



Millican-Ogden Area Redevelopment Plan – May 10, 2018 open house

Vision and core values

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.

What we heard / what we did

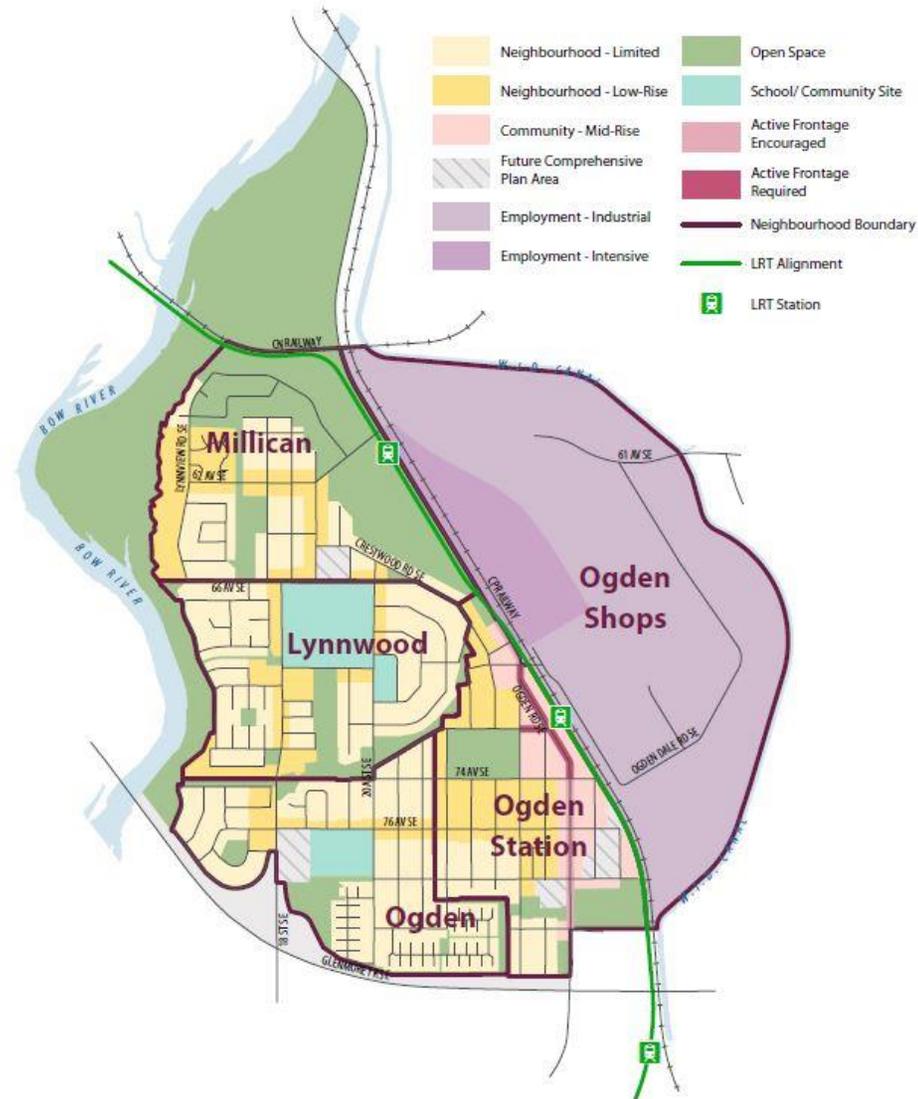
The City has reviewed all public and stakeholder feedback collected during the last phase of engagement in October/November 2017 for the Millican-Ogden ARP. We have summarized and responded to the most frequent issues and concerns below. Please refer to the maps included in this handout for more details on the concepts discussed in the tables. To review the what we heard / what we did report in its entirety, please visit calgary.ca/millicanogden.

Land use concept

The land use concept illustrates the general location of neighbourhoods and relationship between land use building blocks, the transportation network and parks and open spaces. Building blocks found in the ARP are based on those established in the Developed Areas Guidebook. Each building block has a range of land use districts that can be applied during the Land Use Amendment stage.

What we heard	Our response
<p>Concerns about building blocks and density proposed in specific areas within the ARP, particularly the difference between the Community – Mid-Rise and Neighbourhood – Mid-Rise building blocks and the amount of Neighbourhood – Low-Rise. Questions regarding the appropriateness of Active Frontage on Ogden Road SE and comments regarding the extension of Active Frontage further north and south on Ogden Road SE.</p>	<p>The vision developed in the 2015 consultation with the community is to establish Ogden Road SE and Ogden LRT station as the heart of the community, while facilitating redevelopment in strategic locations. This resulted in the concentration of density in the Ogden Station Neighbourhood and at existing commercial nodes throughout the community. The Community – Mid-Rise building block has been used instead of the Neighbourhood – Mid-Rise building block to allow for mixed use development.</p> <p>The Active Frontage Required designation means buildings must provide active uses such as retail and direct entries from the public sidewalk to add to the vibrancy of Ogden Road SE within two blocks of the Ogden LRT station. The Active Frontage Encouraged designation has been added further north and south to encourage active uses along the entire length of Ogden Road SE.</p>
<p>Comments that maintaining and encouraging historic community character is not highlighted as important. Concerns with the use of generic labels rather than formal community names that already exist.</p>	<p>Sections relating to community history and heritage policies have been expanded on in the ARP. Generic neighbourhood names have been replaced with historic neighbourhood names.</p>

