

Calgary



# Draft Millican-Ogden ARP Area Redevelopment Plan

May 10, 2018



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# 1 Millican-Ogden's Past and Present

## 1.1 Community History



Figure 1 | Historical photograph, Glenbow Archives NA-644-18, NA-4218-3, and NA-3417-6

Like the rest of Calgary and all of southern Alberta, Millican-Ogden lies within Treaty 7 territory, which opened to non-indigenous settlement after that treaty was signed in 1877. At that time, indigenous peoples had lived in this region for at least 12,000 years, dating back to the last ice age. With its sheltering river flats, plentiful wood and water and warm Chinook winds in the winter, the Calgary area was a preferred seasonal campsite. Archaeological evidence of temporary campsites abound, including sites within Millican-Ogden that date back thousands of years.

The near-extinction of the bison in the late 1870s set the context for Treaty 7, which the crown signed with leaders of the Kainai, Nakoda, Peigan, Siksika and Tsuut'ina nations. Members of each nation moved to newly-established land reserves and their highly complex cultures that served their survival came to an end.

Calgary began as a North-West Mounted Police post in 1875 and developed as an unincorporated settlement by the time the transcontinental Canadian Pacific Railway (CPR) arrived in 1883. The CPR laid out a new townsite on its own property in what is now downtown Calgary and the settlement moved west from what is now the Inglewood district at the beginning of 1884. Calgary was incorporated as a town later that year and in 1894 it became a city.

The CPR remained an important driver of the local economy and two of the company's ventures led to development in what later became Millican-Ogden. In 1903, the CPR began a project to irrigate approximately one million acres of agricultural land using water diverted from the Bow River just outside Calgary's city limits. By the time the canal was completed in 1910, the booming city had grown to include the diversion headworks. South and east of Calgary, the CPR acquired the homestead farms of Henry B.

Cossar (1853–1930) and William McIntyre, where it built an arc-shaped stretch of the canal that led to a reservoir at Chestermere.

The second project was Ogden Shops, conceived in 1910 and built in 1912–1913 as the CPR's locomotive and car repair shops for western Canada. The \$3-million plant was named for Isaac Gouverneur Ogden (1844–1928), who joined the CPR when it was formed in 1882 and became its vice-president in 1910. As an incentive to the CPR to build the shops in Calgary, and not in Medicine Hat, The City promised to extend its streetcar system to Ogden to facilitate workers' daily commute. The Ogden streetcar line began service in 1913.

Meanwhile, real estate developers acquired lands adjacent to the shops to develop residential subdivisions for workers and their families. This took place in the context of a wider boom that saw massive growth in Calgary's population, municipal boundaries and real estate values. In 1911, the city limits expanded to include four sections of land that became Millican-Ogden (including Ogden Shops). That same year, Frederick C. Lowes (1880–1950), Calgary's most successful and flamboyant real estate developer, paid \$775,000 for 434.5 acres, most of which lay outside the city limits. Acquired from a syndicate headed by future prime minister R.B. Bennett, it was the largest price paid for any single land purchase in Calgary's history. Lowes proposed a townsite with business, industrial and residential areas. In 1912, he registered the subdivision of Cepeear, which was a play on the abbreviation of the railway company's name. That year, the Alberta Home Builders company began constructing worker housing.

By 1912, lawyer William John (W.J.) Millican (1861–1931) had subdivided a quarter-section of land as Millican Estates and offered lots ranging from \$350–\$500 in price. The CPR itself established a subdivision that it named Ogden and the company promised residential and commercial lots, available to the general public as well as employees, at lower prices. The CPR reportedly even paid employees who lived in or near Ogden for a ten-hour day, while commuters were paid for nine hours. These efforts to develop a worker community adjacent to industry were consistent with planning notions of the time, as expressed in Thomas H. Mawson's 1914 planning report commissioned by The City.

With its 1200 employees and massive payroll, Ogden Shops was a boon to the neighbourhood and the city at large. Besides Ogden Shops, the legacy of that building period includes the Ogden Hotel (later renamed Alyth Lodge, 7012 Ogden Road SE), St. Augustine's Anglican Church and Manse (relocated in 1921 to its present address, 7602 22A Street SE), and houses dating from 1912. (The massive Canadian Government Elevator, a landmark from the time it opened in 1915, is no longer extant.) However a prediction that Ogden would soon have a population of 15,000 was premature. Calgary's real estate boom turned bust in 1913 and lot prices in the Ogden area plummeted to \$25. Calgary's growth was largely stunted until after the Second World War and The City provided incentives for homeowners to move their houses from outlying areas like Millican-Ogden to serviced lots closer to the city centre.

During the Great Depression, Ogden Shops laid off hundreds of employees and the complex operated on reduced hours with periodic shutdowns. A camp for homeless men was established in the future George Moss Park. One bright moment was the opening of the Millican Ogden Scout Hall in 1931. A decade later, the locomotive shop at Ogden Shops was converted to large gun manufacture as part of the Second World War effort, providing 2500 jobs. After the war, the shop was repurposed for diesel locomotive repair.

Another major development was Imperial Oil's construction of a \$2.5-million oil refinery at the neighbourhood's northern limit in 1922–1923. The facility processed oil from Turner Valley for decades and it had nearly 300 employees by the time it was expanded in 1958. A legal dispute ensued over The City's sale of additional land to the refinery and the matter was resolved by provincial courts. By agreement, Imperial Oil established a buffer strip, built a swimming pool for the growing community and provided a \$10,000 grant to the recently-formed Millican-Ogden Community Association (MOCA) to build a community hall. MOCA's founding president, Harry Huish (1925–2000), went on to become the area's alderman, while

longtime secretary George Moss (1883–1952) is the namesake of the park that he pushed to create. In the 1950s, the community of Lynnwood was developed on the hill above Ogden in close proximity to the community hall and schools site.

Millican-Ogden remains a mixed-use district, but the presence of large-scale industrial employers diminished with the closure of the Imperial Oil refinery in 1975 (and its demolition in 1977), the closure of the Canadian Government Elevator in 2011 (and its demolition in 2015), and the eventual closure of Ogden Shops and its conversion to Canadian Pacific's administrative headquarters. In the 1970s, the refinery was replaced by the Lynnvew Ridge Phase IV residential development, which was later removed in the 2000s due to contamination, and Old Refinery Park. Though remediation/risk management measures are in place, contamination related to the former refinery site remains.

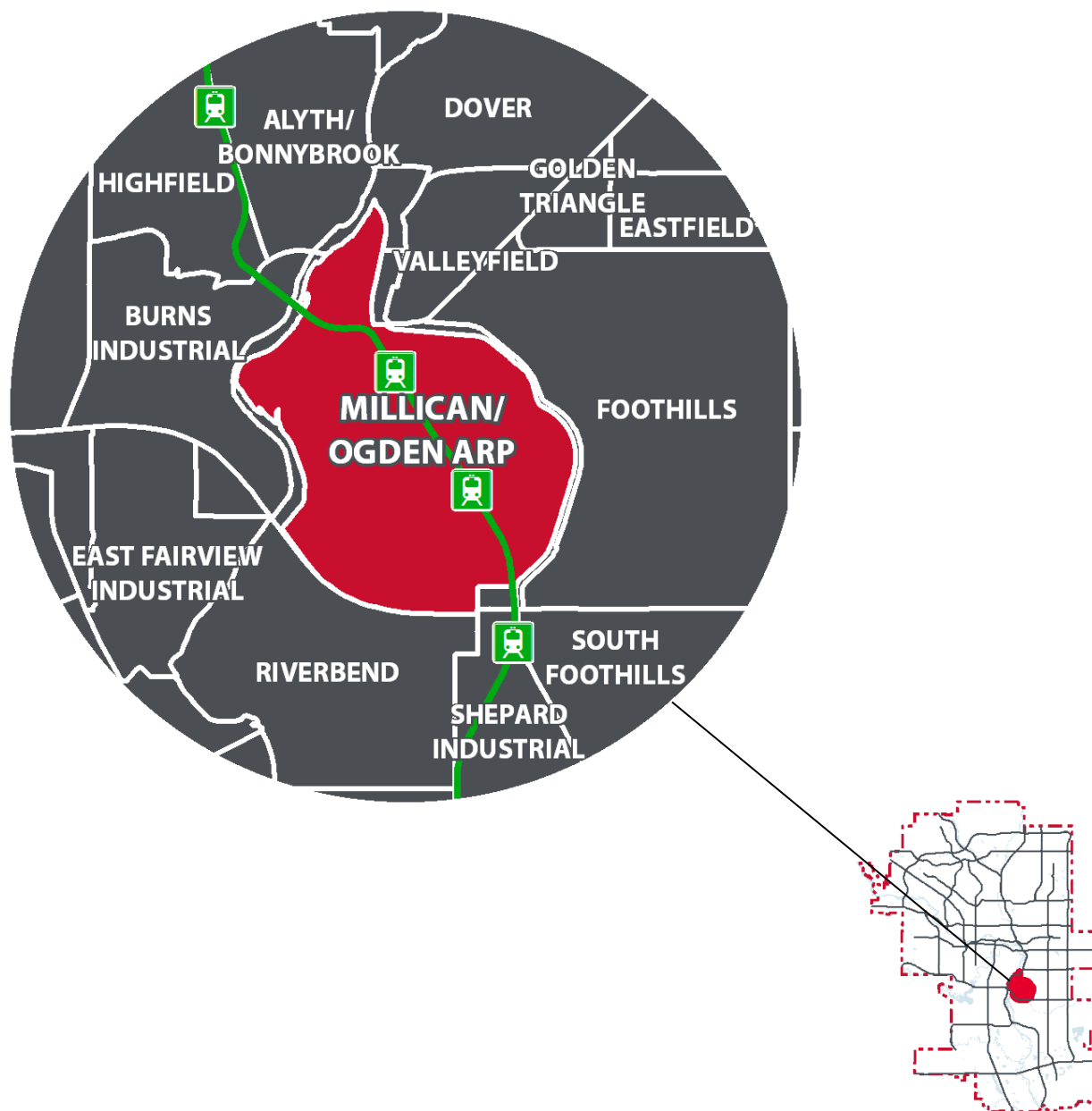
## 1.2 Community Context

The Plan Area, consisting of approximately 630 hectares, is located in southeast Calgary (see Map 1: Plan Context and Map 2: Plan Location). It is bounded by the Bow River to the west, Glenmore Trail to the south, the Canadian Western Irrigation District Canal to the east, and to where Ogden Road SE and the Bow River intersect in the north.

