

# WEST LRT

## LAND USE STUDY

### Summary Report



**WEST LRT**



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## Supporting Information

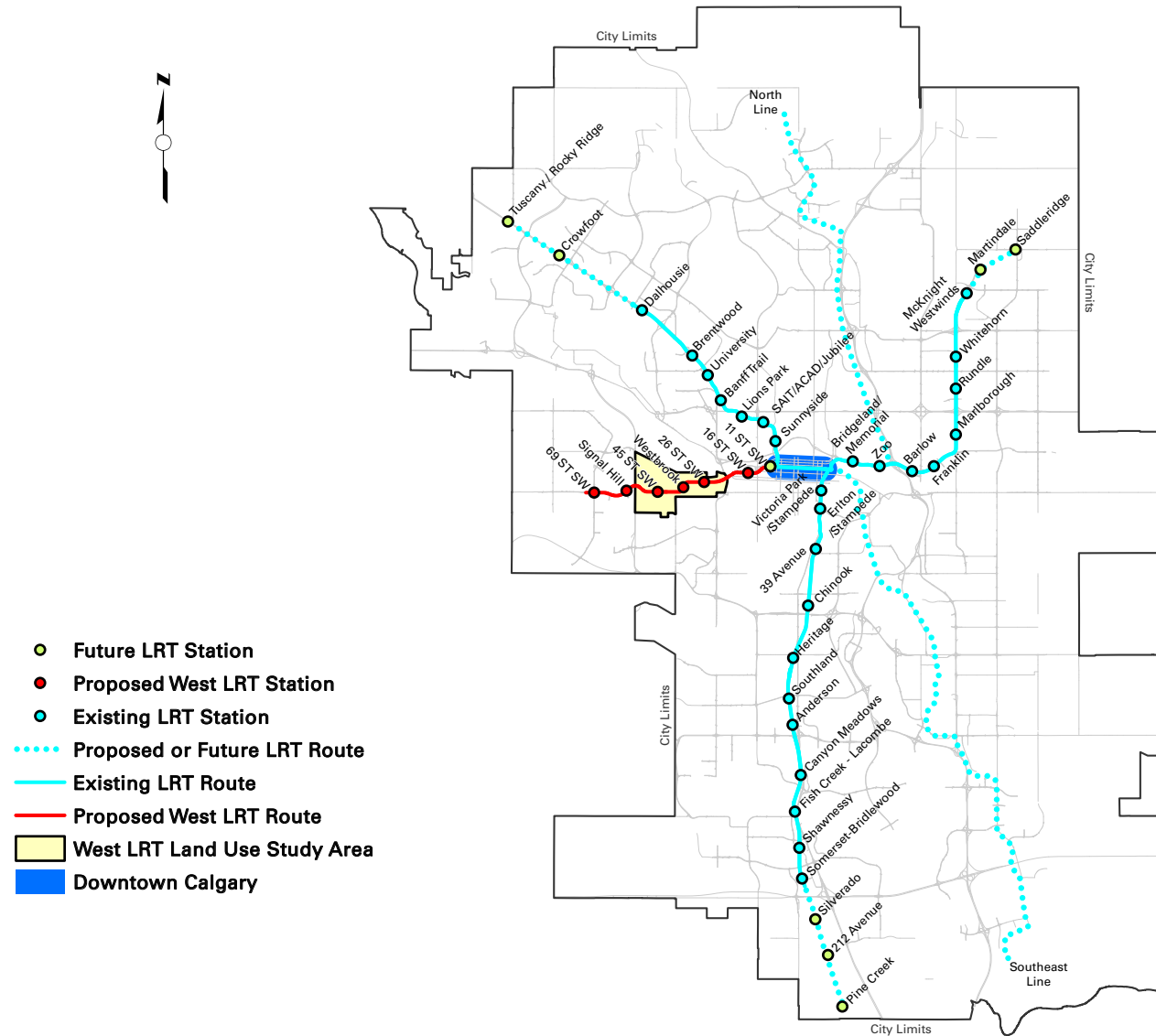
During the West LRT Land Use Study, The City held numerous public information sessions and conducted several visioning workshops. The results of these public engagement events are available for download on the West LRT website at [www.westlrt.ca](http://www.westlrt.ca).

The following is a list of the documents available:

- February 2008 Open House Display Information
- Community Values Measures
- West LRT Newsletter February 2007
- March 2007 Open House Display Information
- Results from the Visioning Workshops (March 2007)
- November 2006 Open House Display Information
- West LRT Newsletter November 2006
- Results from the Questionnaire and Information Session (November 2006)

# 1.0 Introduction & Background

Map I: Calgary's LRT Network



# 1.0 Introduction & Background

## 1.1 Purpose

The purpose of the West LRT Land Use Study Summary Report is to summarize all the analysis undertaken and the input received from the public and make it available as a resource and reference for all future planning studies for the West LRT area. This will ensure that the valuable feedback that has been received by The City through the West LRT Land Use Study will be used in all future planning exercises in the area. During the Land Use Study, The City held numerous public information sessions, conducted design workshops and formed a Citizen Advisory Committee. This public engagement process was an effort to seek public input on opportunities and ideas regarding future land use in the area. While this report will bring the West LRT Land Use Study to a close, planning will continue for the areas surrounding existing and future LRT stations along the West LRT line and along the 17th Avenue Corridor. The next phase of the planning work will be a Station Area Plan for the Westbrook Mall station.

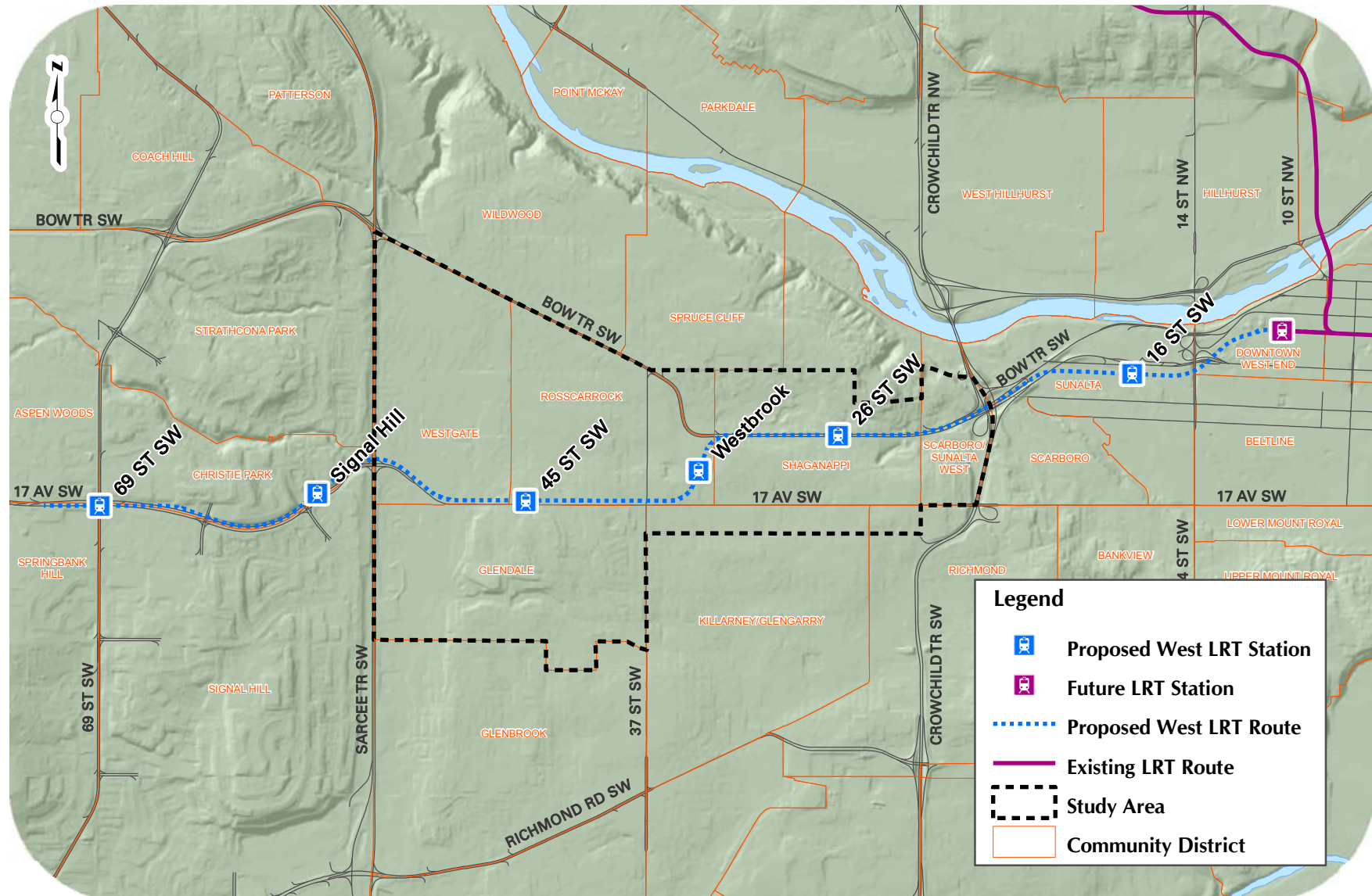
This Summary Report is intended to be used and referenced in the following situations:

1. In the development of new City plans and design guidelines;
2. As an input to the design of private development proposals; and
3. As a frame of reference in the evaluation and review of new development proposals.



