



RNDSQR BLOCK

PUBLIC HEARING PRESENTATION

LOC2019-0188
DP2020-0716

JULY 2020

CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER
JUL 27 2020
ITEM: #8.1.9 CPC 2020-0587
P. Jolic
CITY CLERK'S DEPARTMENT



RNDSQR IS INVESTING IN CALGARY'S MAIN STREETS

VISION TO CONSTRUCTION

BEACON

3110 17 AV SW | SHAGANAPPI



CY33

2240 33 AV SW | SOUTH CALGARY



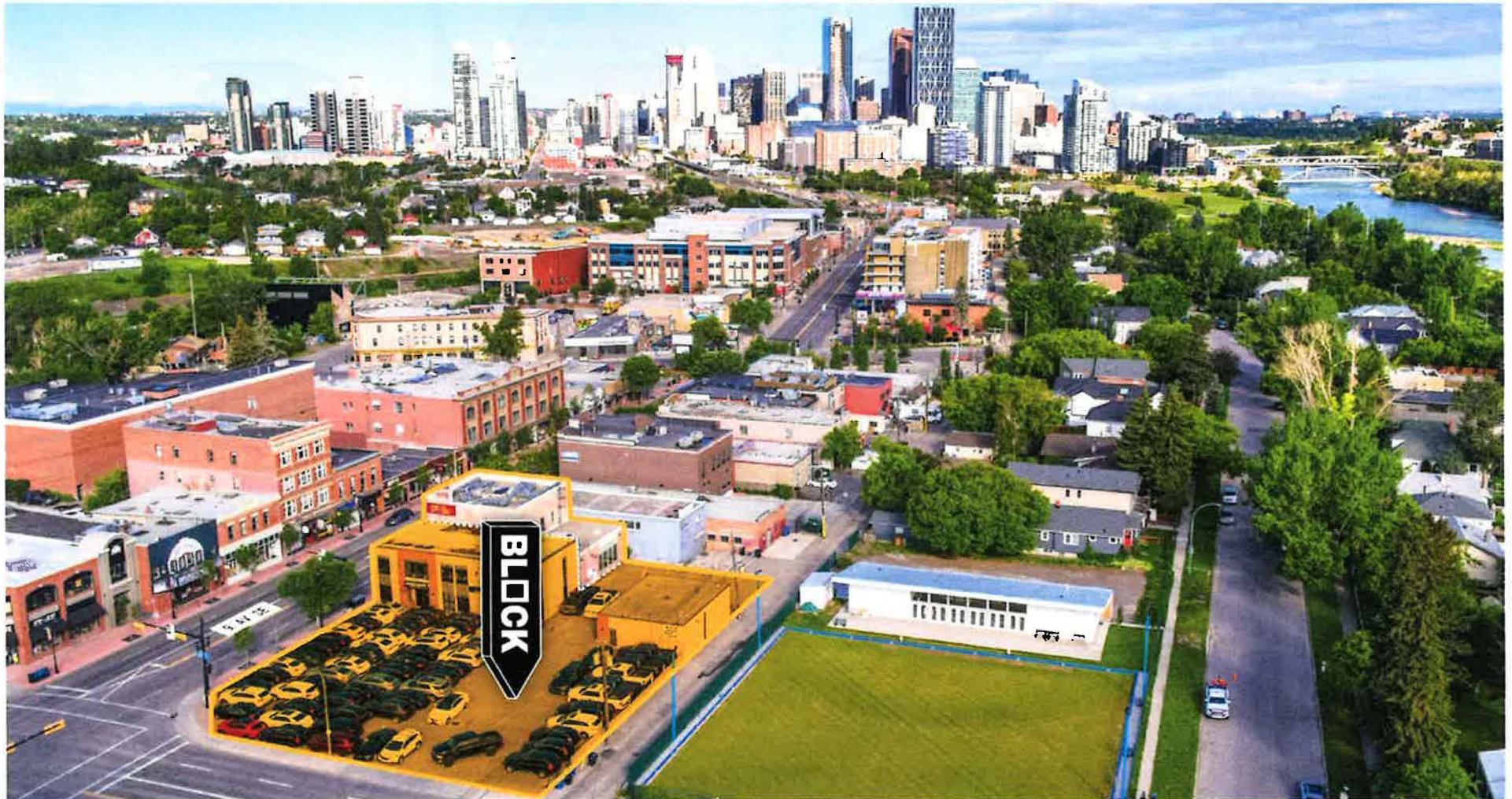
GENERAL BLOCK

69 7A ST NE | BRIDGELAND



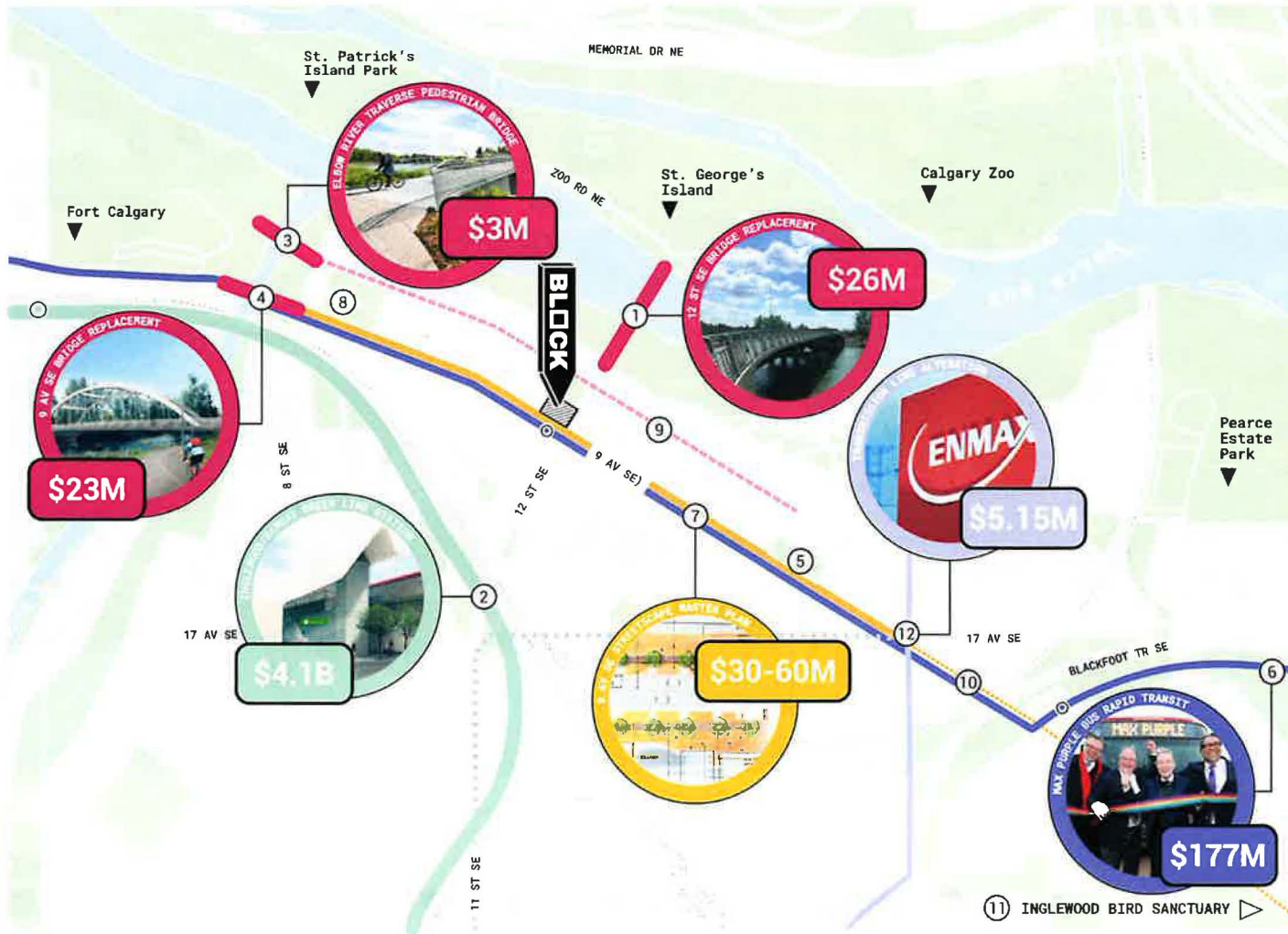
STRATEGIC SITE + CITY SHAPING OPPORTUNITY