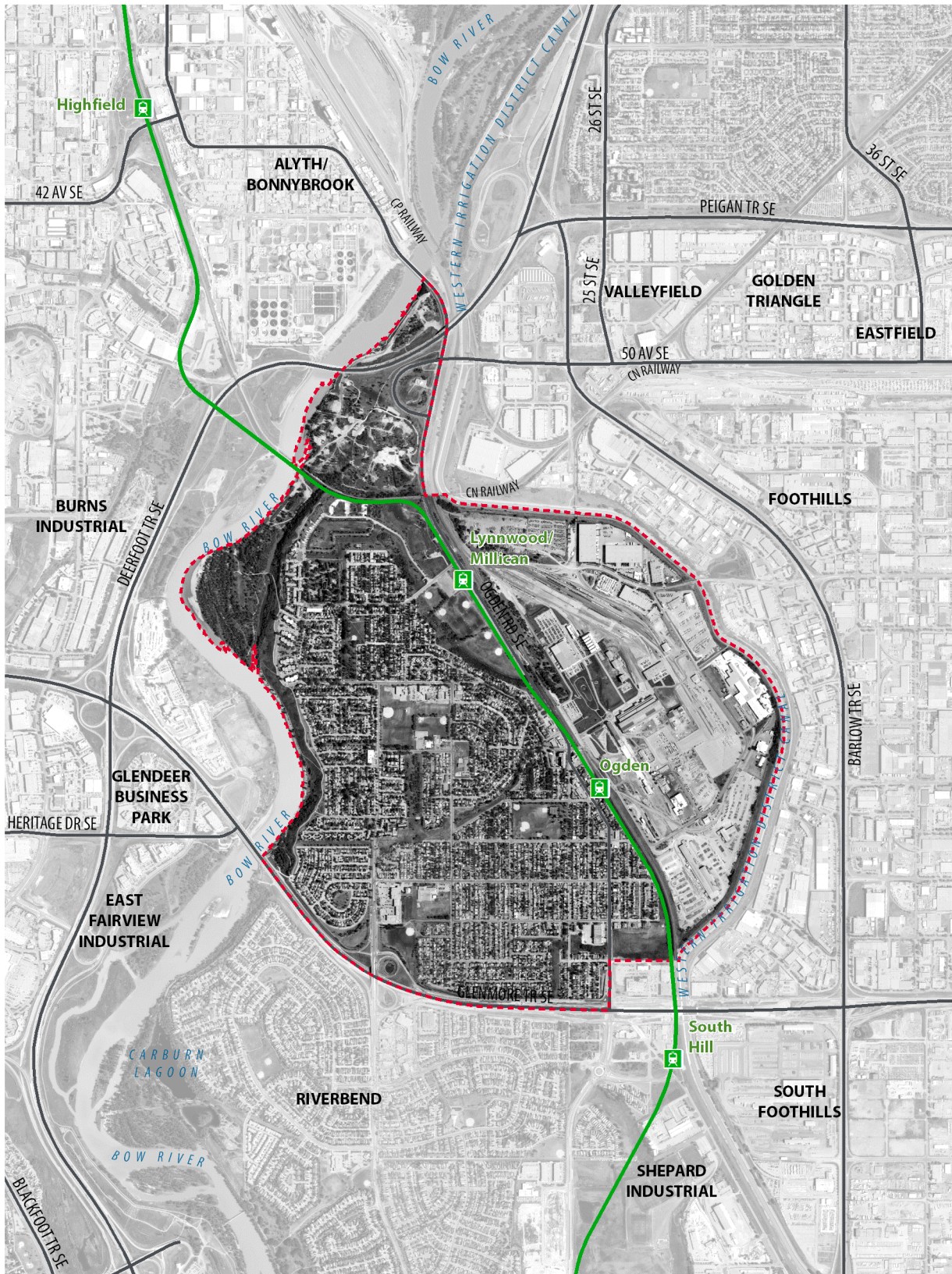
The established community of Riverbend and the developing area of South Hill, identified as a Community Activity Centre in the Municipal Development Plan, are located to the south. Industrial uses exist to the north and east.

A freight corridor runs north-south within the Plan Area. Land use in the western portion of the Plan Area is primarily residential with industrial uses located in the eastern portion of the Plan Area. See Section 7: Plan Area Attributes for a full description of features within the Plan Area.

Map 1 | Plan Context







# 2 Millican-Ogden's Future

## 2.1 Community Vision and Core Ideas

Millican-Ogden will continue to offer the features that residents currently enjoy, such as an abundance of open space, a high degree of connectivity to the wider city, a mix of land uses and housing types, and a proud sense of community spirit and railway heritage. These features will be augmented by the Green Line stations in the area, with the Ogden Light Rail Transit (LRT) station becoming the new heart of the community that will include a mix of shops, services and housing to serve the area's diverse population.

### Objectives

This Plan has five main objectives:

#### 2.1.1 Complete community

- a. Establish Ogden Road as a vibrant street with small town character, incorporating new shops, services and housing.
- b. Provide a framework for the ongoing redevelopment of neighbourhoods within the community to provide the services and amenities that meet the needs of current and future residents.

#### 2.1.2 Compact strategic growth

- a. Facilitate redevelopment in strategic locations to provide a mix of housing choices and places for businesses to locate.

#### 2.1.3 Multi-modal connectivity

- a. Improve connections throughout the community for pedestrians and cyclists.
- b. Enhance community transit services in anticipation of and in coordination with the Green Line.
- c. Comprehensively manage traffic and parking.

#### 2.1.4 Great communities

- a. Establish Ogden LRT Station as the heart of the community, incorporating a new plaza as a public gathering space.
- b. Foster social inclusion and a sense of belonging through a variety of housing types and tenures, affordability and gathering spaces.
- c. Strengthen the historic character of the community through sensitive development and quality design of streets, buildings and places.
- d. Celebrate local parks and encourage improved connections between open spaces.

#### 2.1.5 Resilient communities

- a. Ensure the broader community benefits from redevelopment and that the community is set up to adapt to changes in development trends over time.



## 2.2 Community Structure

The community structure is shown on Map 3: Land Use Concept, which depicts the general location of future types of development throughout the Plan Area. It also illustrates the general location of neighborhoods and relationship between land use building blocks, the transportation network and open spaces. Refinements to the exact location may be made without an amendment to this ARP as part of a land use amendment application, provided they achieve the vision and core ideas of the plan.

Building blocks found in this ARP are based on those established in the Developed Areas Guidebook, Volume 2, Part 3 of the Municipal Development Plan. Each building block has a range of land use districts that can be applied during the land use amendment stage.

Development in Millican-Ogden will include a variety of land uses, building types and vertical and horizontal mixed uses that build upon the existing small town community character. The introduction of LRT into the community of Millican-Ogden, with the addition of improved pedestrian and cyclist connections, will provide individuals with multiple sustainable mobility choices. Maintaining the abundance of open space and parks, along with the addition of public spaces and plazas, will promote physical activity and social interaction. Improvements to pathways will connect the people who live, work and play in Millican-Ogden with natural features and destinations throughout Calgary. Other outcomes are highlighted by Table 1: Millican-Ogden Snapshot.

### Land Use Concept Elements

The following list provides a quick reference to the land use building blocks and elements shown on Map 3: Land Use Concept. More extensive descriptions and policies pertaining to each building block are provided in the Developed Areas Guidebook. This ARP outlines specific ways in which these building blocks apply in the Plan Area.

#### Neighbourhood – Limited

The Neighbourhood – Limited building block is located throughout Millican-Ogden. It features low-density residential housing forms such as single detached, semi-detached, duplex, row house, and townhouse that may incorporate secondary suites and home businesses. Other uses that may be considered appropriate within the Neighbourhood – Limited area include schools, daycares, places of worship and civic uses.

#### Neighbourhood – Low-Rise

The Neighbourhood – Low-Rise building block is also located throughout the community, though it is mainly located along prominent corridors, open space and closer to the future Ogden LRT Station. This building block accommodates a range of housing types including low-rise multi-residential buildings, stacked townhouses, rowhouses, semi-detached and duplex dwellings. Other uses that may be considered appropriate within the Neighbourhood – Low-Rise area may include small to medium-scale commercial uses, schools, daycares, places of worship and civic uses.

#### Community – Mid-Rise

The Community – Mid-Rise building block is located closest to the future Ogden LRT Station and along Ogden Road SE within the Ogden Station Neighbourhood. It is intended to accommodate a mix of mid-rise buildings that contain residential and commercial uses, creating an active, vibrant centre for the community of Millican-Ogden. Other uses that may be considered appropriate within the Community – Mid-Rise area include schools, daycares, places of worship and civic uses.

## Active Frontages

Along Ogden Road SE and 72 Avenue SE, specific portions of the streets are identified as requiring or encouraging active frontages. This designation indicates the requirement for high-quality building and public realm design that will enhance the pedestrian experience and contribute to the vibrancy of the area surrounding the future Ogden LRT Station. Buildings along these streets must provide commercial uses at grade, direct entries from ground floor units to the public sidewalk, enhanced transparency and other design elements outlined in the Developed Areas Guidebook.

## Comprehensive Future Development

As shown on Map 3: Land Use Concept, Millican-Ogden contains a number of large sites that are either undergoing redevelopment or may undergo redevelopment within the timeframe of this plan:

- the former Canadian Legion site (southwest corner of 78 Avenue SE and Ogden Road SE);
- The City of Calgary site (between 76 Avenue SE and 78 Avenue SE, east of Ogden Road SE);
- a commercial centre (corner of 78 Avenue SE and 18 Street SE); and
- a seniors housing site (north of 66 Avenue SE between 19 Street SE and 20 Street SE).

Due to the size and prominent location of these sites within the community, any redevelopment proposed for an individual site should be planned comprehensively to help achieve the vision and goals of this Plan.

## Employment – Industrial

The Employment – Industrial building block is located in the eastern half of the plan area. It provides for a broad variety of industrial uses and intensities, protecting industrial land for primarily industrial uses, while allowing strategic non-industrial uses to support employees in the area.

## Employment – Intensive

The Employment – Intensive building block is located within the Ogden Shops Employment Area in the eastern half of the plan area. It supports a high volume of employment uses, including but not limited to offices with other support uses, including restaurants and other services uses and provides strategic locations for large scale institutional or campus-style uses.

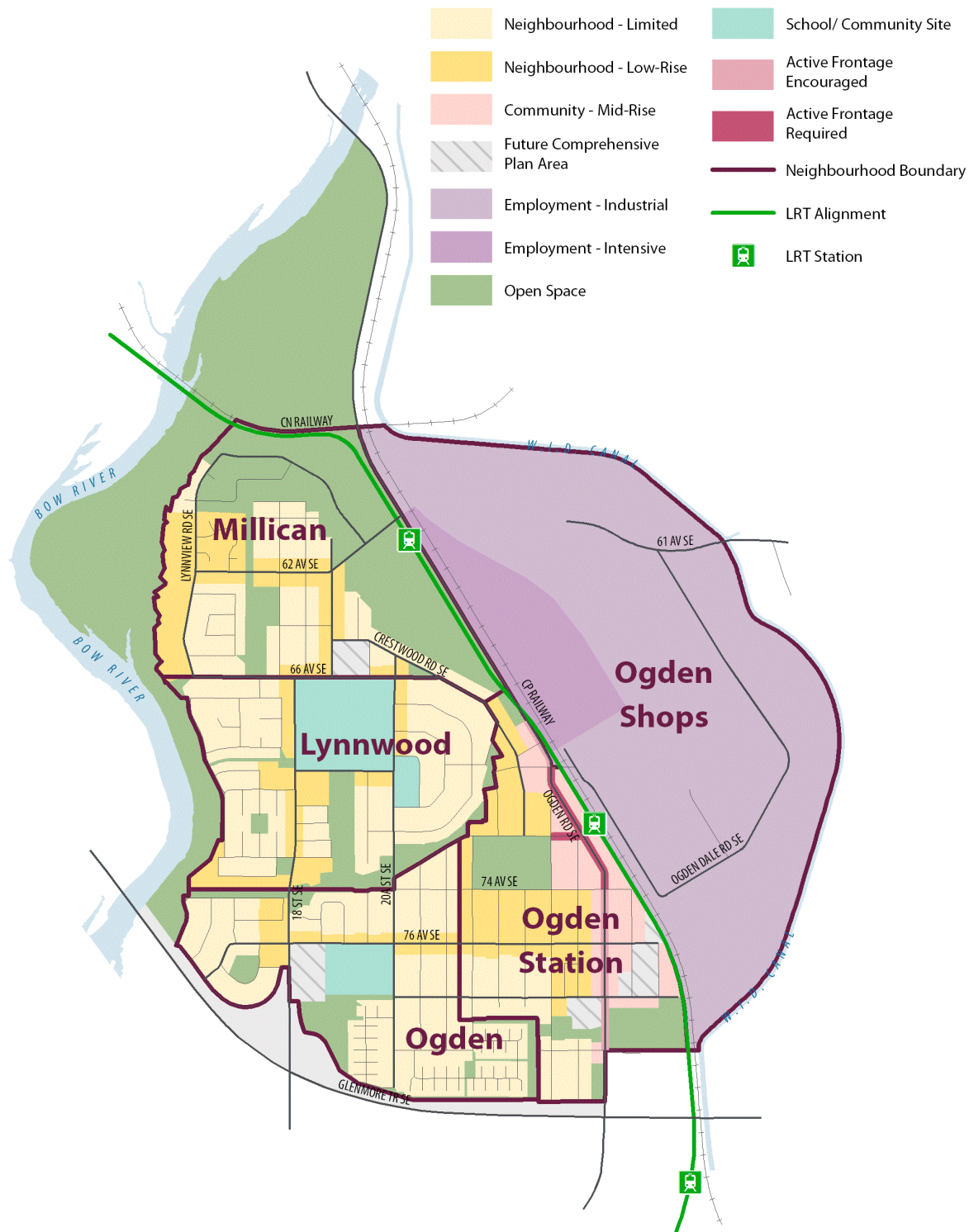


Table 1 | Millican-Ogden Snapshot

Area Redevelopment Plan	630 hectares	395 hectares gross developable area	95 hectares open space <sup>1</sup>
2014 Civic Census data	8,918 residents	3,754 dwelling units	
Population focused projection <sup>2</sup>	12,800 residents	5,700 dwelling units	4,000 jobs
Public amenities	Cultural/civic spaces <ul style="list-style-type: none"> <li>• Four schools</li> <li>• Millican-Ogden Community Association Hall</li> <li>• Jack Setters Arena</li> <li>• Millican-Ogden Outdoor Pool</li> <li>• Ogden House Senior Citizens Club</li> <li>• Southeast Calgary Resource Centre</li> </ul>	Open space and parks <ul style="list-style-type: none"> <li>• Beaver Dam Flats</li> <li>• Old Refinery Park</li> <li>• Pop Davies Athletic Park</li> <li>• George Moss Park</li> <li>• Neighborhood parks</li> </ul>	Improved connectivity <ul style="list-style-type: none"> <li>• Green Line LRT</li> <li>• Regional pathways</li> <li>• Complete streets</li> </ul>

<sup>1</sup> Open space area represents the combined total of local and regional open space within the plan area and does not include Beaver Dam Flats and Old Refinery Park.

