

Master Concept Plan



Master Concept Plan

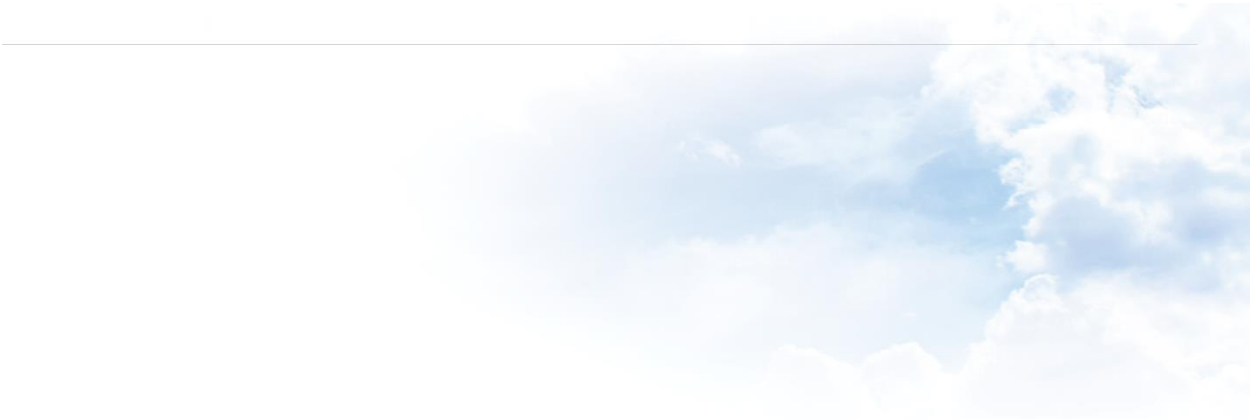
Symons Valley Centre MASTER CONCEPT PLAN

1. Vision

The Master Concept Plan as presented illustrates the Symons Valley Centre as a social and cultural hub for the communities of northwest Calgary. The development includes community meeting spaces, facilities for arts and culture programs, affordable housing, complementary retail uses and an outdoor open space that could accommodate festivals, markets and performance events. The BRT Hub will provide frequent transit connections to local communities, to Light Rail Transit stations and the Downtown, a significant public investment that will help to facilitate further private investment as the site builds out.

The development includes opportunities for health and education facilities, market and affordable housing, retail services and a City Park & Ride facility. The majority of vehicle parking will take a phased approach and is anticipated to ultimately be located underground or within structured facilities. This urban format supports a comfortable and high-quality pedestrian environment throughout and across the site. The Centre is planned to be a vibrant mixed-use development that is recognized as a health, education, recreation and cultural hub for the Symons Valley communities.

Master Concept Plan



2. Design Principles

The following design principles for the Symons Valley Centre are a key component of the Master Concept Plan and help to guide development at the subsequent detailed design stages.

These principles take into consideration the project’s vision, the policies of the MDP and Symon’s Valley Community Plan as well as planning best practices for developing a Community Activity Centre. They describe the design aspirations for the civic and mixed-use development at the Symons Valley Centre and define the strategies for future site design and interfaces, open spaces, access, circulation and sustainability initiatives.

DESIGN PRINCIPLES.

THE SYMONS VALLEY CENTRE WILL BE:

1. A compact, transit-supportive Activity Centre within the northwest Calgary community of Sage Hill;
2. A slope-adaptive development that will work with the existing site conditions to create active edges and reduce the need for any backsloping or retention features;
3. A walkable place that incorporates multi-modal connections through the site and beyond to adjacent parcels;
4. A lively environment that is animated by a mix of civic and private development and a high-quality public realm that may provide outdoor space for community events;
5. Designed for climate and sustainable infrastructure to support comfortable year round use of facilities.

DRAFT | SYMONS VALLEY CENTRE MASTER CONCEPT PLAN & SUPPORTING INFORMATION REPORT | JUNE 2018

Master Concept Plan

3. Master Concept Plan

The design of the Symon's Valley Centre is predicated on the policies of the MDP, The Symon's Valley Community Plan and all of the stakeholder and community feedback to date.