INGLEWOOD'S CENTRE ICE



HUNDREDS OF MILLIONS IN CITY-LED PUBLIC INVESTMENT

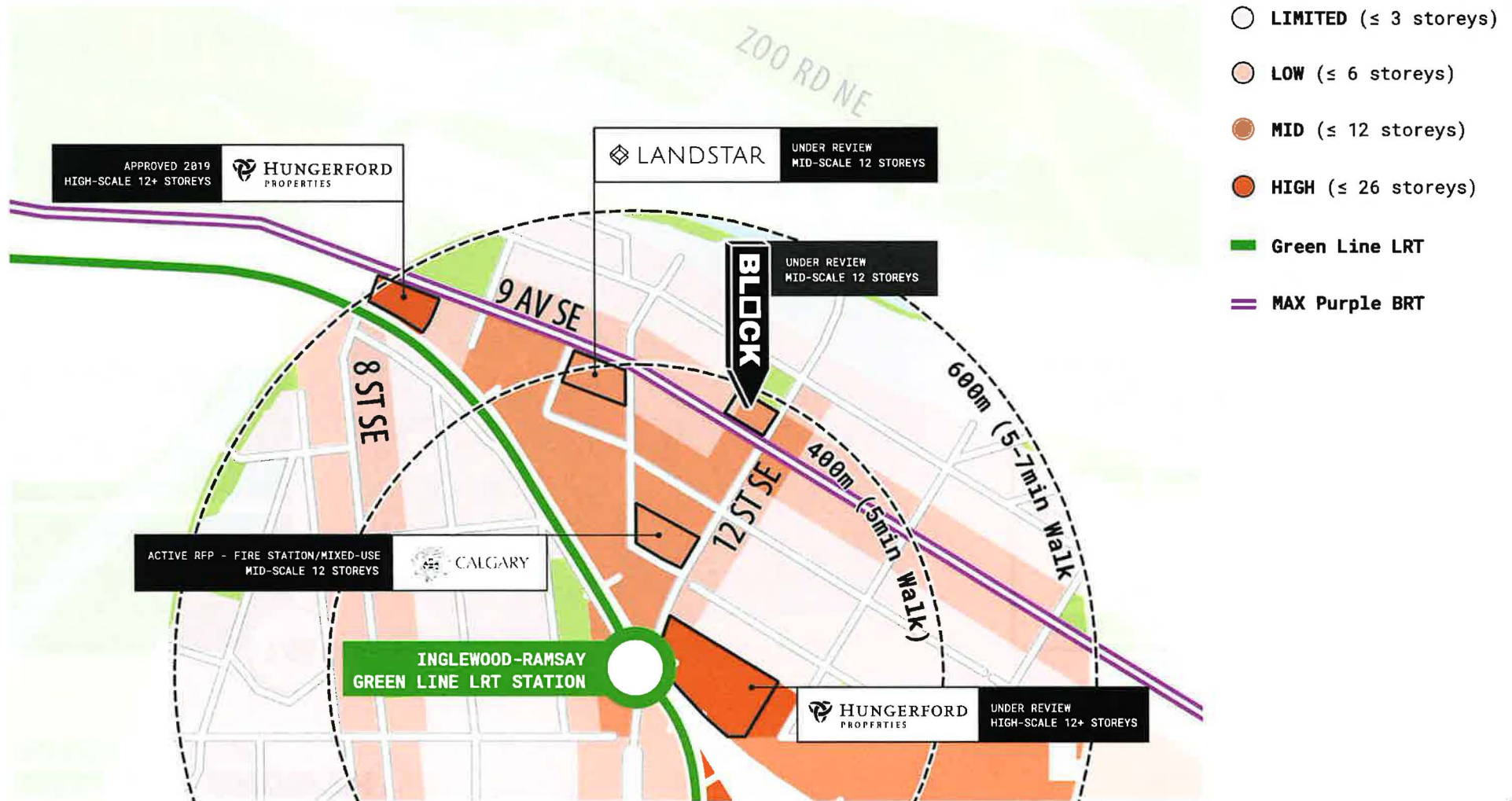
WITH DENSITY COMES AMENITY



- ① **12 ST SE BRIDGE REPLACEMENT**
BUDGET: \$26,000,000
STATUS: BUILT
- ② **GREEN LINE LRT RAMSAY/INGLEWOOD STATION**
BUDGET: \$4.1B (TOTAL)
STATUS: STAGE 1 - SEGMENT 1
- ③ **ELBOW RIVER TRAVERSE PEDESTRIAN BRIDGE**
BUDGET: \$3,000,000
STATUS: BUILT
- ④ **9 AV SE BRIDGE REPLACEMENT**
BUDGET: \$23,000,000
STATUS: UNDER CONSTRUCTION
- ⑤ **MILLS PARK REDEVELOPMENT**
BUDGET: \$500,000
STATUS: BUILT
- ⑥ **MAX PURPLE BUS RAPID TRANSIT**
BUDGET: \$177,000,000 (TO DATE)
STATUS: STAGE 1 & 2 BUILT
- ⑦ **9 AV SE STREETSCAPE MASTER PLAN**
BUDGET: \$30,000,000 - \$60,000,000
STATUS: PENDING BUDGET AVAILABILITY
- ⑧ **JACK LONG PARK UPGRADES**
BUDGET: \$1,100,000
STATUS: UNDER CONSTRUCTION
- ⑨ **8 AV SE CORRIDOR IMPROVEMENTS**
BUDGET: \$600,000
STATUS: CONSTRUCTION FALL 2020
- ⑩ **9 AV SE ROUTE IMPROVEMENTS**
BUDGET: \$1,100,000
STATUS: UNDER CONSTRUCTION
- ⑪ **BIRD SANCTUARY NATURE CENTRE EXPANSION**
BUDGET: \$1,600,000
STATUS: UNDER CONSTRUCTION
- ⑫ **TRANSMISSION LINE ALTERATION**
BUDGET: \$5,150,000
STATUS: UNDER CONSTRUCTION

PRIVATE INVESTMENT IS FOLLOWING PUBLIC INVESTMENT + HEC LAP POLICY

ACTIVE + APPROVED HIGH TO MID-SCALE BUILDING APPLICATIONS



SMARTER GROWTH

PROPERTY TAX UPLIFT

14X

**FUTURE ANNUAL
PROPERTY TAX REVENUE**
\$700,000

**FUTURE ASSESSED
TAX VALUE**
\$70,815,000

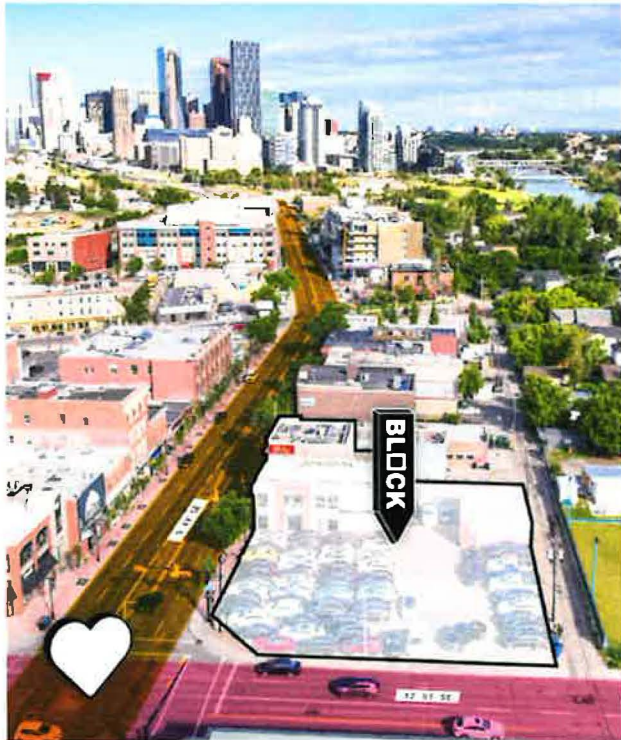
**CURRENT PROPERTY
TAX REVENUE (2020)**
\$51,000

**CURRENT ASSESSED
TAX VALUE (2020)**
\$4,060,000



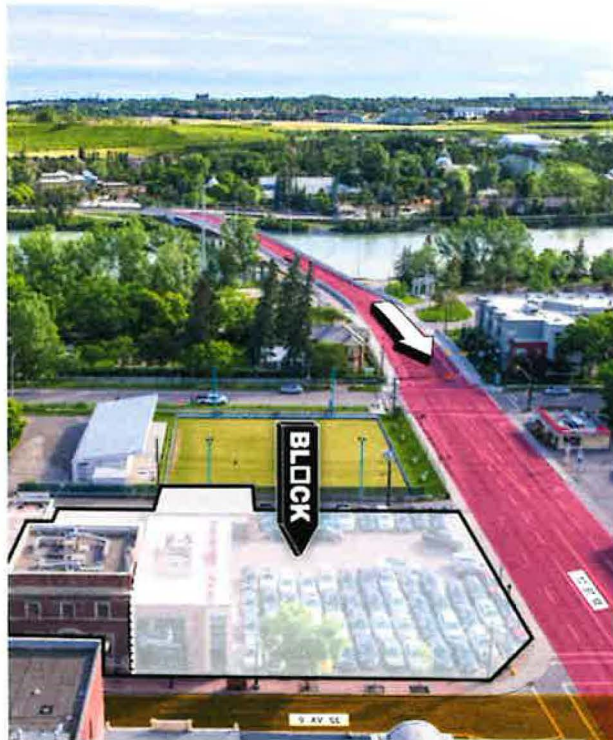
STRATEGIC LOCATION

SMART GROWTH



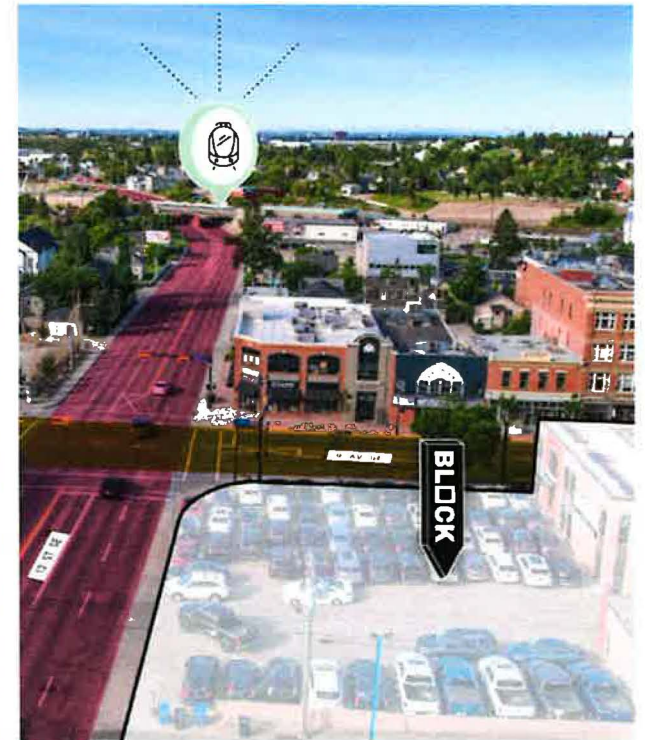
MAIN STREETS

- + AT A KEY INTERSECTION ALONG THE 9 AV SE MAIN STREET: THE CULTURAL, SOCIAL, AND ECONOMIC FOCAL POINT OF A COMMUNITY THAT SUPPORTS HIGHER DENSITY DEVELOPMENT



GATEWAY

- + LOCATED AT INGLEWOOD'S NORTHERN GATEWAY WITH DIRECT ACCESS TO THE NEW 12 ST SE (ZOO) BRIDGE, WHICH GIVES GENERATIONS OF ACCESS TO THE COMMUNITY FOR VEHICLES, PEDESTRIANS AND CYCLISTS

