



Green Line Southeast Charrette Overview

PUD2015-0765



Table of Contents

- Table of Contents 2
- 1 Charrette Communities..... 3
- 2 Charrette Structure and Tools 4
- 3 Lynnwood/Millican/Ogden 7
 - 3.1 Gains and Pains 7
 - 3.2 Ideas 8
 - 3.3 TOD Concept 12
 - 3.3.1 Transportation 13
 - 3.3.2 Open Space 13
 - 3.3.3 Development..... 14
- 4 Inglewood/Ramsay/Crossroads 17
 - 4.1 Gains/Pains 17
 - 4.2 Ideas 18
 - 4.3 TOD Concept 23
 - 4.3.1 Transportation 23
 - 4.3.2 Open Space 24
 - 4.3.3 Development..... 25
- 5 South Hill 28
 - 5.1 Gains and Pains 28
 - 5.2 Ideas 30
 - 5.3** TOD Concept 31
 - 5.3.1 Transportation 32
 - 5.3.2 Open Space 32
 - 5.3.3 Development..... 34

1 Charrette Communities

Calgary

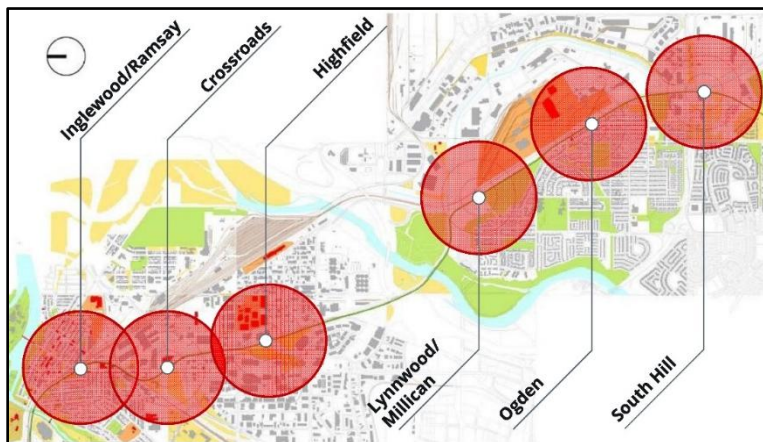
What is a Design Charrette?

Design Charrette: A multiple-day, collaborative workshop led by a consultant team that brings together citizens, developers and policymakers to create a feasible and supported plan based on four feedback loops: Issues, ideas, concepts, and solutions.

16/09/2015 SESSION 1 ISSUES & IDEAS 8

Defining a design charrette

Three charrettes were held during the planning of the southeast leg of the Green Line. The purpose of the charrettes was to identify TOD opportunities and create community development concepts towards their implementation. Five of the 15 stations on the south leg of the Green Line were contained in the three charrette study areas: Inglewood/Ramsay; 26 Avenue SE; Lynnwood/Millican; Ogden and South Hill.



TOD Corridor Inglewood - South Hill

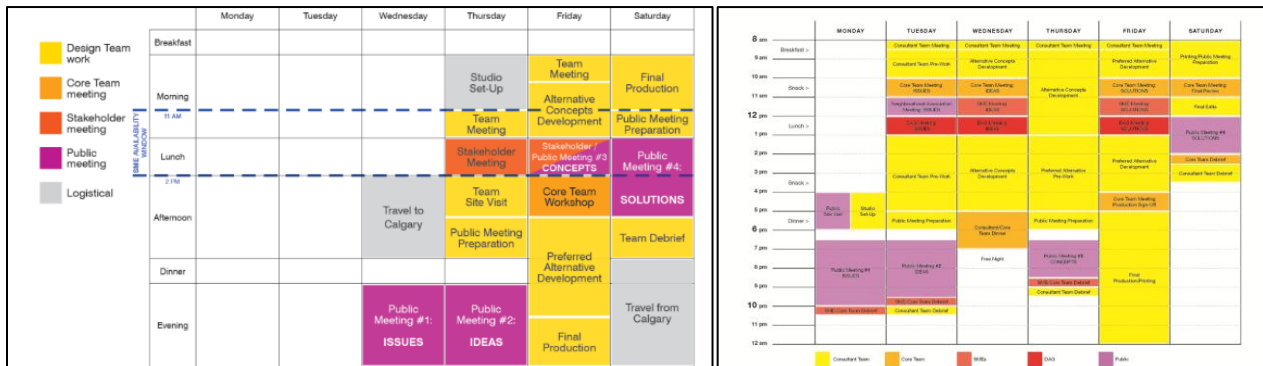
The following report presents an overview of the charrettes and their key results.

2 Charrette Structure and Tools

The charrettes were structured around a sequence of public meetings and feedback loops which led to the development of a preferred solution that was feasible and was supported by all participants. The focus of the public meetings was: to identify and discuss the **issues** the community faces; develop initial **ideas** for the development of the community and TOD area; and to review and discuss the first **concepts** based on the community’s ideas. The final meeting focused on presenting the preferred concept **solution**, which had evolved through this process.



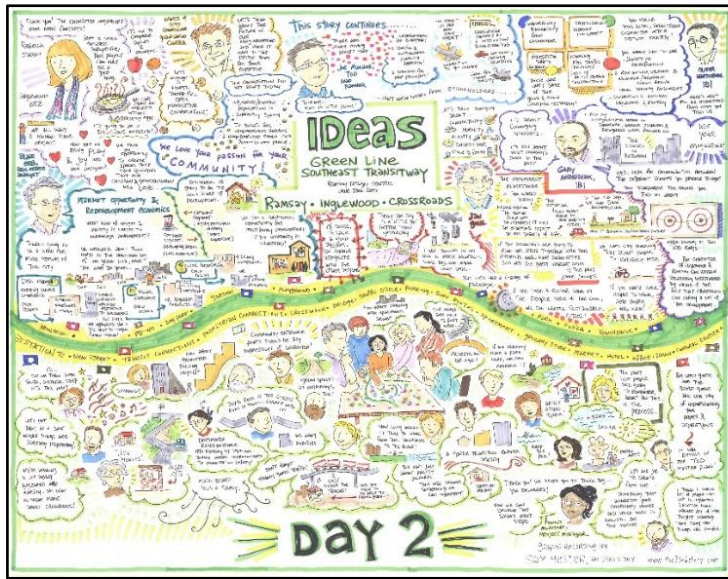
Gains & Pains and Board Game in action



Three and five day charrette schedules

Daily meetings with the core project team the Subject Matter Experts (SMEs) from the City of Calgary and other stakeholders (landowners, developers) further informed the development of the concept and ensured the proposed solutions were feasible.

This sequence of meetings allowed the design team to immediately incorporate input received from the stakeholders. It also allowed the team to quickly return to the participants with proposals and concept refinements. This created an ongoing conversation with all participants.