# 1.0 Introduction & Background

Map 2: West LRT Line



# 1.0 Introduction & Background

## 1.2 Background

The original purpose of the West LRT Land Use Study was to produce a land use plan with a strong vision and implementation strategy that would direct the right kind of redevelopment in the vicinity of the future LRT stations, while at the same time manage development pressures in other areas. The land use plan was to be based on Council's city-wide policies especially the Transit Oriented Development (TOD) Guidelines (2004), Council's 11 Sustainability Principles and the Calgary Plan (1998). The plan was intended to concentrate redevelopment in close proximity to the future LRT stations, create a vibrant and vital mixed use centre at the Westbrook LRT station, encourage the viability of local businesses and the residential communities and connect communities by enhancing the pedestrian/cycling environments.

The City began work on the West LRT Land Use Study in November 2006, as part of the larger West LRT Project. The Land Use Study examined the potential multi-use development opportunities in future LRT station areas along the West LRT Corridor between Crowchild Trail and Sarcee Trail. Specifically, the areas included 26 Street S.W. at Bow Trail, West-

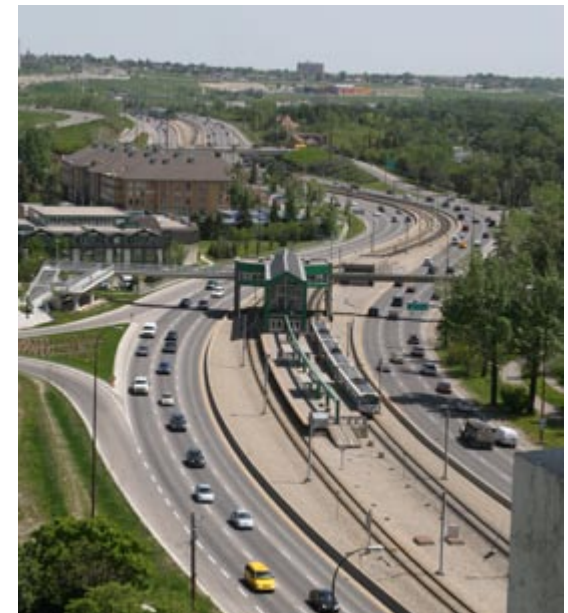
brook Mall and 45 Street S.W. at 17 Avenue.

The project planning objectives were to:

- Reduce our reliance on personal vehicles by having more people living and working within walking distance of LRT stations;
- Encourage more people to live in existing neighbourhoods and in housing that is compatible with the surrounding area;
- Encourage a greater diversity of housing types and opportunities
- Set the stage for the new West L.R.T.;
- Set the stage to encourage new development that respects and enhances the existing community context; and
- Implement Council's city-wide policies regarding Transit Oriented Development to make the most out of the areas surrounding the LRT stations.

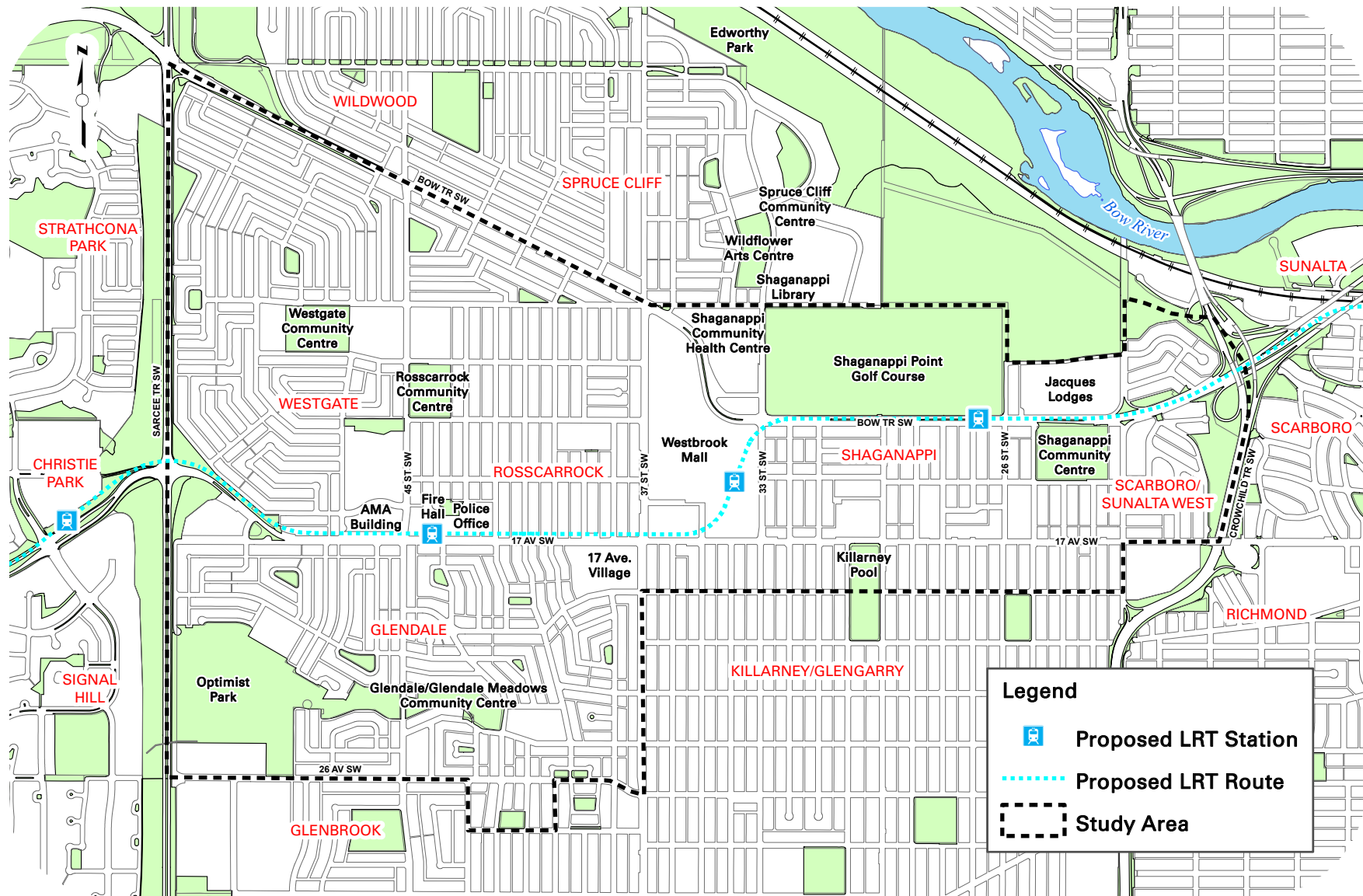
On 2008 June 9, City Council approved the West LRT Alignment. As a result, the West LRT Project

Office has begun work, including public engagement, towards the completion of the West LRT in 2012. Based on the West LRT timeline for design and construction and the anticipated development pressures, The City has decided to conclude the planning process for the larger West LRT Land Use Study and focus in on the areas with the largest potential for redevelopment in the near and mid-term.



# 1.0 Introduction & Background

Map 3: Study Area Boundary



# 1.0 Introduction & Background

## 1.3 Project Context

### 1.3.1 The West LRT line

The West LRT line is anticipated to open in 2012 with an ultimate daily ridership of 37,000 to 44,000. The approved alignment for the West LRT line, as shown on Map 2, extends from the existing track along 7 Avenue in the downtown and will be a continuation of the North East line. There will be a total of 6 new LRT stations along the West LRT line with 3 stations planned within the West LRT Land Use Study area.

### 1.3.2 Study Area

The study area is located on the west side of the City of Calgary, in close proximity to the downtown core and with easy access to the Rocky mountains to the west of the city (see Map 1). It includes the communities of Scarboro/Sunalta West, Shaganappi, Rosscarrock, Westgate, Glendale and portions of Spruce Cliff, Killarney/Glengarry and Richmond (see Map 3).

