

Melvor: Public Hearing of Council

Item 8.1.11

LOC2020-0101, CPC2020-1348

35, 47, 59, 69 Copperpond PS SE

Prepared on Behalf of

Falcon Real Estate Holdings Ltd. (Eagle Crest)



FAAS

Site Context + Amenity Provision

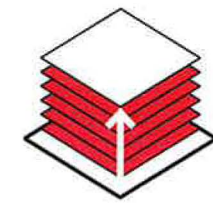


- PROXIMITY TO HIGHER ORDER ROADS
- PROXIMITY TO EXISTING + FUTURE TRANSIT, CONNECTING RIDERS TO BRT + FUTURE GREEN LINE LRT SERVICE
- ADJACENCY TO MULTIMODAL PATHWAYS
- NEAR OPEN SPACE, PARKS + COMMUNITY AMENITIES
- COMMERCIAL + MULTI-RESIDENTIAL DEVELOPMENT CONTEXT

	HIGHER ORDER ROADS
	BUS ROUTE
	BUS STOP (EXISTING)
	BUS STOP (CONSTRUCTED FOR FUTURE SERVICE)
	CYCLE INFRASTRUCTURE (EXISTING)
	CYCLE INFRASTRUCTURE (FUTURE)

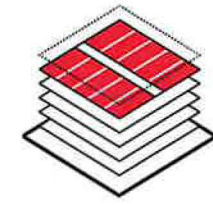
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Site Plan + By the Numbers



BUILDING HEIGHT + INTENSITY

22m	4-6	2.5
Maximum Height	Storeys	Maximum Site FAR



SITE COMPOSITION

±380	±40	±650m²
Dwelling Units	Live Work Units	Commercial Space



ON-SITE PARKING

±455	Parking Stalls (376 bylaw requirement)	
±85	±370	
At-Grade Stalls	Underground Parkade Stalls	

Applicant-Led Stakeholder Outreach

Outreach Strategies

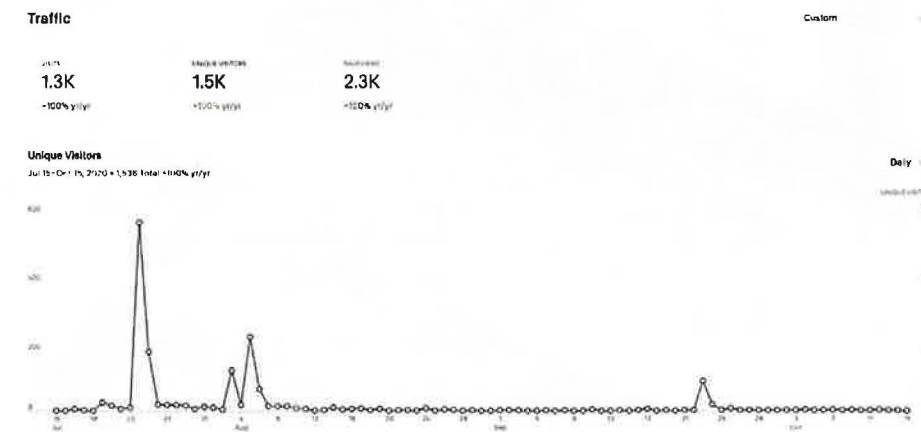
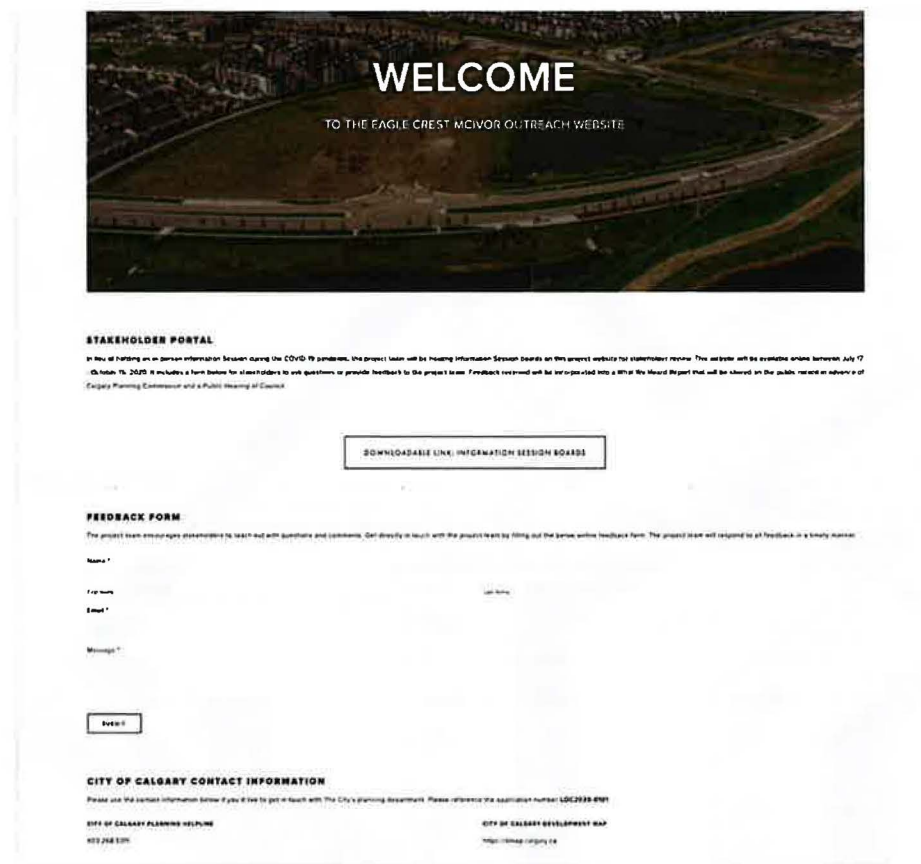
-  Project Website, Email Inbox, + Feedback Form
-  On-Site Signage
-  Hand Delivered Mailers
-  Community Newsletter Advertorial
-  Project Phone Line + Voicemail
-  Online Information Session
-  Copperfield CA, Ward 12 Office Meetings
-  What We Heard Report

