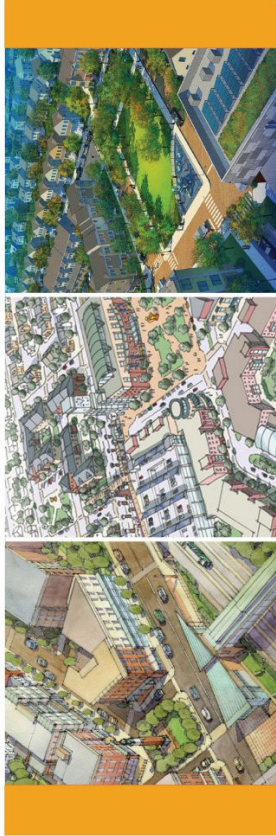


HATCH



**GREEN LINE NORTH LRT CORRIDOR
FUNCTIONAL PLANNING STUDY**

40 AV N PRELIMINARY SUB REPORT
Highland Village Green Development Analysis

November 2016



PURPOSE

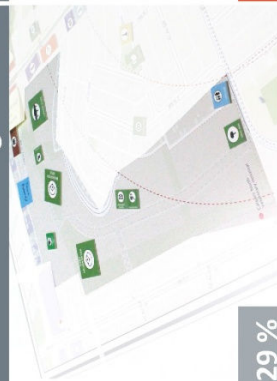
This report is provided in response to a Motion Arising of Council to support The City's Corporate Planning Applications Group (CPAG) and is a preliminary sub report to the full Green Line North Charrette Report. It reflects various perspectives that were discussed in a one-week workshop with relevant stakeholders. It is intended to inform the review of the Highland Village Green application and CPAG's recommendation to Council.



The Highland Park Golf Course has long been viewed by the Highland Park community as a key open space and as a solution to the lack of public park space in the community. When it became the subject for redevelopment by Maple Projects Inc. (the Applicant), the community expressed concern that its green space aspirations were slipping away. The community generally supports redevelopment and the increase in amenities it may bring. However, opposition has also been voiced to the current development concept, which distributes development over the entire length of the former golf course. The proposed number of approximately 2,070 dwelling units and the proposed building heights within the development, ranging from a low of 4 storeys upward to 18 storeys are also of concern. A strong desire has furthermore been expressed by the community to retain a large, contiguous park space.

The Green Line team's goal for the recently completed 40 Avenue NW Transit Oriented Development (TOD) charrette was to create a community-based TOD concept plan. This plan was to be developed over the course of the one-week workshop (from Monday, 17 October to Saturday, 22 October, 2016) and would reflect input from all stakeholders as well as the

A. Light Touch



B. Cluster w/ More Park



C. Linear w/ Less Park



Community preferences result at "Concepts Session" (Thursday, 20 October, 2016)

professional planners on the Green Line team. On the Tuesday of the workshop the attendees participated in a “board game” to generate initial development ideas. The Green Line team then studied the results of this exercise and presented the findings back to the participants on Thursday for discussion. The participants were surveyed as to their preferences regarding the various ideas for the individual areas of their community, including the former golf course lands. The overwhelming recommendation of the 50+ participants was support, at 55% for “Clustered Development with More Park” at its centre (see A, B and C above). Implicit in this support was the understanding, based upon findings presented in the real estate market study undertaken by the Green Line team that the preferred building type for this portion of the Centre Street corridor should be a maximum of 6 storeys in height. This would allow for more “price-sensitive” wood frame construction.

With this information in hand, the Charrette TOD team and equivalent City of Calgary Green Line and Planning Department staff met on the day prior to the Charrette’s completion with the Highland Village Green Applicant and CPAG team to explore the prospect of delivering a solution more closely aligned with local community preference — the provision of “Clustered Development with More Green Space”, to a maximum height of 6 storeys. The Applicant was supportive of expanding the open space somewhat at the “knuckle” of the golf course and removed a proposed building from the concept. They were further open to the idea of reducing the building height to approximately 6 storeys in most locations. They were also supportive of redesigning the character of the central street (“Highland Drive”) where it crossed the open space. Beyond this the Applicant largely maintained their concept of built form and its distribution across the site. That particular layout, with some modifications regarding building heights was incorporated into the 40 Avenue NW TOD Community Concept Plan and presented back to the participants at the charrettes final public session on Saturday. Some workshop participants expressed strong opposition and concern to this concept.

Upon completion of the Charrette, the Green Line team reviewed the concept to determine if it properly reflected the participants’ input and the team’s professional recommendation. The refined proposal contained in this sub report for the Highland Park Golf Course presents the development plan that the Charrette team would have made had more time been available to consider the various interests on this site in the context of a balanced development concept. It features the following attributes:

- It delivers a significant percentage of centrally located green open space for the community’s benefit.
- It clusters residential development more closely to 40 Ave NW in the southwest and Centre Street in the northeast.
- It caps all buildings at six storeys, with the exception of:
 - Building A1, at the eastern edge of the development, at eight storeys due to changes in terrain; and,
 - Buildings A2 and A3, flanking Centre St, at seven storeys in order to accommodate one level of retail (possible food store) below six storeys of residential.
- It achieves a count approaching 2,000 residential units, a number which comes very close to the Applicant’s pro forma.
- Importantly, it only minimally regrades or otherwise disturbs the natural terrain throughout the central open green space component.

The Green Line TOD team provides this information to support Administration’s work as it relates to the Council motion arising.