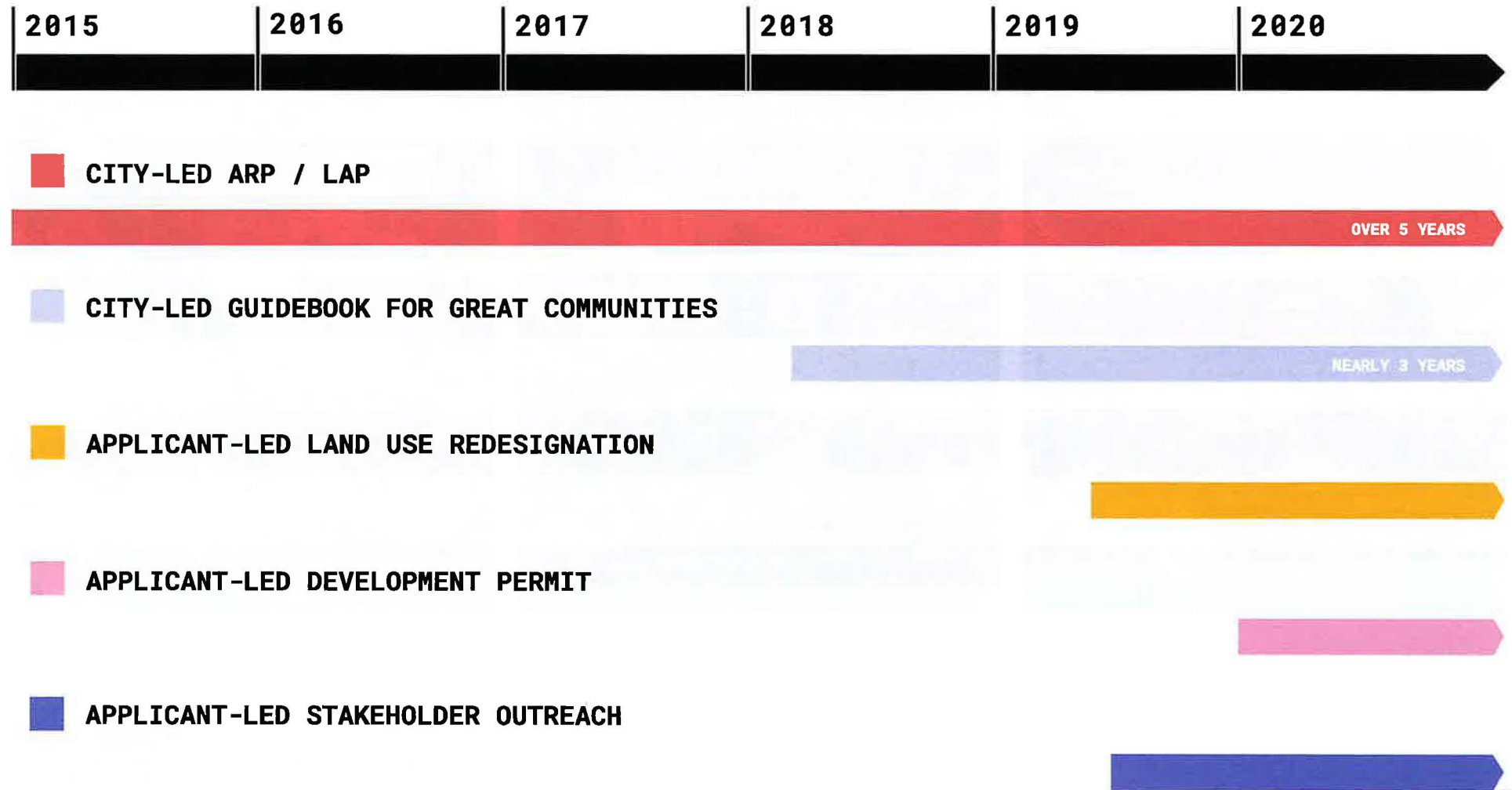


TRANSIT-ORIENTED DEVELOPMENT (TOD)

- + AND ONLY 3 BLOCKS (LESS THAN 500 STEPS) TO THE FUTURE INGLEWOOD/RAMSAY GREEN LINE LRT STATION, SETTING THE STAGE FOR TRANSIT SUPPORTIVE LAND DEVELOPMENT

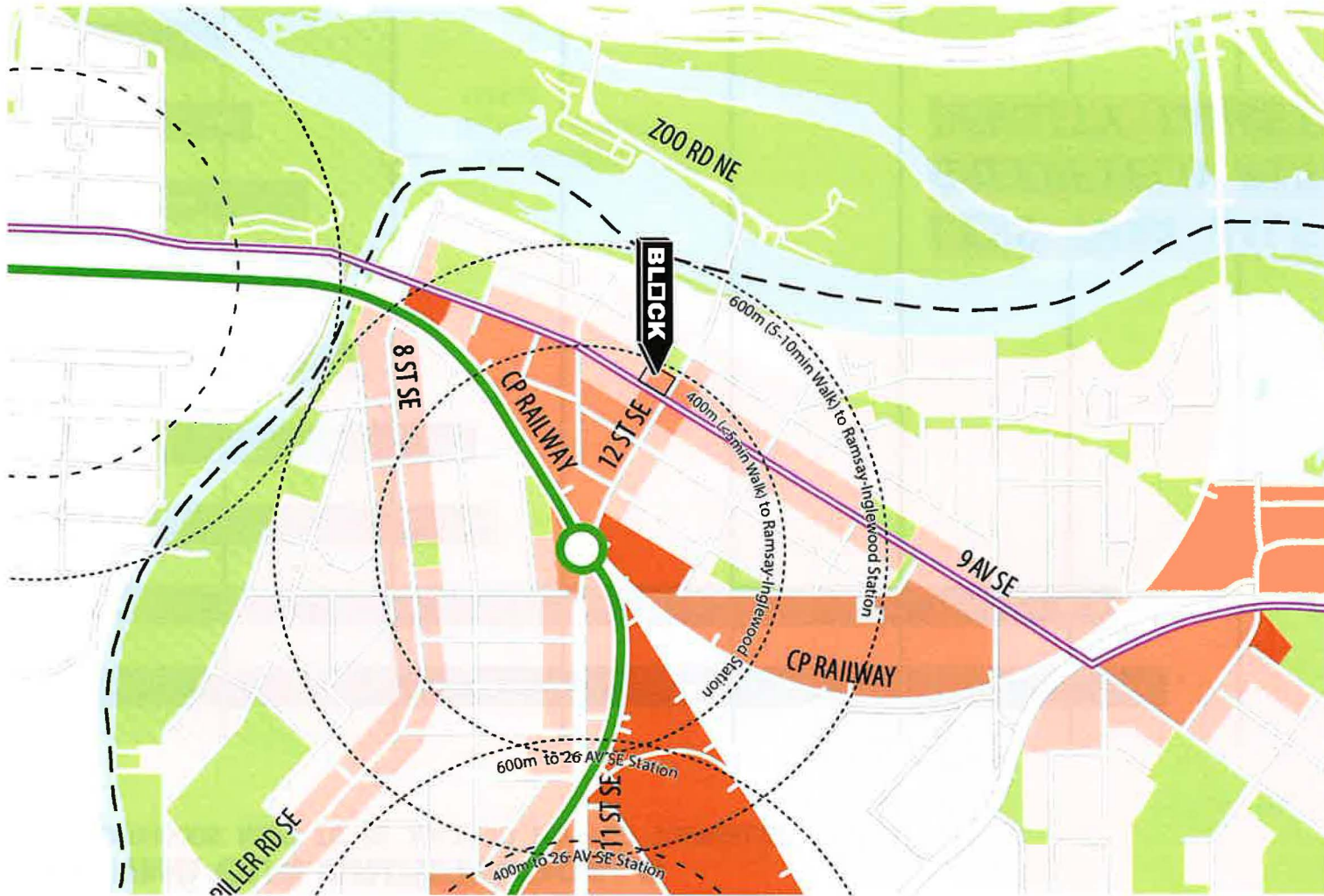
TIMELINE

YEARS OF ENGAGEMENT



TRANSIT-ORIENTED GROWTH

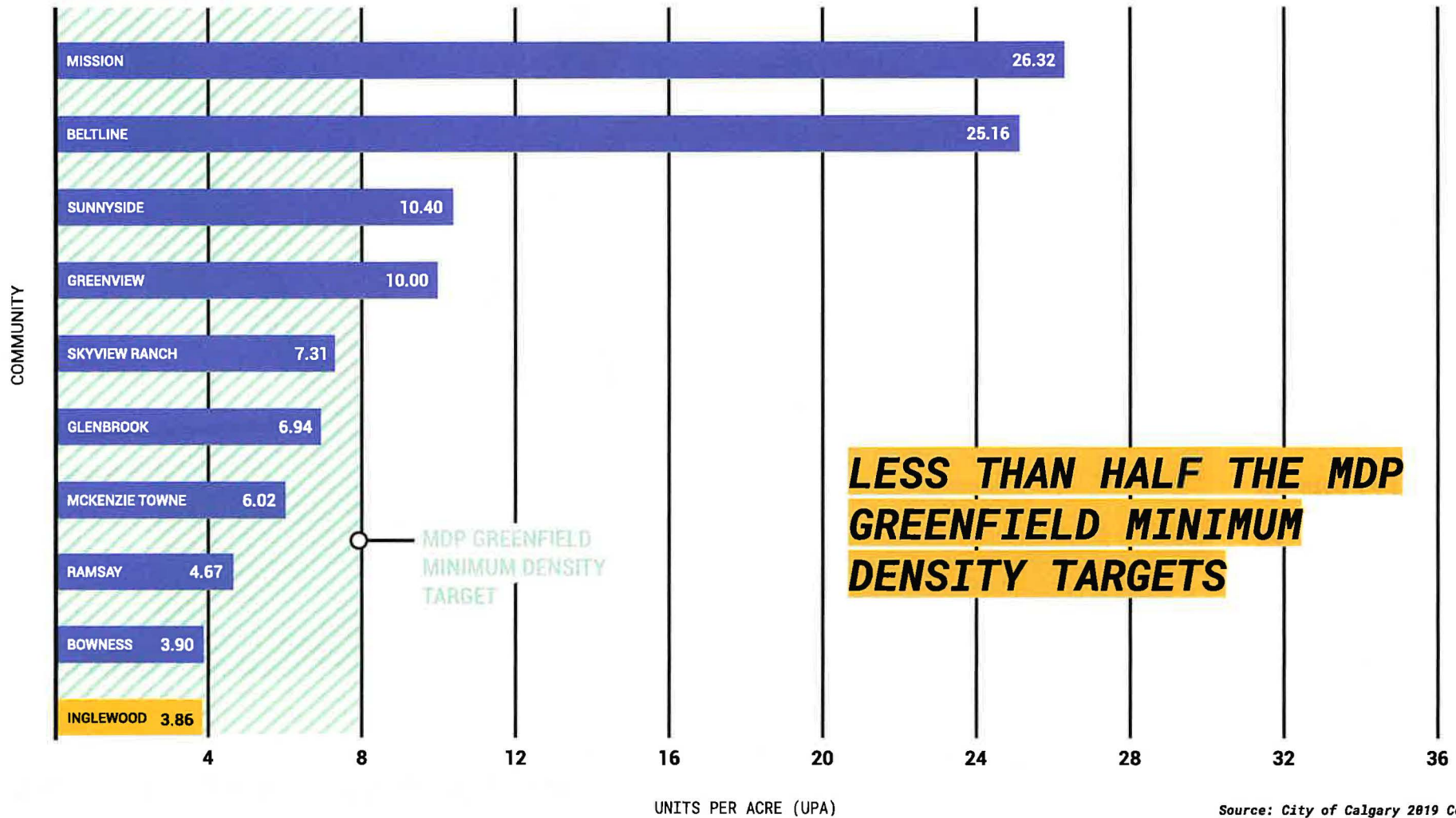
HISTORIC EAST CALGARY COMMUNITIES ARP (DRAFT - JUNE 2020) + THIRD PARTY RECOMMENDATIONS (B&A - NOV. 2019)



- LIMITED (≤ 3 storeys)
- LOW (≤ 6 Storeys)
- MID (≤ 12 storeys)
- HIGH (≤ 26 storeys)
- Inglewood-Ramsay Green Line LRT Station
- Green Line LRT
- MAX Purple BRT
- - Plan Area Boundary

MEETING OUR GROWTH GOALS

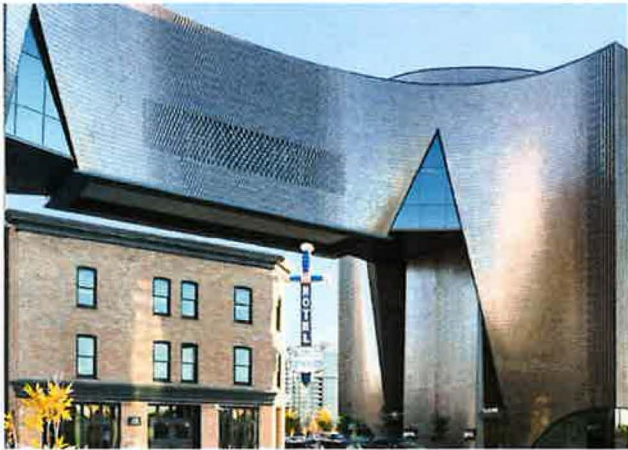
NEIGHBOURHOODS NEED TO BE ABLE TO PAY FOR THEMSELVES