By The Numbers

 575 Mailers Delivered	 1 On-Site Sign Installed	 12,600 Household Newsletters
 1,536 Website Visitors	 26 Email Exchanges	 2 Stakeholder Meetings

Key Feedback Themes

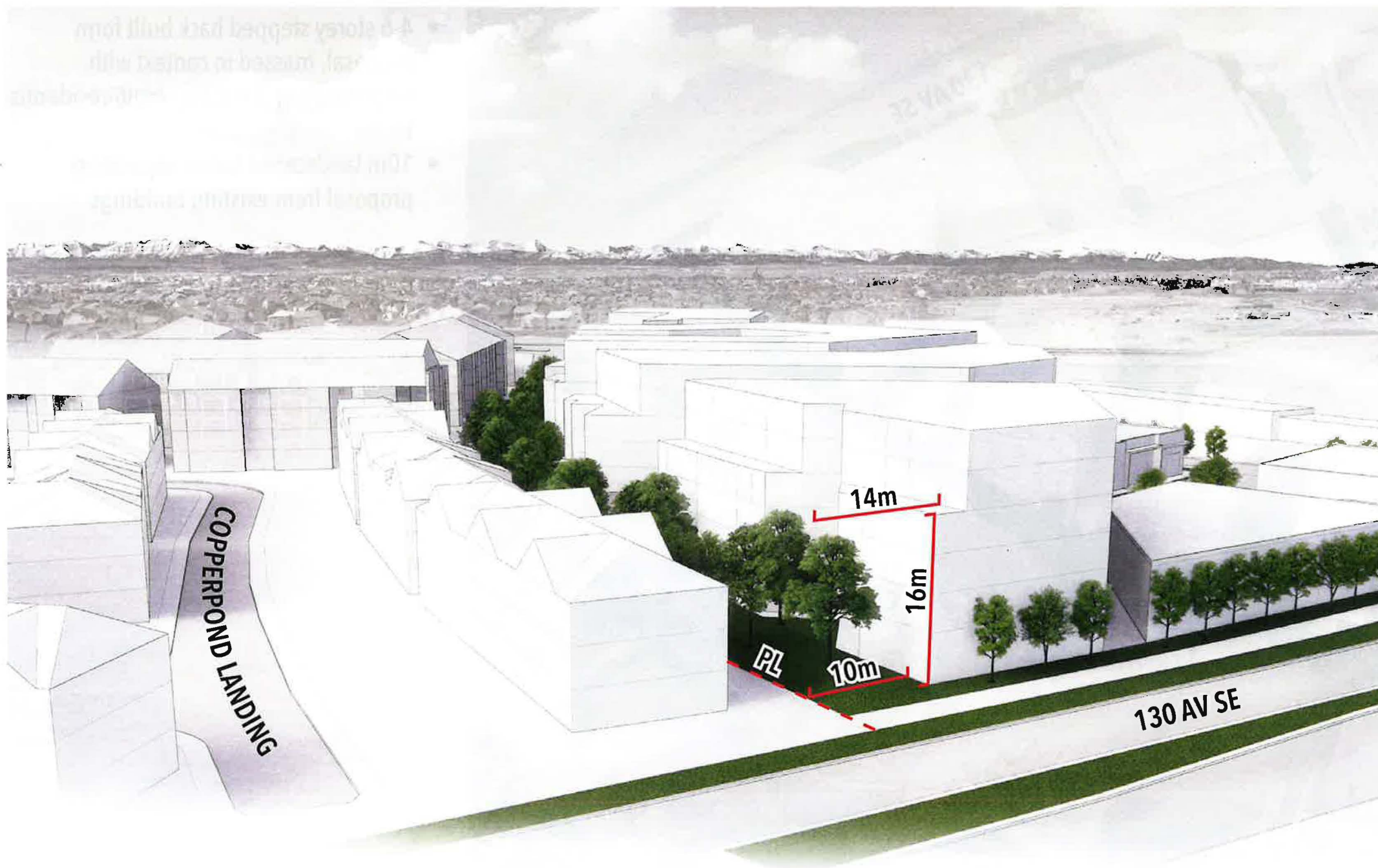
- Building Height + Interfacing Considerations with existing multi-residential neighbours
- Neighbourhood Traffic + On-Site Parking
- Desire for service-oriented Commercial Uses