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1 - OBJECTIVES

CONSOLIDATE DENSITY



- Provide approximately 2,000 Dwelling Units
- Cluster development at south end of site and at Centre St
- Maintain lower building scale as preferred by residents
- Create more 'urban' streetscape by placing buildings closer together
- Narrow road surface to create more pedestrian-friendly environment

TERRACED BUILDINGS



- Design buildings to work with the existing landscape, thereby creating distinct neighbourhood character and preserving the environment
- Step townhouse units at grade to accommodate slope
- Utilize elevated stoops or patios, with varying numbers of steps to grade
- Reduce scale of roadway through park space
- Place building on raised podium to accommodate sloping grade

PRESERVE LARGE PARK SPACE



- Provide a large, contiguous open space
- Reduce the scale of the roadway through the park space and redefine its character
- Preserve the existing landscape

INTEGRATED STORMWATER SYSTEMS



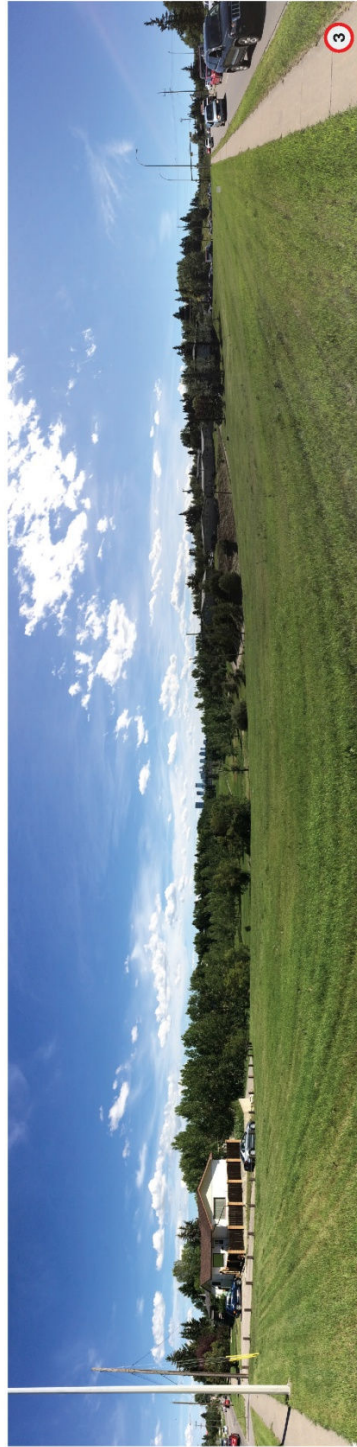
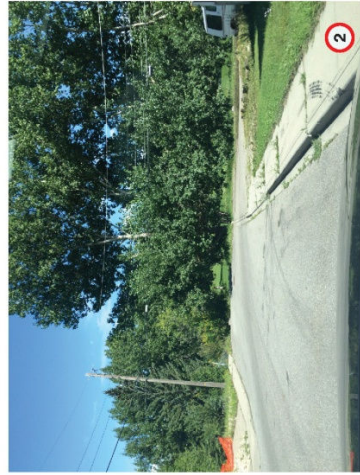
- Minimize size of retention ponds by utilizing multiple strategies such as swales, permeable paving, etc.
- Design retention areas to serve dual use when dry
- Integrate design of storm water facilities into overall park



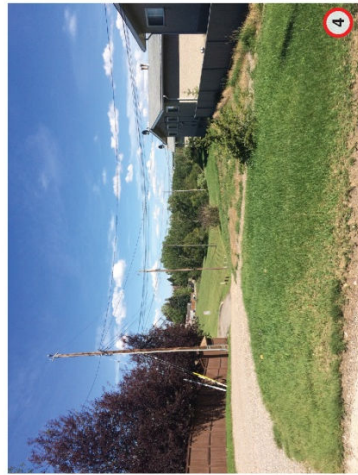
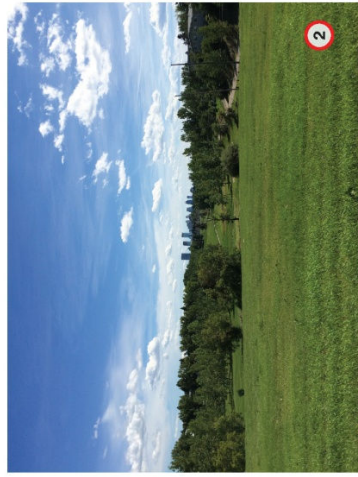
2- EXISTING CONDITIONS



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3- EVOLUTION OF APPLICANT'S PLAN

L-SHAPE BUILDINGS PLAN (PREVIOUS)



This plan illustrates that the applicant, at least initially, was considering building on sloping areas of the site. This is no longer proposed in their current concept.

LINEAR BUILDINGS PLAN (AT TIME OF CHARRETTE)



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REPLOTTING SCHEME



LAND OWNERSHIP



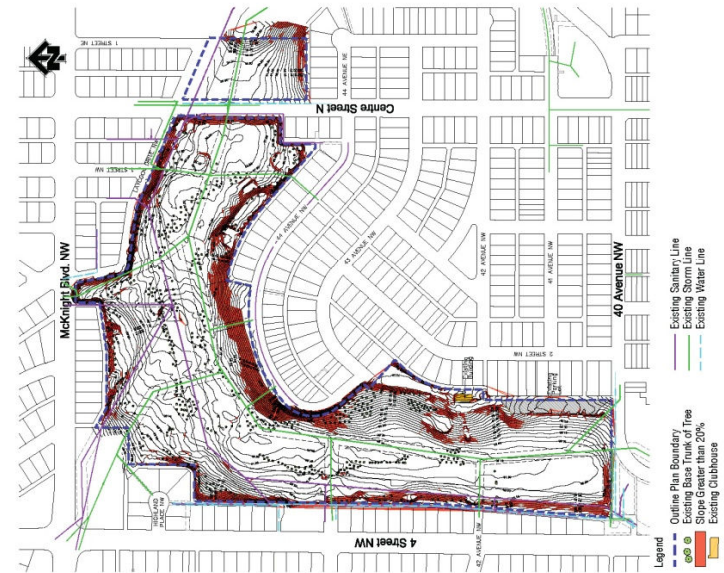
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ROAD NETWORK