<sup>2</sup> Jobs and population are estimates only and represent a population focused development scenario which assumes 20% of the maximum allowable floor area ratio (FAR) as commercial development and residential development up to the total maximum.





## 3 Land Use and Built Form

This section sets the framework for development in Millican-Ogden. Policies included provide requirements for key elements in the Plan Area including building form, site design and circulation that support the vision and core ideas of the plan.

### 3.1 Community Policies

The community of Millican-Ogden is composed of neighbourhoods based on original phases of development and build out. For the purpose of redevelopment and to ensure the appropriate function of the overall community, four neighbourhoods and one employment area are identified in Map 3: Land Use Concept. Each neighbourhood has a central node or corridor that contains or could contain, through future development, a commercial centre and a park space that provide goods, services and opportunities for both active and passive recreation to local residents, within walking distance of their homes. These nodes and corridors are ideal locations for future development of multi-residential and mixed-use buildings. It is important to note that neighbourhoods are intended to help guide planning decisions and to provide residents a sense of place within their community but are not meant to define exclusive boundaries of any sort.

The following sections provide policies that will guide future development in Millican-Ogden. Some of the policies are general and apply to all parts of the community while others are specific to development in certain neighbourhoods.



Figure 2 | Existing node

#### Policy

##### 3.1.1

Proposals for land use amendments should be consistent with the building blocks shown on Map 3: Land Use Concept. Appropriate land use districts are provided in the MDP, Volume 2, Part 3: Developed Areas Guidebook.

##### 3.1.2

Transition treatments such as step backs, building articulation, landscaping and the creation of amenity spaces are recommended for locations where:

- a. adjacent buildings differ in height by more than two storeys;

- b. buildings of greater than three stories abut parks, plazas or open spaces; and
- c. industrial is located adjacent to other uses.

### 3.1.3

Any development in proximity to a freight corridor property must conform to all requirements of The City at the time of application.

### 3.1.4

Residential development in proximity to the industrial area that is located east of the CP railroad tracks must be designed with appropriate sound attenuation.

### 3.1.5

New automobile service centres, drive-thru businesses and service stations should not be approved within the Plan Area.

### 3.1.6

Third party advertising signs or billboards shall not be allowed within 600 metres of a LRT station.

### 3.1.7

A broad range of housing types to accommodate the needs of different households, income levels, age groups and lifestyles is encouraged within new development in order to support changing demographics and social sustainability.

### 3.1.8

The following policies apply to all development sites adjacent to parks or open spaces as shown on Map 3: Land Use Concept:

- a. building massing should minimize shading where possible;
- b. buildings should include windows or openings and lighting that will enable visual surveillance of the park; and
- c. if there is landscaping along the frontage, the site should be landscaped to enable visual permeability between the development site and the park.

### 3.1.9

Development sites that share a property line with parks or open spaces should:

- a. locate all walkways, lighting and other infrastructure associated with at grade access on the development site;
- b. locate on-site amenity spaces in close proximity to adjacent parks in order to enhance activity in and around the park; and
- c. be landscaped to clearly define the property line between the park and site either through appropriate fencing or other landscaping treatments.

### 3.1.10

Development sites located across a laneway from a park or open space are encouraged to:



- a. relocate or bury utility lines;
- b. enclose or screen waste areas;
- c. plant large, deciduous tree species;
- d. provide underground or garage-door enclosed parking;
- e. locate laneway homes with access to the laneway in Neighborhood – Limited areas; and
- f. have ground-level units with individual access points to the laneway in Neighborhood – Low-Rise and Community – Mid-Rise areas.



*Figure 3 | Opportunity for laneway housing*

#### **3.1.11**

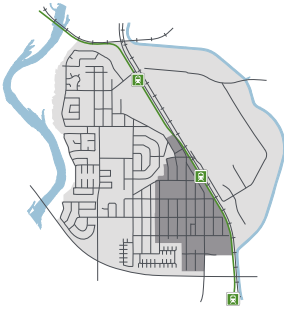
Where a development site is across a street from a park or open space, vehicular access points should not be off of the street unless other access points are not available.

#### **3.1.12**

Applications for development within Future Comprehensive Plan Areas identified on Map 3: Land Use Concept shall conform to the policies of the Developed Areas Guidebook, with the additional following criteria:

- a. shall be planned comprehensively to ensure the entire site can be redeveloped;
- b. shall be designed to integrate with the prevailing street network pattern;
- c. should include transit-supportive land uses and development densities; and
- d. should incorporate public streets wherever possible.

## 3.2 Ogden Station Neighbourhood



The Ogden Station Neighbourhood is located in the southeast portion of the community and contains the future Ogden LRT Station. The LRT station will include a Transit Plaza which will serve as the active centre of the community – as a place for transit patrons to come and go but also as a place for local residents to meet and interact, as a space for public events and as a landmark within the community.

The Ogden Triangle (located between 24 Street SE and the CP main line and from 69 to 74 Avenue SE) is planned to accommodate higher density, mixed-use development that will serve as the main commercial centre of the neighbourhood and the community as a whole. This area will feature well-designed streetscapes with active uses at grade, a pedestrian oriented environment and a high-quality public realm.

Another important location in the Ogden Station Neighbourhood is the former Canadian Legion site at the intersection of Ogden Road and 78 Avenue SE. This location is identified as a redevelopment opportunity to provide locally focused commercial services in a mixed-use format.

### Composition

#### 3.2.1

As shown on Map 3: Land Use Concept, the Ogden Station Neighbourhood consists of:

- a. the future Ogden LRT Station;
- b. areas of Community - Mid-Rise development;
- c. streets identified as requiring active frontage and encouraging active frontage;
- d. areas of Neighbourhood – Limited development;
- e. areas of Neighbourhood – Low-Rise development;
- f. two Comprehensive Future Development sites;
- g. a future regional recreation facility (see Section 4.2: Parks); and
- h. George Moss Park (see Section 4.2: Parks).

## Design

### 3.2.2

The design of the Transit Plaza:

- a. shall include wayfinding signage to direct transit patrons and other visitors to destinations within the community and beyond;
- b. shall provide amenities such as public seating areas, heated waiting areas and bicycle parking;
- c. should feature a mix of hard and soft landscaping and incorporate low-impact development where feasible;
- d. should include lighting and other design elements that adhere to Crime Prevention Through Environmental Design principles;
- e. should include public art to act as a distinct station landmark and to build a sense of place. If feasible, the “Oggie Ogden” monument, originally built to commemorate the 75th Anniversary of the Ogden Yards, should be incorporated into the plaza as a work of public art, with the strategy for incorporating this statue to be determined at the design stage of the plaza; and
- f. should be large enough with suitable servicing to accommodate public gatherings that could include temporary structures and pop-up venues for community events (e.g., farmers’ markets, food trucks) while ensuring ease of movement for transit patrons.



Figure 4 | Active Frontage on Ogden Road SE

### 3.2.3

Buildings that are located in or adjacent to the Transit Plaza:

- a. should incorporate unique architecture and exceptional urban design to create signature buildings, as determined by the Approving Authority;
- b. should be designed to provide entries from individual ground floor units onto the plaza;
- c. should feature design elements such as restaurant patios, entrance canopies, decorative paving, public art and low-impact development solutions; and
- d. may require consolidation of several parcels in order to redevelop due to shallow lot depths at this location.



### 3.2.4

Site and building design in the Community – Mid-Rise area of the Ogden Station Neighbourhood shall conform to the policies of the Developed Areas Guidebook, with the additional following criteria:

- a. Buildings should be constructed to a minimum of four (4) storeys in height and a maximum of six (6) storeys in height with possible exceptions for transition areas adjacent to existing low-density development.
- b. For any portion of a building within 6 metres of a properly line shared with a street, the portion of the building from grade to a minimum height of 6 metres and maximum height of 14 meters, must be distinguished from the remainder of the building using at least two of the following features:
  - i. building massing;
  - ii. facade articulation;
  - iii. textures;
  - iv. building materials; or
  - v. a minimum horizontal step back of 2.5 metres above the portion of the building located closest to grade.
- c. The siting of buildings should respond to specific site conditions and opportunities (such as the non-rectangular lot at Ogden Road and 72 Avenue SE) to create unique architecture at prominent locations (e.g. Flatiron style).
- d. Buildings should be designed to form a consistent and strong edge to streets and public places, define the spatial and visual quality and support the gathering functions at street corners.
- e. All on-site parking must be located underground, in above-ground structured parking buildings, or to the rear of a building. Above-ground structured parking buildings should include attractive urban design components and include other uses to screen the parking use from view of public streets and spaces. Surface parking lots adjacent to a public street are not allowed.
- f. Buildings located on sites directly east of George Moss Park should be designed to provide individual entries to each unit connected directly to the public sidewalk in order to create a more active public realm.
- g. Building design is encouraged to incorporate landscaped rooftops for improved stormwater management, heat management and for amenity purposes.

### 3.2.5

Buildings and sites located along streets identified as requiring active frontage shall conform to the policies of section 3.2.4 and the Developed Areas Guidebook, with the additional following criteria:

- a. shall have active commercial or non-residential uses at grade to promote activity at the street level;
- b. shall incorporate entries from individual ground floor units to the public sidewalk;
- c. shall provide parking access from a rear lane only, wherever possible;

- d. shall provide a strong building edge along property boundaries fronting streets and public spaces to contribute towards a well-defined streetscape; and
- e. should provide a seamless transition between the sidewalk and building frontage in grade-separated areas.

### 3.2.6

Buildings and sites located along streets identified as encouraging active frontage shall conform to the policies of the section 3.2.4, with the additional following criteria:

- a. shall be designed to accommodate active commercial or non-residential uses at grade that can develop over time as the demand for these uses expands north and south along Ogden Road SE;
- b. shall incorporate entries from individual ground floor units to the public sidewalk;
- c. shall provide parking access from a rear lane only, wherever possible;
- d. shall provide a strong building edge along property boundaries fronting streets and public spaces to contribute towards a well-defined streetscape; and
- e. should provide a seamless transition between the sidewalk and building frontage in grade-separated areas.

### 3.2.7

Transit stops located along the active frontage should be designed with space to incorporate customer amenities such as shelters, street furniture, and digital signage, while ensuring pedestrian flow along the sidewalk is not impeded.

### 3.2.8

An Ogden Road Business Revitalization Zone should be established along streets identified as requiring an active frontage.

### 3.2.9

Site and building design in the Neighbourhood – Limited area of the Ogden Station Neighbourhood shall conform to the policies of the Developed Areas Guidebook.

### 3.2.10

Site and building design in the Neighbourhood – Low-Rise area of the Ogden Station Neighbourhood shall conform to the policies of the Developed Areas Guidebook, with the addition of the following policies:

- a. commercial, mixed-use and multi-residential developments along 76 Avenue SE:
  - i. shall provide separate entries and provide direct connections to the public sidewalk for each at-grade residential or commercial unit, on all sides that face a public street;
  - ii. should provide parking below grade or to the rear of buildings, wherever possible; and
  - iii. are encouraged to incorporate spaces for plazas, patios and enhanced transit stops adjacent to the public sidewalk in order to create a vibrant public realm along 76 Avenue SE.

### 3.2.11

Redevelopment of the Comprehensive Future Development site located northeast of Ogden Road SE and 78 Avenue SE shall conform to the policies of section 3.1.12, with the additional following criteria:

- a. be generally consistent with the Community – Mid-Rise building block of the Developed Areas Guidebook;
- b. incorporate an extensive public engagement process including the residents or users of the site, landowners within the Comprehensive Future Development Site, adjacent residents, and the community association;
- c. contemplate inclusion of affordable housing units in a variety of different housing forms; and
- d. consider the Industrial Arterial designation of 78 Avenue SE in the design and orientation of buildings.



