

INGLEWOOD BIA

OFFICIAL POSITION ON LOC2019-0188

July 27, 2020



URBAN STRATEGIES INC .

9TH AVENUE SE CORRIDOR URBAN DESIGN ANALYSIS INTERIM REPORT JULY 15, 2020

MUNICIPALITIES

Aberdeen City Council, Scotland
Belfast City Council, Ireland
Cardiff City Council, Wales
City of Airdrie, Alberta
City of Brantford, Ontario
City of Buffalo, New York
City of Calgary, Alberta
City of Charleston, South Carolina
City of Charlottetown,
Prince Edward Island
City of Cork, Northern Ireland
City of Corner Brook, Newfoundland
City of Edmonton, Alberta
City of Guelph, Ontario
City of Fredericton, New Brunswick
City of Hamilton, Ontario
City of Kitchener, Ontario
City of Mississauga, Ontario
City of Niagara Falls, Ontario

City of Ningbo, China
City of Olean, NY
City of Ottawa, Ontario
City of Pickering, Ontario
City of Port Colborne, Ontario
City of Red Deer, Alberta
City of Rochester, New York
City of Salford, U.K.
City of St. Albert, Alberta
City of St. Catharines, Ontario
City of Saint John, New Brunswick
City of Saint Louis, Missouri
City of Saint Paul, Minnesota
City of Saskatoon, Saskatchewan
City of Sheffield, U.K.
City of Toronto, Ontario
City of Troy, New York
City of Vancouver, British Columbia
City of Vaughan, Ontario

City of Youngstown, Ohio
Comox Valley Regional District, BC
County of Brant, Ontario
Halifax Regional Municipality,
Nova Scotia
Liverpool City Council, U.K.
Manchester City Council, U.K.
Municipality of Clarington, Ontario
Region of Durham, Ontario
Region of Halton, Ontario
Region of Peel, Ontario
Region of Waterloo, Ontario
Region of York, Ontario
Town of Caledon, Ontario
Town of Markham, Ontario
Town of Niagara on the Lake, Ontario
Town of Oakville, Ontario
Town of Richmond Hill, Ontario
Town of Stratford, Prince Edward Island

GOVERNMENT & AGENCIES

Build Toronto
Canada Lands Company
Canada Mortgage and
Housing Corporation
Canadian Broadcasting Corporation
Charlottetown Area
Development Corporation
Connecticut Capitol Region
Growth Council
Connecticut Department of Economics
and Community Development
Detroit Greater Downtown Partnership
Exhibition Place, Toronto
Empire State Development, NY
Government of Barbados
Government of Canada
Government of New South Wales

Government of Puerto Rico
Governors Island Preservation and
Education Corporation, New York (now
called The Trust for Governors Island)
Greater Toronto Airport Authority
Hamilton Port Authority
Hartford Downtown Council, Connecticut
Infrastructure Ontario
Inter-American Development Bank
Liverpool City Council
Manchester Airport Group
Manchester City Council
Metrolinx
National Capital Commission, Ottawa
New Center Area Council, Detroit
New East Manchester, U.K.
NRCan

Ontario Ministry of Energy and
Infrastructure – Growth Secretariat (now
part of Ministry of Municipal Affairs)
Ontario Ministry of Transportation
Port Authority of New York and New Jersey
Province de Québec
Saint John Waterfront
Development Corporation
Singapore Housing Development Board
Singapore Urban Redevelopment Authority
Toronto Community Housing Corporation
Toronto District School Board
Toronto Parking Authority
Toronto Port Authority (now part of
CreateTO)
Toronto Transit Commission
Waterfront Toronto