PHYSICAL CHARACTERISTICS

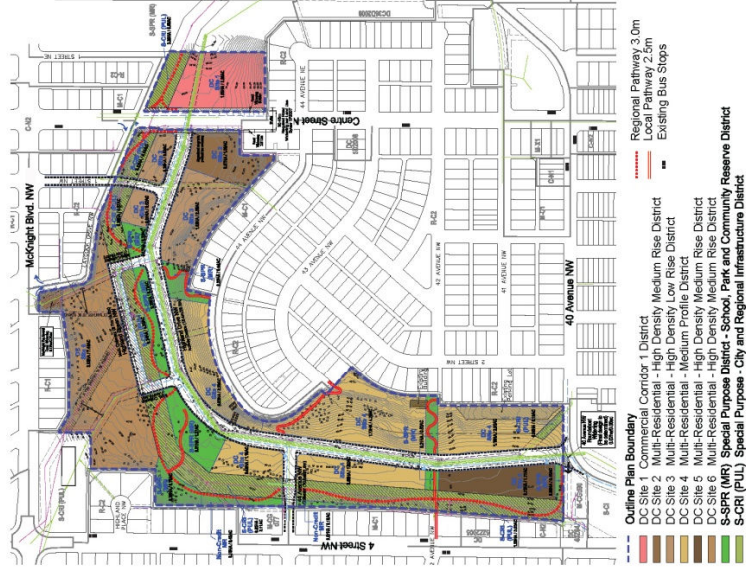


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MUNICIPAL SERVICING

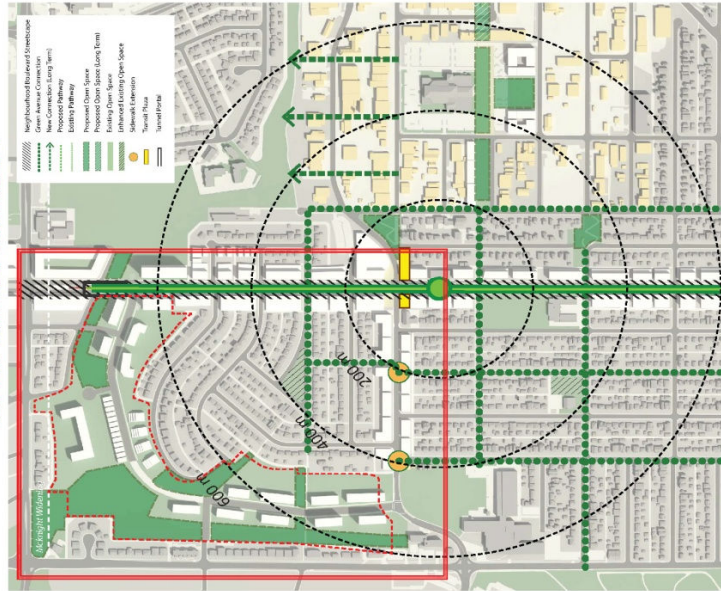


PROPOSED OUTLINE PLAN (AT TIME OF CHARRETTE)

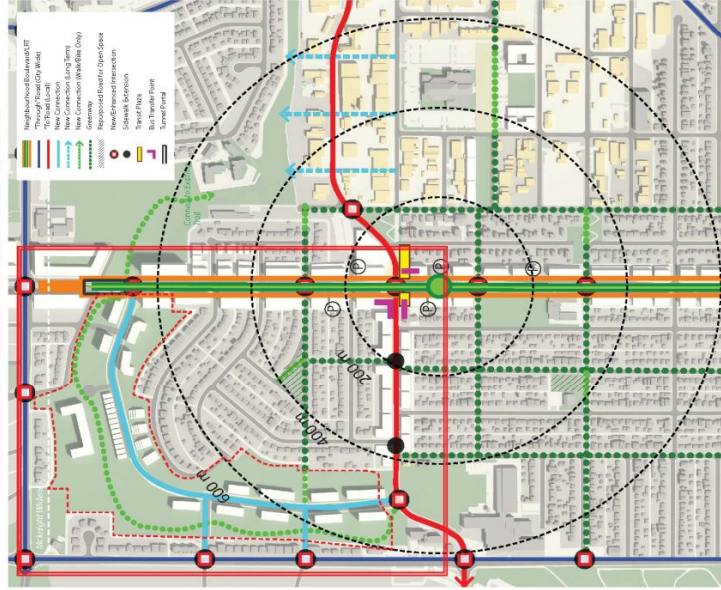


4- TOD CHARRETTE OUTCOME PLAN (PRESENTED AT "SOLUTIONS SESSION" - 22 OCTOBER, 2016)