Source: City of Calgary 2019 Census

OLD MEETS NEW

BEST PRACTICE: VISUALLY DISTINGUISHED



KING EDDY | Calgary, AB 2016



CENTRAL LIBRARY | Calgary, AB 2018



ROTMAN, U OF T | Toronto, ON 2012



QUEEN RICHMOND CENTRE W | Toronto, ON 2014



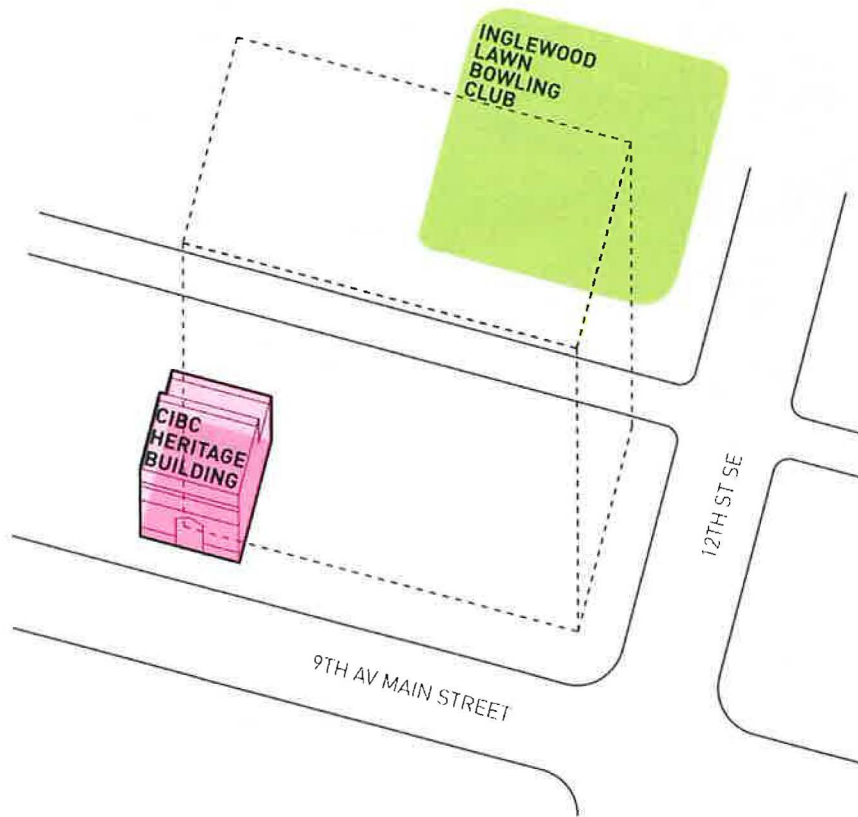
7 ST. THOMAS | Toronto, ON 2017

PRESERVING HERITAGE + CELEBRATING HERITAGE AS THE STAR



A CONTEXTUAL DESIGN RESPONSE

MASSING IS RESPONDING TO CIBC BUILDING, 9 AV MAIN ST + INGLEWOOD LAWN BOWLING CLUB



COMMUNITY BENEFITS TIED TO LAND USE

DESIGNATED HERITAGE BUILDING

PRIVATE PUBLICLY ACCESSIBLE PLAZA

INTEGRATED TRANSIT WAITING AREA



COMMUNITY BENEFITS

TIED TO DEVELOPMENT PERMIT



**STREETSCAPE
MASTER PLAN
CONSTRUCTION
[9 AV + 12 ST SE]**

**SEPARATED BIKE
INFRASTRUCTURE
CONSTRUCTION**

**WORLD CLASS AWARD
WINNING ARCHITECTURE**

**ENHANCED LANE
CONSTRUCTION
[INCL. UTILITY BURIAL]**

**\$400,000 INVESTMENT
IN LOW MAINTENANCE
SYNTHETIC TURF**

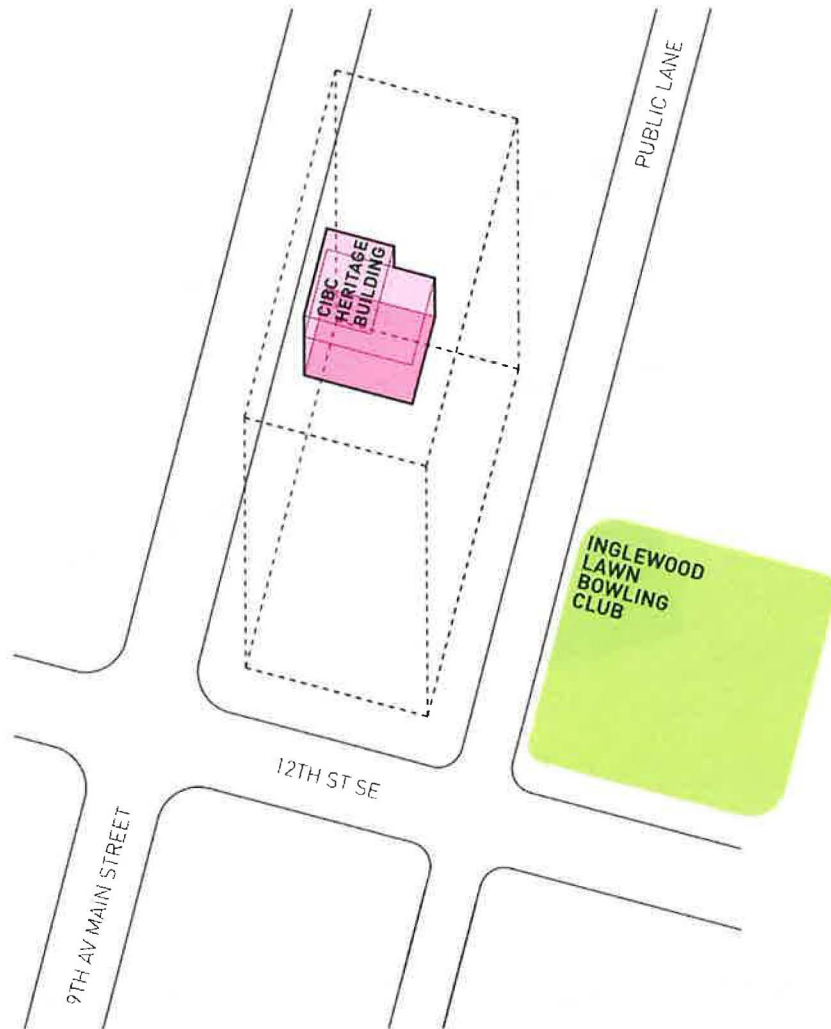




SUPPLEMENTAL SLIDES

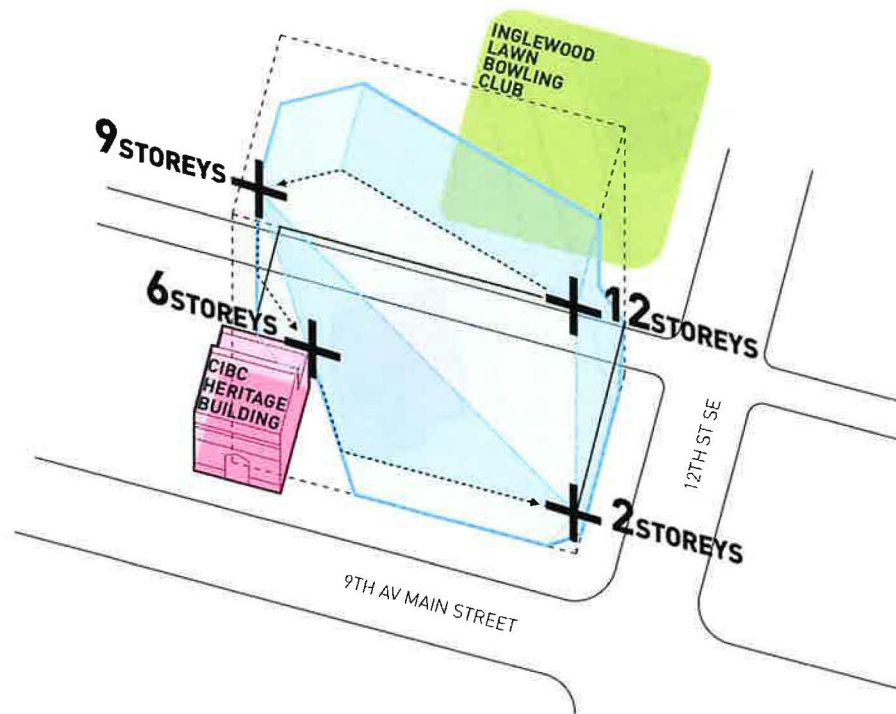
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MASSING IS RESPONDING TO CIBC BUILDING, 9 AV MAIN ST + INGLEWOOD LAWN BOWLING CLUB