CITY OF CALGARY

MUNICIPAL DEVELOPMENT PLAN

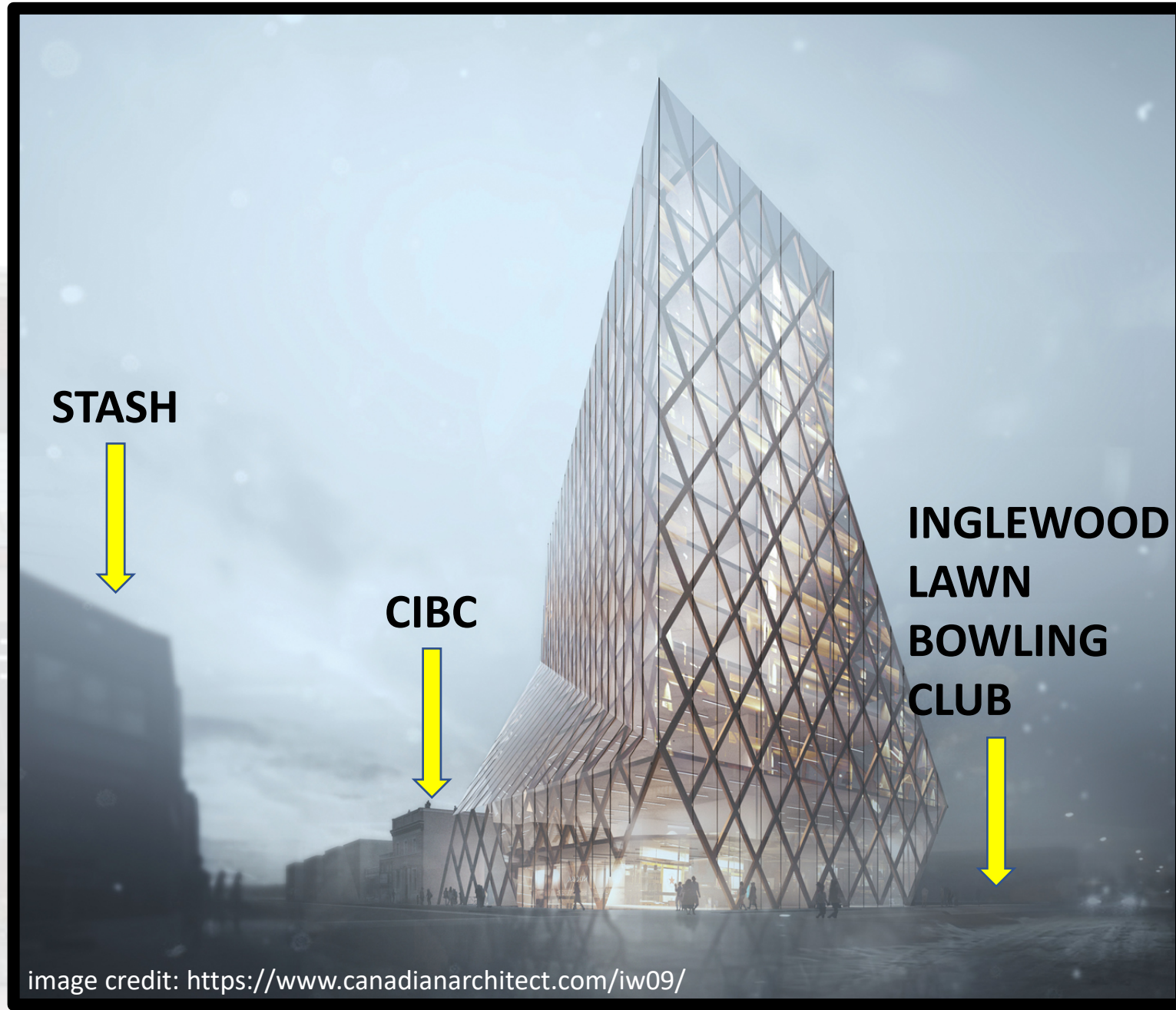
2.2.1.b. Plan the development of Activity Centres and *Main Streets* appropriate to the local context by:

- i. Maintaining compatibility, avoiding dramatic contrast in height and scale**
- ii. Locating the tallest buildings and highest densities closest to transit stops and stations and in strategic sites**
- iii. Massing new development to frame adjacent streets in a way that respects the existing scale of the street**
- iv. Limiting the impacts of shadowing on neighbouring streets, parks and properties**

LEGEND

- Collector Road
- Neighbourhood Blvd
- Local Road
- Bus Route
- Future LRT Station
- Future LRT
- Trail/Bike Path
- Proposed Cycle Track
- Cul-de-sac
- Entryway
- Existing Signalized Intersection
- Proposed Signalized Intersection
- Proposed Pedestrian Crossing

i. Maintaining compatibility, avoiding dramatic contrast in height and scale



iv. Massing new development to frame adjacent streets in a way that respects the existing scale of the street