KEY ELEMENTS

The following Key Elements will work together to provide a compact, efficient, well connected and adaptive development that will accommodate further intensification over time.

1. Anticipated Transit Supportive Site Development

(a) Civic Multi-Service Facility that is anticipated to include the following uses:

- The Calgary Public Library
- Arts and culture spaces
- Calgary Affordable Housing
- Possible retail & consumer service spaces (e.g. child care)

(b) Possible Partner Facility that provides the opportunity for:

- Educational services
- Health services
- Other compatible & complementary uses

(c) Main Street East will provide opportunity for:

- Mixed-Use development along the east side of the main street that will be able to accommodate a range of residential, commercial, educational, cultural or civic uses

(d) Park and Ride Facility for Bus Rapid Transit (BRT) will accommodate:

- Transit's required 250 stall Park and Ride
- Additional BRT bus bays & Shelter(s)
- Opportunities for redevelopment and intensification over time

2. Complete Connections & Circulation

(a) Main Street

- Convenient On-Street Parking
- Large pedestrian areas
- Landscaping, bike path and cycling infrastructure

(b) East/West Corridor

- Publicly accessible private street that will provide access to the BRT Park & Ride and be designed with enhanced pedestrian and biking connections and landscaping
- Allows for increased redevelopment potential in the future by connecting through to 37 Street NW

3. High Quality Public and Community Gathering Spaces

(a) Community Commons

- Landscaped outdoor area that may accommodate civic programs and community events

(b) High-quality public realm components should include the following:

- Decorative or enhanced paving along the Main Street and in the Community Commons
- Active and inviting interfaces to civic facilities and main street uses
- Benches, bike parking and pedestrian scaled lighting along the Main Street, the East/West Corridor and building entrances
- Lighting for night-time and winter programming
- LIDs with local plants, grasses, shrubs and trees along the Main Street and the East/West Corridor
- Art features or focal points in public spaces (sculpture, fountain, lighting, or rotating programming by civic partners)
- Weather and wind protection features on building facades and in public areas

Sage Hill Link NW

Proposed Bus Bay (50m)

Existing Bus Bay (40m)

Sage Hill Blvd NW

37 Street NW

Sage Hill Gate NW

Proposed 2m x 1m Footprint

Possible Transit Stop

Possible Site Partner Facility

Main Street East (Civic or Private Development)

BRT Park and Ride (Ultimate Redevelopment Parcel)

Existing Bus Bay (40m)

Proposed Bus Bay (50m)

04

PHASE 1A (2-3 Years)
Civic Multi-Service Integrated Facility, Main Street & Community Commons

PHASE 1B (2-5 Years)
Site Partner Facility

Phase 2 (2-5 Years)
Main Street East (Civic or Private Development)

PHASE 3 (5-10+ Years)
BRT Park and Ride

PHASE 4 (20-30+ Years)
BRT Park and Ride Ultimate Redevelopment

Map labels include: Sage Hill Link NW, Sage Hill Blvd NW, Sage Hill Gate NW, 37 Street NW, Existing Bus Bay (30m), Proposed Bus Bay (30m), Existing Bus Bay (67m), Proposed Bus Bay Extension, Possible Transit Stop, Highway Right-of-Way, and Small new area proposed for station access.

Master Concept Plan

4. Anticipated Transit Supportive Site Development

The following section describes the key plan elements in more detail and how the design principles have influenced the conceptual plan and can provide further guidance at the detailed design stage.

4.1 CIVIC MULTI-SERVICE FACILITY

It is anticipated that the Civic Multi-Service Facility is located in the NW portion of the plan and will be constructed in the initial phase of development. This facility will be vertically integrated and contain the new public library branch as well as an anticipated 48 units of affordable housing. Complementary uses such as child care services and retail and consumer service along the Main Street may be encouraged at the detailed design stage.