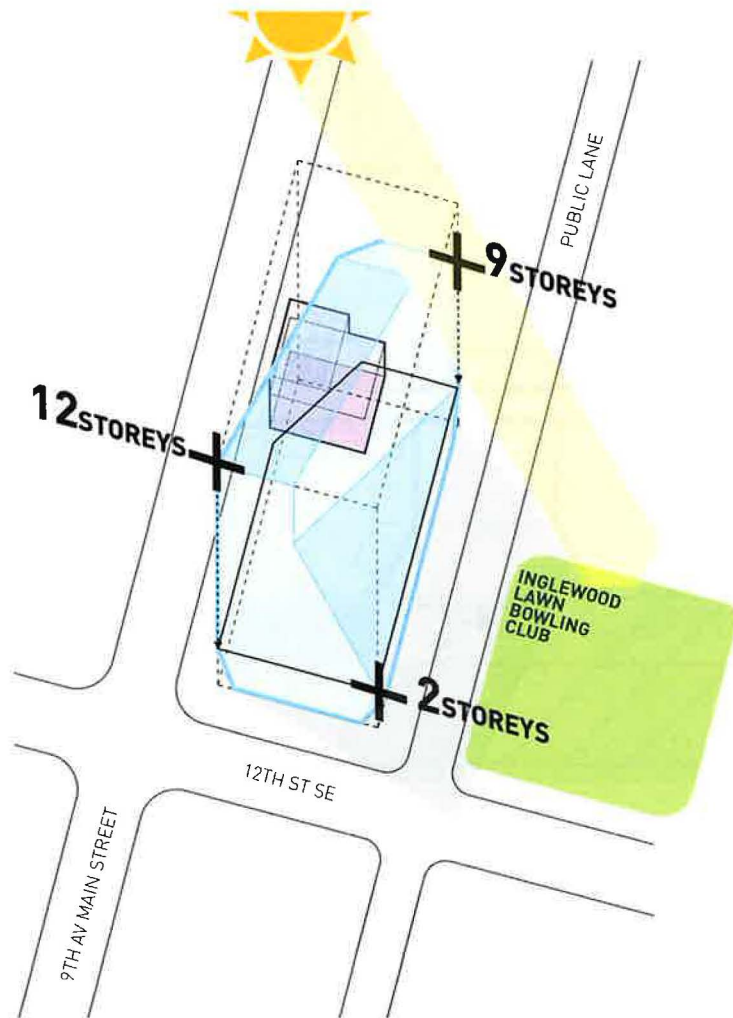
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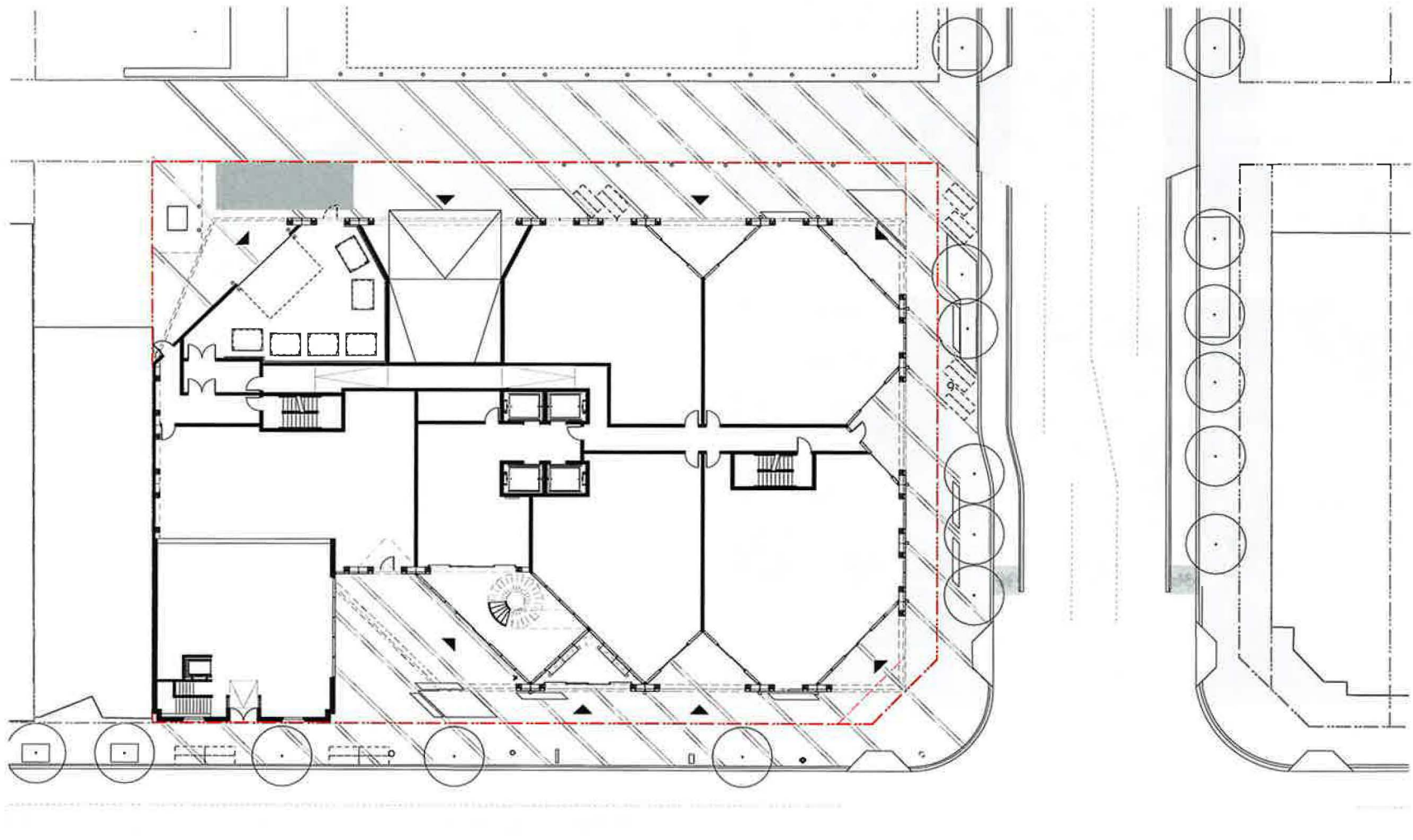
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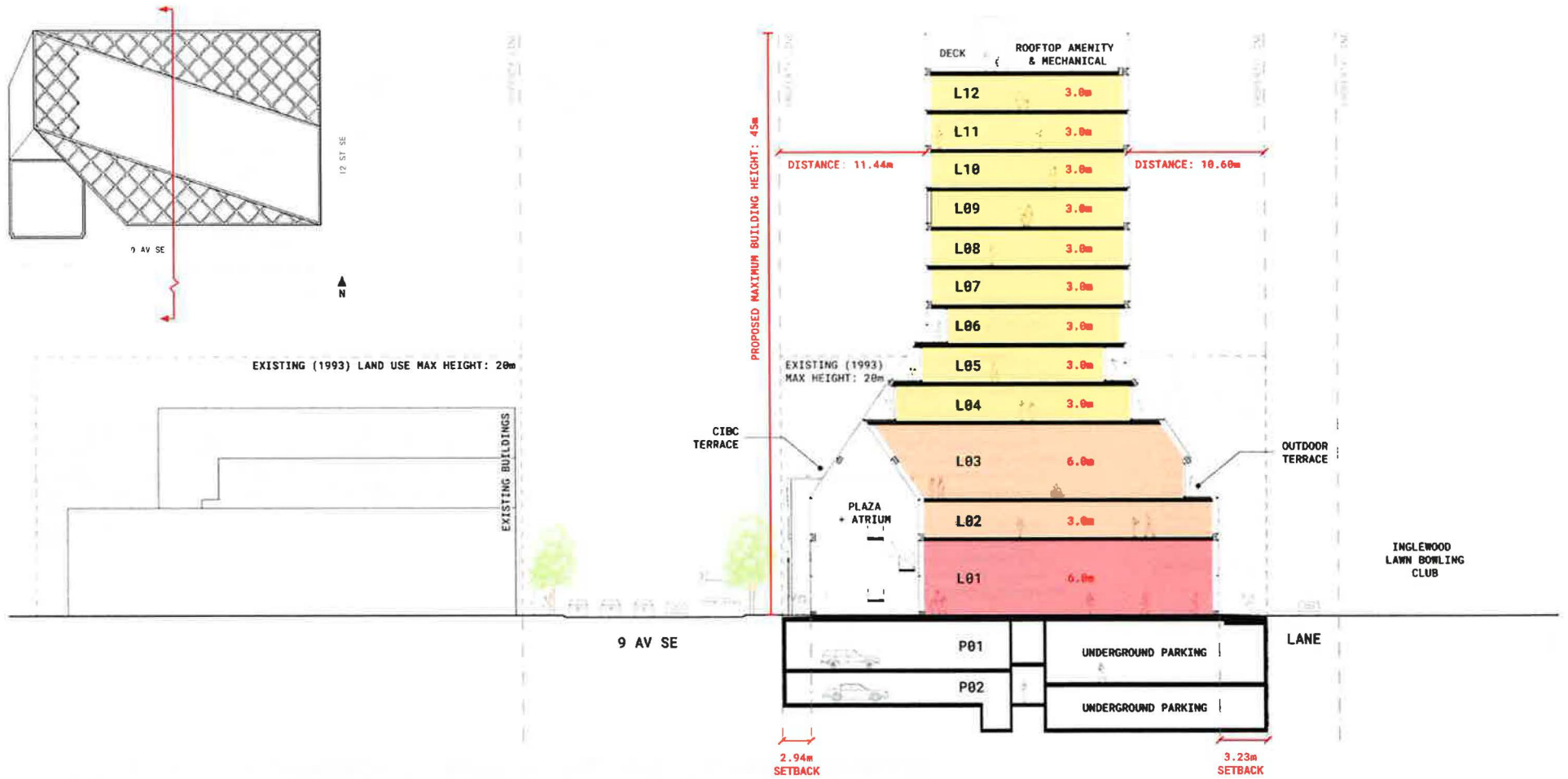
SITE PLAN

LANDSCAPE + SITE ACCESS



BUILDING SECTION

LOOKING WEST



THE TRANSIT-ORIENTED DEVELOPMENT IMPLEMENTATION STRATEGY

A COORDINATED CITY APPROACH TO SUPPORT TOD AND FIX PAST OBSTACLES

THE OBJECTIVE
OF THE TOD IMPLEMENTATION STRATEGY:

**HELP THE CITY
ACHIEVE ITS MDP + CTP
STRATEGIC GROWTH GOALS**



Transit-Oriented Development
Implementation Strategy

2.2 Engagement - obstacles and opportunities in Calgary

To help The City better understand the obstacles that have hampered the success of TOD in the past and the opportunities it represents for our future, engagement with local stakeholders provided an important source of information.

Input was gathered from representatives of Calgary's building and development industry, community residents and businesses, planning experts from Calgary and other jurisdictions, and researchers from academic institutions. Stakeholder events came in the form of community charrettes, stakeholder working groups, and a TOD symposium held in October 2018. The information collected through these different means of engagement helped form a clearer picture of the obstacles and opportunities that the Strategy needs to address if TOD is to succeed in Calgary.

Obstacles to TOD:

- **A lack of prioritized public investment to support TOD** - without public investments that support a prioritized sequence of capital improvements around transit stations, the financial risks to builders and developers is increased, and can diminish market interest in TOD.
- **Market factors like land assembly, mixed-use development and land values** - TOD is a more complex form of development that poses greater uncertainty and higher financial risks for builders and developers.
- **A lack of clear TOD policy** - City policy and development regulations sometimes conflict, creating confusion over expectations for development.
- **A slow and inconsistent development review process** - Conflicts between various City policies, plans and development standards can lead to a lengthy review process.
- **Community opposition** - Trying to address community opposition to TOD projects that meet The City's long-term strategic goals is costly and makes them less attractive for private investment.