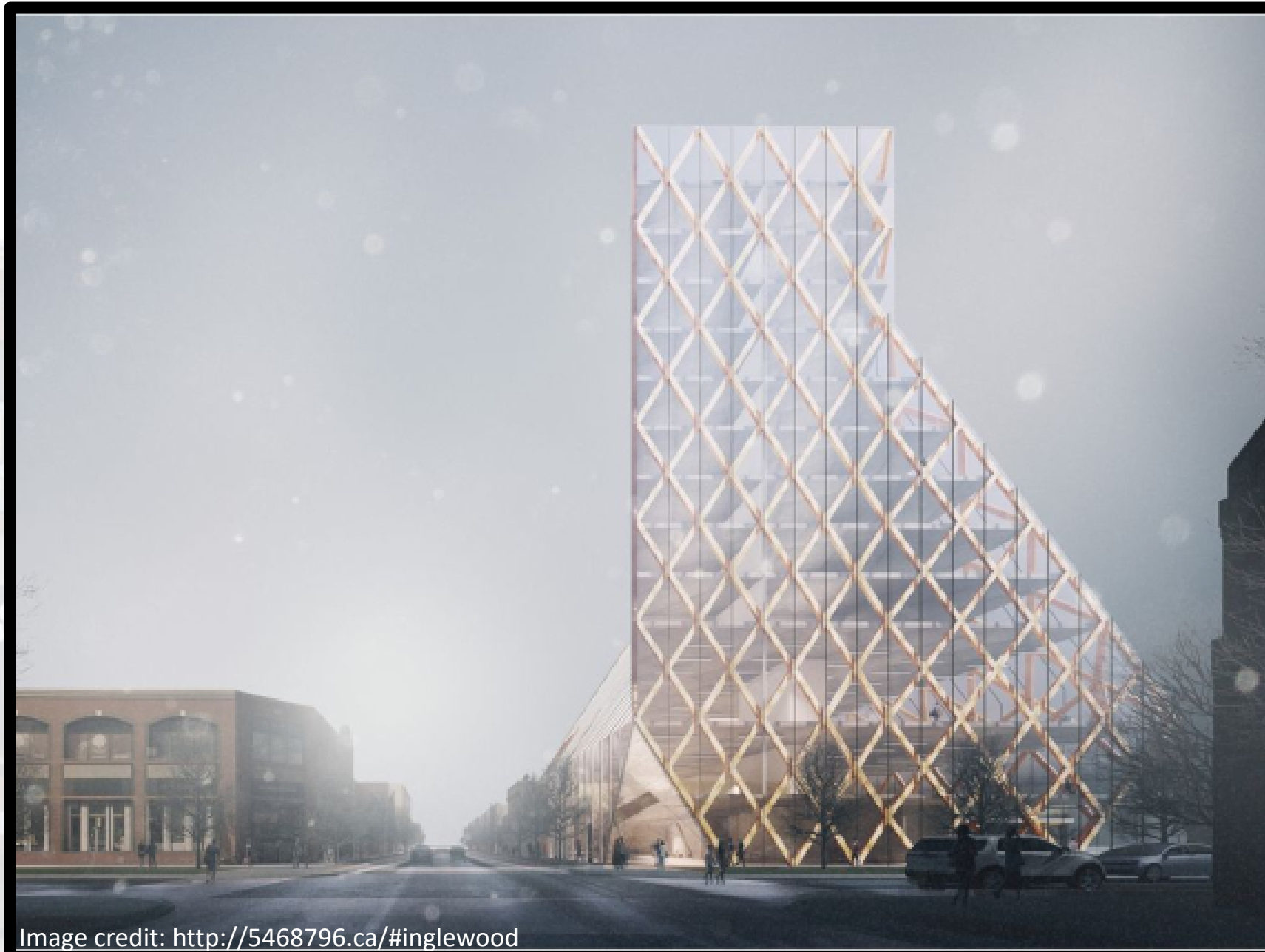


Image credit: <http://5468796.ca/#inglewood>

v. Limiting the impacts of shadowing on neighbouring streets, parks and properties

SUMMER SOLSTICE (JUNE 21)



PURPLE = PROPOSED PROJECT SHADOW
SHADED BLUE = CURRENT BYLAW

v. Limiting the impacts of shadowing on neighbouring streets, parks and properties

AUTUMN EQUINOX (SEPTEMBER 21)



PURPLE = PROPOSED PROJECT SHADOW
SHADED BLUE = CURRENT BYLAW

Section 3.4.1(q) states “(Main Street) Development should create a human-scale environment with a strong relationship with the public realm and street, generally encouraging a maximum of a 1:1 building height to right-of-way width ratio.”