Graphic recording of a charrette



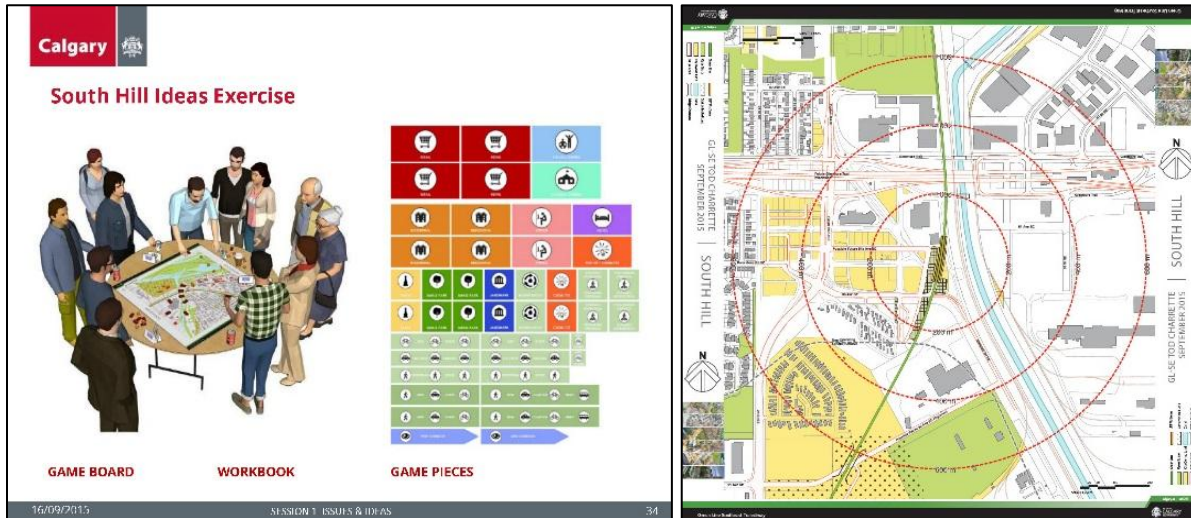
Gains & Pains boards

Gains and Pains Exercises and Concept Board Game

Participation and immediate input is key to a successful charrette. To understand the community's issues, a "Gains and Pains" exercise and "dotmocracy" was used. Through it residents shared with the design team the places and characteristics they value in their neighbourhoods and other elements that they would like to change or improve. People also described their neighbourhood aspirations, as well as concerns, related to the development of the Green Line. The interactive exercise took place around a series of tables where people wrote their ideas on post-it notes and placed them in four quadrants (current: positive and negative; future: positive and negative) on the gains and pains board.

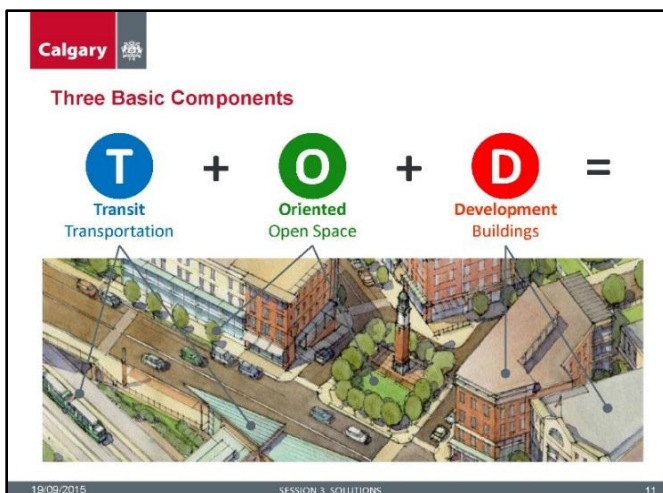
When this exercise was completed, members of the project team rapidly organized the public input into a series of themes, which the neighbours in attendance then voted on in a "dotmocracy" exercise. The results of the Issues public meeting, and particularly the "Gains and Pains" exercise played a major role in defining the opportunities and challenges the communities have now and in the future.

A board game exercise was used to allow the participants to generate and discuss their ideas for the development of the community and TOD area. The board represented a scale-map of the station areas and included numerous features of the area including streets, parks and existing built form. Participants were grouped around identical boards and given an equal assortment of features, such as apartments, parks and roundabouts and were encouraged to place the pieces on specific locations where they would like to see that feature.



Game Board instructions and Game Board for South Hill

Based on the results of these exercises and informed by a market study, the project team created initial concept plans for “T” (Transit & Transportation) “O” (Oriented & Open Space) and “D” (Development & Buildings). After presentation and discussion with the participants, these initial concepts were used to inform the final concept.



The basic components of TOD

3 Lynnwood/Millican/Ogden

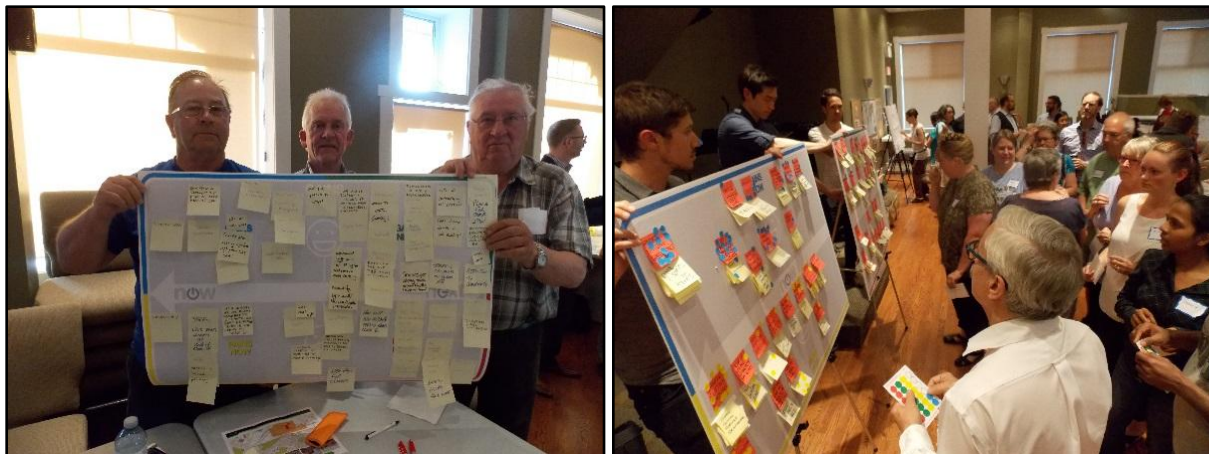
3.1 Gains and Pains

Current Gains

Lynnwood, Millican and Ogden’s small town charms are central to their identity. They are quiet, with historical buildings that reflect the area’s development and have good access to parks and green space. Housing remains affordable, providing residents with the opportunity to establish and maintain roots in the community. Neighbours are interested and engaged in the GL-SE station area development process.

Current Pains

The area has experienced increasing traffic, particularly commuters driving through the area, which has led to traffic safety concerns, issues regarding speed, noise and congestion. There are also a number of contaminated sites in the area, as well as unwelcome smells. As the community ages, there are also issues regarding housing for seniors.



After Gains & Pains – “Dotmocracy” in action

Future Gains

The revitalization of Ogden Road figures prominently in community optimism for Green Line development, as do more and better “edges” for current parks and green space. Achieving this is an opportunity to promote community pride and add amenities. The remediation of contaminated sites and housing opportunities for a range of people, notably including seniors are also important.

Future Pains

There are concerns that additional development will cause traffic conditions to deteriorate and that parking will be even scarcer. There are also concerns that the small town identity could be lost through additional density. Relatedly, crime, vandalism and pollution are concerns. Land expropriation for the Green Line worries neighbours as well.