Conceptual Massing: View North Towards Site

- 4-6 storey stepped back built form proposal, massed in context with neighbouring 3-4 storey multi-residential forms
- 10m landscaped buffer separating proposal from existing buildings

Conceptual Massing: View West along 10m Landscaped Buffer



- Existing 3 storey townhouse and 4 storey condominiums massed against 10m landscaped buffer (left)
- McIvor proposal massed against 10m landscaped buffer (right) with stepback interface rule at 16m (4 storeys) within 14m of residential property line

Transportation Impact Assessment

Key Findings

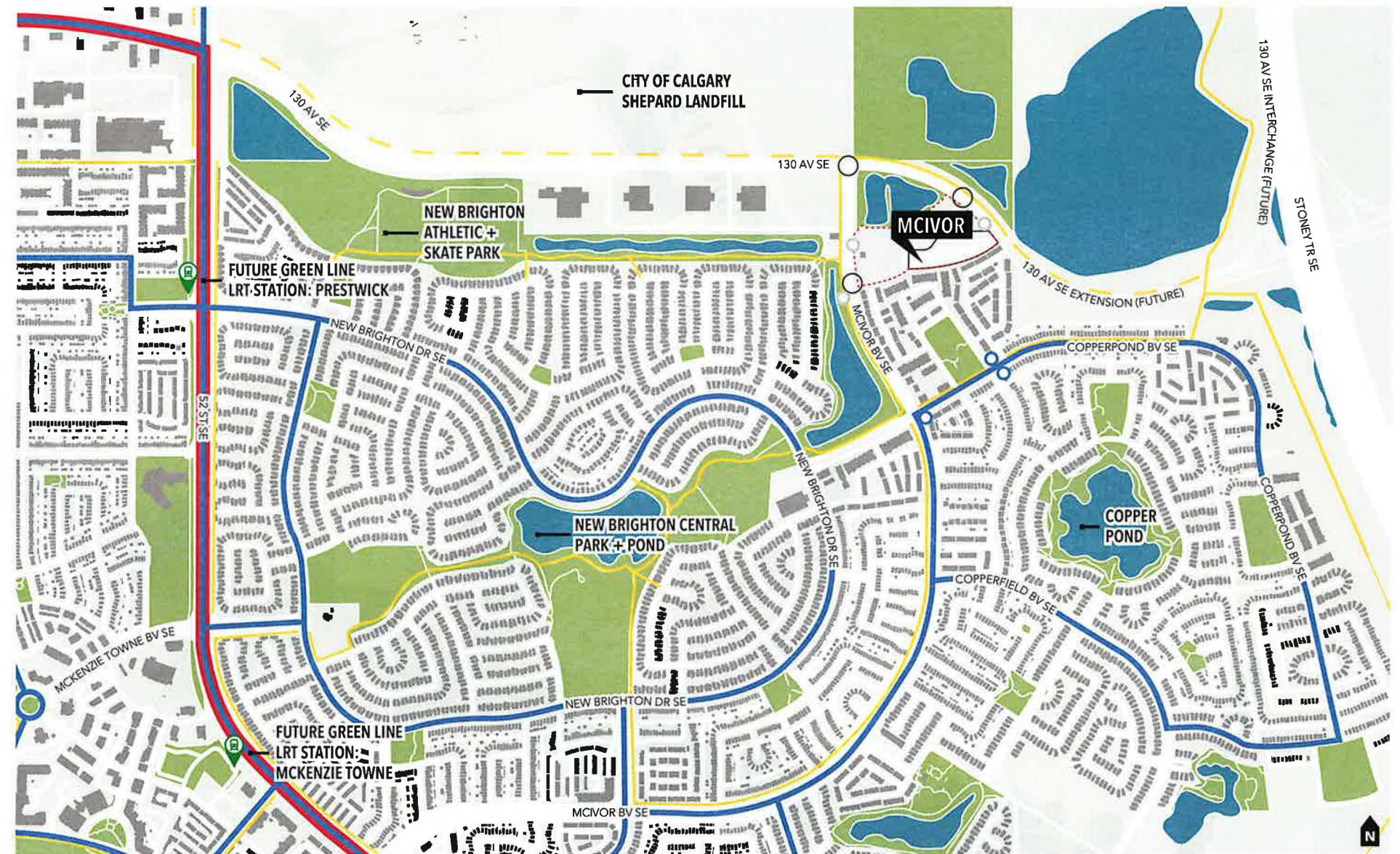
- The TIA found that the additional traffic generated by the 2020 McIvor proposal for mixed-use multi-residential forms did not change the recommendations of the 2019 TIA.
- Required to support the future development is the developer-funded signalization (with controlled pedestrian crossing) of the McIvor BV SE and Site Access Road intersection on Opening Day.