OPEN SPACE CONCEPT

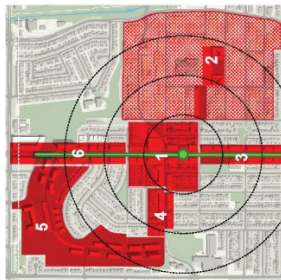


TRANSPORTATION CONCEPT





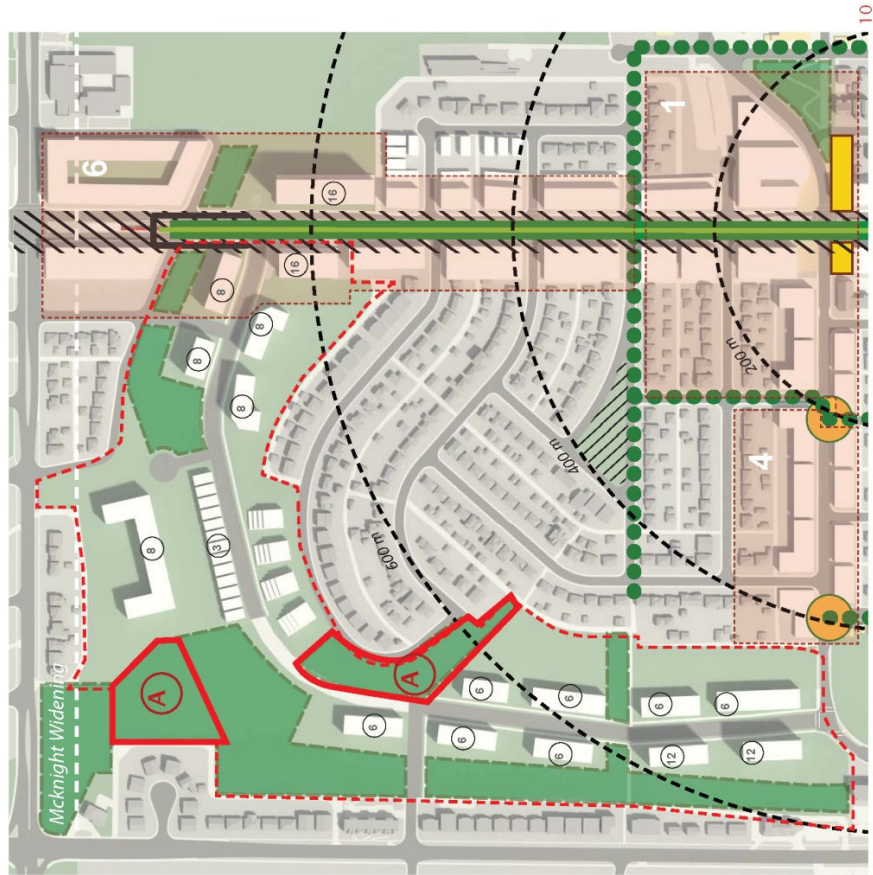
5- CHARRETTE CONCEPT PLAN



Focus Areas identified by
Charrette participants

- A** Additional Dedicated Open Space Created
- #** Building Height / Number of Storeys

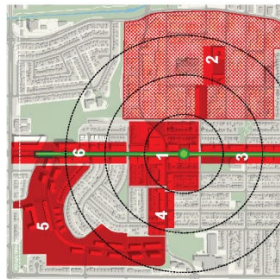
- Reduced height on building on the north area from 18 to 8 storeys.
- Removal of one building in the northwest area of the site.
- A larger, contiguous park space in the central (NW) portion of the site, achieved by removing one building.
- A scaling down of "Highland Drive" where it crosses the park space for a more modest cross-section that balances multiple modes of travel, including active recreation, and a redesign of the former crescent road at the north of the site to extend the linear park space and feature a cul-de-sac for building accesses rather than a longer looped roadway.



"All areas, unit counts and calculations are preliminary and approximate"



6- REFINED CONCEPT PLAN (POST-CHARRETTE)



Focus Areas identified by Charrette participants

KEY REFINEMENTS

- (A)** Substantial Central Open Space
- (B)** Reduced Building Height
- (C)** Reduced Number of Units
- (D)** Refinements at Centre St N
- (#)** Building Height / Number of Storeys

- The latest applicant's pro forma for the site proposed some 2,000+ units.
- This Refined TOD Concept Plan provides for:
 - 5,900 m² of retail on two sites fronting Centre Street
 - 1,918 units consisting of 1,677 apartments and 241 townhouses, which approaches the unit count proposed in the applicant's pro forma.
- The Refined TOD Concept Plan can be brought into approximate conformity with an earlier site concept for some 1,600 units by reducing the unit count of the Refined TOD Concept Plan to 80%, which would yield 1,535 units notionally consisting of 1,342 apartments and 193 townhouses. In practice, this 80% concept could manifest as fewer buildings and/or reduced building height, and so unit composition (apartment vs. townhouse) is subject to change.



"All areas, unit counts and calculations are preliminary and approximate"

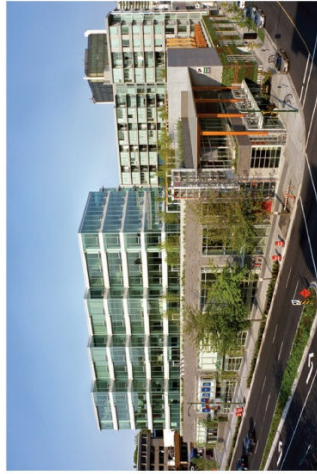
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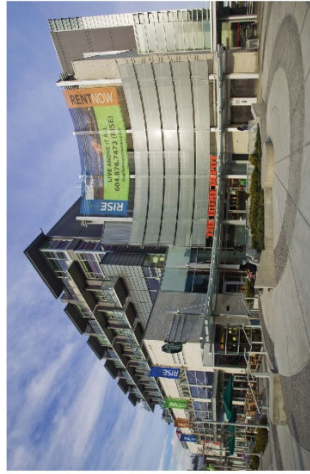
VIEW FROM CENTRE ST N LOOKING WEST



- Apartments
 - Town Houses
 - Retail
- Mixed Use Development with 3,000 m² food store



Whole Foods Mixed Use Development, Vancouver



Home Depot Mixed Use Development, Vancouver

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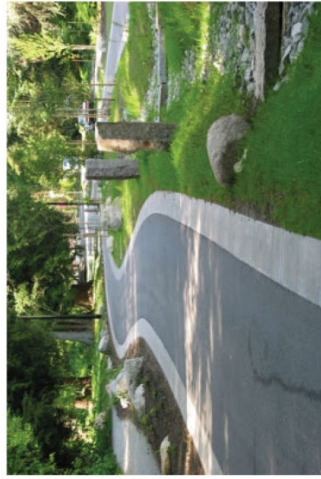


VIEW FROM 4 ST NW



- Apartments
- Town Houses
- Retail

Transition from Consolidated Development Area to Park



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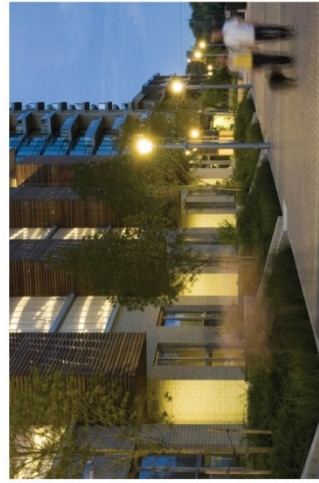