COMMUNITY BENEFITS TIED TO LAND USE

DENSITY BONUSING FRAMEWORK

1. DESIGNATED HERITAGE BUILDING

- BUILDING SHELL + SYSTEMS UPGRADES
- TENANT IMPROVEMENTS
- NEW ADAPTIVE CONSTRUCTION COMPLEXITY PREMIUM
- UNREALIZED DEVELOPMENT VALUE
- UNREALIZED PARKING VALUE (10 Years)

TOTAL VALUE: \$3,583,000 - \$3,921,000

PROPOSED DC DISTRICT

TOTAL VALUE / COST OF BONUSING

Base FAR 2.0 to Bonus FAR 6.5

\$4,007,000 - \$4,345,000

BELTLINE ARP POLICY

BCIF BONUSING VALUE (\$270/m²)

Base FAR 2.0 to Bonus FAR 6.5

\$2,381,000

2. PRIVATE PUBLICLY ACCESSIBLE PLAZA

- CONSTRUCTION
- UNREALIZED DEVELOPMENT VALUE
- MAINTENANCE (10 Years)

TOTAL VALUE: \$176,000

3. INTEGRATED TRANSIT WAITING AREA

- CONSTRUCTION
- UNREALIZED LEASE VALUE (10 Years)

TOTAL VALUE: \$248,000



COMMUNITY BENEFITS TIED TO DEVELOPMENT PERMIT

ADDITIONAL PUBLIC REALM INVESTMENT



TOTAL PRIVATE INVESTMENT
\$67,133,000

\$1,083,000
SEPARATED BIKE
INFRASTRUCTURE
STREETSCAPE
MASTER PLAN
CONSTRUCTION
[9 AV + 12 ST SE]

\$65,300,000
WORLD CLASS AWARD
WINNING ARCHITECTURE

\$400,000
LOW MAINTAINANCE
SYNTHETIC TURF

\$350,000
ENHANCED LANE
CONSTRUCTION &
UTILITIES BURIAL

STAKEHOLDER OUTREACH

OUR COMMITMENT TO BEING GOOD NEIGHBOURS

OUTREACH STRATEGIES


 PROJECT WEBSITE, FEEDBACK FORM + DOWNLOADABLE BRIEF

 PROJECT PHONE LINE, VOICEMAIL + EMAIL INBOX


 POSTCARD MAILER + E-NEWSLETTERS

 ON-SITE SIGNAGE

 PUBLIC INFORMATION SESSION
(Dec 10, 2019 @ Spolumbo's)

 FACE-TO-FACE MEETINGS

- Jun 05, 2019** Inglewood CA Meeting #1
- Jun 25, 2019** Inglewood BIA Meeting #1
- Jun 25, 2019** Ramsay CA Meeting
- Dec 04, 2019** Inglewood CA Meeting #2
- Dec 09, 2019** Lawn Bowling Club Meeting
- Dec 10, 2019** Public Information Session
- Apr 08, 2020** Inglewood CA Meeting #3
- Apr 16, 2020** Inglewood BIA Meeting #2

 SPEAKERS' CORNER
(Interactive Digital Kiosk On-Site)

PUBLIC INFORMATION SESSION

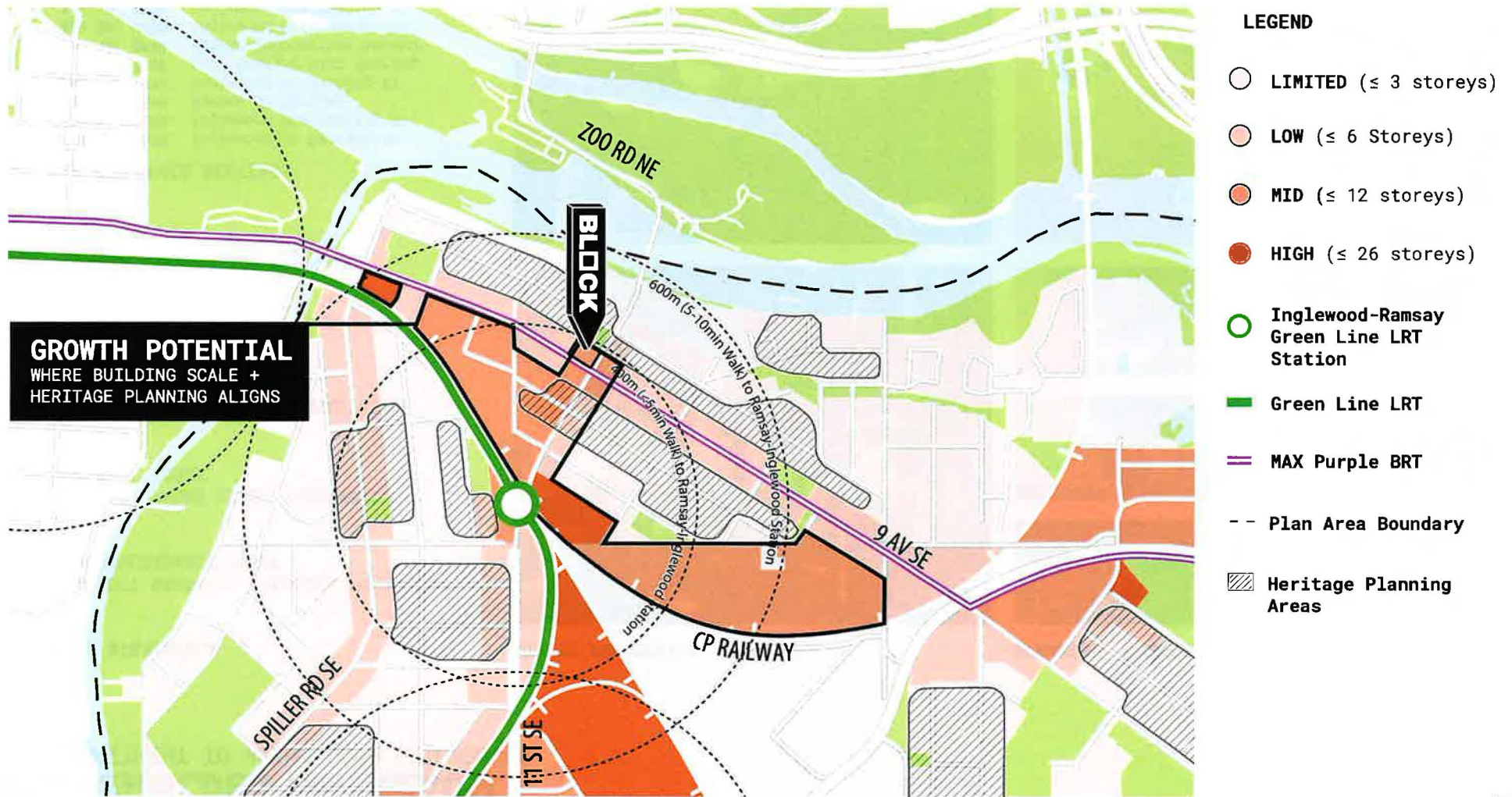


SPEAKERS' CORNER



PLANNING STRATEGIC GROWTH

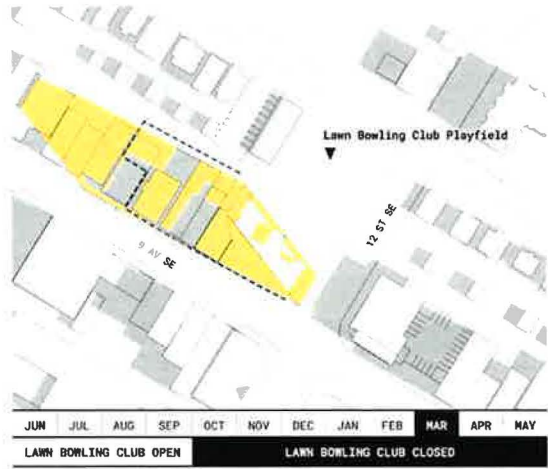
HISTORIC EAST CALGARY COMMUNITIES ARP (DRAFT - JUNE 2020) + THIRD PARTY RECOMMENDATIONS (B&A - NOV. 2019)



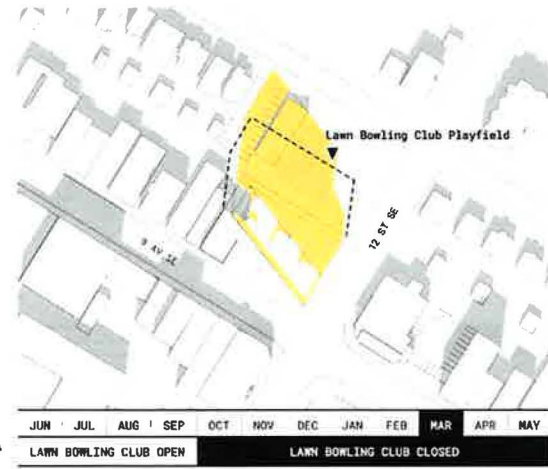
SHADOW STUDY

SPRING EQUINOX

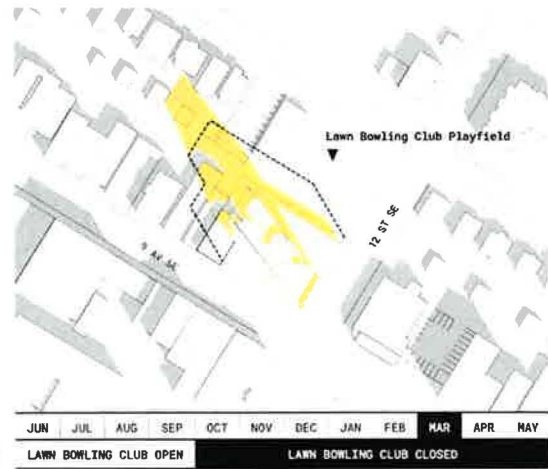
MARCH 21
10:00AM



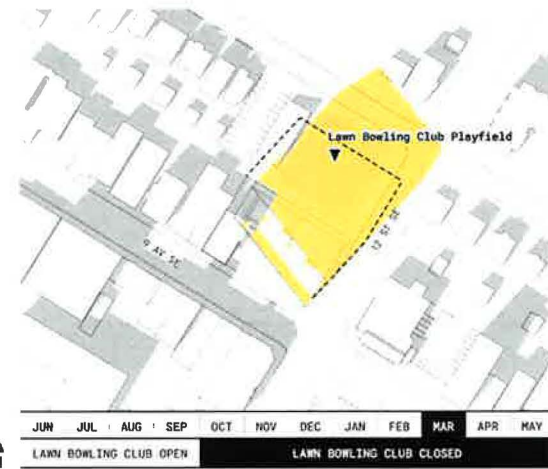
MARCH 21
2:00PM



MARCH 21
12:00PM



MARCH 21
4:00PM

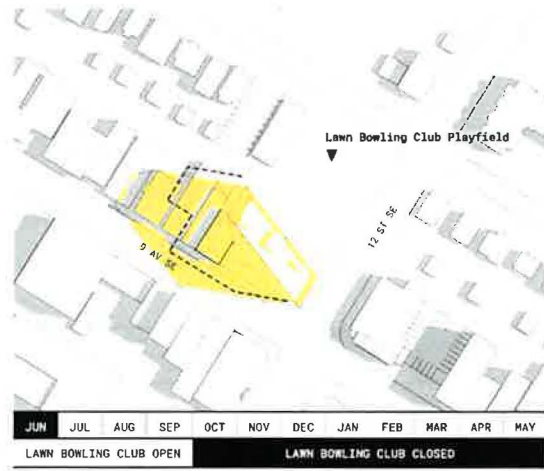


NOTE: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of the proposed architectural design, surrounding built form and natural features. Simulated dates and times are based on established City of Calgary requirements.