Figure 5 | Former Canadian Legion site

### 3.2.12

Redevelopment of the Comprehensive Future Development site at the southwest corner of Ogden Road SE and 78 Avenue SE (former Canadian Legion site) shall conform to the policies of section 3.1.12, with the additional following criteria:

- a. generally consistent with the Community – Mid-Rise building block of the Developed Areas Guidebook;
- b. oriented towards Ogden Road SE and 78 Avenue SE, with clear glazing and transparency provided along both those streets; and
- c. built close to the property line along Ogden Road SE to facilitate an urban environment.



### 3.3 Millican Neighbourhood



The Millican Neighbourhood at the north end of the community contains lands north of 66 Avenue SE and includes Pop Davies Athletic Park. The central corridor linking the neighbourhood to the future Lynnwood-Millican LRT Station, 62 Avenue SE, will be the location for neighbourhood-scale commercial uses including retail, services and office development.

#### Composition

##### 3.3.1

As shown on Map 3: Land Use Concept, the Millican Neighbourhood consists of:

- a. the future Lynnwood-Millican LRT Station and parking lot;
- b. areas for Neighbourhood – Limited development;
- c. areas for Neighbourhood – Low-Rise development;
- d. a Comprehensive Future Development area;
- e. Pop Davies Athletic Park (see Section 4.2: Parks);
- f. open space (see Section 4.2: Parks); and
- g. portions of the former Imperial Oil refinery (see Section 6.1: Environment).

#### Design

##### 3.3.2

The future Lynnwood-Millican LRT Station should be designed to provide:

- a. a Transit Mobility Hub;
- b. an attractive interface with Pop Davies Athletic Park, including safe and convenient pathways to reduce the potential for informal pathways;
- c. wayfinding signage;
- d. public art that reflects historic elements of the community or the area's history; and
- e. an area for temporary structures and pop-up venues for community events (e.g., farmers' markets, food trucks) while ensuring ease of movement for transit patrons.



Figure 6 | 62 Avenue SE and Lynnvview Road SE

### 3.3.3

Site and building design in the Neighbourhood – Limited area of the Millican Neighbourhood shall conform to the policies of the Developed Areas Guidebook.

### 3.3.4

Site and building design in the Neighbourhood – Low-Rise area of the Millican Neighbourhood shall conform to the policies of the Developed Areas Guidebook, with the addition of the following policies:

- a. In order to protect the residential character of the Millican Neighbourhood while ensuring the development of a vibrant, active public realm that serves the current and future population:
  - i. opportunities for small-scale (local) commercial development shall be focused around the intersection of 62 Avenue SE and Lynnvview Road SE, and around the intersection of 62 Avenue SE and 19 Street SE.; and
  - ii. opportunities for live work units in the area are deemed appropriate along 62 Avenue SE between Lynnvview Road SE and 19 Street SE wherever on-street parking is available.
- b. Commercial, mixed-use and multi-residential developments along 62 Avenue SE between Lynnvview Road SE and 19 Street SE:
  - i. shall provide separate entries and direct connections to the public sidewalk for each at-grade residential or commercial unit on all sides that face a public street;
  - ii. should provide parking below grade or to the rear of buildings wherever possible; and
  - iii. are encouraged to incorporate spaces for plazas, patios and enhanced transit stops adjacent to the public sidewalk to create a vibrant public realm along 62 Avenue SE.

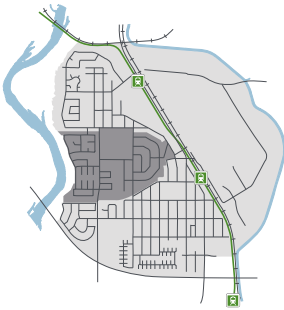
### 3.3.5

Any proposed redevelopment of the Comprehensive Future Development site located on the northeast corner of 19 Street SE and 66 Avenue SE which is (currently an assisted living facility for seniors) shall conform to the policies of section 3.1.12, with the additional following criteria:

- a. should generally be consistent with the Neighbourhood – Low-Rise building block described in the Developed Areas Guidebook;

- b. should ensure development fronts onto both 66 Avenue SE and 19 Street SE;
- c. is encouraged to incorporate affordable housing for seniors;
- d. may include a limited range of neighbourhood-scale commercial uses; and
- e. shall not include automotive uses.

### 3.4 Lynnwood Neighbourhood



The Lynnwood Neighbourhood, in the centre of the community, is separated from other neighbourhoods by topography. Specifically, it is bounded by a band of sloping green space to the south and east and by 66 Avenue SE to the north. The intersection of 18 Street SE and 69 Avenue SE will provide a focus for greater intensity of use, including commercial uses within the neighbourhood, tying into the recreational amenities of the community association/schools site.

#### Composition

##### 3.4.1

As shown on Map 3: Land Use Concept, the Lynnwood Neighbourhood consists of:

- a. areas for Neighbourhood – Limited development;
- b. areas for Neighbourhood – Low-Rise development;
- c. the community association/schools site (see Section 3.7: Community Amenities and Facilities); and
- d. various open spaces (see Section 4.2: Parks).

#### Design

##### 3.4.2

Site and building design in the Neighbourhood – Limited area of the Lynnwood Neighbourhood shall conform to the policies of the Developed Areas Guidebook.

##### 3.4.3

Site and building design in the Neighbourhood – Low-Rise area of the Lynnwood Neighbourhood shall conform to the policies of the Developed Areas Guidebook, with the addition of the following policies:



- a. in order to protect the residential character of the Lynnwood Neighbourhood while ensuring a vibrant, active public realm that serves the current and future population, opportunities for mixed-use and small-scale (local) commercial development shall primarily be focused around the intersection of 69 Avenue and 18 Street SE;
- b. a limited amount of mixed-use and small-scale (local) commercial development may also be considered at the corner of 66 Avenue SE and 20a Street SE; and
- c. live work units are considered appropriate along 18 Street SE north of the intersection with 69 Avenue SE, wherever on-street parking is available.



Figure 7 | Existing example of Neighbourhood – Limited

#### 3.4.4

Commercial, mixed-use and multi-residential developments around the intersection of 69 Avenue SE and 18 Street SE:

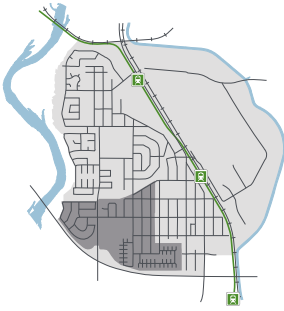
- a. shall provide separate entries and direct connections to the public sidewalk for each at-grade residential or commercial unit on all sides that face a public street;
- b. should provide parking below grade or to the rear of buildings; and
- c. are encouraged to incorporate spaces for plazas, patios and enhanced transit stops adjacent to the public sidewalk to create a vibrant public realm.

#### 3.4.5

In order to enhance the local amenities located in the Lynnwood Neighbourhood, any future improvements to the design of the community association/schools site near the intersection of 69 Avenue SE and 18 Street SE should consider:

- a. wider sidewalks;
- b. a formal pathway leading into the park;
- c. an inviting entry feature;
- d. wayfinding signage;
- e. public art; and
- f. a small playground.

## 3.5 Ogden Neighbourhood



The Ogden Neighbourhood is located at the southwest end of the plan area. The neighbourhood is anchored by the existing grocery store and commercial plaza at the corner of 18 Street SE and 76 Avenue SE. This site is identified in the land use concept as a Comprehensive Future Development site, as shown on Map 3: Land Use Concept. The adjacent private school site provides limited recreational opportunities for local residents.

### Composition

#### 3.5.1

As shown on Map 3: Land Use Concept, the Ogden Neighbourhood consists of:

- a. areas for Neighbourhood – Limited development;
- b. areas for Neighbourhood – Low-Rise development;
- c. a Comprehensive Future Development site; and
- d. various open spaces and a school site (see Section 4.2: Parks).

### Design

#### 3.5.2

Site and building design in the Neighbourhood – Limited area of the Ogden Neighbourhood shall conform to the policies of the Developed Areas Guidebook.

#### 3.5.3

Site and building design in the Neighbourhood – Low-Rise area of the Ogden Neighbourhood shall conform to the policies of the Developed Areas Guidebook.

#### 3.5.4

Redevelopment of the Comprehensive Future Development site located on the southeast corner of 18 Street SE and 76 Avenue SE which is (currently a community retail centre with a grocery store) shall conform to the policies of section 3.1.12, with the additional following criteria:

- a. should generally be planned as Community – Mid-Rise and Neighbourhood – Low-Rise building blocks as described in the Developed Areas Guidebook;

- b. should locate the tallest buildings adjacent to the south boundary of the site, transitioning to lower heights along the north boundary, while ensuring adequate sunlight throughout the site;
- c. should ensure development fronts onto both 18 Street SE and 76 Avenue SE, with building entrances facing public streets;
- d. should provide a pedestrian-friendly and permeable interface to the park located to the south, with multiple points of access;
- e. should include multiple buildings separated by a grid-based street network to allow for a more permeable urban environment; and
- f. may include cultural or civic uses.

### 3.6 Ogden Shops Employment Area



Nearly half of the Plan Area is within the Employment Area, shown on Map 3: Land Use Concept. This area incorporates the historic Ogden Shops, the CP headquarters and various other industrial and rail-related uses.

Industrial processes generally require large energy and resource inputs to process materials and produce finished goods. The diverse range of industrial activities within the Ogden Shops Employment Area presents an opportunity to explore energy and resource efficiencies that may be found through collaboration amongst industrial operators. These approaches are often referred to as industrial networking or sometimes eco-industrial networking.

Industrial networking can involve strategies to gain energy efficiencies by sharing energy producing infrastructure amongst several businesses and can also involve opportunities to capture and reuse waste heat for additional beneficial use.

#### Composition

##### 3.6.1

As shown on Map 3: Land Use Concept, the Ogden Shops Employment Area consists of:

- a. areas for Employment - Industrial development; and
- b. areas for Employment - Intensive development.



## Design

### 3.6.2

With industrial business and community partners, The City will initiate an Industrial Network and Energy Efficiency Study to examine opportunities for energy efficiency, green house gas reduction and economic development amongst businesses within the Ogden Shops Employment Area.

### 3.6.3

Redevelopment should be designed in a manner conducive to transit oriented design principles when located within close proximity to the future Lynwood-Millican and Ogden LRT stations.

### 3.6.4

With redevelopment, building design and uses should consider the predominately residential nature of land on the west side of the CP railway tracks and incorporate measures that mitigate noise or other nuisance factors.

### 3.6.5

Redevelopment that proposes a significant change in use of the area such as a shift from Employment – Industrial to Employment – Intensive or other uses will require the submission and review of a master plan to the satisfaction of the Approving Authority, indicating the redevelopment concept for the whole area under single ownership.



Figure 8 | Ogden Shops Employment Area

## 3.7 Community Amenities and Facilities

The Millican-Ogden community incorporates a larger than average number of residents in affordable housing units, seniors and low-income residents. The area is also one of Calgary's original communities and contains a number of historic buildings and structures. These characteristics present some unique opportunities for the community when considering redevelopment. Map 4: Open Space and Community Amenities identifies amenities located in the Plan Area.

### Heritage

The heritage character of the community is integral to its distinctiveness and value. An objective of this ARP is to foster a distinctive, complete community with a strong sense of place and to encourage redevelopment to occur, but to also retain the heritage resources and heritage character of the community which serve to make it special.

Some of the community's significant heritage sites have been formally acknowledged and are listed on Calgary's Inventory of Evaluated Historic Resources (the 'Inventory'). Currently, Alyth Lodge/Ogden Hotel, which is listed on the Inventory, is the only protected heritage resource. The majority of the properties on the Inventory, and others with heritage character, are not protected. Additionally, many properties in the area have heritage character and merit inclusion on the Inventory and conservation, but have not yet been listed.

### 3.7.1

Refer to the Developed Areas Guidebook policies on heritage resources, with the addition of the following policies:

- a. Development is encouraged to respect the historic character of the community. This policy is not to prohibit redevelopment but to highlight the role that the existing context can play in shaping the form and function of new buildings.
- b. Adaptive re-use of heritage resources is strongly encouraged through the land use amendment application process.

