



**WILLOW RIDGE
COMMUNITY
ASSOCIATION OF
CALGARY**

Proudly Serving the Calgary Communities of
Willow Park and Maple Ridge

680 Acadia Drive SE

Calgary, Alberta, Canada

T2J 0C1

Tel: 403.271.8044

Fax: 403.278.9211

Toll Free: +1.866-.929.3273

WWW: www.willowridge.ca

**ANDERSON
STATION TOD**

CITY OF CALGARY

RECEIVED

IN COUNCIL CHAMBER

APR 16 2018

ITEM:

CPC2018-145
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CITY CLERK'S DEPARTMENT

DATE

April 16th,
2018

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**ANDERSON LRT STATION
TRANSIT ORIENTED DEVELOPMENT**



COMMUNITY IMPACT COMMENT



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1. Purpose and Background

This document is designed to provide an expanded comment on the on-going process of redevelopment plans for the lands adjacent to the Anderson LRT Station – commonly referred to as Anderson TOD..

1.1. City of Calgary Planning, Kudos

This Project has been in development for the past ten years. At many times the project has caused wide spread community alienation.


At this time the project has evolved from its initial Anderson-to-Southland footprint with twenty, 26 storied buildings to that of the proposed redesignation of 3.70 hectares ± (9.14 acres ±) located at 11015 Anderson Station Way SW (Plan 8111256, Block 1). As a contributing Calgary Committee, we are pleased to have been part of the extensive stakeholder process that has led to the Proposal before Council.

We would like to Thank the Planning Department for the volume of work that has brought us to this point.

1.2. This Document

This document contains six basic areas in which questions remain for the community. These include:

- ☒ Re-confirmation of the Amendments made to the June 12, 2017 Council passing of the Anderson Area Redevelopment Plan.
- ☒ Recommendation to NOT included shared parking stalls for the Direct Control District (see By140D2018 and 141D2018 Section 15, (1))
- ☒ Recommendation to NOT allow Relaxation to Sections 10, 11, 13, 16, 19, and 22 in this Direct Control District as set out in Bylaw 1P2007,
- ☒ Question regarding the impact of the proposed on-site construction on neighboring communities, as well as the staging of the TOD development phases and their impact to pedestrian and bicycling traffic,
- ☒ Question / Comment on the presentation of the development to the public.

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2. Comment(s) / Question(s)

2.1. Re-confirmation of the Amendments


At the June 12, 2017 Council passing of the Anderson Area Redevelopment Plan the proposed ARP was Amended (see below) to remove areas east of Bonaventure Drive from the ARP. These amendment are not reflected in the currently posted ARP documentation. Please clarify.

:

THIRD, Moved by Councillor Pincott, Seconded by Councillor Colley-Urquhart, that Bylaw 27P2017, Being a Bylaw of The City of Calgary to adopt the Area Station Area Redevelopment Plan, be read a third time, **as amended in Schedule "A", Anderson Station Area Redevelopment Plan as follows:**

- **by rescinding the Calgary Planning Commission amendment to the Anderson Station Area Redevelopment Plan as follows, "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."**
- **by deleting the area referred to as Transition to Willow Park Residential - North Area – 99 Avenue S.E. to Willow Ridge Place S.E. on all maps and all references to same throughout the Anderson Station ARP and renumber or re-letter accordingly.**
- **by rescinding the Calgary Planning Commission amendment to the Anderson Station Area Redevelopment Plan as follows, "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."**
- **in Section 2.2.3.2, by adding the words "Community – High Density" prior to the words "Future Comprehensive Planning Area"; and on Map 4 entitled "Land Use Concept", hatching be added to that Area.**

CARRIED

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Regular Meeting of Council Jun. 12, 2017

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The Jun. 12, 2017, Regular Meeting of Council included:

(portion of screen print removed)

Calgary Planning Commission reports

Anderson Station Area Redevelopment Plan

Council approved the Administration's recommendation to approve the Anderson Station Area Redevelopment Plan (ARP). The ARP has been created in accordance with the sustainable long term growth for Calgary. The Anderson Station ARP advances Municipal Development Plan goals including linking land use decisions to transit, increasing mobility choices and optimizing infrastructure.


2.2.6

Transition to Willow Park Residential

Located on the eastern edge of the Plan Area along Bonaventure Drive S.E., redevelopment in this area will provide a transition of building heights and densities between the Community – Centre development on the west side of Bonaventure Drive S.E. and the lower density housing located in the community of Willow Park. Including this area within the ARP boundaries allows for appropriately scaled, comprehensive planning and development on both sides of Bonaventure Drive S.E.