VIEW FROM 40 AVE NW



- Apartments
- Town Houses
- Retail

Urban Neighbourhood Area at 40 Ave N Edge



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VIEW FROM MCKNIGHT BLVD AND 4 ST NW



- Apartments
- Town Houses
- Retail

Proposed Park Area & Limited Access Road





PARK & LIMITED ACCESS ROAD (“HIGHLAND DRIVE”)



The Limited Access road is a winding, narrow, low-speed road, accommodating one lane of traffic in each direction and finished with textured decorative pavers, such as interlocking concrete units or ‘cobble stones’. This road provides a limited, secondary connection between the two neighbourhoods at Highland Green, as well as emergency access. The road would be tree-lined and flanked by retaining swales within the preserved existing landscape. Pedestrian and cyclist access would be provided on a separate multi-use pathway, which would meander through the park.

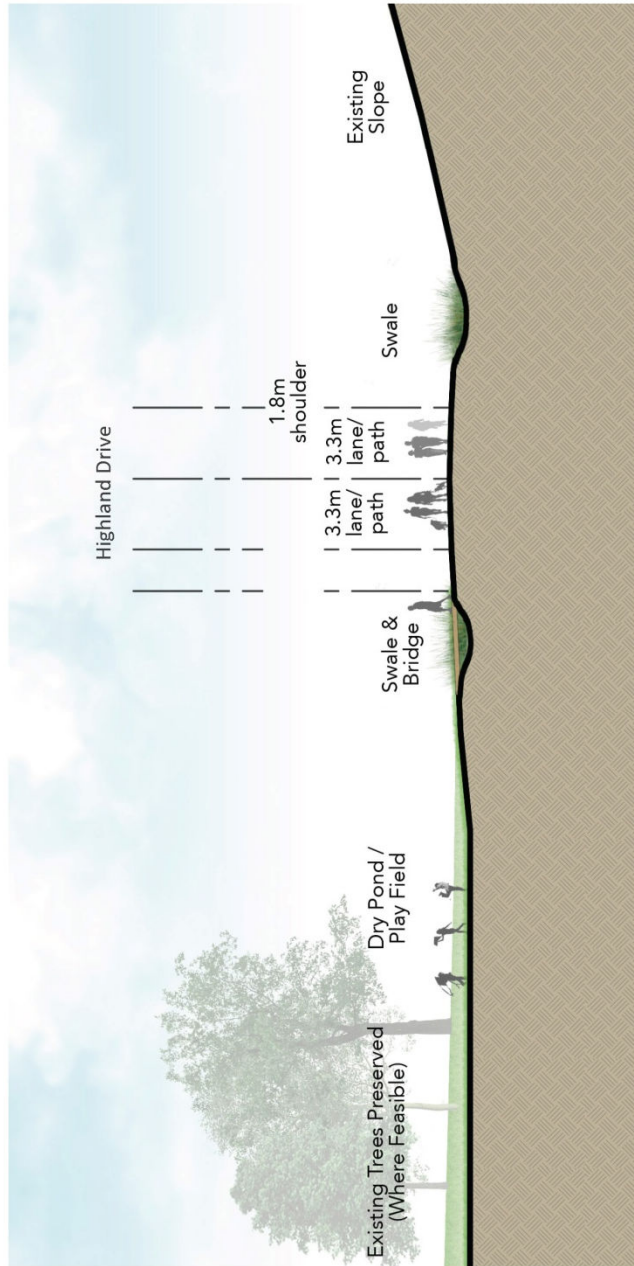
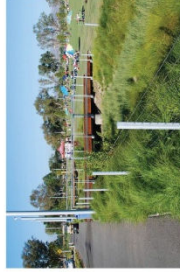


- Apartments
- Town Houses
- Retail

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SECTION - PARK & LIMITED ACCESS ROAD