The Master Concept Plan illustrates the benefits of employing slope adaptive methods. By working with the natural site slope - parking, loading and servicing functions can be located partially below-grade, in structured parking below the building podiums. Slope adaptive development will accommodate at-grade uses to be accessed from street level while still allowing active frontages along the Main Street and boundary roads. At-grade uses are then directly serviced from the interior of the building leaving the public realm free of any servicing functions and available for features that enhance the pedestrian experience. This approach has the advantage of reduced cost and environmental footprint associated with a full basement excavation, but also allows the opportunity for active uses on all sides of the parking structure. Additionally, locating the structured parking directly below the buildings allows direct vertical circulation to these areas within the comfort of conditioned spaces, improving wayfinding and contributing to the overall visitor experience.



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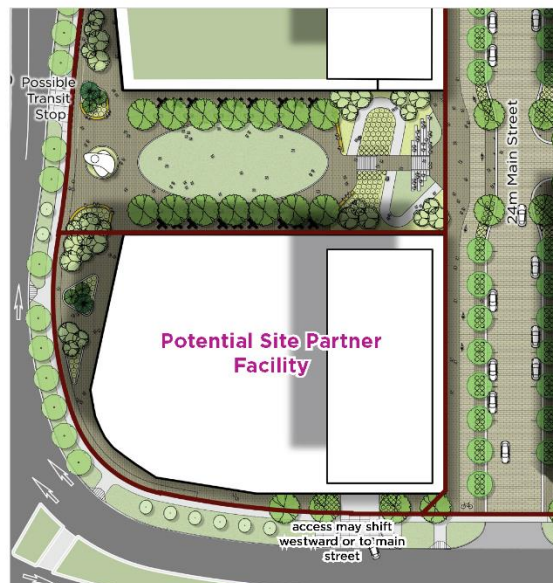
4.2 SITE PARTNER FACILITY

The Master Concept Plan anticipates that the Site Partner Facility would likely be constructed in the short to medium term and be located within the SW corner of the site. The vision for this facility is to integrate a mix of civic uses with commercial and/or residential uses which may include (but not limited to) retail, child-care facilities, affordable housing, medical/professional office space, educational health or cultural uses that can bolster the initial public investment of the library and transit.

The Master Concept Plan presents the importance of shared spaces and co-location within the civic facilities in achieving the stated goals and vision of the ICFP Program for the Symon's Valley Centre to achieve greater space efficiencies and economies of scale. Public elements are intertwined with the quasi-private and private areas of the plan in order to provide a holistic and comprehensive approach to the development of the site.

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07



Master Concept Plan

4.3 MAIN STREET EAST

The Main Street East parcels will accommodate street-oriented mixed-use development. The Master Concept Plan demonstrates how these parcels can help to frame the Main Street along its eastern edge while providing a suitable transition towards the surface parking area of the BRT Park & Ride to the east. Any required surface parking or loading should be screened at the rear of the buildings while still providing considerable opportunities to activate the street by providing an environment that will encourage the location of outdoor cafes, coffee shops, retail and services that can ultimately enhance the public realm.