This area is envisioned to redevelop into a more vibrant, street-oriented multi-modal corridor by reclassifying Bonaventure Drive S.E. to a Neighbourhood Boulevard street type as identified in the Calgary Transportation Plan (CTP) and providing policy guidance to allow the adjacent properties to redevelop in a way that invigorates the area.

Transition to Willow Park Residential consists of the existing multi-residential area located west of Fairmount Drive S.E., south of the Willow Park Golf Course and north and east of Bonaventure Drive S.E.

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2.2. Re-confirmation of the Amendments to ARP

The Report before Council, contains the recommendation that the Parking Stalls and Bicycle Parking Stall be allowed to be shared within the Direct Control District. As this could mean the future possible sharing between the multi-use buildings and the proposed garage/parking structure directing related to the Park and Ride Service, we feel that this could be injurious to the neighboring communities in that it would unintentionally allow the further erosion of parking stalls for the PnR, thus encouraging unauthorized parking within the neighboring communities.

We would like to recommend that this “sharing” of stalls, be allowed, but exempt sharing with those of the PnR structure. (see below for map and details)

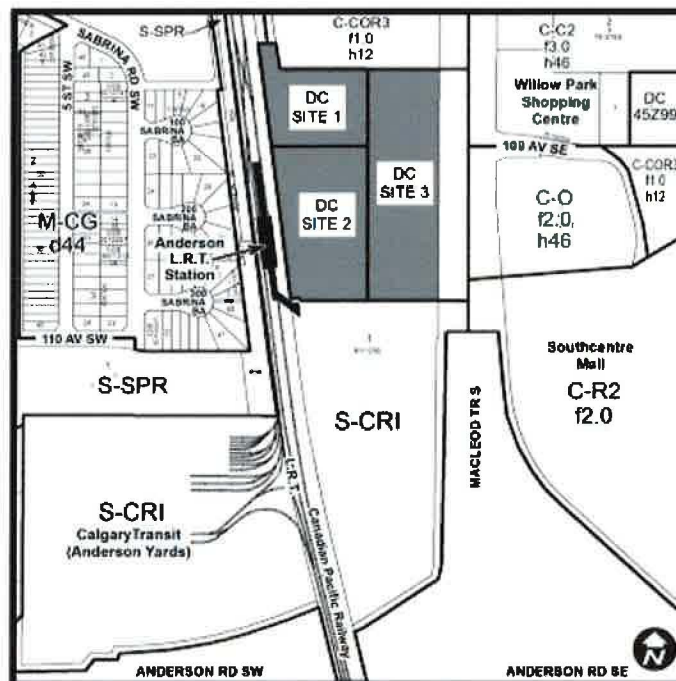
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2018 APRIL 16**


**Item #5.1.36
ISC: UNRESTRICTED
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**LAND USE AMENDMENT
SOUTHWOOD (WARD 11)
MACLEOD TRAIL S AND ANDERSON ROAD SW
BYLAWS 140D2018 AND 141D2018**

MAP 16S

Bylaw 2: based on Mixed Use – Active Frontage (MU-2) District



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**LAND USE AMENDMENT
SOUTHWOOD (WARD 11)
MACLEOD TRAIL S AND ANDERSON ROAD SW
BYLAWS 140D2018 AND 141D2018**

MAP 16S

Additional Motor Vehicle Parking Stall Requirements

15 (1) *Motor vehicle parking stalls and bicycle parking stalls required for uses in this Direct Control District may be shared and supplied on any one **parcel** or combination of **parcels** in this Direct Control District.*

2.3. Future Relaxations

The Report before Council, make a recommendation to allow the Development Authority apply relaxation to future developments.

Specifically, relaxation is available if the proposed development does not unduly interfere with the amenities of the neighborhood.

As No Neighborhood presently exists, this ability provides:

- Too great an opportunity to digress from the spirit of the Report and Bylaw before Council, and
- Requires further diligence by the neighboring communities to protest or appeal possible future decisions.

In essences, this portion of the bylaw allows for a future unnecessary departure from the Vision being brought forward today.



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MAP 16S

- (a) 750 square metres of **gross floor area** for "Residential Uses"; and
- (b) 2,400 square metres of **gross floor area** for "Commercial Uses".
- (2) Where this Section refers to "Commercial Uses," it refers to the **uses** listed in Sections 4 and 5 of this Direct Control District other than "Residential Uses".
- (3) Where this Section refers to "Residential Uses," it refers to the **uses** listed in the Residential Group in Schedule A of Bylaw 1P2007.

Additional Motor Vehicle Parking Requirements

- 14** **Motor vehicle parking stalls** and **bicycle parking stalls** required for **uses** in this Direct Control District may be shared and supplied on any one **parcel** or combination of **parcels** in this Direct Control District.