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URBAN NEIGHBOURHOOD

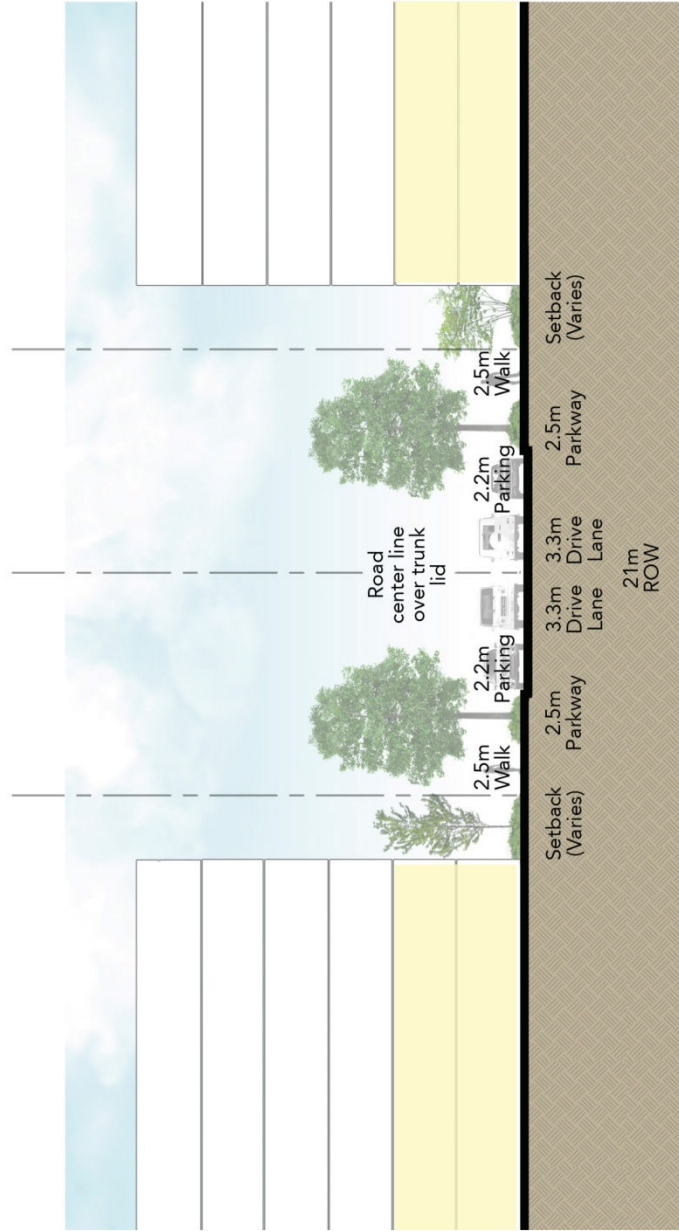


- Apartments
- Town Houses
- Retail

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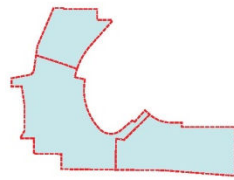
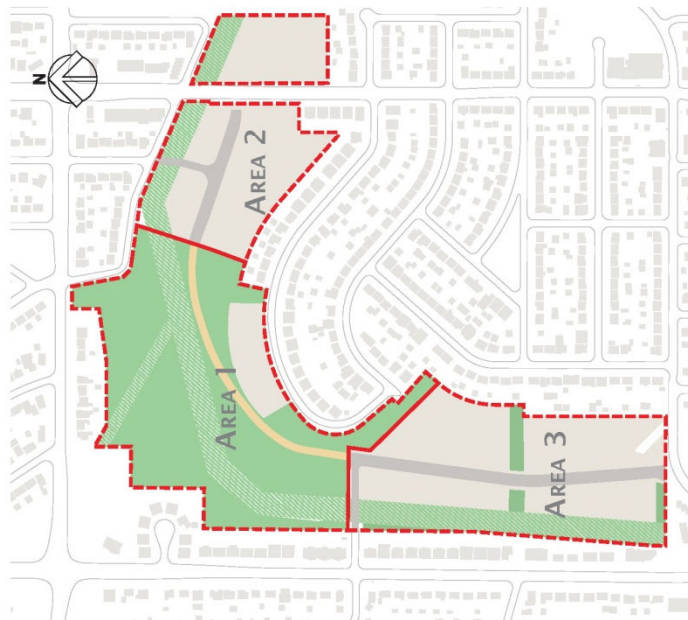
SECTION - URBAN NEIGHBOURHOOD



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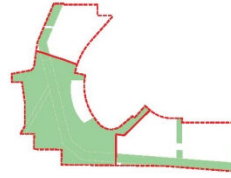


PROPOSED OPEN SPACE



100%

TOTAL AREA
47.68 ACRES

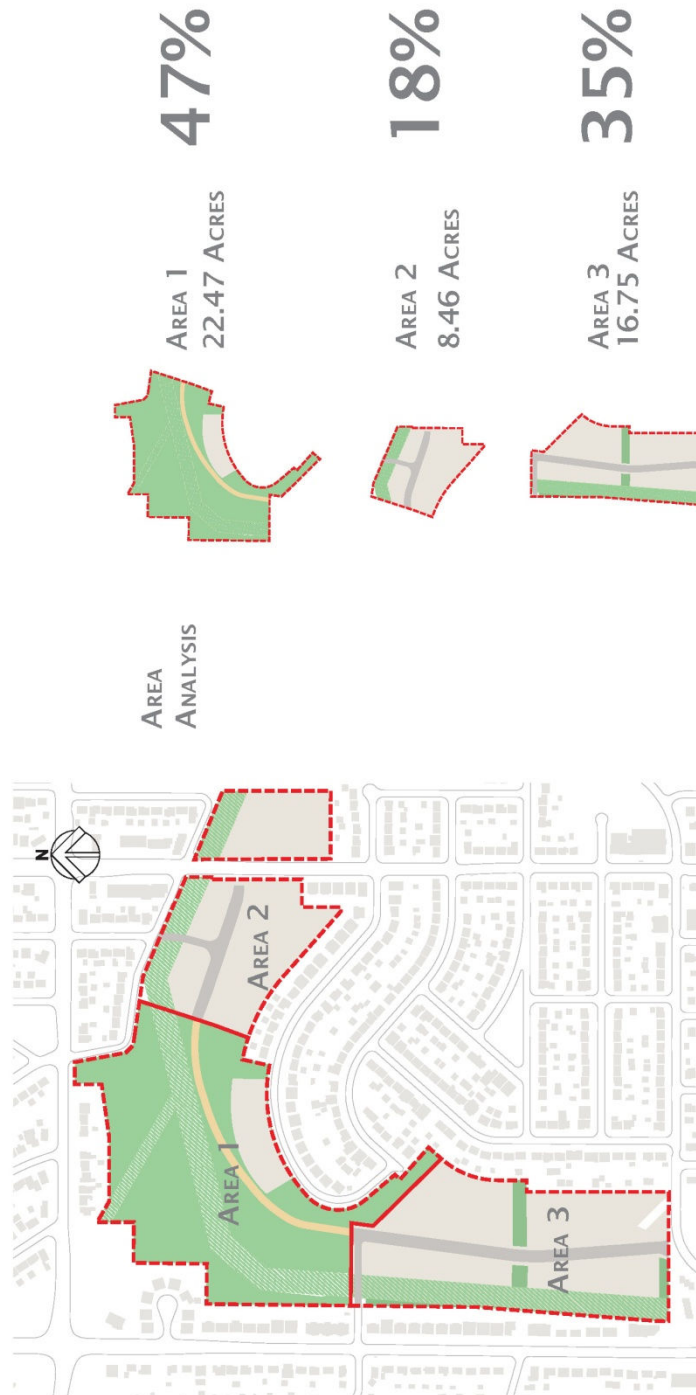


52%

OPEN SPACE
24.83 ACRES

"All areas, unit counts and calculations are preliminary and approximate"