The study area is comprised of predominantly 1950s-1960s low density residential communities

with local commercial uses along 17 Avenue SW and Bow Trail. At the centre of the study area is a large area of land (approximately 45 acres) containing the Westbrook Mall (opened in 1964 and is Calgary's first enclosed mall), Ernest Manning High School and the former Melville Scott School (demolished in late 2007). In addition to the high school, the area contains a number of other schools including elementary, junior high, and program specific schools run by the Calgary Board of Education, the Calgary Separate School Board and other charter and private schools. Amenities in the area include the Shaganappi Branch Library, the Wildflower Arts

Centre, Police District 2 and Fire station No.8, the Shaganappi Point Golf Course, Edworthy Park, the Killarney Pool, Optimist Park, the Bow River and a variety of local shops and services (see Map 3).

Bow Trail is a significant east west transportation corridor carrying large volumes of traffic into the downtown. 17 Avenue SW parallels Bow Trail to the south and again is a significant route through the study area. The community road networks are in the form of a traditional and modified grid pattern with many connections to the main roadways.



# 1.0 Introduction & Background



## 1.3.3 Boundary Rationale

The boundary of the study area was determined by a number of factors:

- 600 metre walking distance from the proposed LRT stations
- Lands within closest proximity to proposed LRT stations
- Community boundaries
- Areas that do not have existing community-level planning policies in place
- Major roadways as boundaries
- Current development activity and opportunities

## 1.4 Policy Context

This Summary Report should be used in conjunction with numerous City policies aimed at creating a more sustainable approach to urban planning and land use. These include the Calgary Plan (1998), Council's Sustainability Principles (2006) and the Transit-Oriented Development Policy Guidelines (2005). All of these policies are aimed at ensuring that development in Calgary will contribute to the achievement of a healthy Triple Bottom Line (TBL). That is, where environmental, economic and social objectives are in balance with one another and mutually supportive.

For example, this report and any future planning studies for the area should work towards the following objectives:

- Greater mobility choice through improved walking, transit and cycling options;
- Increased housing, employment, and service choices within existing communities;
- Promoting a better jobs/housing balance within the study area;
- Health benefits of walkable communities;

# 1.0 Introduction & Background

- TOD as a catalyst for economic development;
- Reduced greenhouse gas emissions through reduced vehicle trips;
- Improved air quality through the provision of transportation alternatives;
- Reduced energy consumption resulting from efficient land use and transportation choices;
- Maximum use of transit infrastructure;
- Reduced traffic congestion-related costs; and
- Redevelopment of vacant or underutilized industrial and commercial sites.



# 1.0 Introduction & Background

## 2.0 Public Input

### 2.1 Questionnaire

As part of the citizen's engagement process for the West LRT Land Use Framework, residents and business owners of the communities of Scarborough/Sunalta West, Shaganappi, Rosscarrock, Westgate, Glendale and portions of Spruce Cliff, Killarney/Glengarry and Richmond were asked about their values, concerns, and future desires for their communities. Input from the community was received through a mail out/on-line questionnaire and a public information session.

The survey showed that residents in study area communities primarily moved there due to location, especially the close proximity to downtown. Residents also valued the various community amenities such as bars, restaurants, schools, churches, shopping, parks, and green spaces. When asked about what they liked best about their communities, respondents again pointed out the location and community amenities, but also added that they liked the community feel they got from some of these older, more established neighbourhoods. Many respondents also said they feel safe in their community.

Traffic concerns were a high priority for many respondents with respect to changes they would like

to see in their communities. Respondents identified a number of problem areas for traffic in their communities and suggested methods to address the problems such as road closures or blockages, improved signage, and other traffic calming measures. Many respondents complained about a growing amount of "cut through" traffic in the area and would like to see this dealt with. The majority of respondents were positive about the idea of extending the LRT to study area communities; however, a few indicated that they did not want it.

### 2.2 Visioning Workshops

One of the key public engagement events during the West LRT Land Use Study was the Visioning Workshops held on three consecutive Saturdays in March 2007. Approximately 85 individuals took part in producing drawings that depicted their future community vision(s) with the help of artists from The Co-Design Group. With the images completed, the participants also had a chance to rate all of the images produced. The rating of the draw-



## 2.0 Public Input



ings helped to determine the level of support for the ideas. There were 38 images produced in total. On the Sunday following each of the workshops, a public Open House was held to display the results from the workshops, allow attendees to rate the drawings, and talk to City staff. Approximately 680 people attended the three Open Houses. Additional attendees included 5 Co-Design artists and City of Calgary staff from Land Use Planning and Policy, Calgary Transit, Transportation Planning, Transportation Infrastructure and the Engage Resource Unit.

### 2.2.1 Incorporation of the Results into the Planning Process

The purpose of the West LRT Land Use Study Visioning Workshops was to:

- assist participants in the planning process to produce images that visually represented their ideas and visions
- collect ideas and input from the public
- understand what qualities of the built environment are valued by residents
- understand what activities are already happening or desired by residents



Although not all of the ideas may be feasible, the images generated and the ratings of the ideas provide valuable information into any planning process for the area. The images, image rating and the timeline exercise from the Visioning Workshops were used as part of the basis for this summary report, including development of the vision statement and guiding principles.

### 2.2.2 Recurring Themes

Thirteen major themes emerged from the 38 drawings and accompanying text produced at the Visioning Workshops.

A number of the themes were related to land use such as:

- Residential and Mixed Use Development;
- Commercial Services;
- Recreation; and
- Community Services.

Mobility themes were very strong and included:

- Bicycling and Pedestrian Pathways;
- Parking and Vehicular Movement; and

## 2.0 Public Input

- Transit Connectivity.

Design themes included:

- LRT Design;
- Building Design;
- Streetscape and Public Space Design;
- Open Space and Vegetation; and
- Community Character.

Although the purpose of the Visioning Workshops was not to design the LRT line, a significant amount of input was received regarding LRT Design. The final theme, Community Life & Activities, was a relatively minor theme but included the idea of promoting community events and festivals.

### 2.3 Citizen's Advisory Committee

A Citizens Advisory Committee (CAC) was set up to advise the Project Team on:

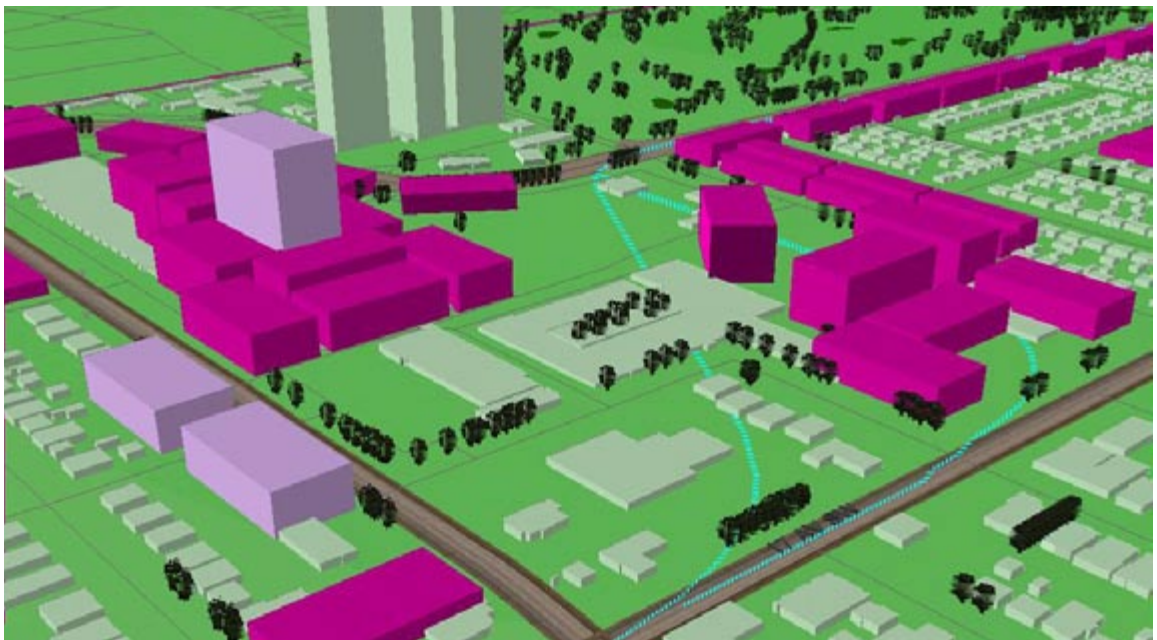
- Opportunities for public input;
- Draft land use concepts;

- Strike an appropriate balance between city-wide & community objectives; and
- Draft planning recommendations & policies.

The committee consisted of 21 members who were chosen based on a number of criteria: a wide diversity of views, experience & situation, gender, location of residence, business interest, areas of expertise, age & life situation, and willingness to commit the time. The intent was to get as broad range of views and backgrounds on the committee as possible.

The committee had no decision making power and consensus building was not a goal for the group. The committee met throughout the duration of the project to provide input and assist the project team. This same committee will be expanded and used to advise on the development of the Westbrook Station Area Plan.