Development Authority – Power and Duties for Relaxations

- 15** The **Development Authority** may relax the rules in Sections 10, 11, 13, 16, 19 and 22 in this Direct Control District provided the test for relaxations as set out in Bylaw 1P2007 is met.



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Test for a Relaxation

31 The **Development Authority** may approve a **development permit** application for a **permitted use** where the proposed **development** does not comply with all of the applicable requirements and rules of this Bylaw if, in the opinion of the **Development Authority**:


- (a) the proposed **development** would not unduly interfere with the amenities of the neighbourhood or materially interfere with or affect the use, enjoyment or value of neighbouring properties; and

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LAND USE BYLAW – 1P2007 July 23, 2007

PART 2 - DIVISION 4: PERMITTED USE DEVELOPMENT PERMIT

- (b) the proposed **development** conforms with a **use** prescribed by this Bylaw for that land or **building**.

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2.4. Impact of the On-Site Construction

The Report before Council, does not make any recommendations, or detail any plans or provisions for the impact of the actual construction on the neighboring communities.

Specifically, there are concerns with the following:

- △ Parking for the projected thousands of jobs anticipated in the construction phase
- △ Conflict between, continued buses routing to the Bus Barn facility, and construction equipment and pedestrians
- △ The impact upon Macleod Trail, and local businesses to traffic disruptions
- △ The impact into the communities from a congested Macleod Trail

Real community concerns exist for construction based disruptions such as the Belt Line 17th Avenue Redevelopment and before it the 16th Avenue N (Trans Canada) Redevelopment.

Table A-2 | Summary of Buildout At Each Horizon

Land Use Type	Time Horizon		
	Existing	2019	2039
Office (ft ²)	600,000	1,400,000	2,300,000
Residential* (Units)	0	1,200	3,400
Retail (ft ²)	1,300,000	2,500,000	3,000,000
Total Jobs	4,000	8,000	12,000
Total Residentis	08	2,000	6,000

* Assuming 1,000 ft² per unit


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Table B-1 | Summary of Station Area Plan Required Transportation Improvements*

Recommended Improvements**	Construction Timeframe	Funding responsibility***
Pedestrian Network		
Complete pedestrian network as recommended in Map 5.1 of the ARP.	Concurrent with development	Developer funded
Evaluate and build pedestrian overpass north of 109 Avenue and south of 99 Avenue SW to accommodate growing pedestrian demand to/from the Anderson Station and land uses east of Macleod Trail while maintaining vehicular mobility on Macleod Trail.	Concurrent with development and as warranted by pedestrian demand	Developer funded
Improve Anderson Road pedestrian overpasses in the SAP to the satisfaction of the Director of Transportation Planning.	Medium-term	Developer funded and City if identified in Investing in Mobility (IIM)
Improve pedestrian overpass above rail right-of-way to Southwood Community to the satisfaction of the Director of Transportation Planning.	Medium-term	Developer funded and City if identified in Investing in Mobility (IIM)
Cycling Network		
Complete cycling network as recommended in Map 5.2 of the ARP	Concurrent with development	Developer funded and City if identified in Investing in Mobility (IIM)
Transit		
Transit priority measures and queue jump lanes in the eastbound and westbound directions along Willow Park Drive and any other intersection with risks of increasing delays for Transit vehicles.	Concurrent with development	Developer funded
Five car LRT platform extension program.	Long-term	As identified in IIM and included in the budget cycle

One recommendation that we would like to bring forward would be the utilization of the previous Horton Road, temporary parking lot used by the Alberta Health Services. This lot was used by the AHS personnel, who were bused to their offices during the construction phase of their newer building. A similar process could take construction personnel to the Southland LRT station, whereby they could ride to the Anderson station.



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2.5. Presentation of the TOD Development (to the Public)

This Report before Council, as well as many that have gone before, continues to misrepresent portion of the project that will become critical at future times.

Two areas continue to be of specific concern. One – the graphics and pictorial information of proposed structures are always depicted as idealistic three and four story structures, when in fact they will be 10 and 20 story structures. Below are some of the recent representations.


We additionally feel that the lack of multi-seasonal depictions, also do not correctly represent the reality that is Calgary weather.



Concept imagery of view from the Anderson LRT station entrance into the TOD development.



Concept imagery of view from multi-use pathways on 109th Ave looking westbound towards bus waiting area and CTrain access.

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3. Conclusion

As a stakeholder community, we are proud of our contribution that has led to the stage of the development.

We sincerely request that these final adjustments be considered for the benefit of all Calgarians.