Intersection Upgrades



- ▤ TIA Study Area
- 🚦 Opening Day Intersection Improvements
- 🚦 Long Term Intersection Improvements

Existing Active Modes Provision in Copperfield + New Brighton

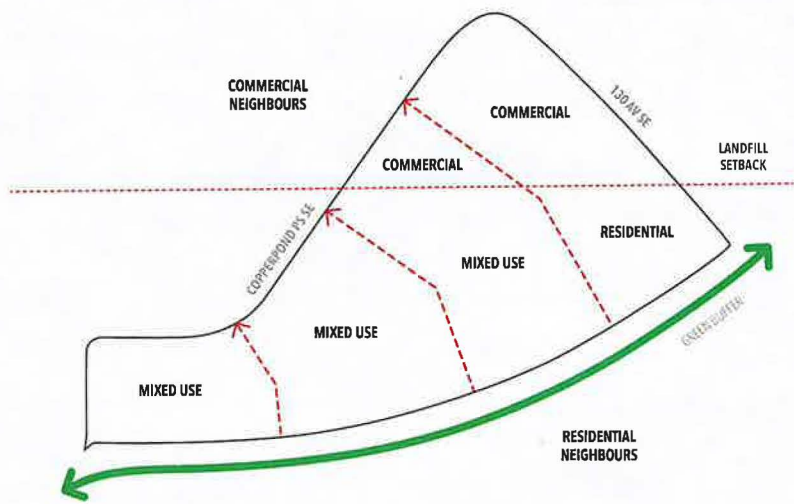


- ▤ TIA Study Area
- TIA Study Intersections
- 📍 Future Green Line LRT Stops
- 🚶 Future Site Transit Stops
- Future Cycle Network
- Existing Transit
- Existing BRT 302/Future Green Line LRT
- 🚶 Nearest Existing Transit Stops
- Existing Cycle Network