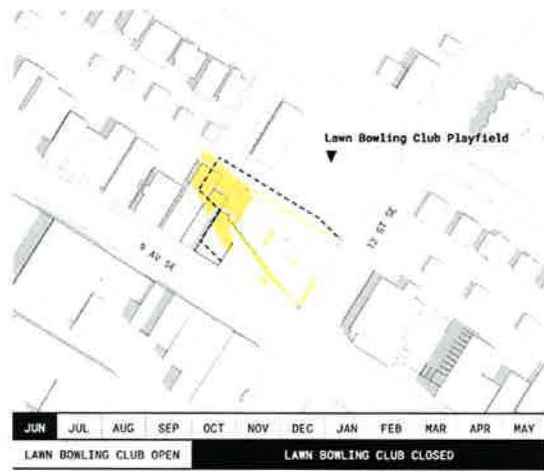
SHADOW STUDY

SUMMER SOLSTICE

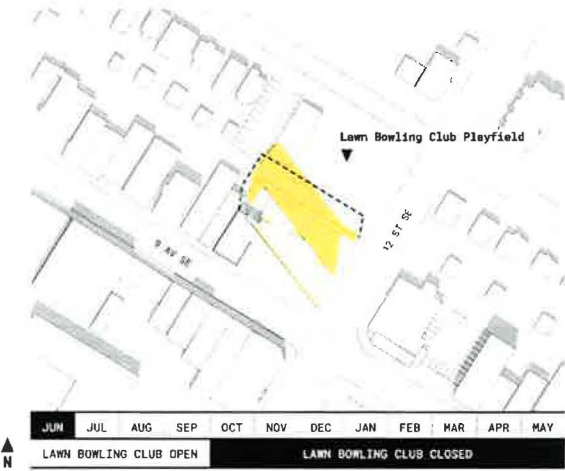
JUNE 21
10:00AM



JUNE 21
12:00PM



JUNE 21
2:00PM



JUNE 21
4:00PM

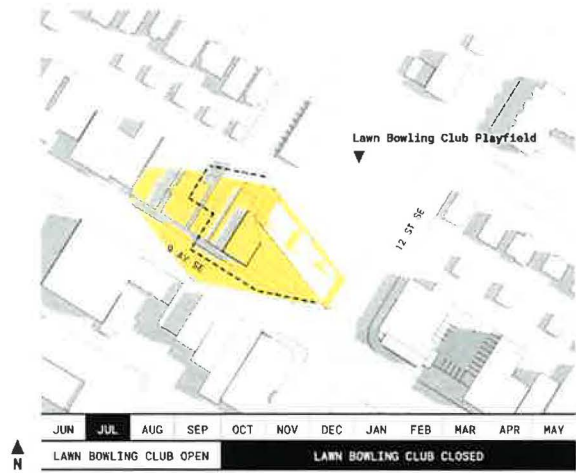


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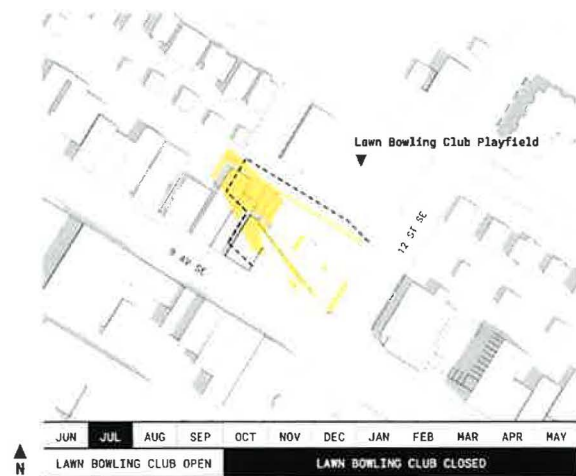
SHADOW STUDY

SUMMER: JULY

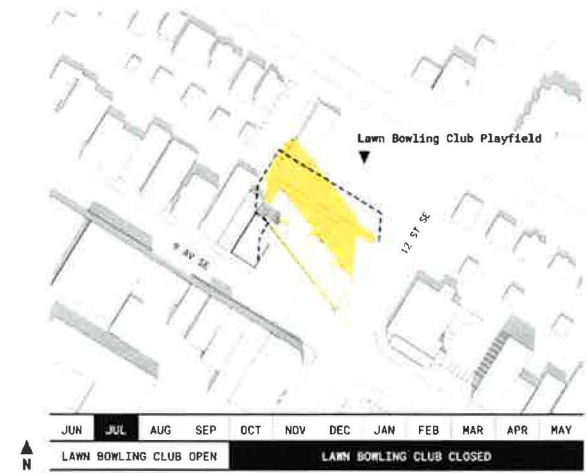
JULY 21
10:00AM



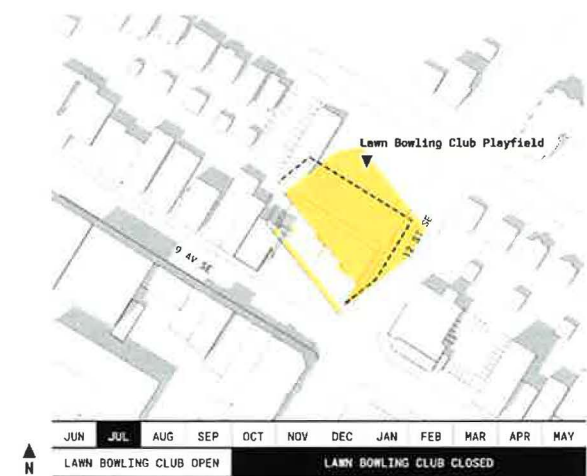
JULY 21
12:00PM



JULY 21
2:00PM



JULY 21
4:00PM

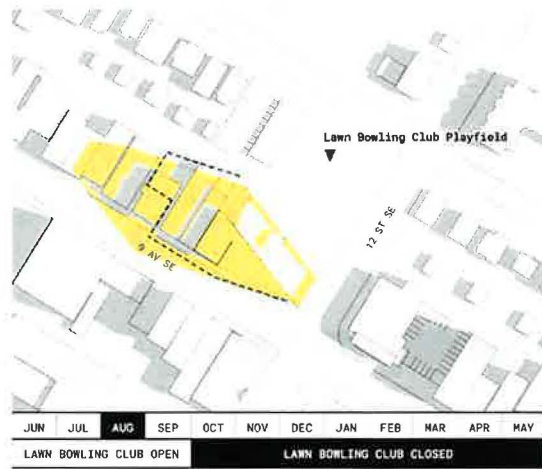


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SHADOW STUDY

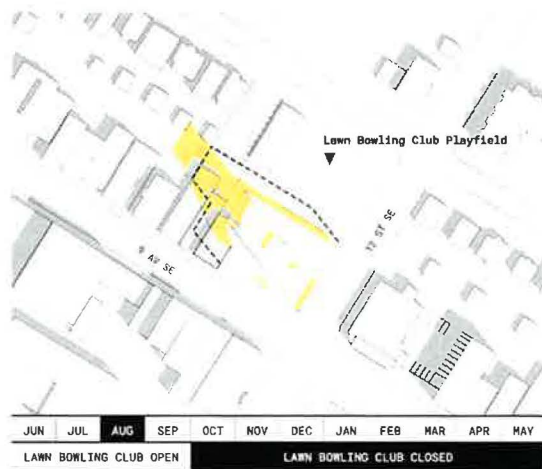
SUMMER: AUGUST

AUGUST 21
10:00AM



LEGEND
 Proposed Building Shadow
 Existing DC1293 Max. Shadow
 Existing Built Form Shadow

AUGUST 21
12:00PM



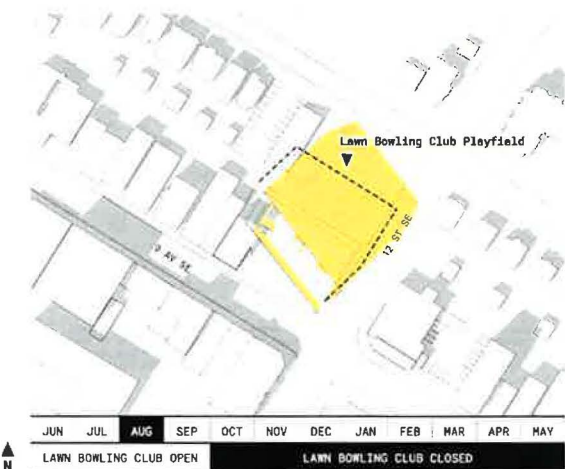
LEGEND
 Proposed Building Shadow
 Existing DC1293 Max. Shadow
 Existing Built Form Shadow

AUGUST 21
2:00PM



LEGEND
 Proposed Building Shadow
 Existing DC1293 Max. Shadow
 Existing Built Form Shadow

AUGUST 21
4:00PM



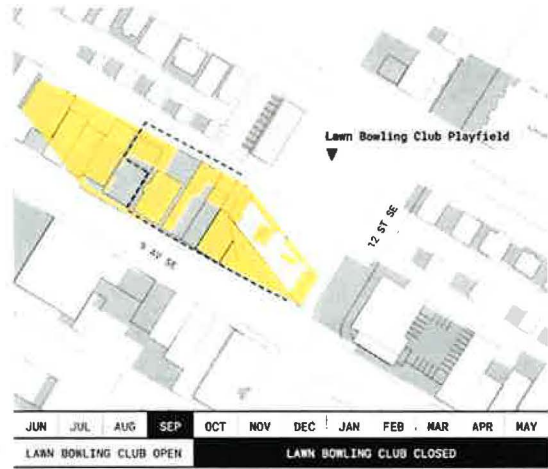
LEGEND
 Proposed Building Shadow
 Existing DC1293 Max. Shadow
 Existing Built Form Shadow

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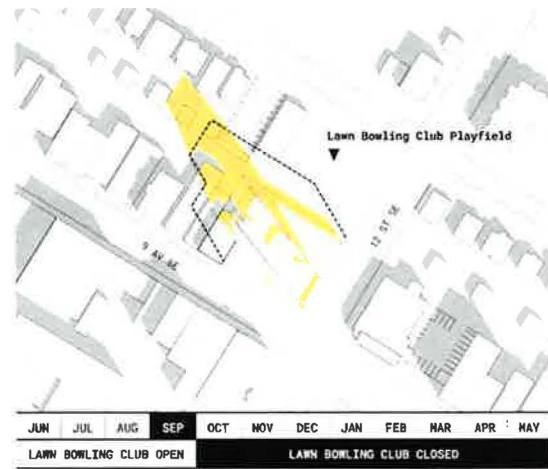
SHADOW STUDY