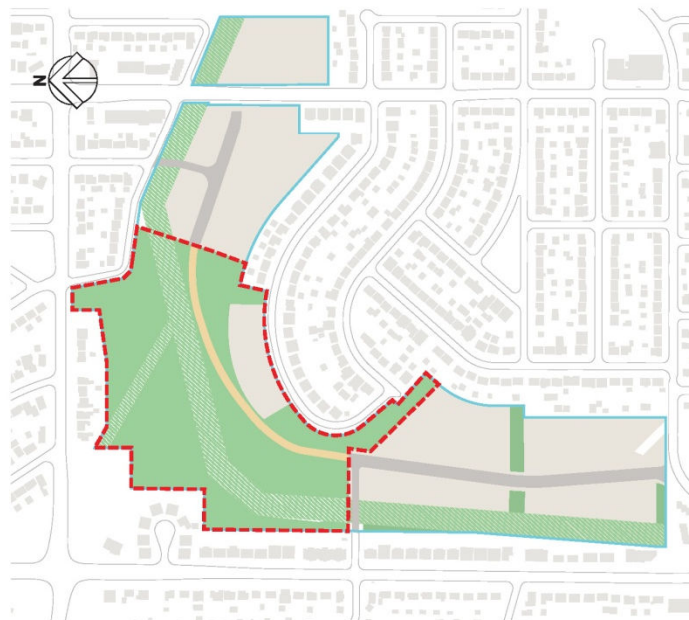
AREA ANALYSIS



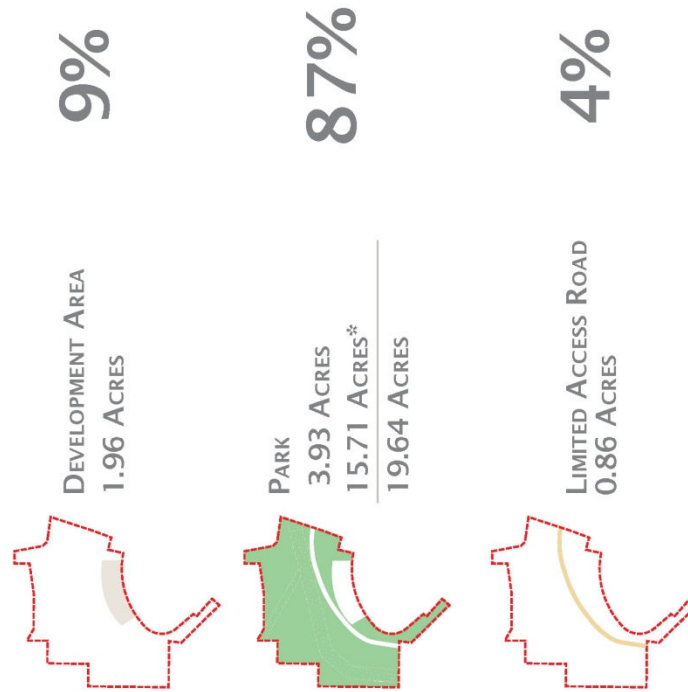
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AREA 1



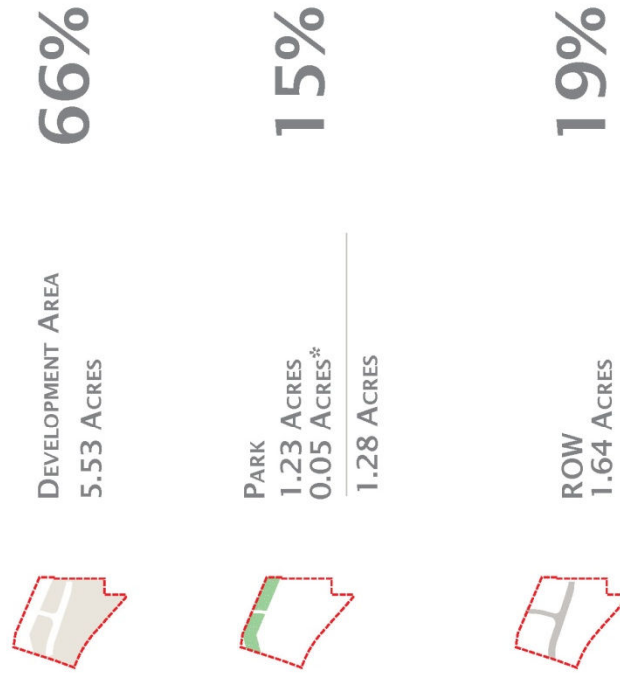
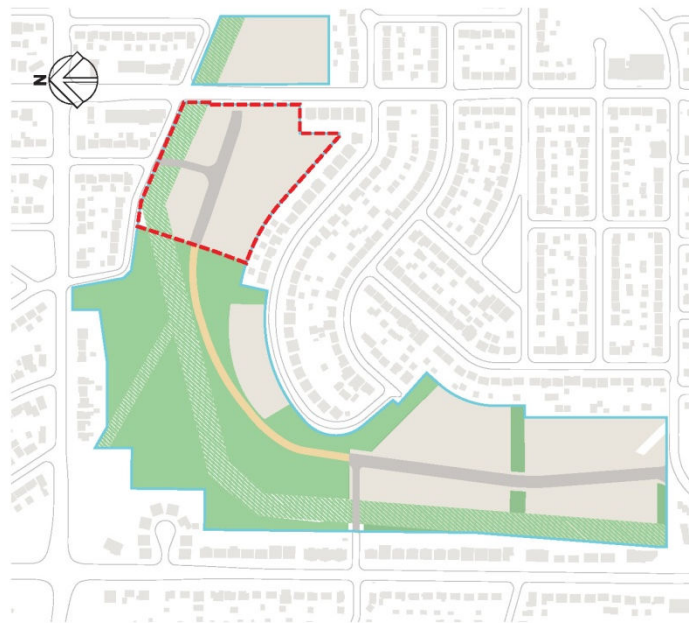
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*NOT CITY-OWNED LAND