### Seniors Housing

The population of Millican-Ogden is aging, and many residents through the public engagement process expressed the desire to stay within the community as they age. The lack of seniors housing facilities in the community is a key concern of residents. Redevelopment in the Plan Area should address this need, and new seniors housing facilities should be located so as to promote a sense of inclusiveness and cohesion.

### 3.7.2

New seniors housing developments:

- a. should be integrated in prominent locations within the community to promote inclusiveness and accessibility to services;
- b. should include a variety of housing types, tenures and affordability;
- c. should incorporate amenity space; and
- d. should be located no further than 200 metres from a Calgary Transit stop.

### Community Association/Schools Site

The community association/schools site, shown on Map 4: Open Space and Community Amenities, is home to the community association building, the Jack Setters Arena, an outdoor pool, baseball diamonds, the Ogden House Senior Citizens Club and two schools. These are all important elements of the community's social fabric.

### 3.7.3

Any redevelopment contemplated for the community association/schools site or facilities contained within it, should be subject to a public engagement process whereby the needs of the community and local residents are identified and incorporated in the redevelopment plans.



Figure 9 | Community Association site

### Southeast Calgary Resource Centre

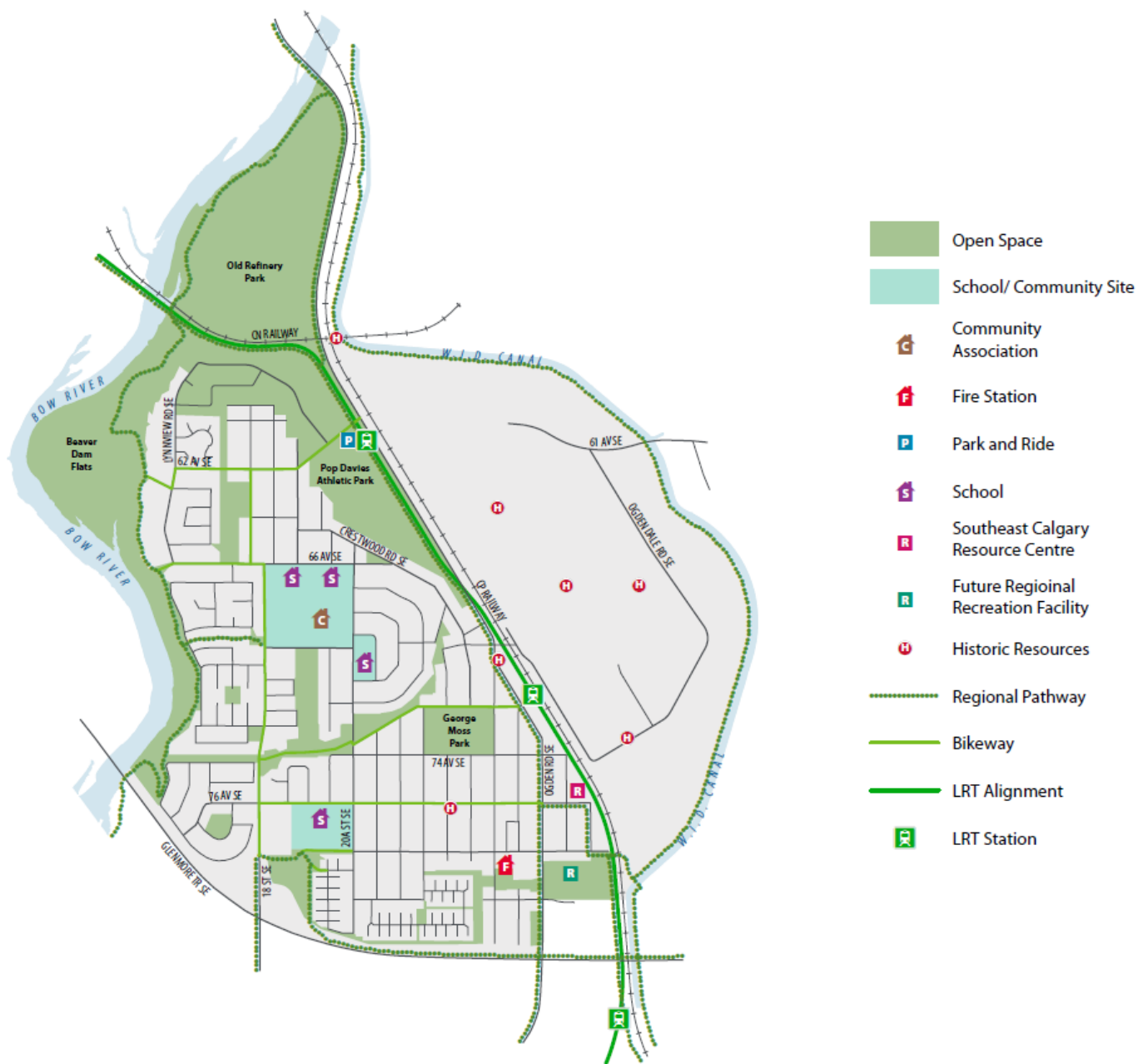
The Southeast Calgary Resource Centre provides social services to the southeast Calgary area. It is currently located in the southeast portion of the Plan Area and it is anticipated that the Centre will remain at this location for the foreseeable future. The services the Centre provides are immensely important to the residents of the Plan Area and beyond.

#### 3.7.4

Should the relocation of the Southeast Calgary Resource Centre be required, ideal locations for it would include the Active Frontage area within the Ogden Triangle or a location that is within 600 metres walking distance of the Ogden LRT Station.

#### 3.7.5

Wayfinding signage indicating the location of the Southeast Calgary Resource Centre should be provided throughout the community to orient transit users, pedestrians and cyclists to its location.





# 4 Open Space and Parks

Millican-Ogden benefits from an abundance of open space and parks which are a source of pride for residents. The plan area includes recreational amenities such as sports fields as well as a number of natural amenities and neighbourhood parks.

## 4.1 Open Space Network

The Western Irrigation District Canal currently provides pathway connections, and a regional pathway is planned along the Green Line right-of-way, which will connect to the broader pathway network. The open space network in Millican-Ogden will enhance existing natural features within the Plan Area and provide direct pathway connections throughout Millican-Ogden and to adjacent communities for people of all ages to enjoy.

### Composition

#### 4.1.1

The open space and pathway network should be located as shown on Map 4: Open Space and Community Amenities.

#### 4.1.2

Open space and alignment of the pathway network may be refined, but not removed, through an outline plan or land use amendment application.

### Design

#### 4.1.3

Projects involving parks and open space facilities should be developed according to a park master plan. In planning and capital projects involving parks and open space facilities, the community and its representatives should be consulted.

#### 4.1.4

Fencing to limit pedestrian access to open spaces and pathways should be avoided. Alternatives, including soft and hard landscaping, should be used to delineate open space boundaries.

#### 4.1.5

Wayfinding shall be provided at key points along the pathway network.

## 4.2 Parks



Figure 10 | Parks

### George Moss Park

George Moss Park, shown on Map 4: Open Space and Community Amenities, is a large community park located near the future Ogden LRT Station. It currently features a playground, tennis courts, baseball diamonds and open space.

#### 4.2.1

Any improvements to the programming of George Moss Park should better orient the park towards the future Ogden LRT Station. The northeast corner of this park should facilitate a sense of arrival or connection to the LRT station, with direct pedestrian pathways incorporated through the park along desire lines to the station. This may require relocating the tennis courts.

### Pop Davies Athletic Park

Pop Davies Athletic Park, shown on Map 4: Open Space and C, is a popular regional athletic park used by citizens from all over Calgary for sports and recreational purposes. The incorporation of the adjacent Lynnwood/Millican LRT Station, the LRT alignment along the eastern edge of the park and the parking area may necessitate changes to the configuration of ball diamonds and playing fields at no net loss of recreation amenities and associated parking.

#### 4.2.2

Pop Davies Athletic Park should continue to operate as a regional athletic park with specific programming requirements determined by The City of Calgary's Recreation Department. Design and programming should complement the adjacent Lynnwood/Millican LRT Station.

#### 4.2.3

Changes to the locations of ball diamonds and playing fields must consider the following criteria:

- a. the safety of pedestrians, vehicles, buses and LRT infrastructure from hazards of baseballs or other objects associated with activities in the park;
- b. the safety of pedestrians who might want to access the south end of the athletic park by crossing over the LRT alignment;
- c. the effective and efficient access of maintenance crews and equipment (including emergency vehicles) to the athletic park; and
- d. design elements that would reduce or eliminate the potential for informal pathways to:

- i. the amenities within the athletic park; and
- ii. the adjacent neighbourhood.

#### 4.2.4

Opportunities to enhance connectivity from Pop Davies Athletic Park up the escarpment into the community should be explored.

#### 4.2.5

Lighting within Pop Davies Athletic Park should maximize safety while minimizing light pollution to adjacent properties.

#### 4.2.6

The parking lot may be reconfigured to provide additional stalls to serve users of the athletic facilities and transit riders.

### Beaver Dam Flats and Old Refinery Park

Beaver Dam Flats is a natural environment park that lies along the eastern bank of the Bow River. The park was created in the early 1980s and occupies about 43 hectares. Old Refinery Park in the northern portion of the Plan Area. The park was created in the early 1990s and occupies about 32 hectares. For further information regarding future use of these parks, see Section 6.1 Environment.

### Future Regional Recreation Facility

As per the Recreation Facility Development and Enhancement Study, the 10-Year Sport Strategic Plan (Team Spirit: Advancing Amateur Sport for All Calgarians) and the Recreation Amenity Gap Analysis, a site for a future regional recreation facility has been identified within the Plan Area (see Map 4: Open Space and Community Amenities). This facility will meet Calgarians' high demand for regional recreation needs.

#### 4.2.7

The development of the future regional recreation facility must consider:

- a. the safety of facility users as it relates to the LRT right-of-way located along its eastern boundary;
- b. the escarpment (i.e., environmental reserve land) directly south of the site, which must not be disturbed by development of the facility; and
- c. animating the street edge along Ogden Road SE, through building and site design.

# 5 Mobility

The Plan Area is served by major road, transit and bicycle connections, linking it to major regional destinations. The policies below are intended to improve the connections that exist within the Plan Area, to minimize cut-through traffic and to make walking, cycling, and transit use even more desirable choices for residents.

## 5.1 Connectivity

### 5.1.1

Pedestrian and cycling connectivity throughout the Plan Area and to the surrounding communities shall be established through the street and pathway network as shown on Map 4: Open Space and Community Amenities.

### 5.1.2

Safe pedestrian and cycling connections should be provided at Glenmore Trail SE to link the communities of Ogden and South Hill along 18 Street SE and Ogden Road SE.



Figure 11 | Pedestrian and cycling connectivity



## 5.2 Pedestrian Circulation

The Plan Area benefits from a variety of different pedestrian destinations located in all parts of the community. In addition to sidewalks, pedestrian links are provided by pathways along escarpments, between houses and through parks and open spaces. Despite a high degree of pedestrian permeability, some improvements can be made to make walking a more desirable and viable option of getting around the community.

### General Policy

#### 5.2.1

Formalized pedestrian and bicycle pathways should be provided in the following locations to improve connectivity:

- a. between 80 Avenue SE and Olympia Drive SE;
- b. between 20a Street SE and 18 Street SE along the escarpment;
- c. barrier free access from 22a Street SE to Lynn Road SE; and
- d. formalized connections from Lynnwood/Millican LRT Station across Pop Davies Athletic Park to Crestwood Road SE and 18a Street SE.

#### 5.2.2

Safe pedestrian connections should be provided under Glenmore Trail SE along Ogden Road SE, and under the CP railroad tracks at 78 Avenue SE to improve connectivity to the Community Activity Centre to the south and from east to west across the tracks.

#### 5.2.3

Connections should be provided to establish direct links for active modes to the regional pathway along the Western Irrigation District Canal.

#### 5.2.4

The following special design treatments should be considered to improve the pedestrian experience and environment along Ogden Road SE:

- a. raised intersections;
- b. decorative paving;
- c. curb extensions;
- d. highly visible pedestrian crossings;
- e. wayfinding signage to direct pedestrians to key locations in the community, such as the LRT stations, the Community Association building and local parks;
- f. interpretive signage describing the community's history and identity to instill a sense of local pride; and
- g. public art, either as part of a private development or public improvement.

## 5.3 Cyclist Circulation

The Plan Area is adjacent to the Bow River pathway system, which provides excellent cycling connections to regional destinations. However, a few key connections between the Plan Area and the regional pathway system are missing and improvements need to be made to bicycle circulation routes within the Plan Area to make cycling a more convenient option for residents.