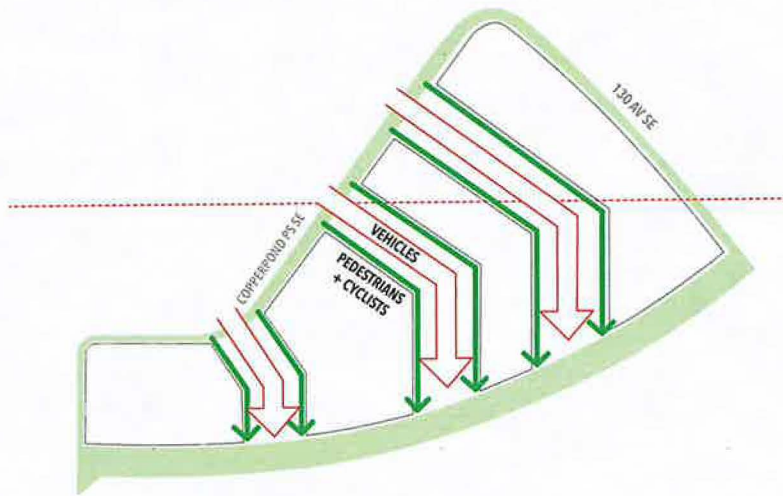


Supplementary Materials

Design Moves



1 ESTABLISH A TRANSITION OF USE



2 FOCUS ON ALL-MODES CONNECTIONS THROUGH SITE



3 ERODE MASS TO CREATE INTERESTING BUILDING FORMS

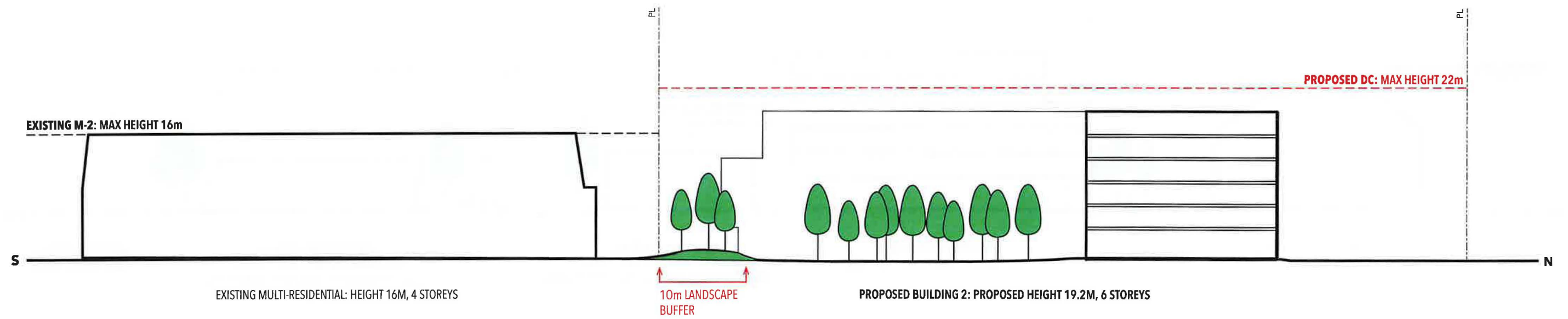
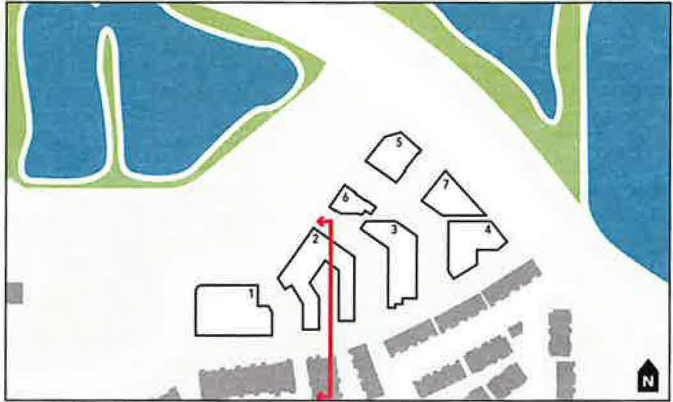


4 ADDITIONAL CARVING TO INTERFACE WITH LOWER PROFILE NEIGHBOURS



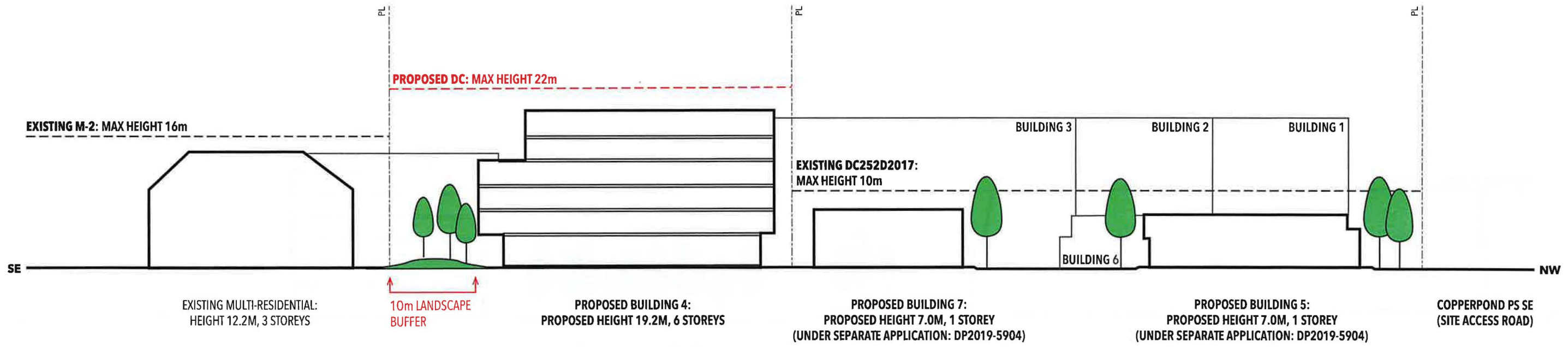
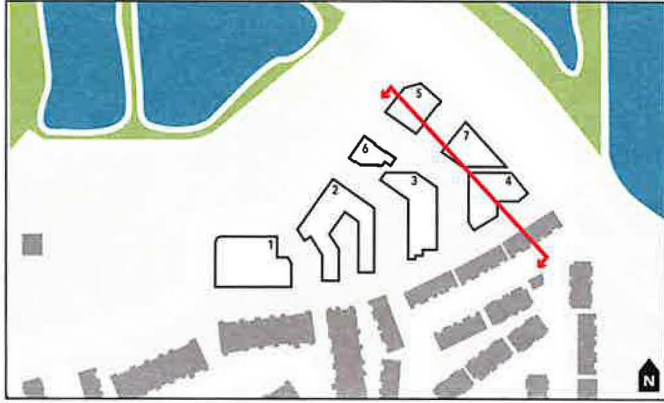
5 GREEN THE SITE

Block Proportion Study



*Diagrams are for illustrative purposes only.