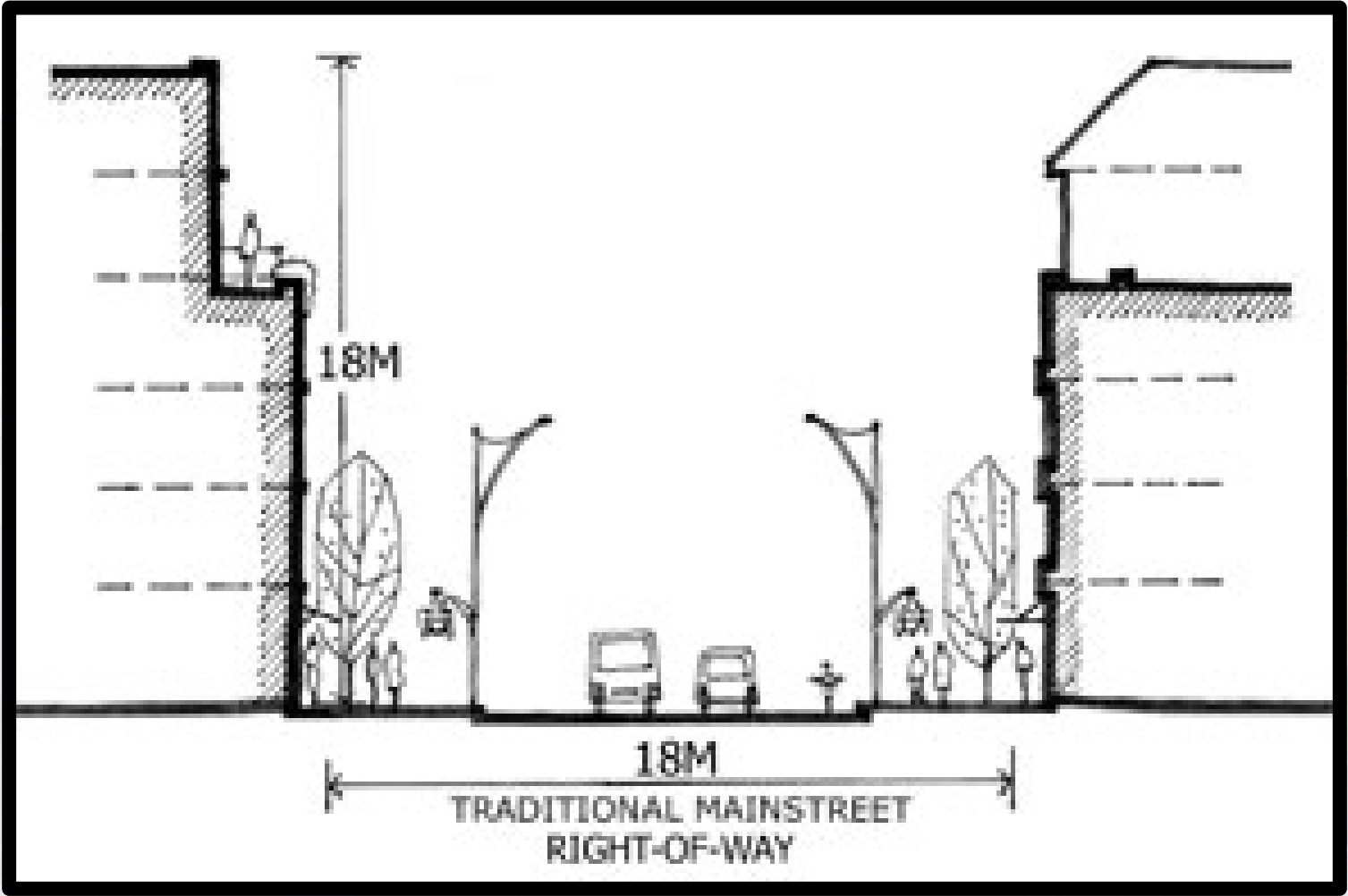