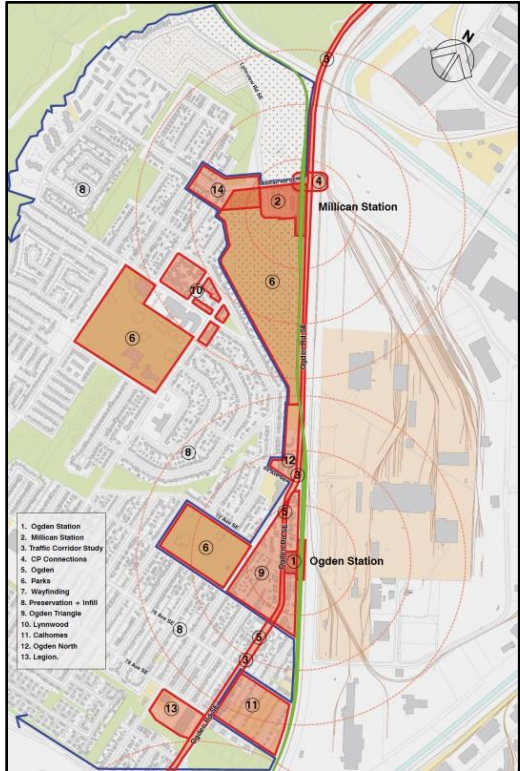
Based on original dot voting exercise on 2015.06.10

Lynnwood/Millican/Ogden's top 4 Gains & Pains for the present and future

3.2 Ideas

“Good plans shape good decisions. That's why good planning helps to make elusive dreams come true.”
 - Lester Robert Bittel

Twelve focus areas emerged from an analysis of the game board exercise employed at the ideas session.



Concept Focus Areas in Lynnwood/Millican/Ogden



Focus Area 1 – Retain Community Character

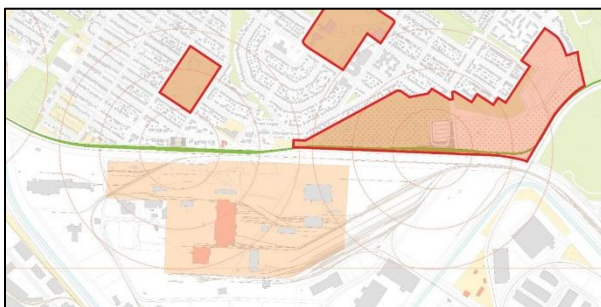
Focus Area 1 responded to participants' overarching desire to retain community character. As a result, 85% of the community was designated in the final concept not to undergo any planned development changes.



Focus Areas 2 & 3 – Ogden Station & Millican Station

Focus Areas 2 and 3 were the two station areas in Lynnwood/Millican and Ogden. The focus on centrally located Ogden station reflected the participants' understanding of the TOD concept, and to some extent, their grasp of "density done well". While not all participants agreed with the densification and intensification of each area, there was a general understanding that this station area presented an opportunity to revitalize the community and re-establish a community main street.

The area around Lynnwood/Millican station includes a series of sports fields and prominently, a highly polluted site. Charrette participants valued the sports field and suggested the open spaces could also be used for complementary activities, such as a farmer's market. Conversely, they did not feel that current parking would be adequate for both the sports facilities and the station. Each table strongly suggested that a portion of the polluted site directly north of Millican Road be used for parking.



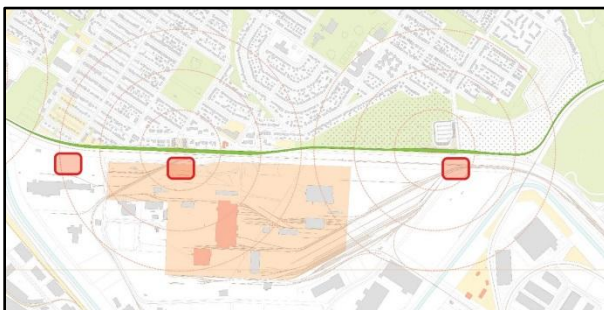
Focus Area 4 – Parks and Open Space

Focus Area 4 consisted of the green spaces of the community, including Pop Davies Park, Lynnwood Park and George Moss Park. A number of suggestions were made specifically for each park, such as stairs up the escarpment at Pop Davies Park, a community garden in Lynnwood Park and landscape improvements in the sizable George Moss Park. For each park, there was a greater emphasis on enhancing the existing green spaces, rather than developing or otherwise transforming them.



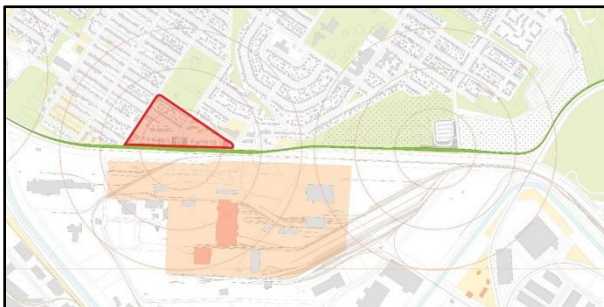
Focus Area 5 – Ogden Road

Focus Area 5 is the section of Ogden Road that extended through the centre of Ogden. Residents would like to see this heavily trafficked route, which drivers use at a fairly high speed, transformed into a people-friendly main street with a range of dwelling and retail options that is walkable and bike friendly.



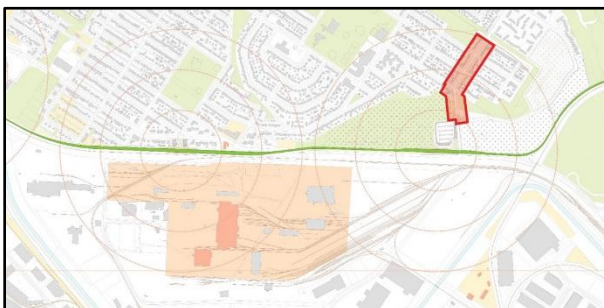
Focus Area 6 – CP Connections

Focus Area 6 looks across the tracks with the aim of enhancing connections between the neighbourhoods on one side and CP's headquarters on the other.



Focus Area 7 – Ogden Triangle

Focus Area 7 is Ogden Triangle". Adjacent to the GL-SE tracks, encompassing Ogden station and extending up Ogden Road to George Moss Park, the area is seen as the heart of the community. Charrette participants identified this area for considerable densification and intensification, including mid-rise apartments and townhomes, as well as the neighbourhood's main street activities including grocery, retail and live/work spaces. Input from neighbours and other charrette participants corresponded well with a TOD concept.



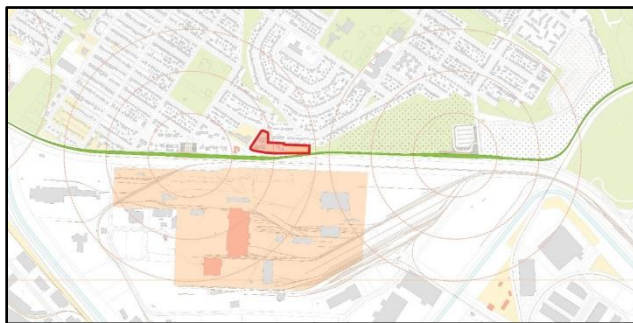
Focus Area 8 – Millican Strip

Focus Area 8, the "Lynnwood Strip", was identified as a site for increased activity with a few retail uses, such as a grocer, café or other small retail that residents could walk to.