One of the key exercises undertaken by the CAC was a "Density Game". This interactive game gave the members of the CAC an opportunity to explore the idea of increased population within the



## 2.0 Public Input

study area and it allowed them to determine where these people should live and work. The participants worked in three small groups, placing game pieces representing an increase in population on a large aerial map of the study area. Each group documented the key points about their proposal on a flipchart and presented their model and responded to questions from other CAC members. Everyone had an opportunity to identify concerns and/or offer personal observations.

At a second meeting, the CAC members were re-acquainted with the work from the previous meeting including the rationale for density in certain areas and an explanation of the commonalities between the work done by the committee and the Planning Department's ideas for density. The CAC members were then asked to indicate areas of agreement as well as those areas where they were not comfortable with an increase in density. The exercise stimulated discussion amongst the group, with participants providing rationale for their decisions about density.



## 3.0 Vision & Guiding Principles

Through consultation with the residents and other stakeholders, a vision and set of guiding principles were developed for the West LRT Land Use Study. The vision and guiding principles represent the aspirations of the communities and the key ideas that can guide development toward the achievement of the vision.

### 3.1 Vision

The study area comprises well-loved and well established 1950's and 1960's communities located on the southwest side of Calgary. The area benefits from easy access to the mountains, Downtown, the Bow River valley, Mount Royal College, Shaganappi Point Golf Course, and Optimist and Edworthy Parks. A variety of amenities are also found throughout the study area, including restaurants, shops, a library, a pool, community centres, schools, churches and the many parks. Area neighbourhoods are cherished for their friendliness, tranquility and high quality of life by those who live there.

*The study area will become a vibrant, accessible, and safe corridor with a variety of amenities that are valued by residents and visitors alike. It will offer a range of convenient transportation opportunities, which include walking, biking and public transit, that provide an alter-*

*native to the automobile. New development will offer a mix of employment and housing choices in buildings that are attractive and blend into the existing communities. The areas around each of the LRT stations will have their own unique identities where people of all ages can conveniently and comfortably work, live and play. Westbrook station will become a major destination that serves the broader area and is recognizable for its attractive architecture and village-like qualities.*

### 3.2 Guiding Principles

#### 1. Increase Housing

- Sensitively increase residential densities within the vicinity of the LRT stations and along the transportation corridors.
- Accommodate a wide variety of housing types/sizes/styles to meet different needs, stages of life and income levels.

#### 2. Promote a mixture of uses to achieve complete communities & diverse destinations

- Accommodate mixed-use development that

includes retail, office, residential and public services especially around the LRT stations and along major corridors.

- Avoid land uses in the vicinity of the LRT stations that do not take advantage of transit.
- Create a 'destination' at Westbrook station that is vibrant and vital with a mix of uses that is comfortable, pleasant and accessible for pedestrians.
- Enhance 17 Avenue SW to be comfortable and pleasant for pedestrians.

#### 3. Maintain safety in neighbourhoods and promote a sense of community

- Ensure safety and accessibility for all people at LRT stations, road crossings and other public spaces.
- Minimize noise pollution and maintain quiet communities in areas with less activity.
- Require all development to provide 'eyes on the street' and natural surveillance of public spaces and parks.

## 3.0 Vision & Guiding Principles

### 4. Create a balance between the natural and built environments

- Ensure open spaces are well-designed, accessible on foot and by bike and accommodate diverse users.
- Increase landscaping where possible along main pedestrian routes, key public spaces and on private development.
- Promote new methods and creative ideas to increase landscaping and for year-round vegetation.

### 5. Promote quality building design and character

- Locate buildings rather than parking lots close to the sidewalk to create a comfortable pedestrian environment.
- Promote green building technologies in building design.
- Promote a variety of architectural styles and building materials that stand the test of time.
- Require well articulated buildings and detailed streetscapes.

- Ensure building massing and heights transition sensitively into the surrounding context.

### 6. Offer a range of transportation options

- Ensure bicycle and pedestrian pathways are accessible, connected and well-marked to promote more cycling and walking.
- Allow public transit to become the preferred way to access the area and the city.
- Support walking, bicycling and bussing as the preferred way to access the LRT stations.
- Promote compact development to encourage walking.

### 7. Build public spaces that are memorable and contribute to a sense of place

- Create pedestrian-friendly streetscapes for interesting and enjoyable walking.
- Provide active edges to public spaces.
- Ensure LRT station design is sensitive to the surrounding area with good pedestrian

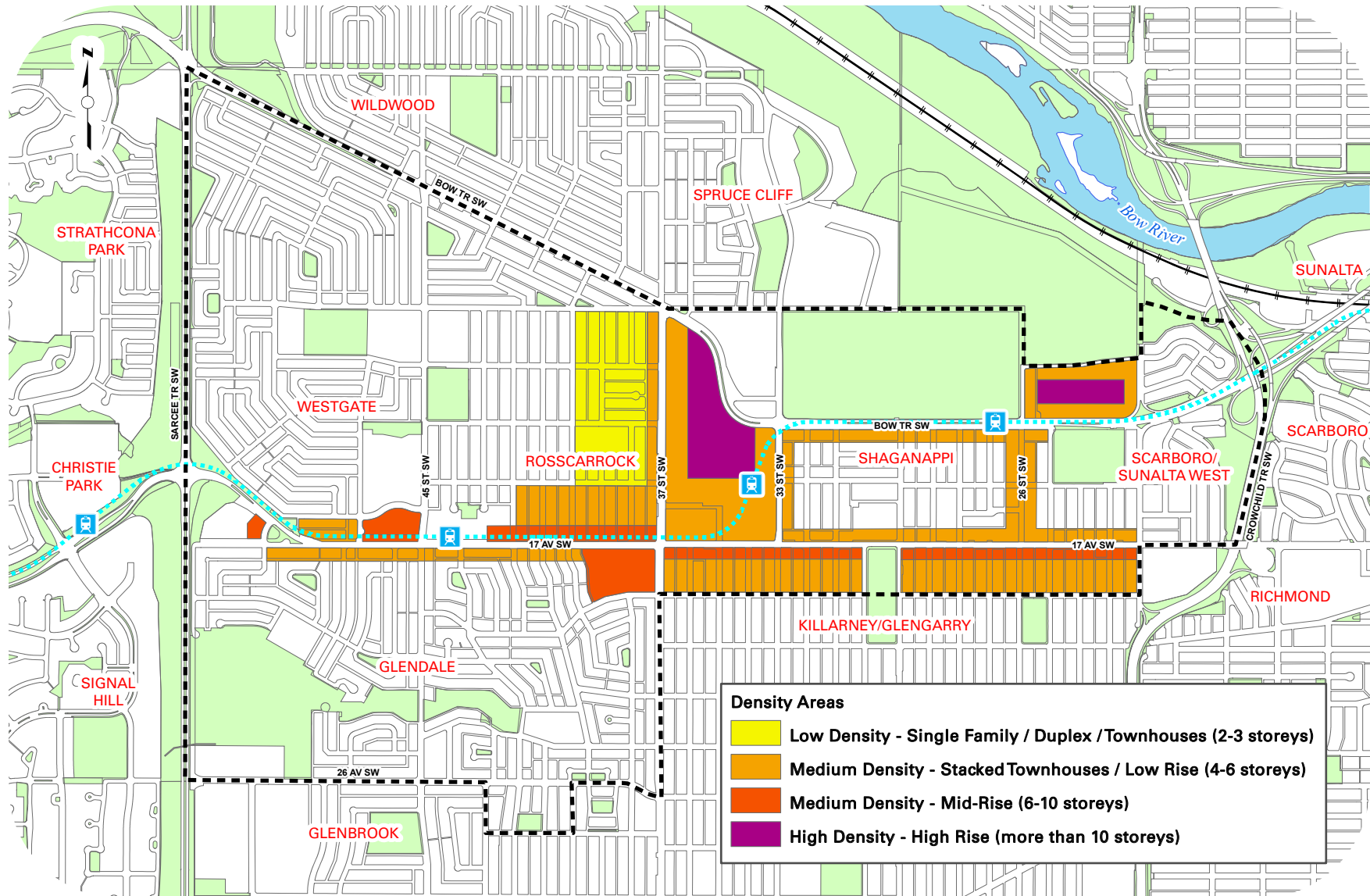
connections.

- Maximize sunlight on public spaces and minimize negative weather conditions.

## 3.0 Vision & Guiding Principles

## 4.0 Community Values Summary

Map 4: Density Areas



## 4.0 Community Values Summary

### 4.1. Community Values Summary

The following represents the main comments/values identified by the public through the West LRT public engagement process. These values should be used to guide the community, developers and the Development Authority in considering and developing new City plans and guidelines as well as private development proposals.