Land use concept - map

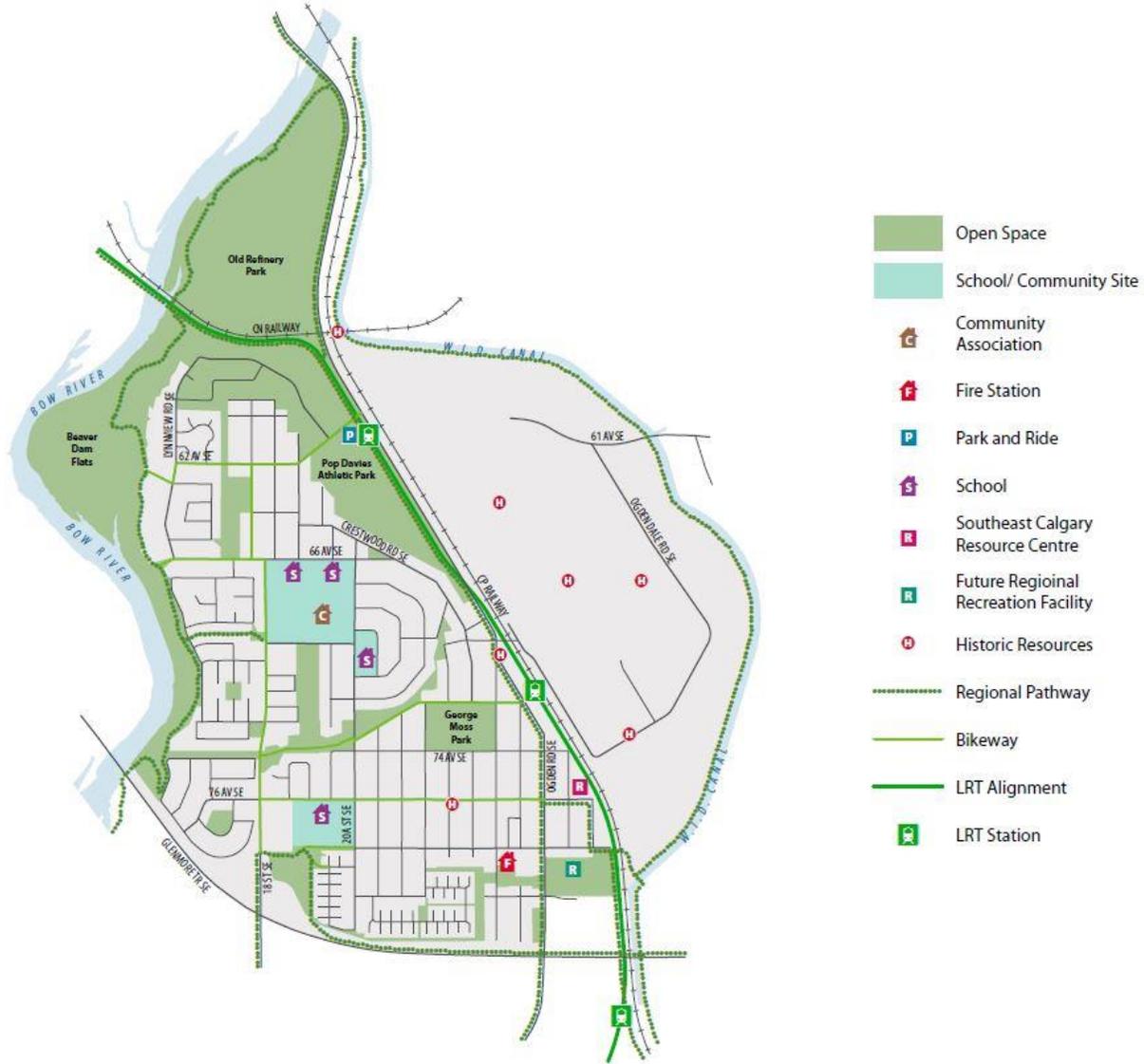


Open space and community amenities

The goal of the ARP with respect to open space and community amenities and facilities is to maintain and enhance the quality of amenities that serve the community's needs for the benefit, use and enjoyment of residents.