Focus Area 9 – Affordable Housing Site

Focus Area 9 highlights affordable housing. The current affordable housing units in the area are in an increasing state of disrepair and neighbours have a negative perception of the area. They would like to see affordable housing remain within the focus area; however upgrades and renovations are necessary. There is also interest in a more diverse range of activities in the area, with proposals including co-op and co-housing and seniors housing in combination with market housing, plus specific amenities such as a dog park, outdoor gym, and even the local MLA’s office.



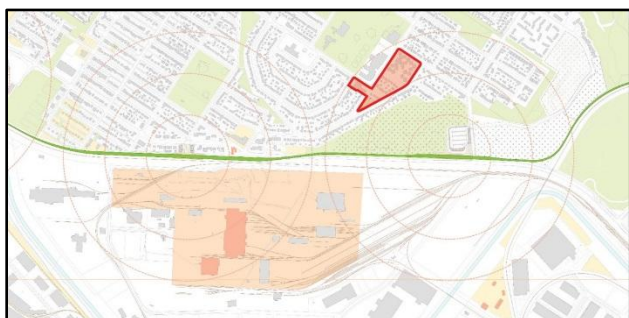
Focus Area 10 – Ogden Gas Station Site

Focus Area 10, known as “Ogden North”, has significant potential for redevelopment. The site could become apartments or live/work spaces, with rain garden landscaping around the buildings.



Focus Area 11 – Legion Site

Focus Area 11, the Legion site, is of considerable importance to the community. Participants are interested in a new cultural centre on the site, potentially including seniors housing and/or other amenities as well.






Focus Area 12 – Millican Heights

Focus Area 12 consists of Millican Heights, an area that currently includes low-density seniors housing and is in proximity to two schools, as well as other amenities. It was recognized because of its potential for gentle densification, such as laneway housing and townhomes, as well as additional housing for seniors. The nearby schools make it particularly appealing to families.

3.3 TOD Concept

“First life, then spaces, then buildings – the other way around never works.” – Jan Gehl

The proposed community concept plan presented in the following is the result of input and ideas generated through the charrette exercises. It is also informed by market analysis, existing City policy and consultation with City business units. Its key proposals relating to the fields of Transportation, Open Space and Development are summarized below.

Table 1	Table 2	Table 3
		
<p>Low Rise</p> <ul style="list-style-type: none">• Live/Work, Townhomes & Small Shops	<p>Mixed Use</p> <ul style="list-style-type: none">• Retail & Apartments	<p>Mixed Use</p> <ul style="list-style-type: none">• Grocery Store & Restaurant• Retail, Office• Farmers Market• Live/Work & Apartments

Ogden Triangle development options proposed by participants



The Ogden/Millican/Lynnwood TOD Community Concept Plan

3.3.1 Transportation

The two stations have been identified as the focal points for redevelopment. While it cannot be guaranteed that parking at Lynnwood/Millican Station would be located to the north on the contaminated lands this option will be explored. Responding to the clear emphasis residents placed on increasing street safety and in encouraging walking and biking, a transportation and mobility assessment was initiated and enhanced connectivity to the CP lands has been defined.

In further responding to participants' concerns about traffic and mobility, proposed streetscape improvements for Ogden Road are contained in the concept. A series of steps are proposed, demonstrating how existing road space could be used more efficiently to include better pedestrian and cyclist infrastructure, while calming traffic and maintaining flow.



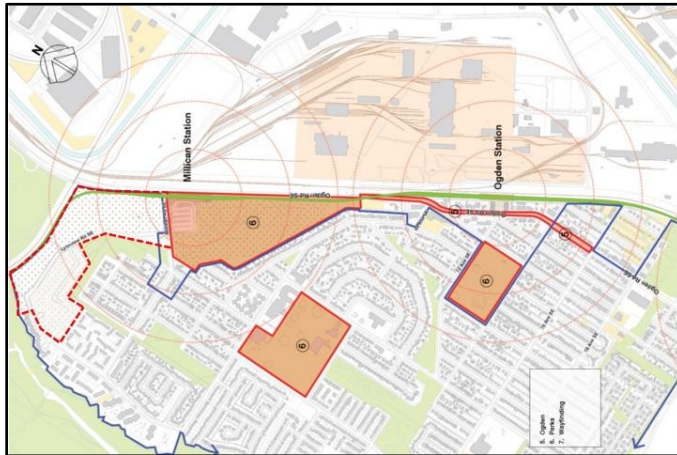
TOD Transportation Concept Plan for Ogden/Millican/Lynnwood



The local mascot: "Oggie"

3.3.2 Open Space

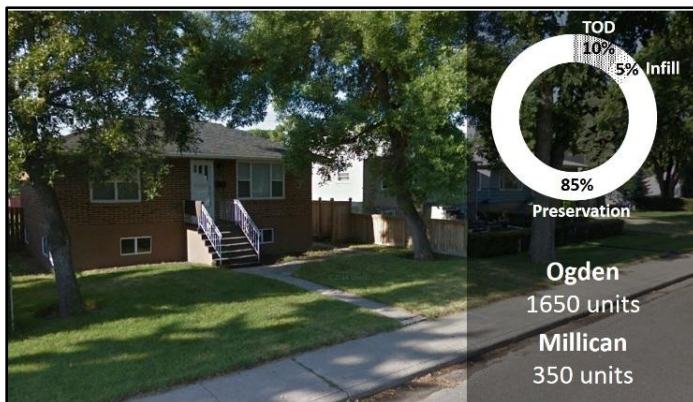
In response to residents' aspirations that parks and green spaces could be preserved and enhanced, the concept plan includes strategic open space enhancements, while preserving the existing boundaries of the parks and green spaces. In addition to streetscape improvements, the concept proposes enhancing local identity and walkability by returning local icon "Oggie" to a prominent location in the community. Wayfinding measures that direct people to local landmarks and sites of importance are also proposed.



TOD Parks Concept Plan for Ogden/Millican/Lynnwood

3.3.3 Development

Recognizing the value charrette participants place on the “small town feel” of their neighbourhoods, as well as concerns about significant densification, the concept plan underlines that very little of the communities was identified for TOD and infill development. In total, 15% of the area was identified as having potential for this development, creating infill and development opportunity for 1,650 new dwellings in Ogden and 350 in Lynnwood/Millican.



Potential for preservation and infill in Ogden/Millican/Lynnwood

Based on the focus areas identified during the Board Game exercise, the “Ogden Triangle” was identified as the heart of TOD redevelopment. The area is envisioned as the revitalized, walkable and vibrant centre of Ogden, with 4 to 6-storey buildings that have retail/commercial and/or live work activity on the ground floor and residential units above.



Next to the station – The Ogden Triangle

To the south, a newly densified corridor leads to the affordable housing area prominently identified by many charrette participants. The affordable housing area was included in concept plan redevelopment, with newly constructed affordable (Calhome) housing to replace the existing building stock.



