, but retro-fitting them can be problematic.
2. It looks like the max height on the transit hub precinct is proposed at 70 m (230 ft). It currently states that there is no height limit on that specific area. The next max height I see is the 46 m (150 ft) that most of the areas have already. Is there a reason that 70 m was selected? I went to an open house for the Anderson TOD and there was nothing I saw that was close to 70 m. Has something changed?
3. At the open house, it was easy to visualize because of the mock-ups that were done. Any reason no mock-ups in this proposal?
4. Concerned about the east side of Macleod. The open house only dealt with the west side of the Macleod, so would like to know if anything specific planned for the east side. To me, that will affect Willow Park greatly and to some extent, Lake Bonavista as we use those roads often.
5. At what stage are we in this whole proposal? What are the timelines?

That's all I can think of for the moment.

I have copied a few other executive board members to comment if they have anything to add.

Regards,

Shawn Kao  
VP of Community Affairs  
Lake Bonavista Community Association.

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AN OMERS WORLDWIDE COMPANY



**Oxford Properties Group**  
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200 Bay Street, Suite 900  
Toronto, ON M5J 2J2

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F/ (416) 865-8307  
[www.oxfordproperties.com](http://www.oxfordproperties.com)

August 17, 2015

Craig Davies  
Senior Planner, South Area Planning  
Local Area Planning & Implementation  
Planning Development & Assessment

Dear Mr. Davies,

Thank you for your update on the Anderson Station – Area Redevelopment Plan. This is very exciting to Oxford Properties Group as stakeholders in the area of interest. Southcentre Mall is a key asset for Oxford Properties Group and we are pleased that the City's vision for the Area Redevelopment is consistent with a world class city.

Oxford acquired Southcentre in recent years and began its own master planning exercise for the Southcentre Mall site several months ago. This exercise is a work-in-progress and given the dynamic nature of commercial real estate, we have no immediate plans to execute a comprehensive redevelopment.

We are committed to developing a "final" version of our master plan and will present it to the City at a future date, sharing our long term vision for the property.

Oxford Properties is proud to be the owner of world class assets such as Southcentre Mall in Calgary. We look forward to continuing our work with the City on the Anderson Station area.

Sincerely,  
**Oxford Properties Group**

A handwritten signature in black ink, appearing to be "Stephen Roy". The signature is stylized with a large, looped "S" and a clear "R".

Stephen Roy  
Vice President

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In 2014 Tower Chrysler was sold to Autocanada, a publicly traded company that operated Automotive dealerships. The land is now leased to Autocanada for 20 years plus a 5 year option.

Any plans that would involve the land, will require the involvement of Autocanada during the term of the lease.

Dan Rewucki  
COO  
Almar Developments Ltd

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**APPENDIX III**

From: David Merralls P.L (Eng)

[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

August 21, 2015

To: Secretary, Calgary Planning Commission  
  
Development & Building Approvals  
  
Box 2100, Station M #8073  
  
Calgary, AB. T2P 2M5

Subject: **My Comments to the commission re Anderson Station TOD plans, scheduled for presentation to the Planning Commission, August 27, 2015**

Please find attached the email I received today that among other topics invited direct comments to the commission.

I felt I needed to provide the Commission with my input I previously sent to my Alderman after reviewing the plans at the open house at South Centre Mall last year. Since I did not receive a reply or update on what if any action was taken given my input by my Alderman I thought I should provide it now.

Please review my below comment as highlighted in yellow in the email to my Ward 11 Alderman.

Regards

David Merralls

#####

Date: Thu, 15 May 2014 19:08:16 -0600  
Subject: Anderson redevelopment plan  
From: [REDACTED]  
To: ward11@calgary.ca

Brian, I must thank you and your team for inviting me to attend the redevelopment display at South Centre today.

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My only excuse for coming to the table so late was that I was out of town last year for both of the public input sessions (June & Nov).

Overall, great land use plan as we should all understand the city density has to be increased. Public transport being a pivotal piece of the urban puzzle. As explanation for my thoughts on urban planning, I was born and raised in the London area of the UK and have spent time living in Europe proper and spent time travelling Australia's cities and of coarse the use of transit and roads etc.

The one piece of the redevelopment plan that is I believe fatally flawed due to the past Calgary Go Plan and the dogma of forcing people out of their cars onto busses is, I'm sure you have guessed by now, cutting parking from 1700 to 500 spaces.

As an ex businessman maintaining staffing at one time of over 2000 employees in seven buildings (plus minus at different times) located in most quadrants of the city of Calgary, I believe my views are more valid than any single driver or transit user.

By forcing staff to first take a bus then a train, rather than car to train will cause soooooo much pain to those living in suburbia.

I wish the city council cared about young folks juggling full time work with picking up and dropping off kids at school and day care, going across town to the kids hockey or soccer games etc. but hey long live urban planning dogma and damn the realities of tight time tables let's have them wake up and catch a bus, then a train.....

Anyways for what it is worth I provide my very heart felt thoughts on a model that is I feel anti working family.

I.e. The LRT PARKING LOTS ARE FULL, WE NEED OUR CARS TO MEET OUR DAILY SCHEDULES OUTSIDE OF GOING TOO AND FROM THE OFFICE, AND WHAT DOES THE CITY PROPOSE? CATCH THE BUS, WE NEED THE RIDERSHIP, THE FOLKS WILL GET USED TO IT.

Regards

Dave Merralls  
Haysboro

Aged 63 years so obviously with nothing constructive to add to an urban planning exercise (given my decades driving a car!)