#### 4.1.1 Land Use & Density

1. Map 4: Density Areas represents the results of an exercise undertaken by the CAC to identify areas for increased density. Redevelopment is encouraged to be consistent with classifications identified on Map 4.

##### Westbrook Mall Station Area

2. Westbrook Mall should be a sustainable, mixed-use destination, which incorporates public, retail, office, residential and live/work uses together.

3. Westbrook Mall should integrate transit, community, local businesses and amenities in one location.



4. Westbrook Mall should be developed with a village or main street feel.
5. Westbrook Mall should be developed as a town square concept with the LRT station as a key element.
6. Supported land uses at the Westbrook Mall include a local coffee shop, neighbourhood pub, indoor market, restaurant, bookstore, bakery, music store, fabric shop, wine store, and medical clinic.

7. The LRT station area should be surrounded by retail uses at ground level.
8. The uses above the main floor should include office and residential.
9. Westbrook Mall should provide increased opportunities for small local business.
10. Retail stores should be located underground at the station level.



## 4.0 Community Values Summary

### 45th Street Station Area

11. 45th Street Station should be a small scale, mixed-use development with the higher density development located next to the LRT station.
12. The mix of uses should include residential, office & main floor retail.



13. Supported uses include a coffee shop, convenience retail (coffee, news, dry cleaning), and local businesses with community connections.

14. Redevelopment should include aesthetic upgrades to the existing commercial node.

### 26th Street Station Area

15. A community market would be supported near the crossing of Bow Trail and could include produce, restaurant, bookstore, and coffee shops.
16. Development of the 26th Street Station should include activity nodes that provide meeting places.
17. Retail uses should be limited, but could include a coffee shop.

### 17th Avenue Corridor

18. 17 Avenue should be a mixed-use street edge that transitions to the adjacent residential development.
19. Residential uses should be located above the retail/commercial uses along 17 Avenue.

20. Commercial uses should be permitted in the existing houses along 17 Avenue in order to maintain the existing residential character.
21. The mix of uses should include activities that run throughout the evening to encourage more eyes on the street and discourage undesirable actions.
22. Bars or late night entertainment should not be permitted.
23. Locally owned and community based small business should be encouraged.
24. Shops along 17 Avenue encourage community relationships & economic health.

### 4.1.2 Built Form and Site Design

1. Building design should include traditional styled architecture
2. Redevelopment should work towards a village-like feel through use of scale and materials.
3. The scale of development should be non-obtrusive and similar to the existing community.

## 4.0 Community Values Summary

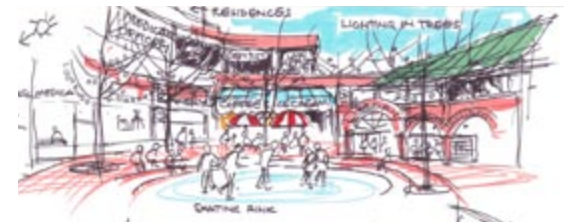
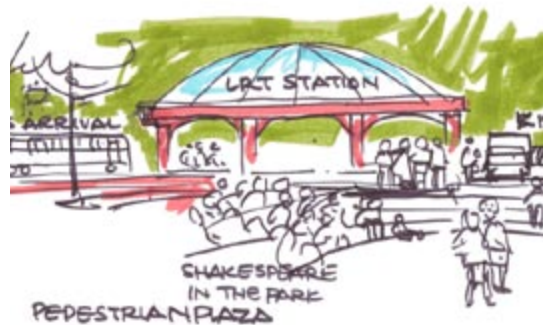
4. The impact of development on existing communities should be minimized (e.g. use of natural materials).
5. Upper level setbacks on buildings should be used to bring sunlight to street.
6. Building design for the Westbrook Mall area should consider roof top gardens/green roofs.
7. Development at the Westbrook Mall area should create a sense of place and provide an identifiable centre for the surrounding neighbourhood.
8. Development at the Westbrook Mall should be scaled towards pedestrians and not automobiles.
9. Siting of buildings to frame outdoor/public spaces is encouraged at the 45th Street Station.
2. Plazas should incorporate the following elements: good lighting, security, cameras, and openings to public view.
3. Lighting should be focused downward on pathways to reduce light pollution.
4. Garbage & recycling containers should be included throughout station areas.
5. Pleasing, but controlled graffiti by neighbourhood youth can allow them to contribute positively.
6. Separation treatments should be provided between transportation uses (transparent fence at golf course, decorative wall, hedge).



7. Cul-de-sacs that are created by road access closures should be designed to allow kids to play safely.
8. Overhead lights should not spill light into adjacent resident areas.
9. An open air pedestrian plaza should be included at Westbrook Mall to provide for recreation opportunities and activity around the station as well as a transition between the station and the mall.

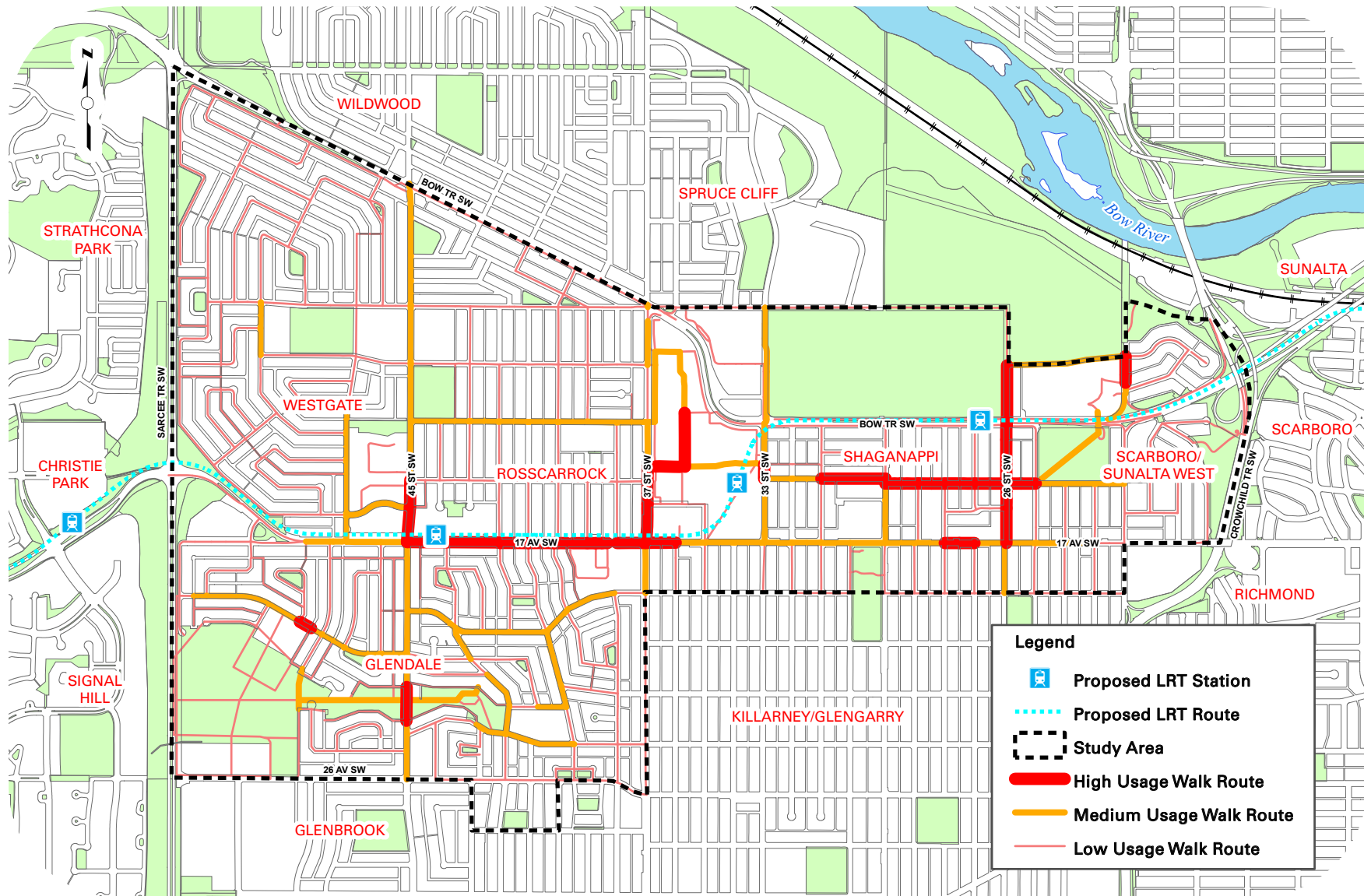
### 4.1.3 Urban Design and Public Realm

1. Open air plazas should be incorporated into station areas to promote a sense of community.



## 4.0 Community Values Summary

Map 5: Walking Routes



## 4.0 Community Values Summary

10. A Westbrook Mall plaza should be designed with climate/weather protection that may include a glass dome or canopy.
11. Public art and culture should be integrated at the Westbrook Mall station and could include: murals, fountains, topiary and music.
12. Opportunities for public art and amenities should be provided at the 45th Street station (eg. fountain, clock tower).
13. Unique lighting should be used at the 45th Street Station to identify its location.
14. Design of pedestrian surfaces along 17 Avenue should be interesting and provide visual richness.