Renewed Affordable Housing



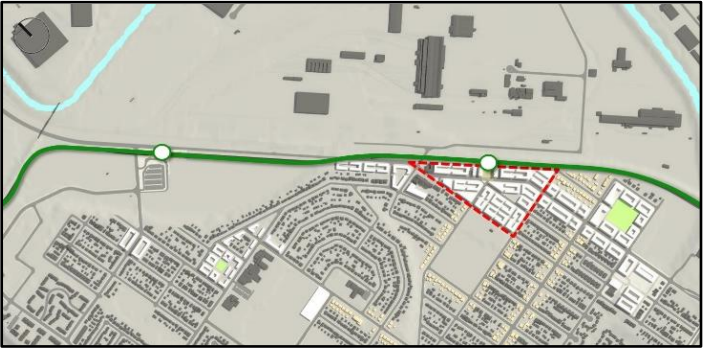
Development opportunities at the Legion site

On the nearby Legion site, which was also identified by charrette participants, the concept proposes further development, including the new amenity of a social/cultural facility.

Finally, additional residential densification is envisioned for several blocks near Banting and Best School and Sherwood School in Millican, as well as for two blocks in Lynnwood. These sites are well located to contribute to the respective neighbourhoods' vibrancy without compromising their existing characteristics. Their proximity to the stations as well as other local anchors, such as the school, will also contribute to the development of first/last mile solutions that support TOD.



*Development opportunities in
Lynnwood/Millican*



TOD Community Concept Plan for Ogden/Millican/Lynnwood



Development opportunities in Ogden

4 Inglewood/Ramsay/Crossroads

4.1 Gains/Pains

Current Gains

Residents greatly value the walkability and bike-friendly nature of their neighbourhoods and their proximity to downtown. They also take pride in the existing community character, with its small-scale feel and distinct identity. They appreciate the mix of land uses in the districts and feel that local businesses are an important community asset.

Current Pains

The community is concerned about pedestrian safety in Inglewood/Ramsay-Crossroads, with a particular focus on 11 Street SE and 12 Street SE. The impacts of the Lilydale processing plant are strongly disliked and there is great support for the facility to move elsewhere. Finally, residents view the overall impact of traffic, including speeding and parking issues, negatively.

Future Gains

The opportunity for revitalization to create even more vibrant, walkable and bike-friendly neighbourhoods was central to community optimism about the Green Line. Closely related, neighbours envision improved pedestrian and bicycling connections between Inglewood and Ramsay and a dynamic 11 Street SE, which would also be safer for walking and biking. There was also a strong and positive response to having the Lilydale processing plant move out of the area. Finally, charrette participants expressed a desire see sensitive densification that respects the area's character as well as more businesses that serve the local community.

Future Pains

Concerns about traffic featured prominently. Residents expressed apprehension about the impact that increased density would have on parking. There were also concerns about rail traffic and crossings, including the 24 Avenue SE roundabout. Further, participants were worried about the impacts and disruptions of construction that are likely to accompany station area and Green Line development. Finally, there are worries about overly aggressive densification, as well as gentrification, which could cause, among other things, the loss of artist studios.



"Dotmocracy" exercise after Gains & Pains in Inglewood/Ramsay/Crossroads



Planning with the community during the Board Game

4.2 Ideas

“Great things happen when you have a plan and not enough time.” – Leonard Bernstein

Twelve development focus areas were identified based on the board game outcomes. These focus areas were based on both the corridors and public spaces that were identified.



Inglewood/Ramsay/Crossroads Focus Areas



Focus Area 1: Existing Residential

Focus Area 1 consists of a series of single-family areas located across the two station areas. These areas were designated for “sensitive infill”, where local landowners could add units based on current land use policy, without the intervention of major developers.



Focus Area 2: "Inglewood Triangle"

Focus Area 2 is the "Inglewood Triangle". Located along the major rail corridor and 9 Avenue SE, this area, which is very close to the proposed Inglewood/Ramsay station, is envisioned for mixed-use infill, with moderate increases in density.



Focus Area 3: 11 Street SE

Focus Area 3 consists of 11 Street SE, located across the CP tracks from "Inglewood Triangle". The site is also very close to the new Inglewood/Ramsay station and is currently only partially built up.



Focus Area 4: Lilydale site

Focus Area 4 is the site currently occupied by the Lilydale processing plant. Participants widely agreed that the factory should be removed and replaced with uses that supported the vision for the community as a livable, walkable and vibrant area.

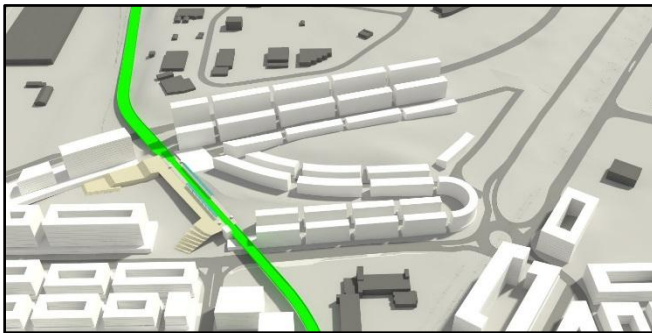


Focus Area 5: Crossroads Market

Focus Area 5, the Crossroads Market, will be adjacent to the new 26 Avenue SE station. Currently, the market occupies less than half of the site, with the remainder sitting under-used.



Artist's impression of the Crossroads Market Area



Focus Area 6: Crossroads Hill

Focus Area 6 is the hill (“Crossroads Hill”) to the west of Crossroads Market, on the other side of the new 6 Avenue S.E. (Crossroads) station.



Focus Area 7: 9 Avenue SE

Focus Area 7 refers to 9 Avenue S.E. on the opposite end of the station areas. Participants proposed significant street improvements.



Focus Area 8 Street SE

Focus Area 8 is 8 Street SE, running from the CP tracks in the north to 22 Street SE in the south. Here, participants want a vibrant and walkable street.



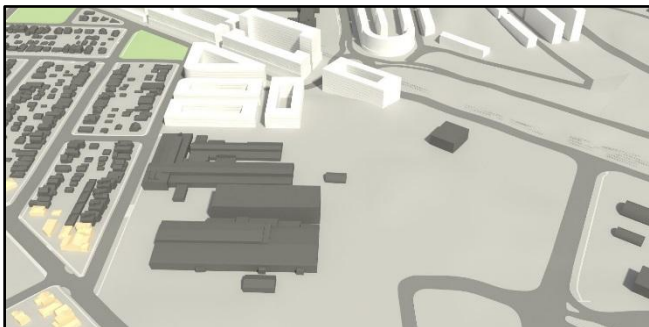
Focus Area 9: The Brewery Site

Focus Area 9 contains the Brewery site that extends eastward from 200 metres beyond the Inglewood/Ramsay station to the edge of the station area. This site holds considerable potential and as such, was a source of contrasting proposals.



Focus Area 10: Inglewood Warehouses site

Focus Area 10, the Inglewood Warehouses site is located south of the Brewery site and directly adjacent the new Inglewood/Ramsay station.















Focus Area 11: Dominion Bridge site

Focus Area 11, the Dominion Bridge site, is located along the western edge of the Crossroads station area.