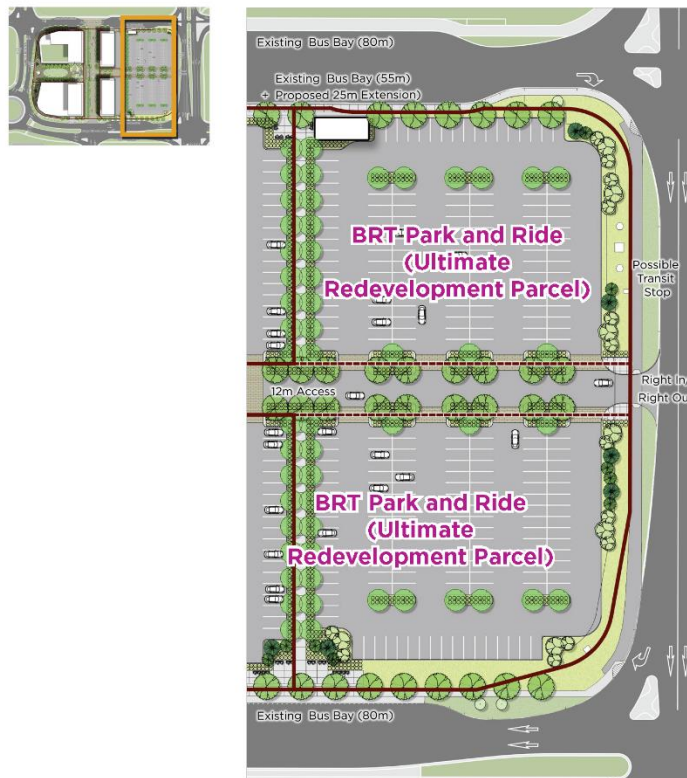


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4.4 PARK & RIDE FACILITY

The Master Concept Plan shows the Park & Ride located along the eastern edge of the development and bisected by the proposed east/west corridor. This location allows for optimum access to the existing bus bays, enhanced pedestrian connections across the site to the transit shelters and bays or towards the Main Street and library. The regularized shape of the parcel and proposed access off 37th Street NW will encourage the redevelopment potential of these sites in the future, long term redevelopment scenario. It is important to demonstrate the redevelopment potential early and set up a subdivision framework that would enable sustainable and adaptive development options, should the plans for the BRT ever change.

The initial Park & Ride Facility will include 250 surface parking stalls, enhanced bus shelters and bus bays that are intended to be developed in the medium term over the next 5 to 10 years. It is anticipated that future redevelopment would accommodate a structured Park & Ride facility.



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4.5 LANDSCAPE, LIGHTING & STREET FURNITURE

A comprehensive landscape and lighting strategy will be provided in support of the first DP application for the site, to ensure the public realm for the entire site is designed and implemented with a consistency of design, materials, and quality standard throughout all phases of development. The comprehensive landscaping and lighting strategy provided in support of the first DP application for the site should include:

- Detailed design of the Community Commons
- Proposed paving materials for roads and sidewalks
- Materials, finishes and specifications of streetscape elements
- Details and specifications on LID elements
- Details on palette of trees and vegetation to be incorporated on site
- Details on how the City of Calgary Public Art Policy has been addressed
- Details on how the City of Calgary's Access Design Standards and Alberta Building Code have been addressed to ensure accessibility.



4.6 ACCESSIBILITY CONSIDERATIONS

Accessibility is critical to an inclusive and integrated civic and mixed use development. Barrier free routing has and should be pursued within and across the site including access to transit. Any public spaces should be cognizant of all potential users and any slope adaptive design should include ramps as well as stairs to ensure accessibility.

The City of Calgary's Access Design Standards are written to complement the Alberta Building Code to promote accessibility throughout City of Calgary's Facilities. Access Design standards are required to be incorporated into the design of all new buildings constructed on City-owned land. Considerations include providing curb ramps, accessible parking spaces, barrier free paths of travel and considerations to ramp sloping. The Symons Valley Centre is anticipated to meet and possibly exceed these standards where required during the design and development stages.