### 4.1.4 Mobility

1. Narrow one way streets with short term on-street parking are encouraged.
2. Winding road ways should be used to slow traffic.
3. Bridges should be developed over LRT tracks at major intersections.

4. The importance of the connections from Westbrook Mall to Spruce Cliff should be emphasized over that of Bow Trail.
5. Transit hub at Westbrook Mall should be located underground.
6. Discourage on-street parking along 17 Avenue.
7. Maintain access to 45th Street for EMS and police.

### 4.1.5 Parking and Loading

1. Westbrook Mall parking should be located in a parkade whether above or below grade.
2. The 45th Street station should only have controlled parking (kiss & ride).
3. There should be no parking at the 26th Street station. There should be pedestrian & bus traffic only.

### 4.1.6 Parks & Open Space

1. 12 Avenue should be naturalized with a park.

2. Consider an Adopt a Park program for station areas to help improve greenery.
3. Create green/open spaces next to LRT plazas.
4. Retain the “Gully” park within Shaganappi Park.
5. Development of open/green spaces should be used to create a quiet park-like atmosphere for residential areas abutting LRT stations.
6. “Nature” or open/green space should be part of the Westbrook Mall station. Features of this space could include a pool, trees, and daylight.
7. Develop a dense urban forest (heavily treed & planted) at the Westbrook Mall Station.
8. Create mini-parks at end of streets if roads are to be cul-de-sacs.

### 4.1.7 Pedestrian & Cycling Connections

1. Safe pedestrian crossings should be provided for those in wheelchairs, parents with strollers and seniors. These should be ramps only and should not include steps.

## 4.0 Community Values Summary

2. Beautify and incorporate a greenway along LRT routes.
3. Permeable surfaces should be used along pedestrian walkways.
4. Use landscaping to soften the street level activity, including tree-lined streets and flower planters positioned between the street & sidewalk.
5. Sound walls should incorporate planting & trees.
6. Develop a bike path corridor beside the golf course.
7. Use a dense row of columnar aspens between the LRT tracks and the golf course.
8. Provide a shale pathway with natural grass boulevards at the 26th Street station.
9. Use paths on top of berms to ramp up and over Bow Trail for pedestrian bridge at 26 Street. Bridge should join Shaganappi Park on south side of Bow Trail.



10. Use "sidewalks in the sky", garden/planted bridges or enhanced pedestrian bridges to provide safe crossings over Bow Trail.

11. Enhance the pedestrian walkway along the south edge of Bow Trail.



12. Planting should be provided down the middle and both sides of Bow Trail.
13. A wide pedestrian path should be provided north of LRT track along 17 Avenue.

### 4.1.8 LRT Stations & Transit Service

1. Stations should be designed to be open with a plaza like feel.
2. Stations should be named after local landmarks (e.g. Douglas Firs, Westhill, Lone Pine).
3. Station design should echo the locality (e.g. golf umbrella roof).

## 4.0 Community Values Summary

4. Bike commuters should be permitted to ride LRT part way
5. Secure bike storage (lockers and racks) should be provide at all stations.



6. Community station marquee signs should be provided at each of the LRT stations.



7. Design of each of the stations should give a unique identity to the communities surrounding each station

8. LRT cars should be designed for safe wheelchair access and be wheelchair friendly (foldable seats).
9. Sound walls should be engineered to prevent vibrations and minimize the sound caused by the trains.
10. Buses should be integrated into the design of the LRT stations.

### Westbrook Station

11. Access to the LRT station should be provided at street level.
12. Feeder bus connections should be provided at the Westbrook Mall station.
13. A kiss & ride drop off should be provided at Westbrook Mall station.
14. Native murals should be re-located to Westbrook Mall station
15. The LRT station should be physically connected to Westbrook Mall.



### 45th Street Station

16. Bridge rails at the station and along route should be designed to be architecturally pleasing.
17. The station should be designed with a sense of openness & transparency (discourages loitering)



## 4.0 Community Values Summary

- 18. A glass roof should be provided over the LRT from 37 St to 45 St
- 19. Safe crossing conditions should be provided over LRT tracks.

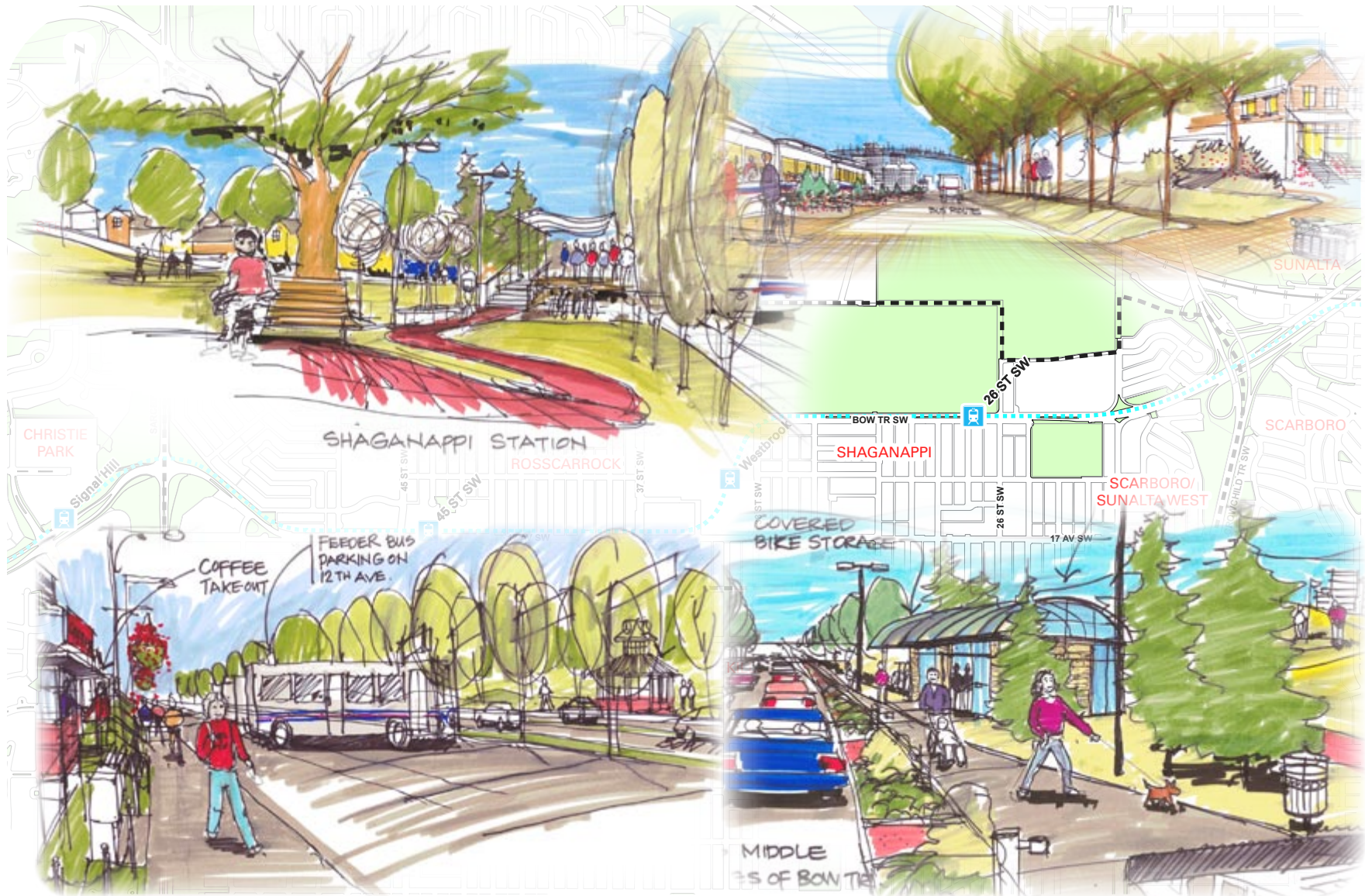


### 26th Street Station

- 20. The visual impact of LRT platform should be minimized and the footprint of the station should be minimal.
- 21. The LRT station should be low-scale, of a size that matches the existing houses and be neighbourhood-friendly.
- 22. LRT station should be designed to provide shelter from north & west winds for the LRT users.
- 23. The LRT Flush platform should be fully accessible at grade level.
- 24. LRT platforms should be designed as part of the park and include visual integration with golf course landscape.
- 25. The LRT station should be designed using natural materials including stone and timber.
- 26. Transit shelters should be transparent.
- 27. The LRT station should incorporate murals painted by school.
- 28. Multi-level lighting should be used in and around the station.
- 29. Consideration should be given to thermal heating of platforms.