### General Policy

#### 5.3.1

New bicycle lanes, with travel in each direction, or multi-use pathways should be installed along Ogden Road, 72 Avenue, 76 Avenue, 18 Street SE and Millican Road SE to provide a continuous network of cycle-friendly routes within the Plan Area.

#### 5.3.2

Wayfinding methods for cyclists should be implemented showing how to get to significant local destinations and beyond.

#### 5.3.3

Cycling facilities should be provided at destinations including Ogden Road SE, bus stops and entrances to parks and open spaces.



Figure 12 | Cyclist circulation

## 5.4 Transit Network

A number of transit routes currently serve the Plan Area, with major routes running along Ogden Road SE, 18 Street SE, and 76 Avenue SE, as shown in Map 5: Transit Network. Calgary Transit is continuously monitoring and adjusting transit service as appropriate. As an example of this, with the opening of the LRT stations in the area, transit routes may be reconfigured to improve transit service and provide better connectivity to the stations.

### General Policy

#### 5.4.1

LRT stations are planned for the locations shown on Map 5: Transit Network.

#### 5.4.2

Plans for the Ogden LRT Station include transit plaza which will serve as the active centre of the community as outlined in section 3.2.2.

#### 5.4.3

Plans for Lynnwood/Millican LRT Station include a Transit Mobility Hub, a place of connectivity where different modes of transportation (i.e., walking, cycling, bus and rail transit) come together seamlessly.

#### 5.4.4

All of the streets identified on Map 5: Transit Network are required to be transit supportive. Exact routes and stop locations will be refined at the applicable development application stage or through the redesign of existing routes.

#### 5.4.5

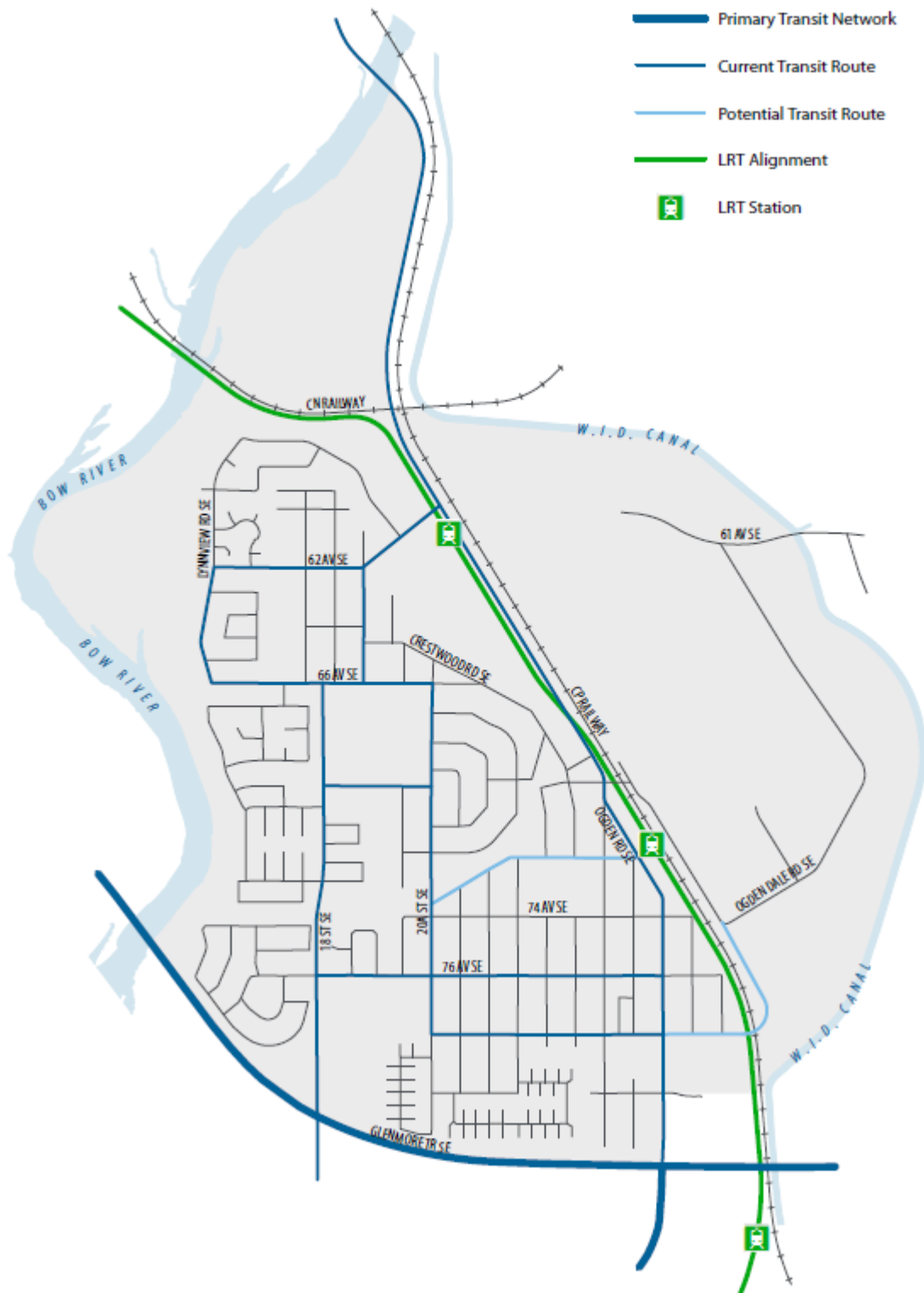
72 Avenue SE may accommodate a transit route in the future.

#### 5.4.6

Transit stops along Ogden Road SE and within the Ogden Triangle should be designed to incorporate shelters, street furniture, and digital signage.

#### 5.4.7

Active uses around transit stops are encouraged.





## 5.5 Street Network

The street network in the Plan Area is laid out mostly in a grid fashion, which provides for excellent connectivity for destinations within the area. However, cut-through traffic, a lack of on-street parking and a lack of designated on-road bicycle facilities need to be addressed in the future. The policies below are intended to enhance the street network that already exists within the Plan Area to make it better for all users.

### General Policy

#### 5.5.1

Any changes proposed by The City of Calgary to the street network should align to those shown on Map 6: Street Network. Ensure right of way is suitable for any proposed changes through consultation with appropriate City departments.

#### 5.5.2

Any new streets established as part of a redevelopment application should be well connected to the existing network.

#### 5.5.3

New local streets may be established as part of a land use amendment or outline plan process without requiring an amendment to this Plan.

### Future Connections to Employment Lands

Studies are being undertaken to understand the feasibility of closing the 69 Avenue SE access between Ogden Road SE and Ogden Dale Road SE and opening a new grade separated connection to the industrial lands east of the CP railway tracks via an extension of 78 Avenue SE as an industrial arterial road. A traffic light at the intersection of Ogden Road and 78 Avenue SE may also be considered. Redesigning the road network in this manner would alleviate congestion on Ogden Road SE and reroute industrial traffic away from the heart of the community.

The possibility of access to the employment lands at Millican Road SE, east of the tracks, has not been studied, however should be considered in the future if significant redevelopment of the industrial lands occur.

### Ogden Road SE

Ogden Road SE is envisioned to be the high street of the Plan Area, with the highest intensity of activity located along it. As such, it is important that its design complements the land uses and intensity that will be along it.

#### 5.5.4

Ogden Road SE between Millican Road SE and 78 Avenue SE should be redesigned and constructed to a complete street standard as per the Calgary Transportation Plan (see Map 6: Street Network) and section 5.2.4) and should include the following elements:

- a. one permanent lane of travel in each direction;
- b. on-street parking during off-peak hours;

- c. bicycle lanes in each direction or a multi-use pathway;
- d. enhanced and frequently spaced crossings for active modes of transportation;
- e. street trees;
- f. high-quality transit stops;
- g. transit priority measures;
- h. street furniture; and
- i. distinct light standards.

## 76 Avenue SE

Ensuring that 76 Avenue SE becomes a multi-modal, a complete street is key to the success of redevelopment in this portion of the Plan Area. It is a major east-west connection through the Plan Area and will transition over time to a street that is flanked by higher density development.

### 5.5.5

As a key connection, 76 Avenue SE should be redesigned to be a complete street and should include the following elements:

- a. bicycle lanes in each direction;
- b. on-street parking;
- c. high-quality transit stops;
- d. transit priority measures;
- e. bulb-outs at intersections to calm traffic and provide protected pedestrian crossings;
- f. signalized pedestrian crossings, with enhanced crosswalk markings on the street, at 20A Street, 22 Street and 24 Street SE; and
- g. a traffic light at the intersection of Ogden Road SE and 76 Avenue SE.

## 72 Avenue SE

The Ogden LRT Station and interior portions of the community are directly connected via 72 Avenue SE.

### 5.5.6

As it provides a direct link to the LRT Station, 72 Avenue SE should be redesigned to be a complete street and should include the following elements:

- a. on-street parking;
- b. high-quality transit stops.

## 18 Street SE

18 Street SE is a major gateway to the Plan Area from the south.

### 5.5.7

As a major gateway, 18 Street SE should be redesigned to be a complete street with a more pedestrian-friendly environment along its length to facilitate pedestrian and cyclist circulation and discourage short-cutting, particularly at the following intersections:

- a. 18 Street SE and 76 Avenue SE; and
- b. 18 Street SE and Glenmore Trail SE.

### 5.5.8

The intersection of 76 Avenue SE and 18 Street SE should be redesigned to:

- a. minimize crossing distances for pedestrians;
- b. include high-quality transit stops and transit priority measures; and
- c. incorporate bicycle lanes in each direction.

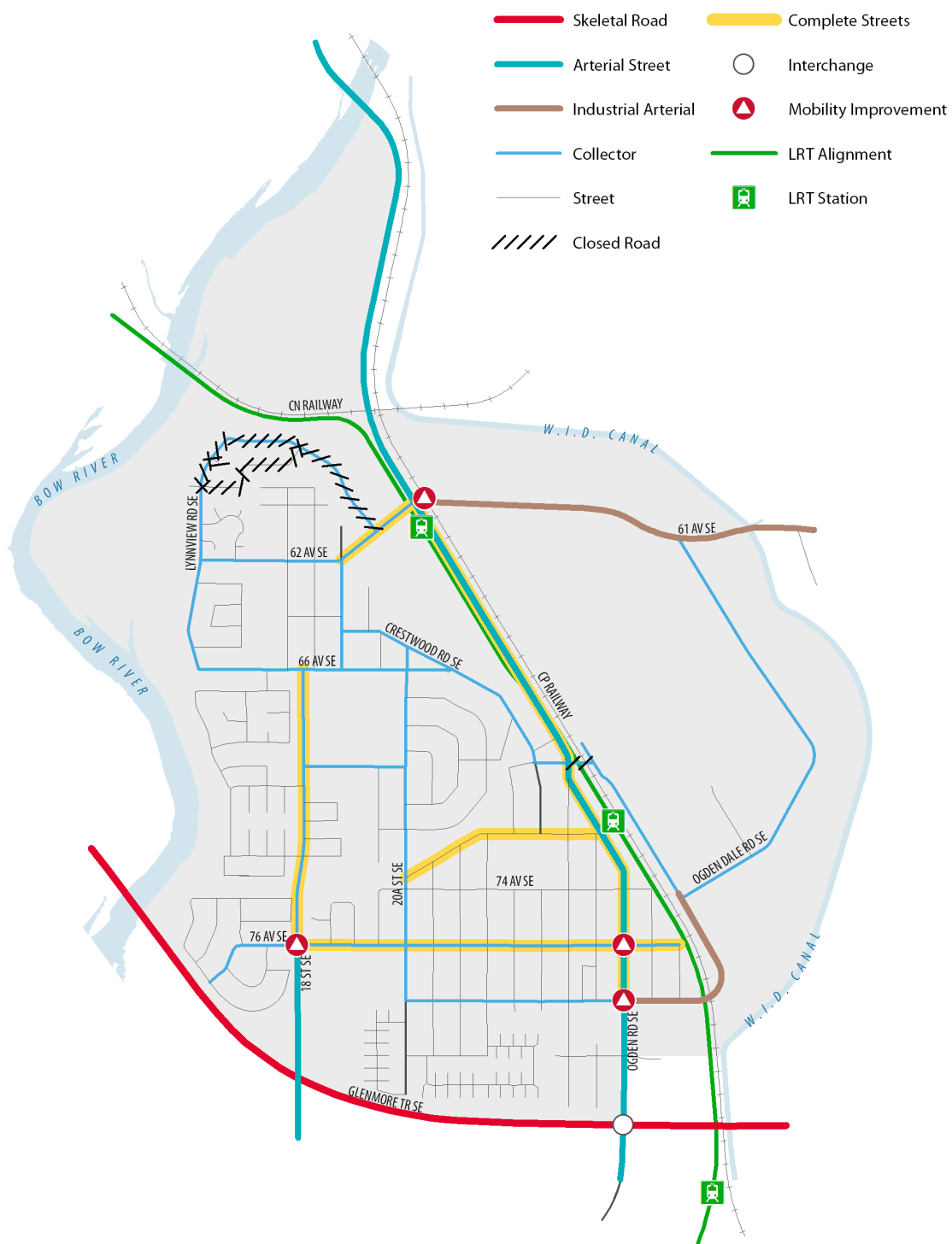
## Millican Road/62 Avenue SE

Millican Road SE is the gateway to the Millican Neighborhood. It will also provide an important connection from the community to the Lynnwood/Millican LRT Station.