Focus Area 12: Portland Warehouses site

Focus Area 12 is the Portland Warehouses site, across from the Lilydale Processing Plant

<p>1 Single Family Areas</p>	<p>Sensitive Infill</p>  <p>55%</p>	<p>4 Lilydale</p>	<p>Granular Adaptive Reuse</p>  <p>54%</p>
<p>2 Inglewood Triangle</p>	<p>Select Mixed-use Infill</p>  <p>60%</p>	<p>5 Crossroads Market</p>	<p>Major Mixed Use</p>  <p>64%</p>
<p>3 11th Street</p>	<p>Contextual Mixed Use</p>  <p>73%</p>	<p>6 Crossroads Hill</p>	<p>Hill & 26th Development</p>  <p>64%</p>
<p>7 9th Avenue</p>	<p>Street Improvements Only</p>  <p>77%</p>	<p>10 Inglewood Warehouses</p>	<p>Alternative/Adaptive Reuse</p>  <p>67%</p>
<p>8 8th Street</p>	<p>Low-key Infill</p>  <p>62%</p>	<p>11 Dominion Bridge</p>	<p>Full-scale Mixed Use Redevelopment</p>  <p>87%</p>
<p>9 Brewery</p>	<p>Adaptive Reuse + Park</p>  <p>53%</p>	<p>12 Portland Warehouses</p>	<p>Two Options</p>  <p>36% 36%</p>

Inglewood/Ramsay/Crossroads Board Game results

4.3 TOD Concept

“Build a master aspiration, not a master plan.” – David Engwicht

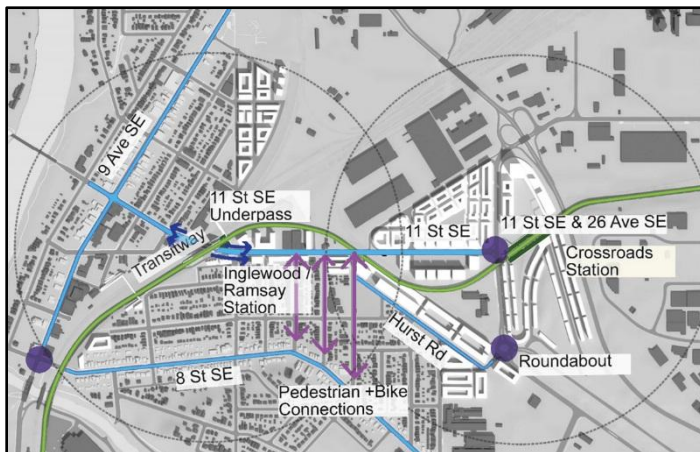
The proposed community concept plan presented in the following is the result of input and ideas generated through the charrette exercises. It is also informed by market analysis, existing City policy and consultation with City business units. Its key proposals relating to the fields of Transportation, Open Space and Development are summarized below.



Engaging the community through sketch stations

4.3.1 Transportation

The Transportation concept contains various improvements and interventions. Interventions include the development of a series of “complete streets” on 9 Avenue SE, 11 Street SE, Hurst Road and 8 Street SE. Further contributing to improved mobility and safety, intersection improvements are proposed at 9 Avenue SE and 8 Street SE, 11 Street SE and Avenue SE, and at the dangerous and complex roundabout on 26 Avenue SE.



TOD Transportation Concept Plan for Inglewood/Ramsay/Crossroads

Recognizing the need for better connections between Inglewood and Ramsay, enhancements to the 11 Street SE underpass are included in the concept. Finally, responding to the strong emphasis residents placed on improved walking and bicycling in the area, improved east/west pedestrian and bicycle connections are proposed for multiple streets near the Inglewood/Ramsay station.

All the interventions outlined contribute to a more walkable and bikeable community, where traffic conflicts and other challenges are reduced. The mobility strategy also serves to support local retail by increasing the flow of people on foot and bicycle moving along the commercial corridors, while further encouraging transit in the concept ridership.



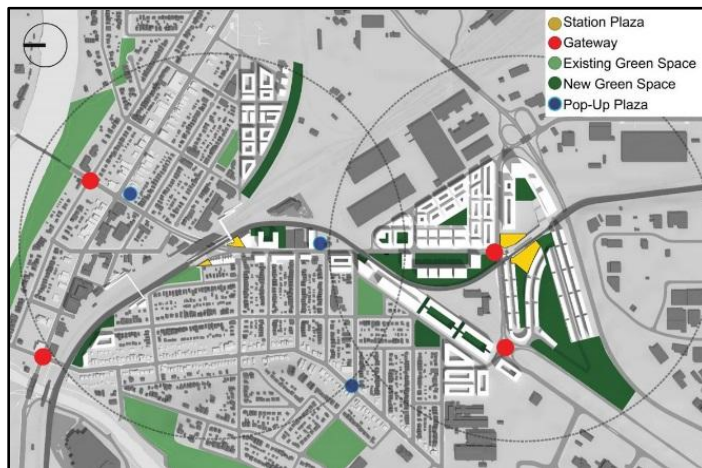
11 Street SE Streetscape & A complete street at 9 Ave SE and 12 St SE

4.3.2 Open Space

Open space focus areas are divided into five categories. To ensure a welcoming atmosphere for people arriving in Inglewood/Ramsay and 26 Avenue SE, the station area plazas are identified as key priorities, as are four “gateways” at key entry points by road into Inglewood, Ramsay and Crossroads.

Aiming to meet requests for residents for more and better green spaces in the area, the concept identifies various existing green spaces for enhancement. A number of new green spaces, including several large parks are also proposed. Finally, to contribute to a vibrant community, three pop-up plazas are included in the plan.

These open space interventions are more than the sum of their parts. Together they will contribute to a more dynamic and inclusive community where walking and biking are safe and enjoyable. In combination, they help to meet a number of important ambitions for the area held by charrette participants.



TOD Open Space Concept Plan for Inglewood/Ramsay/Crossroads

4.3.3 Development

The urban development concept is based on a 5-tier scale that reflects a nuanced approach to densification. The scale is as follows:

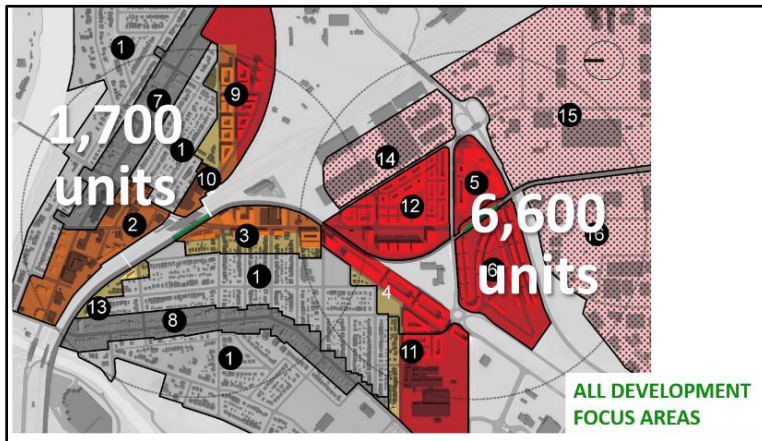
Light Grey: Local scale residential infill. This typology includes single-family homes, duplexes, homes with an additional unit and other low-rise residential developments that are permitted under current land use and would be undertaken by local landowners.

Dark Grey: Local corridor mixed-use infill. This typology includes duplexes, low-rise multi-unit dwellings and mid-rise residential units above ground floor commercial and retail space.

Yellow: TOD-adjacent transitional infill. This typology includes duplexes and low-rise multi-unit dwellings

Orange: TOD contextual mixed-use infill. This typology includes mid-rise buildings with residential units located above commercial and retail spaces, mid-rise residential buildings and large spaces for commercial and retail activity.

Red: TOD major mixed-use redevelopment. Mid-rise buildings with residential units located above commercial and retail spaces, mid-rise residential buildings, large spaces for commercial and retail activity and high-rise buildings.