Block Proportion Study

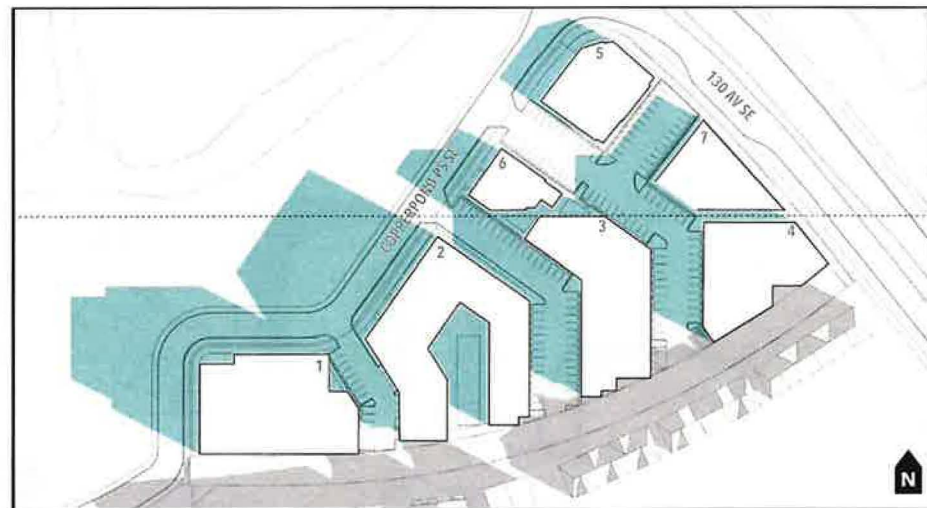


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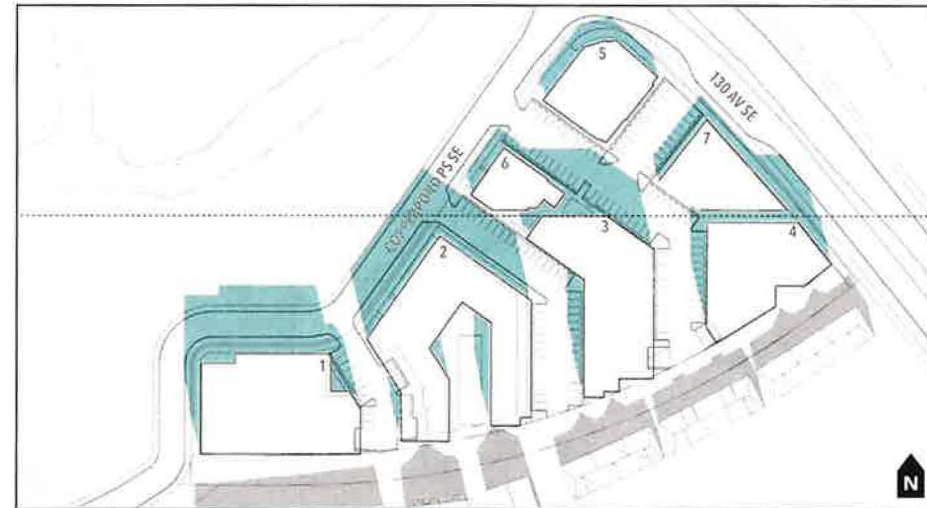
Sun-Shadow Studies - Spring / Autumn

MARCH 21 & SEPTEMBER 21

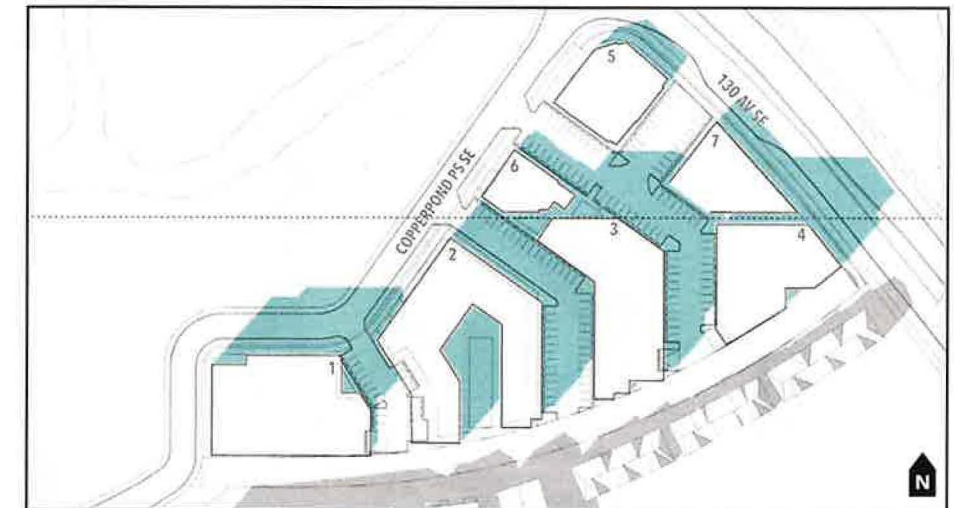
SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT



10:00 AM



1:00 PM



4:00 PM

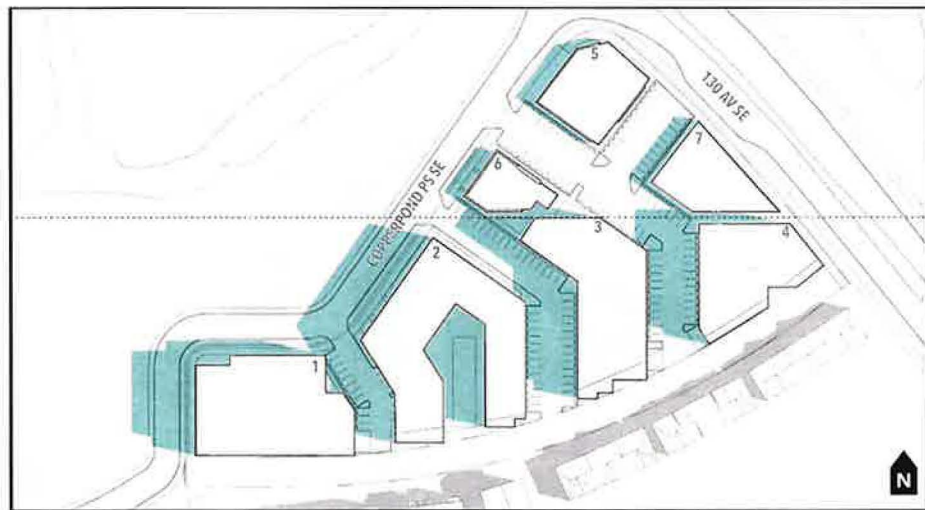
NOTES: Buildings 5, 6, + 7 are part of a separate Development Permit application (DP2019-5904) already submitted by project team for the lands located north of the dashed landfill setback line. The shadows cast by these buildings have been included for reference.

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. Study areas without significant topography (<5% grade change across the site) assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary requirements and account for daylight savings.