### 5.5.9

Millican Road SE should be redesigned to incorporate the following features:

- a. bicycle lanes in each direction from Lynnwood/Millican LRT Station to Beaver Dam Flats;
- b. enhanced street lighting for safety;
- c. high-quality transit stops; and
- d. transit priority measures.





## 5.6 Parking Framework

Providing well-designed, adequate parking for retail establishments and transit users is a key concern of residents and is important to achieving the goals of this Plan. On-street and onsite parking provide residents, employees and visitors to Millican-Ogden with an additional transportation option. Parking policies below provide a framework for adequate parking that enhances the vibrancy and viability of amenities in Millican-Ogden while reducing negative impacts to the public realm and streetscape for pedestrians and cyclists.

### General Policy

#### 5.6.1

A Park and Ride lot is planned for Lynnwood/Millican LRT Station at the northeast corner of Pop Davies Athletic Park.

#### 5.6.2

The Park and Ride lot should incorporate well-lit, landscaped pedestrian waiting areas for drop-offs and pick-ups.

#### 5.6.3

Minimum and maximum parking requirements may be evaluated on a site-by-site basis without a precedent-setting implication.

#### 5.6.4

Reductions to parking requirements may be considered where impacts to overall parking demand can be demonstrated to be minimal and are supported by a parking study.

#### 5.6.5

Preferential parking stalls should be provided for ride sharing and car sharing programs in off-street parking facilities.

#### 5.6.6

Wayfinding that encourages improved use of structured parking in Millican-Ogden should be incorporated through:

- a. facility signage that includes information about location, parking availability, pricing and time limits;
- b. directional signage that indicates the direction of travel to nearby parking facilities; and
- c. electronic signs that display parking availability and other related information in real time.

## 6 Infrastructure and Environment

This section contains policies to guide environmental opportunities and constraints as well as infrastructure needs in the Plan Area. Additional policies for stormwater management, water and sanitary servicing can be found within the MDP Volume 2, Part 3: Developed Areas Guidebook.

### 6.1 Environment

#### Former Imperial Oil Refinery

Beaver Dam Flats Park, Old Refinery Park, portions of Lynnvie Ridge Phase IV, Pop Davies Athletic Park and lands to the north of Pop Davies Athletic Park are subject to a 2007 Risk Management Agreement and a 2014 Environmental Risk Management Plan. Though remediation and risk management measures are in place, contamination related to the former Imperial Oil refinery remains and any redevelopment in these areas will be restricted to urban transportation, urban park, research or recreational uses. No residential or commercial development will be allowed on these parcels. At the request of Alberta Health Services, no playgrounds or community gardens will be considered for the site without further evaluation. The inclusion of any buildings on the former Imperial Oil refinery site would also be subject to further evaluation.

A site reclamation program was undertaken per the 2014 Environmental Risk Management Plan that has made a large portion of the site available for the development of a park or open space. Projects involving parks and open space in this area should be developed according to a park master plan and the 2014 Environmental Risk Management Plan.

Solar energy installations are passive uses with very limited impacts on the land and adjacent uses. Further investigation of solar energy development on portions of this site could provide opportunity for additional environmental and social benefit to be derived during the remediation of these lands.

#### CP Ogden Shops Plume

The CP Ogden Shops area is the source of an off-site groundwater contamination plume which impacts a portion of the Ogden community. The contamination is being remediated and risk managed by CP through a 2004 Environmental Management Plan approved by the Government of Alberta (Alberta Environment and Parks Department). It is anticipated that ongoing monitoring and remedial activity will be required for the foreseeable future.

##### 6.1.1

Land use and development permit applications for redevelopment in an impacted area will require environmental site assessment and potentially a site specific risk management plan, which satisfactorily assesses and addresses the risk for the type of development being proposed.

##### 6.1.2

The City of Calgary and Alberta Environment and Parks have an existing agreement that outlines the type of environmental reports that The City refers to the Government of Alberta. In accordance with this agreement, The City of Calgary shall circulate all required environmental reports to the satisfaction of Alberta Environment and Parks, and Alberta Health Services prior to rendering a decision on any land use or development application.

### 6.1.3

Prior to submitting an application for a higher intensity land use, a pre-application meeting should be held with The City to determine the location of the proposal in relation to the impacted area and to ensure that prospective applicants are aware of the issues and requirements that must be addressed prior to redevelopment of a property in the impacted area.

## 6.2 Energy

The MDP provides direction to reduce demand for non-renewable energy resources and increase the supply of renewable energy at both the neighbourhood scale and the building scale. As cities and countries work toward reducing greenhouse gas emissions, employing a diversity of renewable and low-carbon energy sources will become a necessary component of building a resilient city.

Higher density and mixed use redevelopment in Millican-Ogden provides a good opportunity for renewable or low-carbon energy generation. District heating, combined heat and power, waste heat capture, solar thermal and solar photovoltaic, and thermal and electrical energy storage are all technology approaches that can reduce greenhouse gas emissions and fossil fuel dependence. Early assessment of their feasibility is key to ensuring opportunities are not missed to deploy these technologies in Millican-Ogden.

### General Policy

#### 6.2.1

The feasibility of district energy to distribute low-carbon energy to parts of Millican-Ogden will be explored as part of the Industrial Network and Energy Efficiency Study to be conducted for the Employment – Industrial and Employment – Intensive areas. The Ogden Station Neighbourhood provides the best opportunity for implementation of district energy approaches due to the density of future development.

#### 6.2.2

Where district energy system opportunities exist, new buildings should be designed to be easily connectable to the district heating system by considering mechanical room location and mechanical equipment compatibility.

#### 6.2.3

Renewable and low carbon energy technologies should be included in new buildings in Millican-Ogden where they demonstrate environmental and economic benefit.

# 7 Plan Area Attributes

## 7.1 Attributes

The Plan Area has a number of unique features that should be considered when making planning and development decisions (see Map 7: Attributes). These are listed below.

### Calgary Transit Services

Millican-Ogden residents will benefit from two planned LRT stations: Lynnwood/Millican LRT Station and Ogden LRT Station, as well as the primary transit network in close proximity. These rapid transit services, along with complementary bus service, are expected to provide a quality transit experience for area residents, employees and visitors.

### Canadian Western Irrigation District Canal

This canal forms the Plan Area's eastern boundary and provides water for irrigating agricultural land to the east and south of Calgary.

### Canadian Pacific Rail Facilities

The CP main line runs directly through the Plan Area. The Ogden Shops, CP headquarters and various other rail facilities occupy the eastern half of the Plan Area.

### Community Amenities and Facilities

Millican-Ogden features a number of important social organizations that provide services to the community and beyond. These include the Millican-Ogden Community Association and Hall, Jack Setters Arena, the Millican-Ogden outdoor pool, the Ogden House Senior Citizens Club and the Southeast Calgary Resource Centre.

### Open Space

Millican-Ogden residents enjoy an abundance of open space within their community. These spaces include destination parks (e.g., Beaver Dam Flats), athletic parks (e.g., Pop Davies Park), community-scale parks (e.g., Harry Huish Park and George Moss Park) and smaller neighbourhood parks.

### Heritage Resources

Millican-Ogden features a number of heritage resources listed on Calgary's Inventory of Evaluated Historic Resources (the 'Inventory') including the Alyth Lodge/Ogden Hotel, St. Augustine's Anglican Church and Manse, and the Ogden Shops. There are many other heritage resources in the area which have yet to be formally acknowledged.

### Community Activity Centre

The South Hill Community Activity Centre, an area identified by the Municipal Development Plan as being appropriate for moderate job and population growth, is planned for the lands directly to the south of Glenmore Trail SE.

## Contaminated Sites

Historically, Millican Ogden has attracted considerable industrial development. As a result, potentially contaminated sites may impact future development. With new development proposed for the area, it is important that a detailed environmental assessment be completed at the time of application to ensure a site is suitable for its intended use. Further studies may be required at the time of application.

## Airport Vicinity Protection Area

The Airport Vicinity Protection Area (AVPA) regulation governs development within the flight path of planes to the Calgary International Airport to ensure that land uses are compatible. A portion of the Millican Ogden community lies within areas regulated by the AVPA regulation. Properties lying within these areas may be subject to certain development restrictions or conditions, including the condition that all buildings constructed in the Noise Exposure Forecast (NEF) contour must comply with the acoustical requirements of the Alberta Building Code, as well as the prohibition of residences, schools, medical clinics and other uses. The AVPA regulation's list of prohibited uses in NEF areas should be consulted prior to the application for any development or redevelopment of any property falling within the NEF contour.

## Freight Corridor

The Millican Ogden Plan Area includes a freight corridor. Any development in proximity to a freight railway property must conform to all requirements of the City at the time of application due to the proximity to the rail right-of-way.

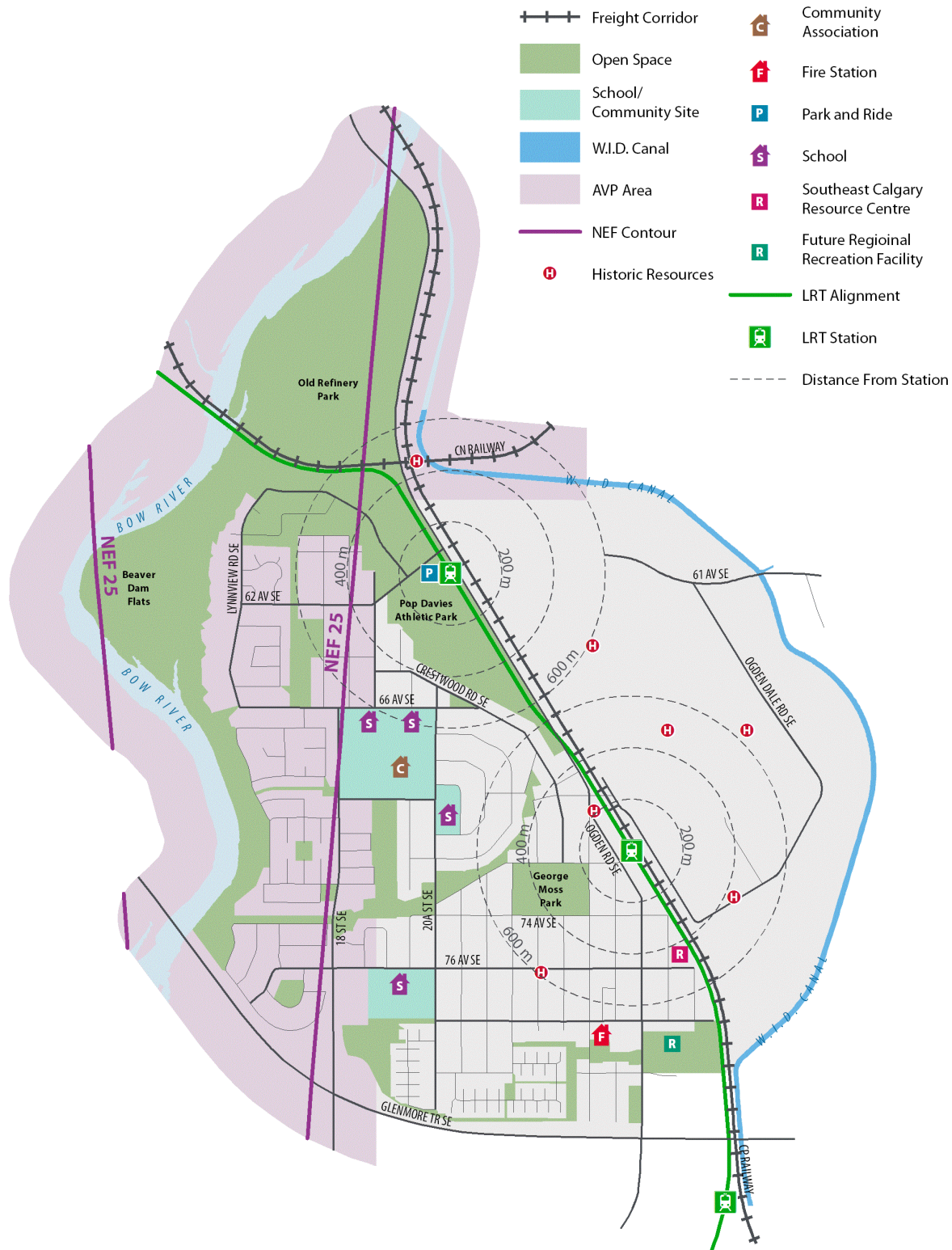
## Bow River

The Bow River defines the west boundary of the Plan Area. This provides recreational opportunities for residents within the Millican Ogden communities.