Development areas in Inglewood/Ramsay/Crossroads

Recognizing that residents were generally happy with their neighbourhoods as is, the majority (54%) of the two station areas are designated for local scale residential infill, without any overt influence from the City (shown as light grey on the map).

The 8 Street SE and 9 Avenue SE corridors, making up 12% of the station areas, are proposed for local corridor mixed-use infill (shown as dark grey on the map), also without direct influence from the City or developers.

A number other sites, making up a total of 6% of the area, are identified for TOD adjacent development (shown as yellow), which is also proposed to be driven by the community. TOD contextual mixed-use infill (shown as orange) around the Inglewood/Ramsay station is presented on a site that warrants further density and active interventions from the City and major development actors. Accounting for 8% of the station areas, this area is proposed for a significant increase in mixed-use activity to help support TOD along the Green Line.

Finally, a number of large sites with considerable development potential, including Crossroads Market, Portland Warehouses, Crossroads Hill and the Brewery, have been identified for major mixed-use redevelopment (shown as red on the map). Primarily located in close proximity to the Crossroads station, these sites account for only 20% of the two station areas, but contain 80% of the proposed development and densification.



TOD Community Concept Plan

Such an approach is intended to sustain the existing and much appreciated character of the area, while encouraging further growth to support station area development. This ensures that TOD is viable and compatible with the existing neighbourhoods while contributing to a more vibrant community overall.



Artist's impression of the Inglewood/Ramsay station

Finally, the concept also includes proposed development and urban design interventions around the station areas and on strategic streets. These include the plazas around the station area and pedestrian underpasses along 11 Street SE. Cross-sections of key streets including 11 Street SE, Hurst Road and 8 Street SE are included to provide residents with a clearer picture of what traffic and mobility solutions in the area would look like. Similarly, interventions at key intersections have also been included.



Transformation of 11 Street SE

5 South Hill

5.1 Gains and Pains

Gains

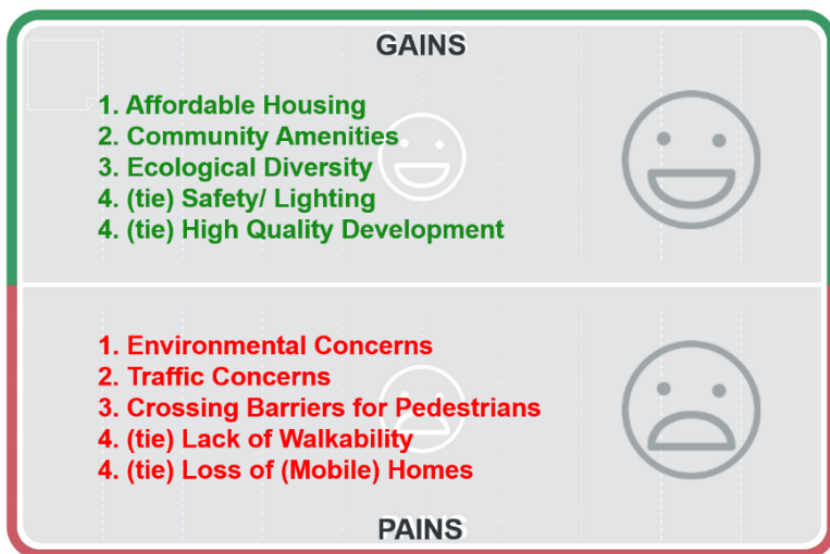
Workshop participants look forward to a number of local improvements as a result of GL-SE and South Hill station area development. Centrally, they identified an increase in affordable housing and additional community amenities as valuable “gains” for the area. They also view the development as an opportunity to enhance ecological diversity and sustainability in the area. Further, high quality development as well as improved safety and lighting, were identified by the community as valuable improvements in the area that could be facilitated by GL-SE and station area development.



Gains & Pains and Dotmocracy Outcomes

Pains

There are concerns about the environmental impact development could have on the South Hill area, as well as the influence that new development could have on traffic and parking. Participants also identified barriers to crossing for pedestrians and a lack of walkability as existing and related challenges that they would like to have addressed as part of the station area development. Finally, the loss of existing homes, many of which are located in two trailer parks within the station area, was a serious concern that was raised on a number of occasions by the community.

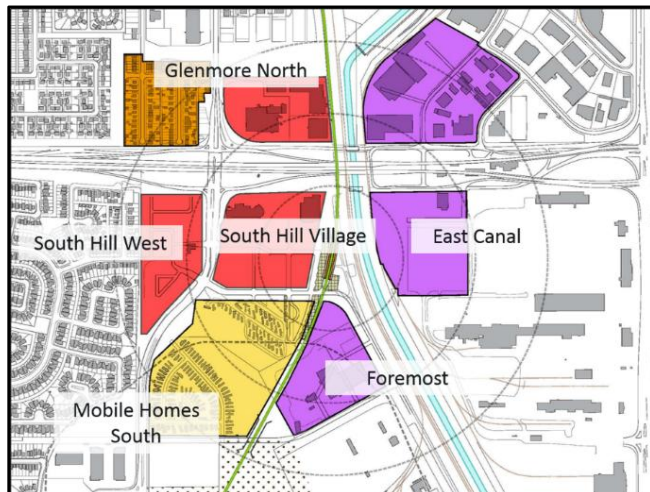


Top Four Gains & Pains in South Hill

5.2 Ideas

“Design is a human skill that not even Google can automate.” – John Maeda

Six development focus areas were identified based on the outcomes of the board games.



Concept Focus Areas for South Hill station area

Focus Area 1 is South Hill Village, a transit village that will be developed directly to the west of the new station, south of the Glenmore Trail. It is currently an underdeveloped area that, in accordance with TOD principles, has the potential to accommodate considerable development in the South Hill station area.

Focus Area 2 is South Hill West, located between the proposed area of South Hill Village and existing neighbourhood of Riverbend, south of the Glenmore Trail. The land is owned by the City of Calgary’s Office of Land Servicing and Holding (OLSH).

Focus Area 3, East Canal, consists of two areas, divided by the Glenmore Trail, on the east side of the Western Irrigation District Canal. It is proposed to accommodate a significant amount of office and retail space in the station area.

Focus Area 4 is Glenmore North, located north of the Glenmore Trail and sandwiched between Ogden Road and of the Western Irrigation District Canal. It is currently the location of a hotel and aging strip mall complex.

Focus Area 5, Mobile Homes South, is an area located between the proposed South Hill station and Quarry Park. Two mobile home parks, one owned by the City of Calgary and one privately owned, are currently situated there separated by a large escarpment.

Focus Area 6, known as the Foremost Lands, is a site currently owned and occupied by Foremost, a metal works manufacturing firm. It is located between the new GL-SE line and the Western Irrigation District Canal.