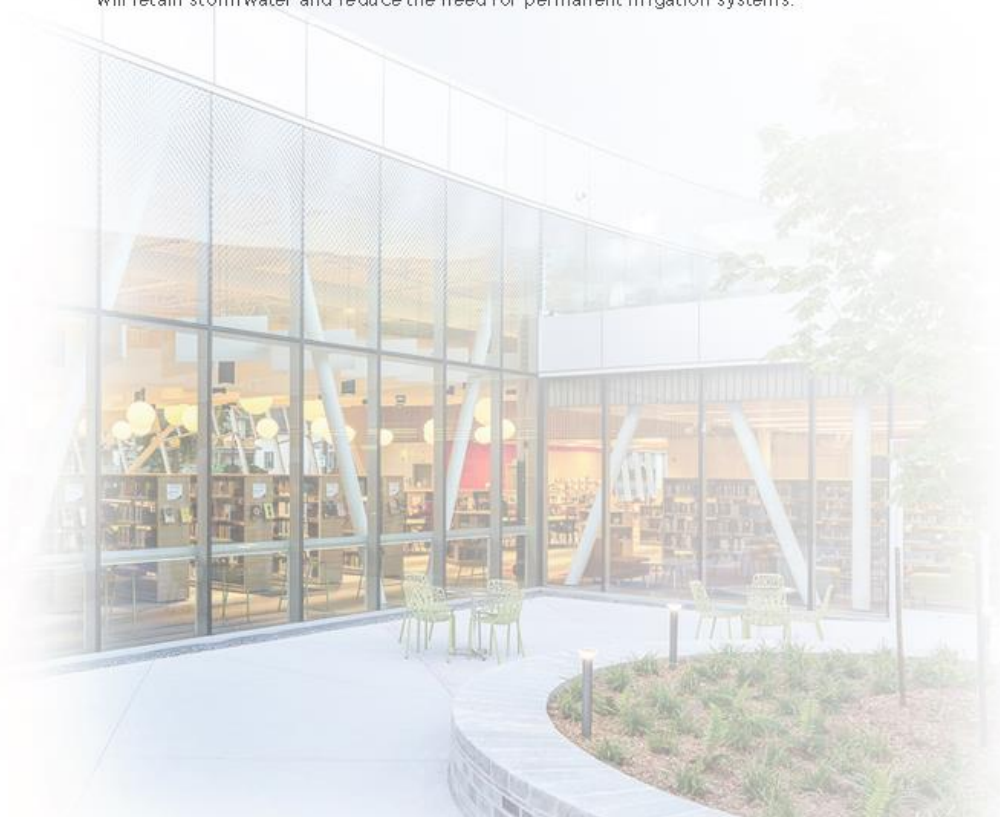


SYMONS VALLEY CENTRE MASTER CONCEPT PLAN | FEB 2019

11

The development of the Symons Valley Centre provides numerous opportunities to integrate environmentally-conscious principles that can be applied throughout phasing and further considered and ratified through the City of Calgary's Sustainable Building Policy. The City of Calgary's Sustainable Building Policy is required to be incorporated into the design of all new City-owned and City-funded facilities. The Symons Valley Centre is anticipated to meet and possibly exceed these standards where required during the design and development stages in order to reduce GHG emissions and lower energy and operating costs of City facilities. Sustainable building design be considered at the detailed design stage for all public and private developments.

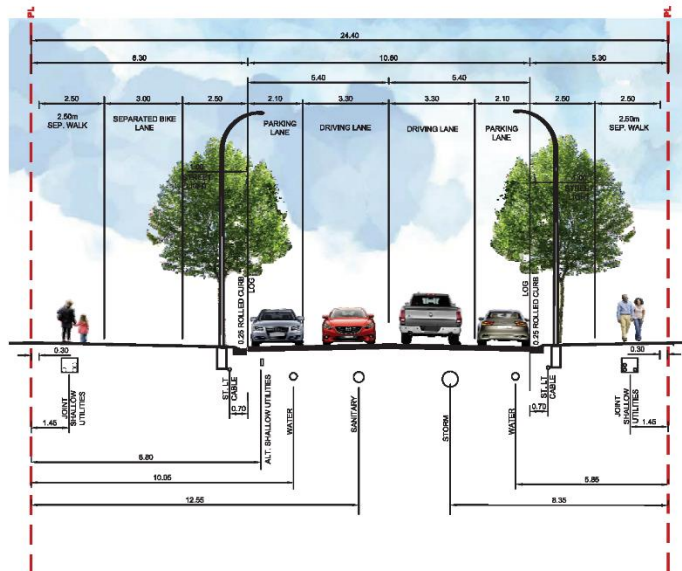
The Master Concept Plan is based on the principle of sustainable site design through the demonstration of an integrated, dense and adaptive development that is set up for intensification over time. The location of the Transit hub and placement of multi-modal connections within and across the site encourages sustainable transportation behaviors for residents and visitors alike and the integration of bioswales within the street cross-sections will retain stormwater and reduce the need for permanent irrigation systems.