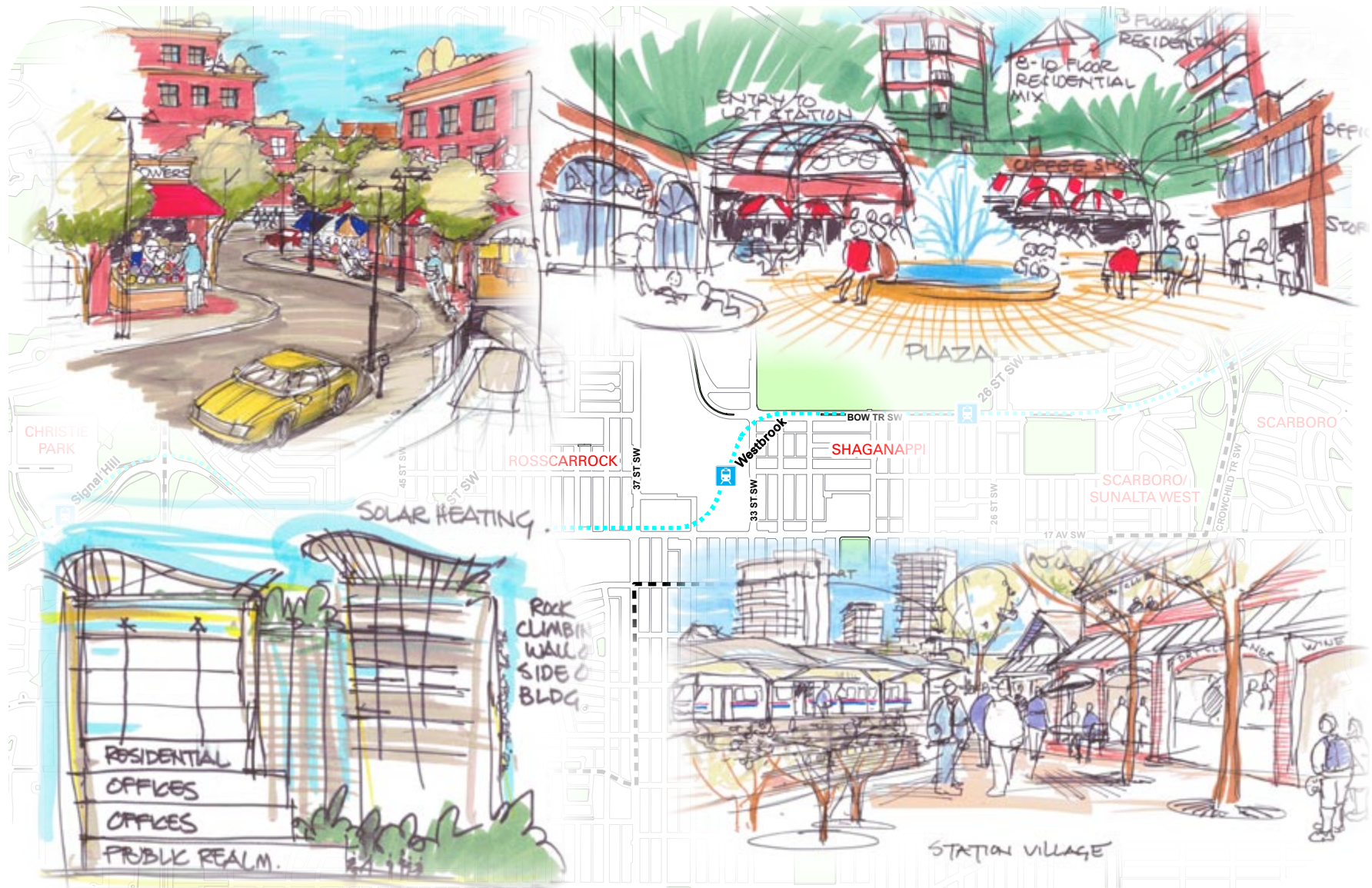
## 4.0 Community Values Summary

### 4.2 26 Street Station Area



## 4.0 Community Values Summary

### 4.3 Westbrook Mall Station Area



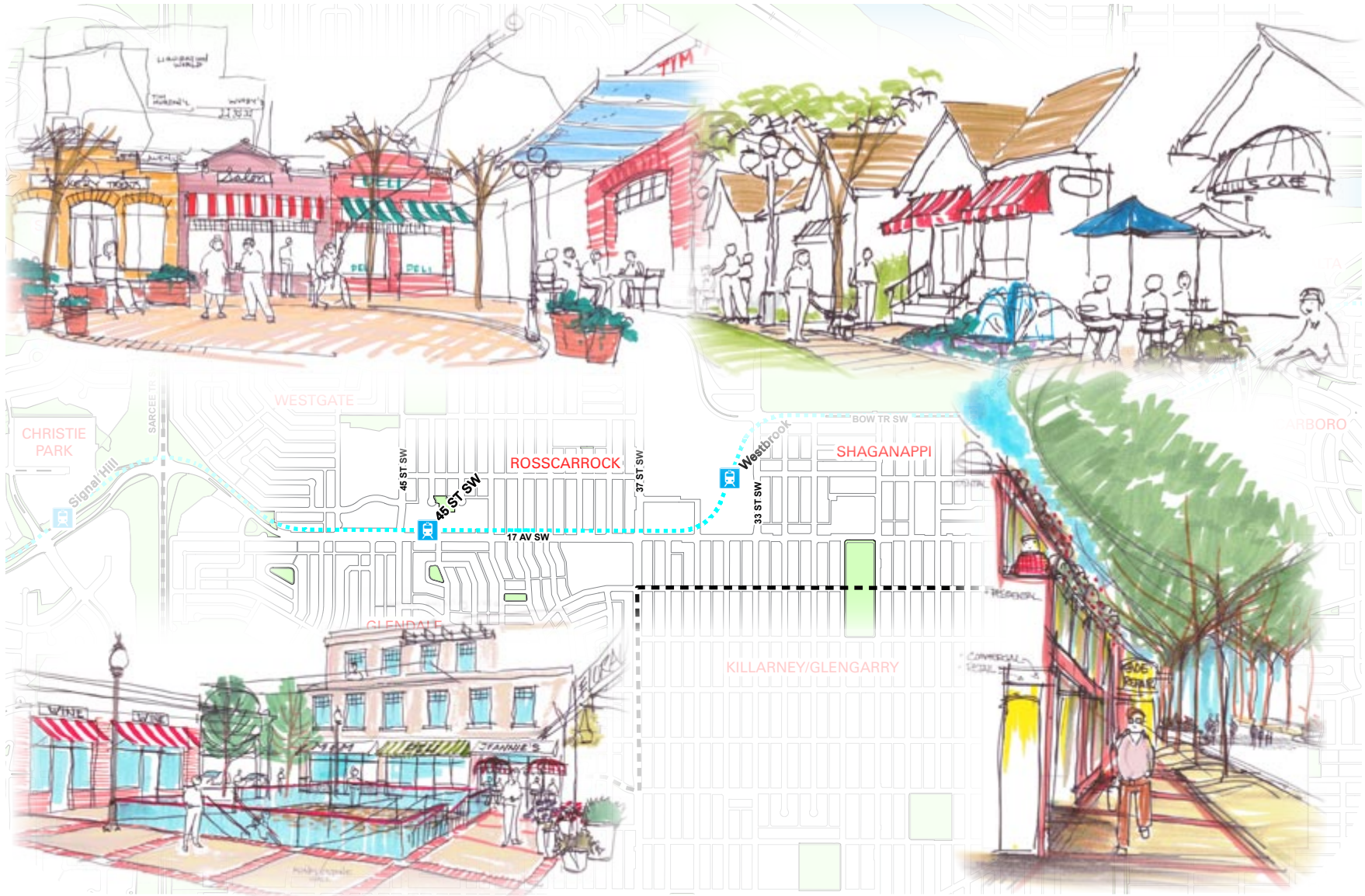
## 4.0 Community Values Summary

#### 4.4 45 Street Station Area



## 4.0 Community Values Summary

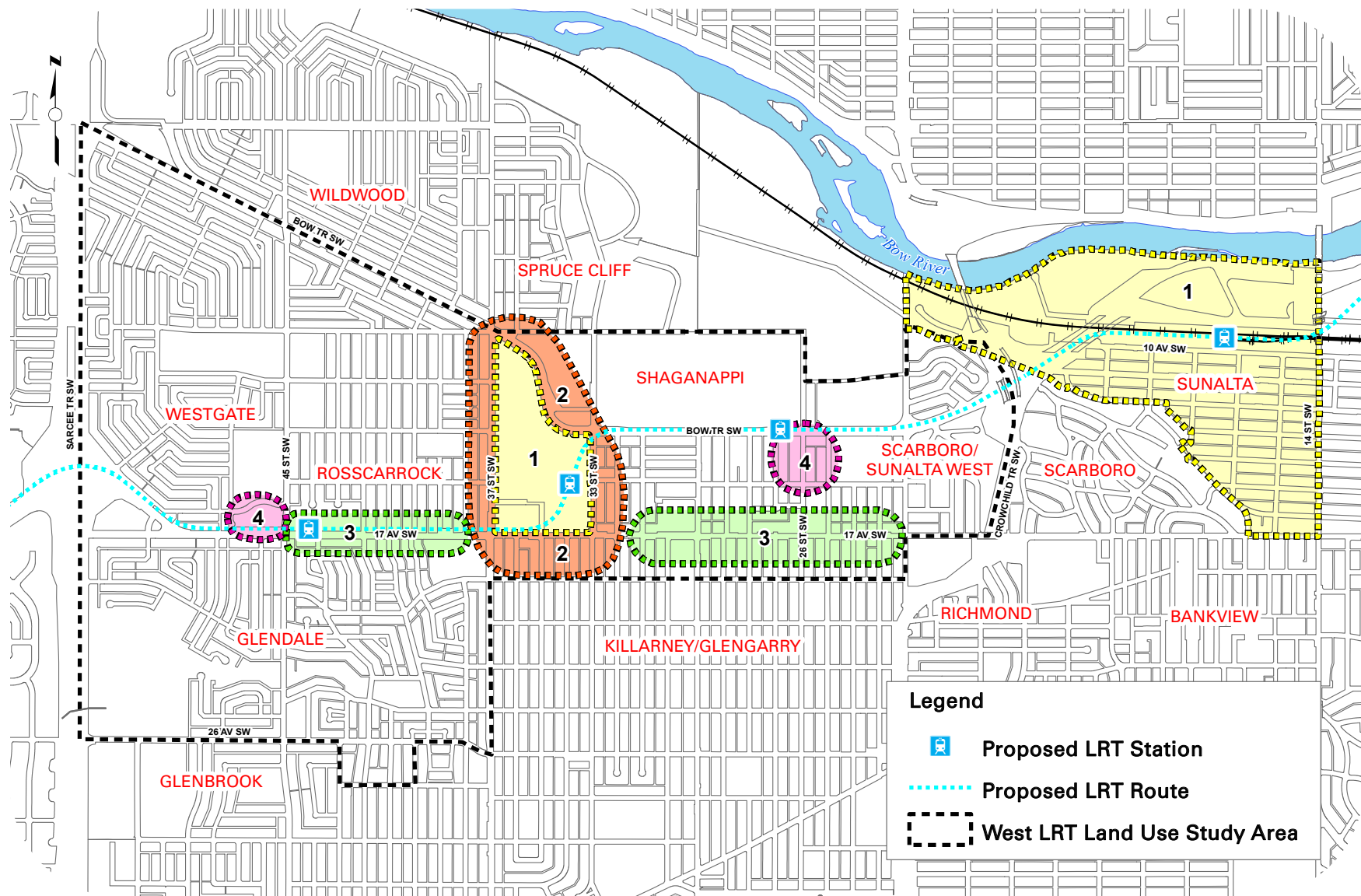
### 4.5 17 Avenue Corridor



## 4.0 Community Values Summary

## 5.0 Implementation

Map 6: Planning Priority Areas



## 5.0 Implementation

### 5.1 Next Steps

The West LRT Land Use Study Summary Report is the first step in a series of planning projects to be undertaken along the West LRT Line. Priority areas for planning were selected to provide a clear focus for future planning exercises. The purpose of these planning exercises is to direct the right kind of redevelopment to areas where it is most appropriate and to manage development pressures outside these priority areas so as not to diffuse planning efforts or the limited market for redevelopment.

The priority areas were chosen based on the following factors:

- The amount and strength of the residential and commercial market for redevelopment;
- The ability to plan concurrently with the development of the West LRT;
- The availability of high potential re-development sites, both in terms of location and possible development yield (i.e. floor area or numbers of units); and

- Locations that could accommodate development that would support the existing, stable residential communities while minimizing the creation of difficult transition edges between new and existing development.

The planning priority areas are shown on Map 6 and are intended to be completed in sequence, as opposed to concurrently. The areas include:

1. Westbrook Village Area Redevelopment Plan (ARP) – Phase 1 and the Sunalta Area Redevelopment Plan
2. Westbrook ARP – Phase 2
3. 17th Avenue Corridor
4. 26th Street Station Area and 45th Street Station Area.

### 5.2 Sunalta ARP

While not part of the original West LRT Study area, the review of the Sunalta Area Redevelopment was initiated at the same time as the West LRT Study. The Sunalta area has a number of high-potential re-development sites within 600 metres of the new

LRT station that require a considerable amount of planning and design work in advance of actual development. As a result, the work in Sunalta is considered a high priority. Timing of this project is to have a new Draft ARP by summer of 2009. This timing will allow for the consideration of Land Use Redesignation and Development Permit concurrent with plan preparation.

### 5.3 Westbrook ARP

The area surrounding the new Westbrook Station is also considered a high priority area for planning. The area has a number of large parcels of land, such as the Westbrook Mall site, that lend themselves to major redevelopment. In order to take advantage of planning and construction for the West LRT, undertaking this planning work at the same time will enable the development of a cohesive and comprehensive neighbourhood design, planned around the new underground Westbrook station.

Phase 1 of this work will initially focus on the area bounded by Bow Trail, 33 Street S.W., 17 Avenue S.W. and 37 Street S.W. with the majority of planning taking place through fall of 2008 and into

## 5.0 Implementation

2009. It is anticipated that an ARP for this Phase will be presented to Calgary Planning Commission in April of 2009 and to City Council in June of 2009.