Focus Area concepts selected by participants

5.3 TOD Concept

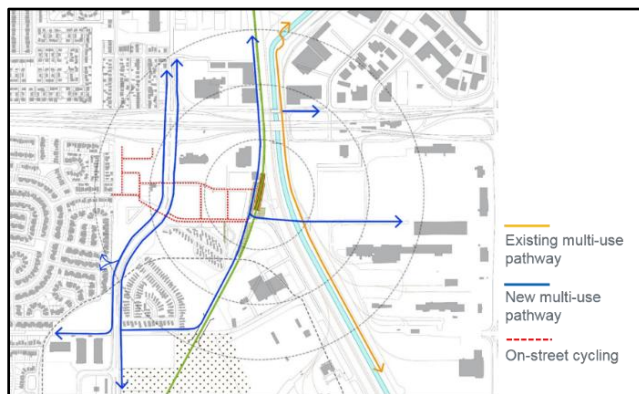
“Cities have the capability of providing something for everybody, only because, and only when, they are created by everybody.” – Jane Jacobs

The proposed community concept plan is the result of input and ideas generated through the charrette exercises. It is also informed by market analysis, existing City policy and consultation with City business units. Its key proposals relating to the fields of Transportation, Open Space and Development are summarized below.

5.3.1 Transportation

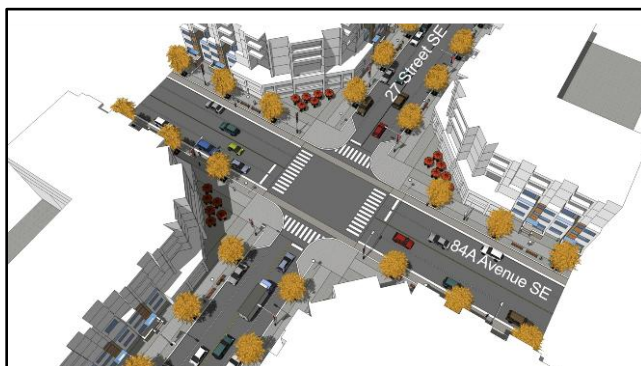
The transportation plan, currently under review by the transportation department and Calgary Transit, amongst other agencies, is to give consideration to construction of a new east/west main street entry, identified as 84A Avenue as a working title, running from 24th Street SE to the South Hill transit station. The second major east/west connector is 86th Avenue at the south end of the designated transit village, with a third and final east/west connect below the escarpment at 90th Avenue, serving to divert Spiller Road traffic that currently traverses the South Hill site.

Active transportation considerations – a walkable 24th Street, taming of pedestrian crosswalks, bicycle lanes throughout the village in combination with an enhanced pedestrian underpass joining the lands north and south of Glenmore Trail and, lastly, a proposed pedestrian bridge crossing the transit way, the heavy rail tracks and the irrigation canals to join the station area to the lands to the east, comprise the framework for the transportation plan for South Hill.



South Hill Transportation Concept Plan

5.3.2 Open Space



3D aerial view of the 84A Avenue SE and 27 Street SE intersection

Responding to the community's aspirations for high quality green spaces as well as improved ecological diversity and sustainability, a regional park figures prominently in the concept plan. The park, which would be accessible to all Calgarians by transit, could be located in the lands south of South Hill Mobile

Home Park, connecting South Hill TOD to the Quarry Park area further south. The park would also be an important anchor in a network of connected green spaces that could run throughout southeast Calgary.



Artist's impression of a walkable street in South Hill Village



Open Space Network Plan

In addition to a regional park, and in keeping with charrette participants desire for high quality development, a series of parks and plazas have been proposed for the station area by the planning and design team. A linear park located next to an attractive and inviting station plaza could serve as a gateway into South Hill Village. Within the village, where the highest mobility priority is given to

pedestrians, several street corners are envisioned as lively public spaces. A park or several small pocket parks would also help to create an appealing built environment in South Hill West, while in the mid- and long term, the Western Irrigation District Canal has the potential for development that enhances the people-water interface.

5.3.3 Development

The urban development concept is based on a 4-tier scale that reflects a nuanced approach to densification and is aligned with the Focus Areas that were defined through the charrette. The scale is as follows:

Orange: TOD-adjacent transitional infill. This typology includes duplexes and low-rise multi-unit dwellings. Proposed to accommodate 9% of development in the South Hill station area, or the equivalent of 200 units.

Red: TOD major mixed-use redevelopment. Mid-rise buildings of up to six storeys, with residential units located above commercial and retail spaces, mid-rise residential buildings, as well as spaces for commercial and retail activity. Proposed to accommodate 29% of development in the South Hill station area, or the equivalent of 3,300 units.

Purple: Employment TOD; mid-rise buildings with a primary emphasis on retail and office activities. Proposed to accommodate 40% of development in the South Hill station area, or the equivalent of 500,000 square feet of retail and office space.

Yellow: TOD to be Determined. An area that has long-term redevelopment potential but that requires further study, analysis and planning. Proposed to accommodate 22% of development in the South Hill station area. The mix of dwellings and other uses has not yet been determined for this area.



Urban development in the South Hill station area

The proposed TOD at South Hill station was created around the concept of a transit village. The TOD would create new opportunities for residential, commercial and office development, ensuring there is appropriate population density to support transit ridership in the area, as well as future retail and commercial growth.



Focus Area 1: Eastward view of South Hill Village

South Hill Village is proposed as a dense, predominantly 6-storey, mixed-use development, with the opportunity to integrate the existing cheese factory with a market, and amenities to serve local residents. The area would be adjacent to a multi-modal hub and would prioritize pedestrians, people riding bikes and public transit.



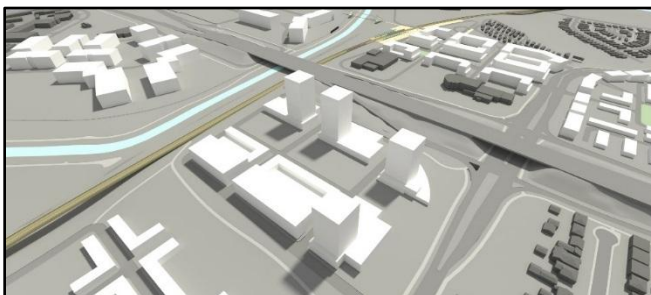
Focus Area 2: Westward view of South Hill West

To the west, South Hill West is proposed as a mixed-use, residential development with the potential for a central green space with park amenities. Development in this area will create a natural transition between the new South Hill Village and existing residential area in Riverbend.



Focus Area 3: Westward view of East Canal

The East Canal area, which is adjacent to the Western Irrigation District Canal, presents an opportunity to integrate the canal with its surroundings and to create a community amenity. The planning and design team envisions that this would maximize development potential on currently under-utilized lands over the mid- and long-term. The area would primarily be an employment hub with a capacity for 500,000 square feet of development, with pedestrian links to the station and lands to the west.



Focus Area 4: Southeast view of Glenmore North

The Glenmore North area would undergo major mixed-use development that benefits from the highly visible location off Glenmore Trail. Improved pedestrian and bike links under Glenmore Trail connect it to South Hill Village and South Hill West.

The existing mobile home area has long-term redevelopment potential, but in the meantime is challenged due to its location within a landfill setback. Contributing to the long-term nature of change on these sites, there are also large areas of land that are available for redevelopment closer to the station. With these issues in mind, as well as consideration for existing residents, the most appropriate form of redevelopment and its timeframe remain to be determined.

Finally, located in proximity to the station on the east side of the GL-SE line, the Foremost Lands have potential for office/commercial use. These lands could be linked to the development of the East Canal area, which, in total, could provide 500,000 square feet of retail and office space in the area, with amenities for the surrounding communities.



Artist's Impression of the new linear park and surrounding development



Transformation of 84A Avenue