What We Heard	Our Response
<p>Would like to see seniors and affordable housing built into the ARP and on specific sites within the community. Concerns with identifying location of future seniors housing within George Moss Park.</p>	<p>The Municipal Development Plan and ARP strongly encourage the provision of affordable housing. Recent changes to Provincial legislation provide The City with additional tools to require affordable housing at Development Permit stage, if The City changes the Land Use Bylaw to include those tools.</p> <p>City Council has directed staff to explore the feasibility of incorporating an affordable seniors housing facility in the southeast corner of George Moss Park. Staff's recommendation is to remove this policy in the ARP in favour of a more general policy encouraging affordable seniors housing in the community.</p>
<p>Concerns regarding the future of the Southeast Calgary Resource Centre.</p>	<p>The policies in the ARP emphasize the importance of the Southeast Calgary Resource Centre to the area. Relocation is not anticipated.</p>
<p>Clarification regarding the Future Regional Recreation Facility.</p>	<p>Calgary Recreation is working with a prospective partner, Calgary Winter Lacrosse Association, for future development of an indoor and outdoor lacrosse centre.</p>
<p>Concerns that the ARP identifies open space that is unusable for the public and doesn't look to improve useable parks and recreation space for locals.</p>	<p>Open space mapping has been updated to more accurately reflect the use of open space. Open space policies have been expanded on in the ARP.</p>
<p>Perceived gaps in pathway connections in the area.</p>	<p>Mapping and policy in the ARP have been updated to accurately reflect the pathway network.</p>

Open space and community amenities - map



Mobility

The plan area is served by major road, transit and bicycle connections, linking it to major regional destinations. The policies in the ARP are intended to improve existing connections, minimize cut-through traffic and make walking, cycling, and transit use even more desirable choices for residents.

What We Heard	Our Response
<p>Concerns related to the current and future use of 78 Avenue as a truck route.</p>	<p>In response to community concern about a truck route on 78 Avenue SE, the Green Line team is recommending that the existing truck route on 69 Street and Ogden Road SE be removed and not placed on 78 Avenue SE. The existing truck route east out of the industrial lands would remain via 61 Avenue SE.</p> <p>The Green Line team will be reviewing this recommendation with the trucking community and moving it through the approval process, which could take several months.</p> <p>The size and specifications of the underpass at 78 Avenue SE would be the same, to accommodate emergency vehicles like fire trucks and to allow for trucks to use 78 Avenue SE in emergency situations to exit the industrial area.</p> <p>Even if 78 Avenue SE does not become a truck route with this project, it is possible that a truck route could be put on 78 Avenue SE in the future, but it would need to go through a review, engagement and approval process, including a public hearing which would allow those with concerns to speak at Council. Even so, there is currently no plan to turn 78 Avenue SE into a truck route now or in the future.</p> <p>While Ogden Road and 78 Avenue SE would not be a designated truck route, you would still see trucks in the community, as they are permitted to leave designated truck routes to do deliveries, pick up food or stay at an accommodation. This is the same anywhere in the city unless otherwise specified.</p>
<p>Clarification around the intended type of roadway planned for Ogden Road SE and the appropriateness of pedestrian and cycling elements.</p>	<p>Ogden Road SE is intended to be the high street of the plan area and will be constructed to a Complete Street standard, which means it will accommodate all forms of travel including walking, cycling, transit and vehicles.</p> <p>The ARP specifies that Ogden Road SE should be redesigned to accommodate one permanent lane of travel in each direction, on-street parking during off-peak hours and bicycle lanes in each direction or a multi-use pathway along with improvements to the pedestrian environment.</p>

Mobility – map



Infrastructure and environment

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.

What We Heard	Our Response
Comments that Beaver Dam Flats and Old Refinery Park should be included in the ARP.	Plan boundaries have been expanded so that Beaver Dam Flats and Old Refinery Park are now within the ARP. Beaver Dam Flats Park and Old Refinery Park are currently closed for restoration work and reopening on October 1, 2018.
Concerns that the term contamination should not be used in relation to the former refinery site because remediation has taken place.	Text and maps within the ARP have been updated to accurately reflect the lands related to the former refinery site and the remedial measures conducted to date. Though remediation/risk management measures are in place, contamination related to the former refinery site does remain in areas within the ARP and any redevelopment will need to follow the 2014 Environmental Risk Management Plan and 2007 Risk Management Agreement. Land uses would be restricted to urban transportation, urban park, research or recreational uses.
Concerns that development will not be realized in the CP Plume Area. Clarification about who would be responsible for remediation.	The ARP indicates that the plume is being remediated and risk managed by CP through an Environmental Management Plan approved by the Government of Alberta and it is anticipated that ongoing monitoring and remedial activity will be required for the foreseeable future. The City will work with prospective applicants in the area, but The City is required to circulate environmental reports and plans to the satisfaction of the Government of Alberta prior to rendering a decision on any redevelopment application. It is the applicant's responsibility to ensure that the site is suitable for redevelopment from an environmental perspective.

Infrastructure and environment – map