Phase 2 will begin in February of 2009 and will focus on the ring surrounding the Phase 1 area. This area already has some land use that allows for redevelopment to significant densities that is compatible with the surrounding single detached neighbourhoods. However, other opportunities have also been identified through the West LRT Land Use Study. The focus of Phase 2 will be to determine appropriate land uses, density and building forms that can allow for varied and comprehensive redevelopment opportunities that are sensitive to the adjacent single-detached area. This may result in the application of new land use districts that are the best fit for the area and, in some cases, increases in density. It will not result in any reductions in current densities.

### 5.4 17th Avenue Corridor

A planning exercise for the 17th Avenue Corridor would investigate the opportunity for redevelopment along 17th Avenue. This will include the application of new land use districts that meet the vision

for a more pedestrian oriented mixed-use street. It may include the increasing of densities at limited locations where it most appropriate and can be integrated into the fabric of the existing neighbourhoods.

This study will also include an analysis and strategy for the integration of the LRT line where it surfaces from its underground alignment to run at-grade along the corridor.

### 5.5 26 Street Station Area & 45 Street Station Area

Analysis of the results of the West LRT Land Use Study and an assessment of the available market for redevelopment suggests that these two stations are not candidates for major transit-oriented development. However, there are some opportunities based on existing land use for redevelopment to higher densities. This study will evaluate the appropriateness of the current land use districts to deliver a form of development that is both economic from a development perspective and sensitive to the adjacent low density neighbourhoods. Design guidelines will also be developed to ensure all new

development adjacent to and nearby the new stations is transit-friendly in terms of interface and connectivity.

No formal Station Area Plans will be developed for these areas.

### 5.6 Jacques Lodge Site

With respect to the Jacques Lodge site, the West LRT Study did identify it as a candidate for major high density re-development. The Planning Department also considers it a high-potential site given its adjacency to Bow Trail and the Shaganappi Golf Course and its proximity to the 26 Street Station. However, at this time, the current owners have expressed no formal plans to redevelop and there is not enough market demand to support development at both Westbrook and 26 Street stations. As a result, the Planning Department does not consider it a high-priority site for planning work. When the owners are ready and when the Westbrook area is well underway, then this site will be a candidate for future planning work.

## 5.0 Implementation

### 5.7 Development Applications Outside of Priority Areas

The establishment of priority areas for planning work does not preclude the submission of development applications for sites outside of these areas. However, the intent is to focus and concentrate major redevelopment within the priority areas identified. There are still opportunities to develop outside of these priority areas within existing approved land use designations. In some cases however, a more appropriate land use district may be desirable. For example, a change from auto-oriented commercial to pedestrian-oriented commercial along Bow Trail may be a better form of development in the long term. Such redesignations will be considered. The West LRT Land Use Study Summary Report will be reviewed during the consideration of such applications.

Applications that contemplate either a significant change in land use or density will not be encouraged.