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5. Main Street

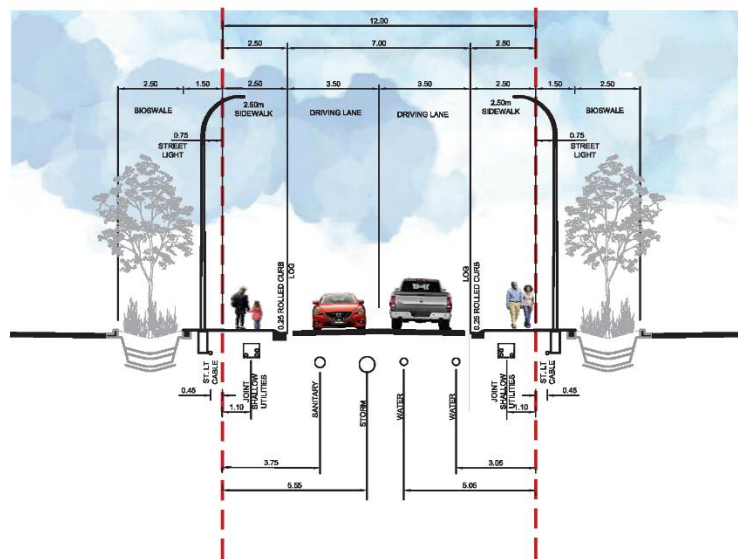
The Main Street has been designed as a modified Activity Centre Street from the City of Calgary's Complete Streets Policy (TP021). The vision for the Main Street is a vibrant, active street providing multi modal connections to the civic, retail and active uses at grade, to the open space and regional pathway system to the north and to the retail and commercial amenities to the south. The Main Street is envisioned as having minimal curb definition and the pedestrian and vehicular areas should be demarcated by distinctive pavers, bollards and landscaping. The proposed cross-section for the Main Street includes large pedestrianized boulevards that are intended to foster active building frontages with outdoor seating areas. The Main Street should act as an extension of the public and community gathering spaces with the potential for activities to spill out onto the street during community scale events and festivals.



Master Concept Plan

6. East/West Multi-Modal Corridor

The East/West Multi Modal Corridor has been designed to include two way traffic lanes and an enhanced pedestrian zone for comfortable and accessible movement to and from the BRT Park and Ride. The park and ride is designed with a parking stall setback further from the easement to integrate lighting and bioswale while creating a more enjoyable, comfortable and walkable environment. The concept plan demonstrates how the paving strategy should be extended out from the Main Street to the East/West Multi-Modal Corridor and includes the drive aisle entries to the park and ride to delineate and enhance the cyclist and pedestrian connections from vehicular movements.



Master Concept Plan

7. Public and Community Gathering Spaces

The Master Concept Plan provides a concept of a prominent outdoor community gathering space located between the Civic Multi-Service & Site Partners facilities. This could provide outdoor amenity space to the adjacent civic uses and to the community for programming, events and activities. It is important to recognize that this community gathering space is conceptual only and will be further refined at the development permit stage. The conceptual vision for this space is to incorporate both the hardscape features typical of an urban plaza and softscape features that could be used for a variety of recreational and passive activities.

This outdoor community gathering space should:

- Provide a key pedestrian linkage from the Main Street to Sage Hill Boulevard NW. This linkage will be accessible and could include a slope adaptive 'stramp' inspired design providing both seating and access.
- Provide a flexible, multi-functional outdoor amenity space for the civic partner facilities and user groups located on site that is generally consistent in scale and configuration with the concept presented in the Master Concept Plan.
- Provide a flexible, multi-functional open space that could (depending on design) provide space and features for a variety of potential events held by the five communities of Symons Valley.



Master Concept Plan

8. Conceptual Building Massing

The following cross section and 3D Massing Figures demonstrates the integration of slope adaptive techniques, the anticipated urban form and potential mix of uses. The conceptual massing figures below and the cross-sections on pages 17 & 18 demonstrate possible build out scenarios based on the proposed land use and illustrates how the development could build out over time.