FALL EQUINOX

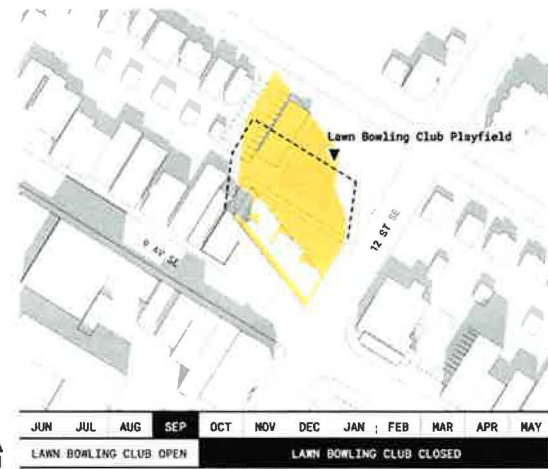
SEPTEMBER 21
10:00AM



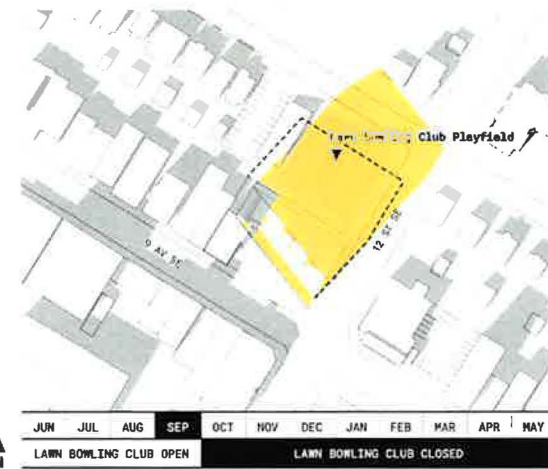
SEPTEMBER 21
12:00PM



SEPTEMBER 21
2:00PM



SEPTEMBER 21
4:00PM

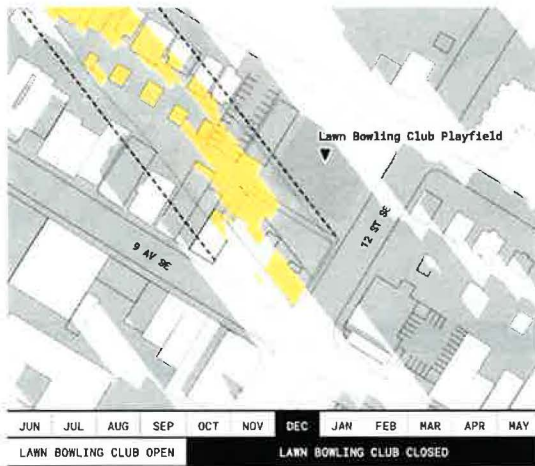


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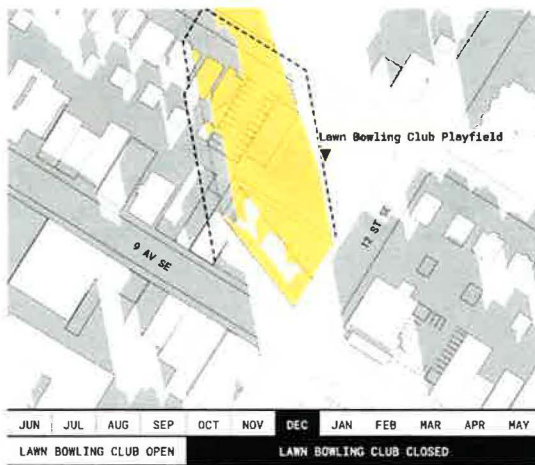
SHADOW STUDY

WINTER SOLSTICE

DECEMBER 21
10:00AM



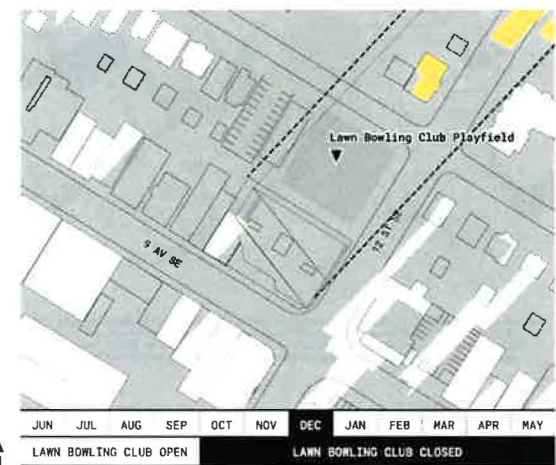
DECEMBER 21
12:00PM



DECEMBER 21
2:00PM



DECEMBER 21
4:00PM



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SUMMARY OF IMPLEMENTATION OPTIONS

GROWTH OBJECTIVES OF THE HISTORIC EAST CALGARY ARP DRAFT

Fund and implement the 9 Avenue SE Streetscape Master Plan.

Explore creation of community beautification through public art and murals.

Integrate wayfinding into the streetscape at key intersections including community entrances and at Primary Transit Network stations to destinations within and beyond the Plan Area.

Improve the pedestrian crossing at the intersection of 9 Avenue SE and 14 Street SE.

Explore opportunities to improve pedestrian crossings along 9 Avenue SE, 8 Street SE 11/12 Street SE and Spiller Road SE.

Explore safety and beautification enhancements for pedestrians and cyclists at underpasses along 9 Avenue SE and 11/12 Street SE.

Explore removal of the traffic gate at 13 Street SE and 11 Avenue SE.

Explore the removal of the cul-de-sac at 10 Avenue SE and 14 Street SE.

Incorporate pedestrian-scale lighting as redevelopment occurs, particularly along 9 Avenue SE, 8 Street SE and 11/12 Street SE.

Explore improvements to the Inglewood Community Association and Ramsay Community Association buildings.

Maintain the Inglewood Community Garden.

Re-adapt and restore heritage properties along 9 Avenue SE and 8 Avenue SE as new development occurs.

Explore restoration of heritage properties listed in the Inventory of Evaluated Historic Resources.

Incorporate historic plaques in parks, open spaces and at other locations, where appropriate.

Support housing providers to build and provide affordable and accessible housing.

Consider developing a streetscape masterplan for 11/12 Street SE between the Zoo Bridge and 26 Avenue SE that incorporates a safe and convenient cycling connection.

Improve pedestrian public realm along 11/12 Street SE between the Zoo Bridge and 26 Avenue SE to better connect Ramsay with Inglewood.

Explore the provision of direct and separated cycling infrastructure along 11 Street SE/12 Street SE.

Consider providing a direct pedestrian and cycling connection between 8 Street SE 9 Avenue SE close to the 8 Street SE road closure.

Explore removal of the cul-de-sac on 10 Avenue SE and 14 Street SE.

Explore removal of traffic gate at 13 Street SE and 11 Avenue SE.

Explore providing an active modes connection between Ramsay and 9 Avenue SE in close proximity to the 8 Street SE closure.

Provide an active modes connection to link Inglewood and Ramsay at the future Inglewood/Ramsay Green Line LRT station to provide a pleasant year-round experience for users during both day and night.

Provide additional lighting in parks and on neighbourhood pathways.

Explore the provision of enhanced active modes infrastructure and signage on 8 Avenue SE between 8 Street SE and 19 Street SE.

Improve pedestrian and cyclist mobility along the Elbow River pathway underpass.

Consider opportunities for on-street east/west cycling routes between 8 Street and 11 Street SE along 17 Avenue SE and 21 Avenue SE.

Consider opportunities for on-street cycling routes from Colonel Walker School to the Bow River via 8 Street SE.

Continue to enhance existing north-south cycling connections.

Provide a rapid flashing beacon at 11 Avenue SE and 12 Street SE.

Provide new north-south cycling connections to link residents of Inglewood and Ramsay to the future 26 Avenue SE LRT Station.

Explore a multi-use pathway connection along the proposed Green Line alignment.

Provide bicycle parking at destinations throughout the Plan Area including at Primary Transit Hub facilities, entrances to open spaces, along 9 Avenue SE, 8 Street SE and 11/12 Street SE.

Improve Scotman's Hill staircase to incorporate cycling facilities.

Fund and complete a study for a multi-use pathway that meets current standards for width and grade on the east side of the Elbow River from the Traverse Bridge to MacDonald Bridge.

Provide enhanced transit stop waiting amenities incorporated into development along the Primary Transit Network (LRT and BRT), focused on 9 Avenue SE and 8 Street SE.

Improve circulation for all modes at 17a Street SE roundabout; explore alternative circulation options.

Explore options for consolidated development along the west side of 17a Street SE and complete pedestrian connection from the roundabout to Bow River pathway system.

Explore opportunities to improve the pedestrian crossing at 17 Avenue SE and the CPR tracks.

Explore opportunities to improve the 9 Avenue SE and 15 Street SE intersection for all modes.

Incorporate the provision of sidewalks on both sides of the streets when road improvements occur.

Prioritize traffic calming in high-pedestrian locations including schools, recreation centres and at community association buildings.

Explore traffic calming along Salisbury Street SE and on 8 Avenue SE between 8 Street SE and 14 Street SE.

Explore opportunities to provide complete streets on 19 Street SE between 9 Avenue SE and Blackfoot Trail SE.

Improve circulation for all modes at the 26 Avenue SE and Highfield Road SE roundabout.

Explore opportunities to provide complete streets on 26 Avenue SE between the roundabout and Blackfoot Trail SE.

Explore opportunities for enhanced connectivity for all modes at Blackfoot Trail SE and Ogden Road SE.

Explore opportunities for enhanced connectivity for all modes at Blackfoot Trail SE and Alyth Road SE.

Explore incorporating electric vehicle charging infrastructure in city-owned parking lots including open space parking lots.

Explore providing bicycle and scooter share parking areas in key locations including along the river pathway and at LRT stations.

Explore connecting 25 Avenue SE over Highfield Road SE to Blackfoot Trail SE as shown in the 25/26 Avenue SE Blackfoot Trail Connector Report.

Explore opportunities for providing complete streets for 8 Street SE south of the 9 Avenue SE closure.

Provide municipal reserve in the form of land and not cash in lieu.

Enhance existing community parks and open spaces with amenities such as seating and gathering spaces.

Provide active and passive recreation opportunities for seniors in existing and future parks and open spaces.

Construct accessible playground at Enmax Park.

Provide a multi-use pathway along Scotman's Hill ridge that connects the ridge with the land to the west of the escarpment.

Activate green space south of Inglewood Cove SE between 15 Street SE and 17 Street SE.

Explore upgrades to Jefferies Park that focuses on the rail history of the area.

Provide bird-friendly streetlights and illumination along the Bow River pathway.

Formalize river access locations identified on Map 3: Community Characteristics and Attributes, designed to minimize negative impacts to the Bow and Elbow Rivers and associated riparian areas.

Complete the 'Bend in the Bow' project.

Enhance the alley north of 8 Avenue SE fronting on to the Bow River Pathway between 8 Street SE and 13 Street SE to emphasize safe and slow active transportation options to support back-of-lot development along the park.

Preserve established residential tree streetscapes.

Explore continued operation of Inglewood Aquatic Centre including the extension of operating hours.

LOCAL PETITION

"STOP THE DESTRUCTION OF CALGARY'S HERITAGE MAIN STREET"



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TODAY: Calgary's longest heritage Main Street

PROPOSED: Calgary city council's plan

Save Calgary's Original Main Street started this petition to Calgary City Council

Inglewood is the oldest community in Calgary with Ninth Avenue as its longest heritage main street. It is a destination enjoyed by Calgarians and visitors year-round for its village feel, quirky shops and great music venues and was named Best Community in Canada in 2014 by the Canadian Institute of Planners.

But now, it is under an assault that could destroy it forever.

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