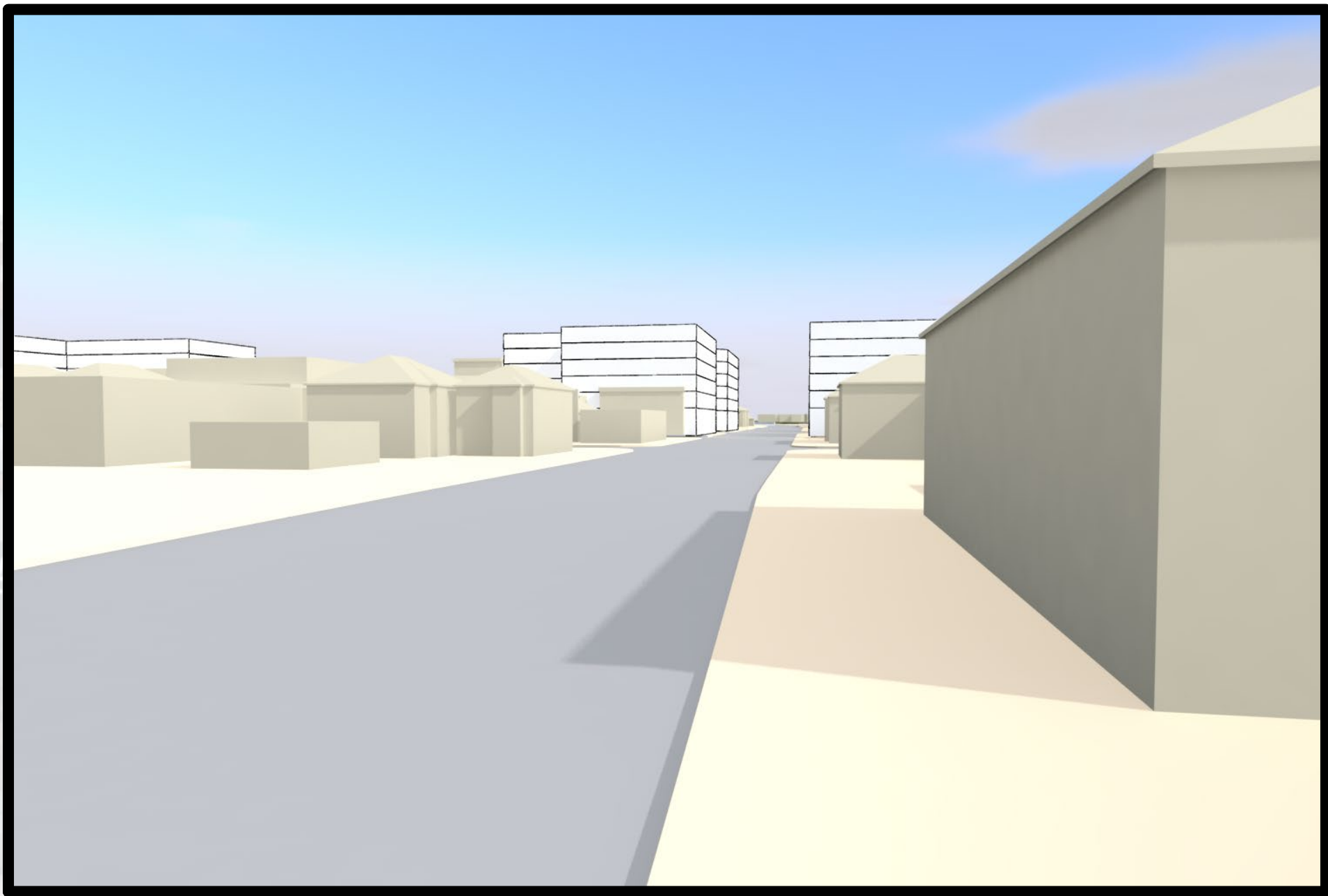