## Topography

An escarpment exists on the west side of the Plan Area, leading down to the Bow River, as well as the northeast side of the Plan Area, leading down to the CP and CN railways. At the time of development, impacts to the escarpment will be reviewed in greater detail.

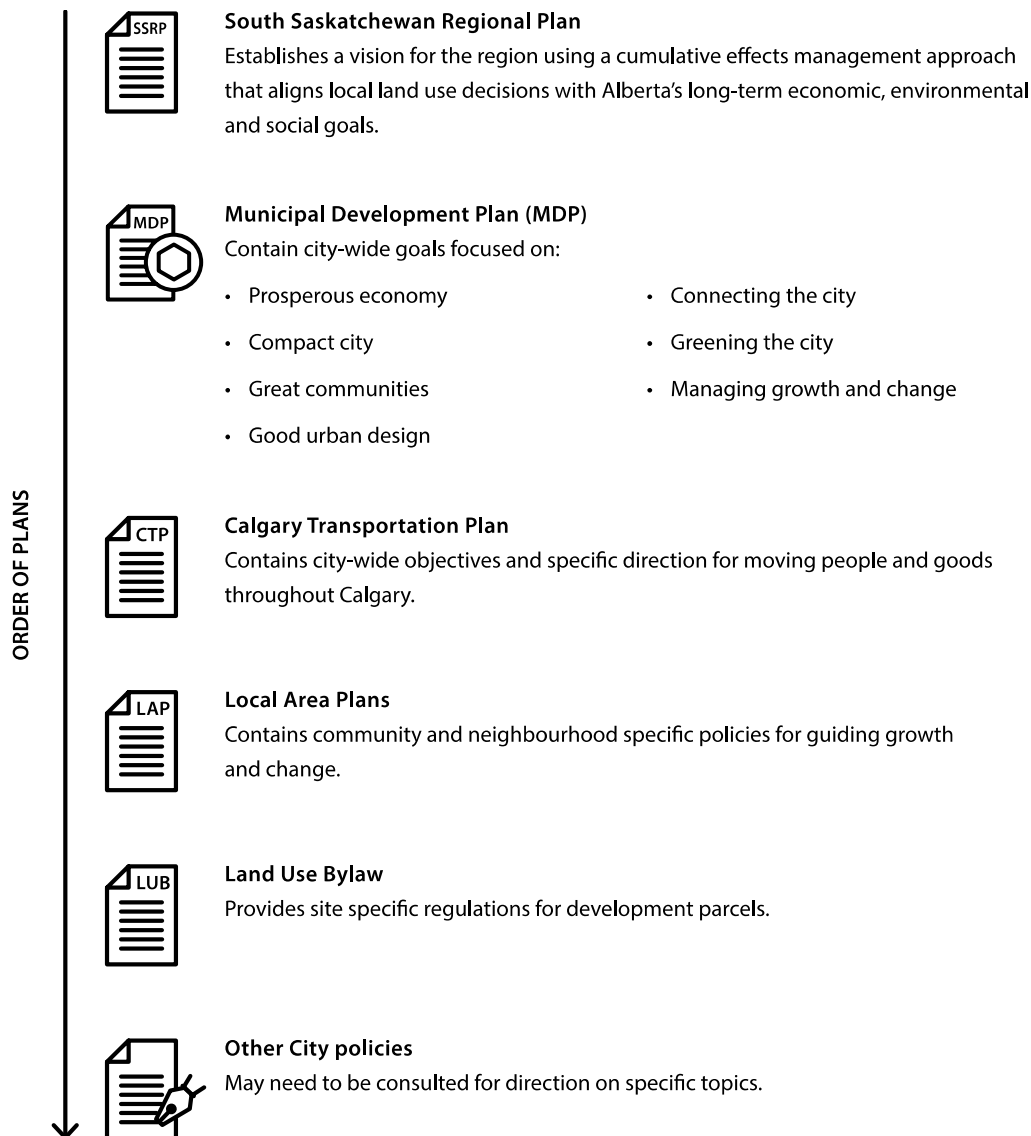




# 8 Implementation and Interpretation

## 8.1 Policy Framework

The Municipal Government Act (MGA) outlines the purpose and scope of powers for municipalities. The Millican-Ogden Area Redevelopment Plan (ARP) is a statutory document that designates an area within the city for redevelopment. This Plan has considered and is in alignment with the South Saskatchewan Regional Plan. The Millican-Ogden ARP must be read in conjunction with the Municipal Development Plan (MDP), both Volume 1 and Volume 2, Part 3: Developed Areas Guidebook, the Calgary Transportation Plan (CTP) and other City of Calgary policy and guiding documents, unless otherwise indicated. In the event of a discrepancy between the Millican-Ogden ARP and the Developed Areas Guidebook, the policy of the ARP will prevail.



## 8.2 Area Redevelopment Plan Interpretation

### Map Interpretation

#### 8.2.1

Unless otherwise specified in this Plan, the boundaries or locations of any symbols or areas shown on a map are approximate only, not absolute, and will be interpreted as such. The maps are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way. The precise location of these boundaries, for the purpose of evaluating development proposals, will be determined by the Approving Authority at the time of application.

#### 8.2.2

No measurements of distances or areas should be taken from the maps in this Plan.

#### 8.2.3

All proposed land use areas, road and utility alignments and classifications may be subject to further study and may be further delineated at the outline plan or land use amendment stage in accordance with applicable policies. Any major changes may require an amendment to this Plan.

#### 8.2.4

Any change to the text or maps within this Plan shall require an amendment to the Plan that includes a Public Hearing of Council.

### Policy Interpretation

#### 8.2.5

The South Saskatchewan Regional Plan (SSRP) establishes a long-term vision for the region using a cumulative effects management approach to guide local decision-makers in land use management to achieve Alberta's economic, environmental and social goals. This Plan allows The City to encourage and incentivize more progressive policies related to sustainability and the environment.

#### 8.2.6

Where an intent statement accompanies a policy, it is provided as information only to illustrate the intent and enhance the understanding of the subsequent policies. If an inconsistency arises between the intent statement and a policy, the policy will take precedence.

#### 8.2.7

The word "should" is explicitly used to further clarify the directional nature of the statement. Policies that use active tense or "should" are to be applied in all situations, unless it can be clearly demonstrated to the satisfaction of The City that the policy is not reasonable, practical or feasible in a given situation. Proposed alternatives will comply with MDP and CTP policies, intent and guidelines to the satisfaction of The City with regard to design and performance standards.

#### 8.2.8

Policies that use the words "shall," "will," "must" or "require" apply to all situations, without exception, usually in relation to a statement of action, legislative direction or situations where a desired result is required.

## Illustration and Photo Interpretation

### 8.2.9

All illustrations and photos are intended to illustrate concepts included in the ARP and are not exact representations of an actual intended development. They are included solely as examples of what might occur after implementation of this Plan's policies and guidelines.

## Figure Interpretation

### 8.2.10

Unless otherwise specified within this Plan, the boundaries or locations of any symbols or areas shown on a figure are approximate only, not absolute, and shall be interpreted as such. Figures are not intended to define exact locations except where they coincide with clearly recognizable physical features or fixed boundaries such as property lines or road or utility rights-of-way.

### 8.2.11

Unless otherwise specified within this Plan, where actual quantities or numerical standards are contained within the figure, these quantities or standards shall be interpreted as conceptual only and will be determined at the detailed design stage.

## Appendix Interpretation

### 8.2.12

The appendices do not form part of the statutory portion of this Plan. The intent of the appendices is to provide information and guidelines to support the policies of this Plan.

## Plan Limitations

### 8.2.13

Policies and guidelines in this Plan are not to be interpreted as an approval for a use on a specific site. No representation is made herein that any particular site is suitable for a particular purpose. Detailed site conditions or constraints must be assessed on a case-by-case basis as part of an outline plan, land use amendment, subdivision or development permit application.

## 8.3 Area Redevelopment Plan Implementation

### Monitoring, Review and Amendments

#### 8.3.1

New concepts and ideas may arise that are constrained by or contradictory to certain policies within this Plan. Where such new concepts and ideas respond to and meet the intent of the vision and core ideas of the plan found in Section 2, or offer a creative solution to a particular problem, amendments may be supported. To make any change to the text or maps within this Plan, an amendment that includes a public hearing of Council shall be required.

#### 8.3.2

The policies within this Plan shall be monitored over time in relation to development in order to ensure they remain current and relevant. Where determined necessary by Administration, these policies shall be updated through the plan amendment process either generally or in response to a specific issue in accordance with the Municipal Government Act. Where an amendment to the ARP is requested, the applicant shall submit the supporting information necessary to evaluate and justify the potential amendment and ensure its consistency with the MDP and other relevant policy documents.

### Freight Corridor

#### 8.3.3

Any development in proximity to a freight railway property must conform to all requirements of the City at the time of application due to the proximity to the rail right-of-way.

### Airport Vicinity Protection Area (AVPA)

#### 8.3.4

The Airport Vicinity Protection Area Regulation (AVPA) governs land use development close to the Calgary International Airport to ensure that compatible land uses are adopted. Some areas within the Millican-Ogden Plan Area are designated by the AVPA regulation as Noise Exposure Forecast (NEF) 25–30 areas. Properties lying within these areas may be subject to certain development restrictions or conditions. This may include a requirement for all buildings constructed in a NEF area to comply with the acoustical requirements of the Alberta Building Code.



# 9 Abbreviations and Definitions

## 9.1 Abbreviations

ARP: Area Redevelopment Plan

AVPA: Airport Vicinity Protection Area

CP: Canadian Pacific Railway

CTP: Calgary Transportation Plan

GHG: Greenhouse Gas

MDP: Municipal Development Plan

MGA: Municipal Government Act

NEF: Noise Exposure Forecast

TOD: Transit Oriented Development

## 9.2 Definitions

The following definitions shall apply. Where a term is defined in the Glossary of the MDP or CTP, that definition applies in the interpretation of this ARP. The street classifications mentioned in this ARP refer to the street classifications of the Design Guidelines for Subdivision Servicing. Where a definition differs from The City of Calgary Land Use Bylaw (1P2007), the Land Use Bylaw definition shall prevail.

**Active uses:** At-grade retail, commercial and institutional uses that are oriented to the public street, have direct pedestrian access and encourage frequent walk-up pedestrian activity. They do not include any use whose primary function is goods storage, vehicle storage, office space or uses that require non-transparent walls facing a public street.

**Approving Authority:** The Subdivision Authority, Development Authority or Subdivision and Development Appeal Board of The City of Calgary, as the context implies.

**Auto-oriented:** A use where the primary function is automobile-related.

**Calgary Transportation Plan:** The document that guides the transportation system and its development.

**The City:** The Corporation of The City of Calgary.

**Council:** The elected council of The City of Calgary.

**Land Use Bylaw:** The City of Calgary Land Use Bylaw, as it may be amended or replaced from time to time.

**Live Work:** A land use where a business is operated from a dwelling unit by the resident of the dwelling unit.

**Multi-Residential Development:** A residential development of one or more buildings, each containing a minimum of three units in total. **Municipal Development Plan (MDP):** The planning policy document guiding growth and development within the city. It reflects the kind of community Calgarians would like to see in the future. It is visionary, strategic and long term, and it provides the basis for actions and decisions to both protect and improve quality of life for all Calgarians, present and future.