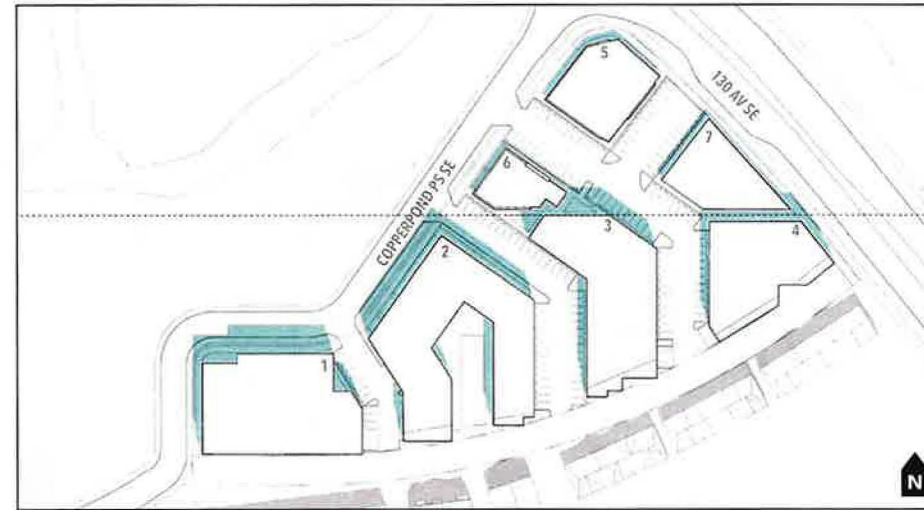
Sun-Shadow Studies - Summer

JUNE 21

SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT



10:00 AM



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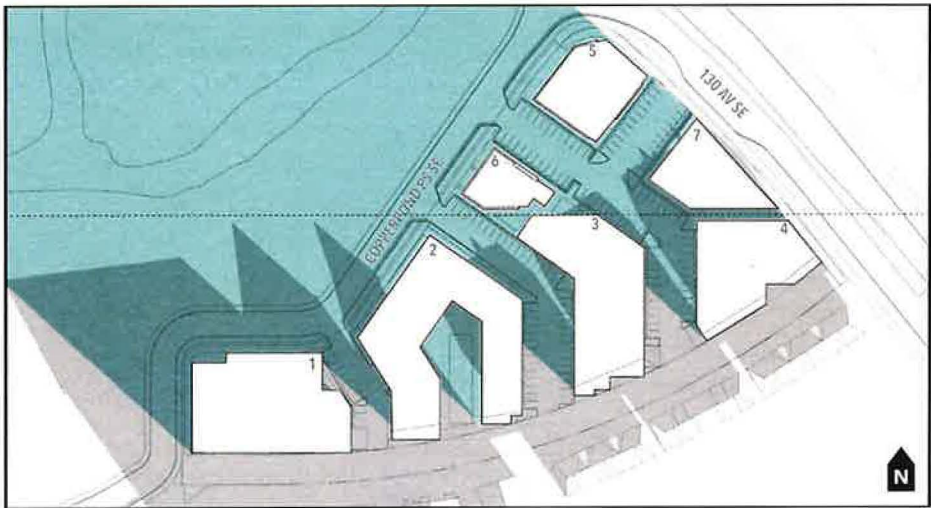
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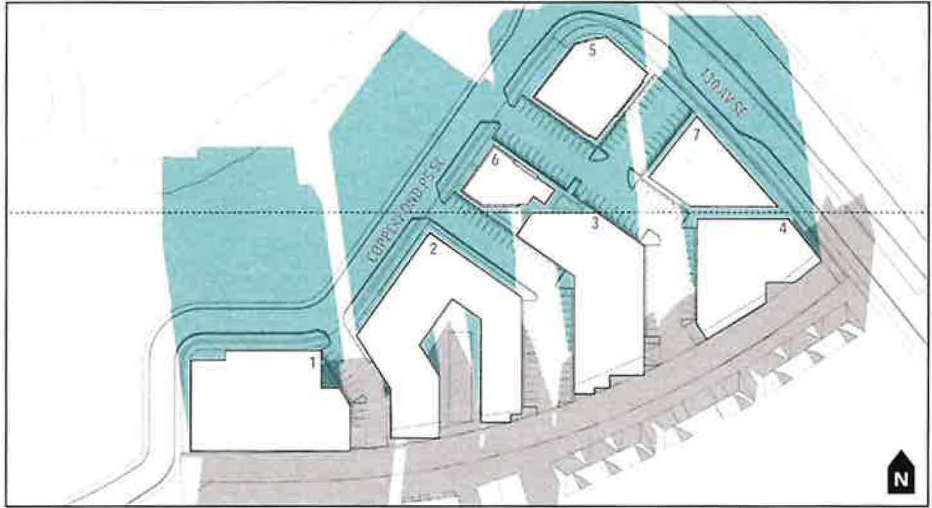
Sun-Shadow Studies - Winter

DECEMBER 21

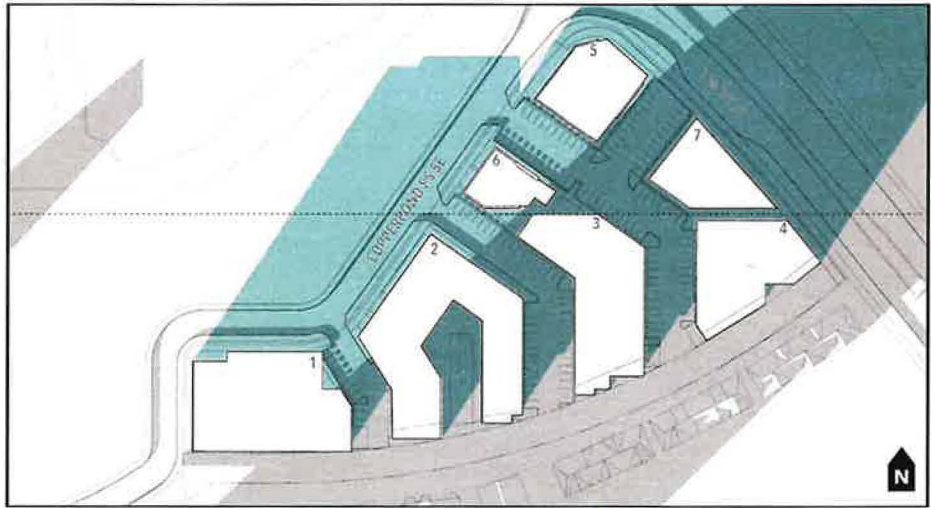
SHADOWS - PROPOSED BUILDING
SHADOWS - EXISTING CONTEXT



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JAN 18 2021

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