Image credit: City of Ottawa Streetscape Guide

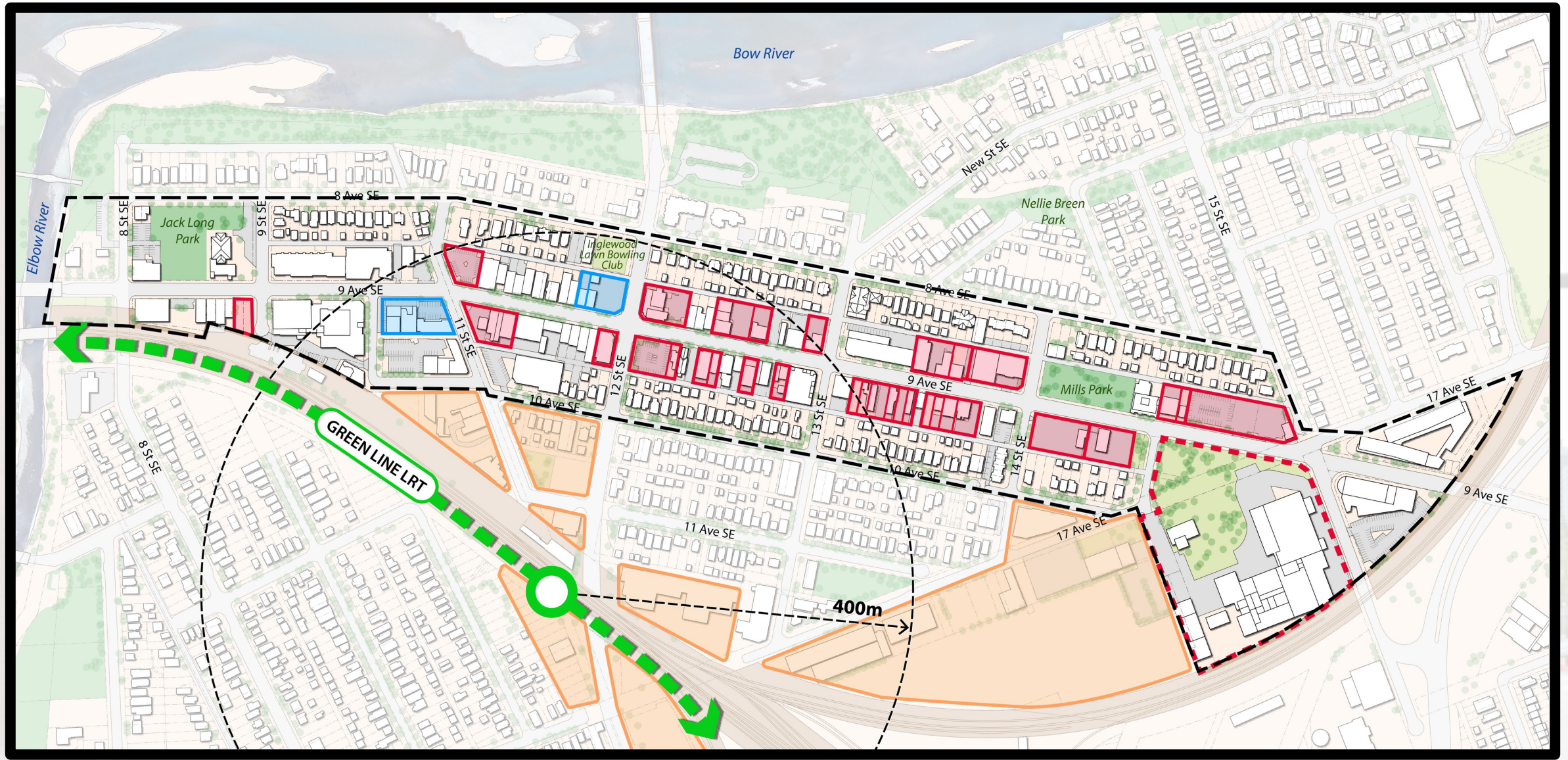
View Looking East from 9th Ave. SE and 11th St. SE (south side)



View looking North up 12th Street SE



IS THIS THE LAST DEVELOPABLE CORNER?



IS HEIGHT NECESSARY TO MAKE MONEY?



MORE EXAMPLES THROUGHOUT CALGARY



THE NEGOTIATION



THE NUMBERS

	RNDSQR
Assumptions	
Base FAR	2.0
Raw Land Value Per Developed Foot	\$49.00
Developed Building NOI Per Foot	\$25.00
Cap rate to value building	5.50%
Lot size in square feet	21,082
Value of raw land at original FAR	\$2,066,036
New FAR being applied for by developer	6.5
Value of raw land with increased FAR	\$6,714,617
Raw Land value gain from land use FAR change	\$4,648,581

Value of developed building at original FAR	\$19,165,455
Value of developed building at increased FAR requested	\$62,287,727
Developed building gain from land use FAR change	\$43,122,273
Developed building area with increased FAR	137,033
Unit value for density bonusing that developers might pay	\$40.00
Implied value of ask in return for density	\$5,481,320

CALGARY DESERVES A VIBRANT MAIN STREET



OTTAWA – BYWARD MARKET

CALGARY DESERVES A VIBRANT MAIN STREET



TORONTO – QUEEN STREET WEST

CALGARY DESERVES A VIBRANT MAIN STREET



KINGSTON – PRINCESS STREET

CALGARY DESERVES A VIBRANT MAIN STREET



HALIFAX – ARGYLE STREET

CALGARY DESERVES A VIBRANT MAIN STREET



VANCOUVER – MOUNT PLEASANT

CONCLUSION



NOW ONE FROM THE HEART



QUESTIONS?