These conceptualized sections and models present the future site development as a compact and urban format style development with opportunities for varied building massing that will accommodate a mix of uses across the site and provide for high-quality public areas. Phase 1a of the Master Concept Plan anticipates locating affordable housing units above a mixed-use podium anchored by a new library that creates community synergies and continuous use that ensures an active urban condition on all sides of the civic development.

The proposed mix of uses across the site and arrangement in an urban format promotes livability and viability of the development as a whole, further enhancing the street-level experience by providing 'eyes on the street' enhancing the overall public realm and experience for future users. Similarly, active uses are shown and encouraged for all sides of the civic developments including the Phase 1b and 2 Civic Partners and Main Street East parcels, minimizing the appearance of parking and service entries wherever possible.

F3| 3D Massing - 1st Generation (Phase 1+2)



Master Concept Plan

The location of the community gathering space takes advantage of direct access to neighbouring communities as well as views and access across Sage Hill Link NW to the Natural Open Space and regional pathway network. Retail uses have been contemplated within the active edges along the main street. The site partners' facility is recommended to be programmed similarly with active uses fronting the main street and onto the community gathering space as well as retail/commercial wraps at corners to optimize a fine-grained, walkable experience. The walkability experience and relationship with activating wrap-around frontages is a gateway function and offers a mirror of activity that can help turn the corner from one directional space to another.

The retail/commercial wrapping technique is anticipated to be used at the corners of the Phase 4 development as well as providing the opportunity for live/work units and residential at grade units along the street frontages. This combination will both activate and provide surveillance of the street; while providing a contextually appropriate interface with development across the street.

F4 | 3D Massing - Ultimate Development (Phase 4)