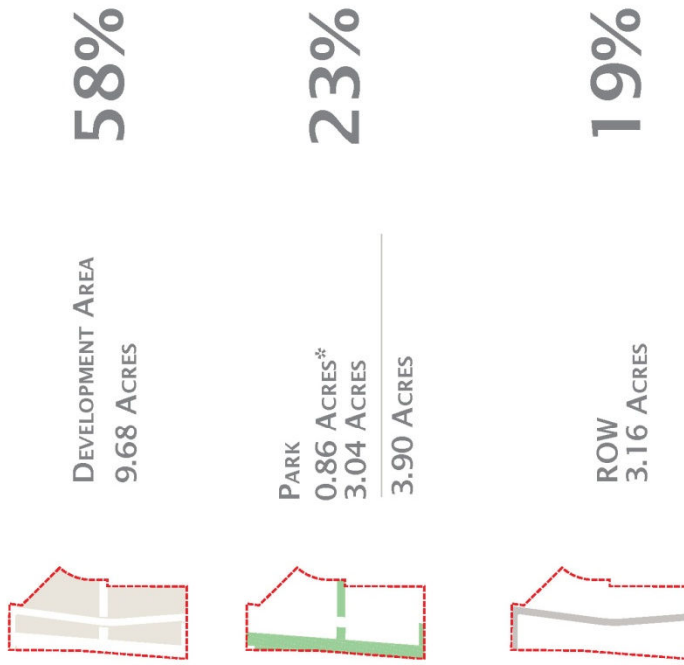
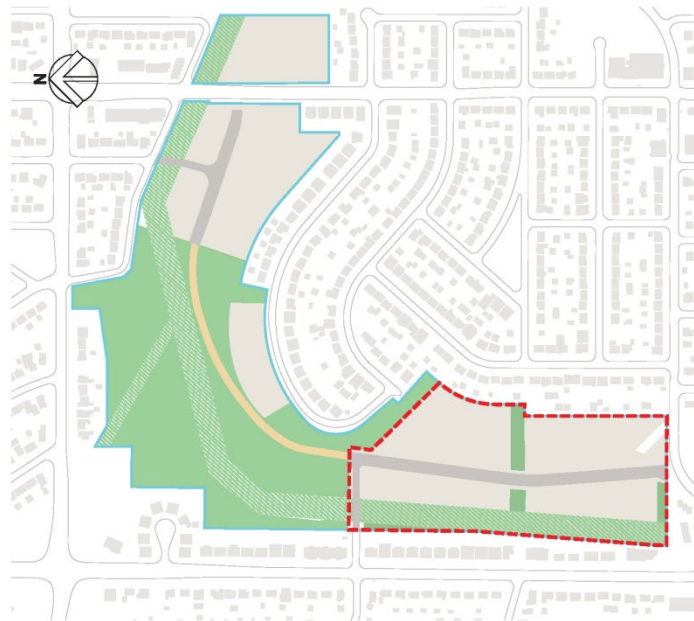
AREA 2



**All areas, unit counts and calculations are preliminary and approximate*

*NOT CITY-OWNED LAND

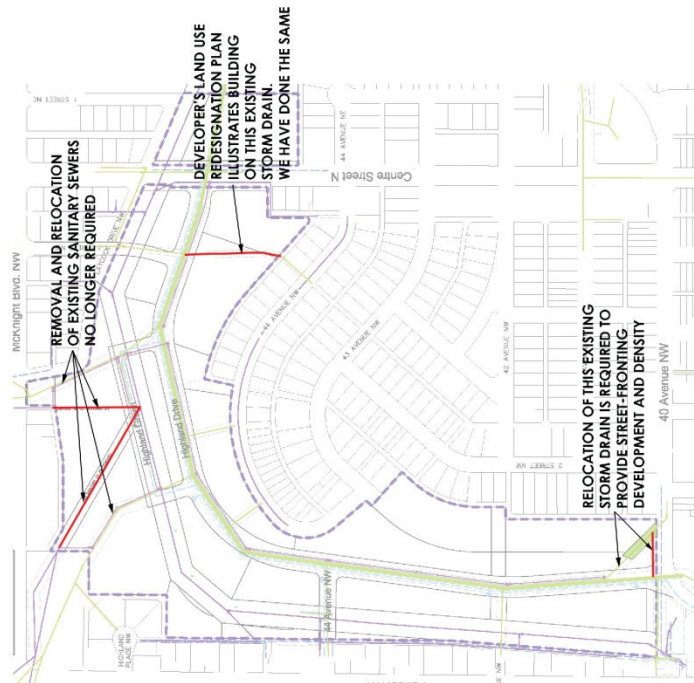
AREA 3



"All areas, unit counts and calculations are preliminary and approximate"

*NOT CITY-OWNED LAND

7- PROPOSED SERVICING ADJUSTMENTS



1. By not building on the new large park space, a significant saving may be realized by not having to relocate two sanitary sewers in that area.
2. The applicant's plan locates one building on an existing storm drain in the northeast quadrant. Taking the same approach, the refined concept plan also considers a building at this location. If absolutely necessary, the new structure could be moved without losing much in the way of dwelling units.
3. It is necessary to relocate one short run of storm sewer at the south end of the site at 40 Ave. Doing so would allow to build 'up to the street' creating a more urban edge there and it keeps the unit count nearer to the 2,000 +/- desired. To remove the building situated there would have a negative impact.
 - 3.1 The cost of relocating this line would be offset by the savings generated by not having to relocate the sanitary sewers at the north end of the site.
 - 3.2 The intersection at 40 Ave will need to be completely rebuilt, so the additional disruption caused by the storm sewer relocation would not be significant.