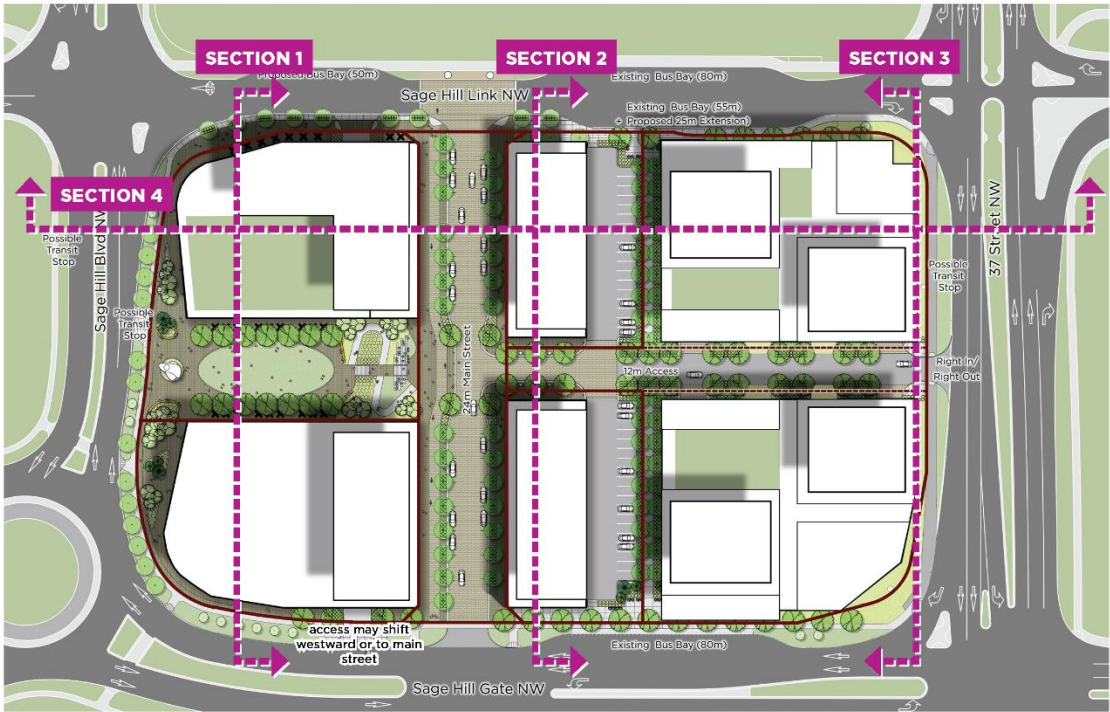


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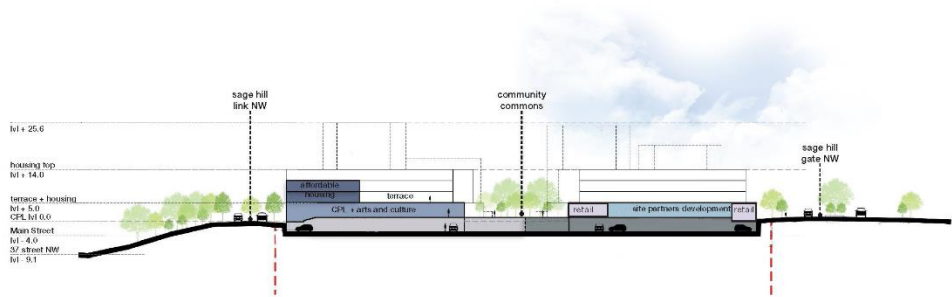
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Building Design Concept Cross Section Key Plan



F5

Section 1 - Looking East - Ultimate Build Out



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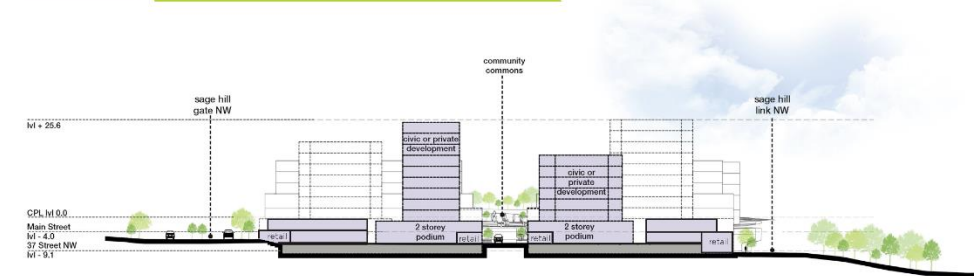
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Section 2 - Looking East - Ultimate Build Out



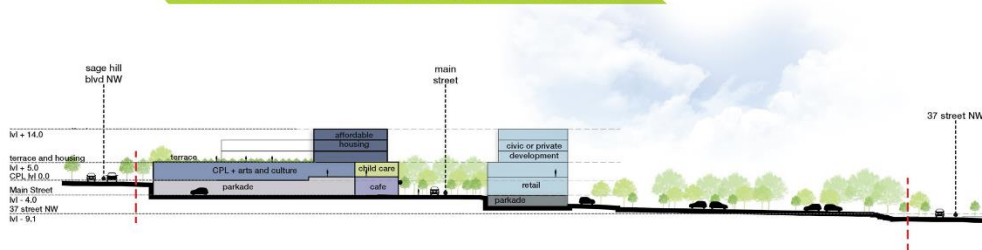
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Section 3 - Looking West - Ultimate Build Out



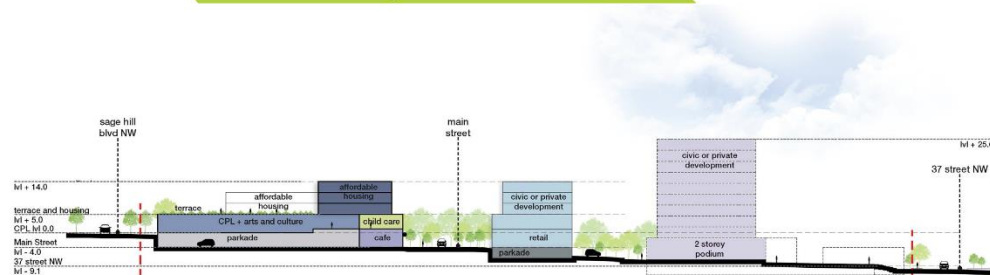
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Section 4 - Looking North - Phase 1, 2 and 3 Build Out



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Section 4 - Looking North - Ultimate Build Out



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