



CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER
OCT 03 2023
ITEM: 7.1.1 CPC2023-0689
Distrib-Presentation 2
CITY CLERK'S DEPARTMENT

2604-2620 37 Street SW & 2628-2640 37 Street SW October 3, 2023 Public Hearing - Item 7.1.1

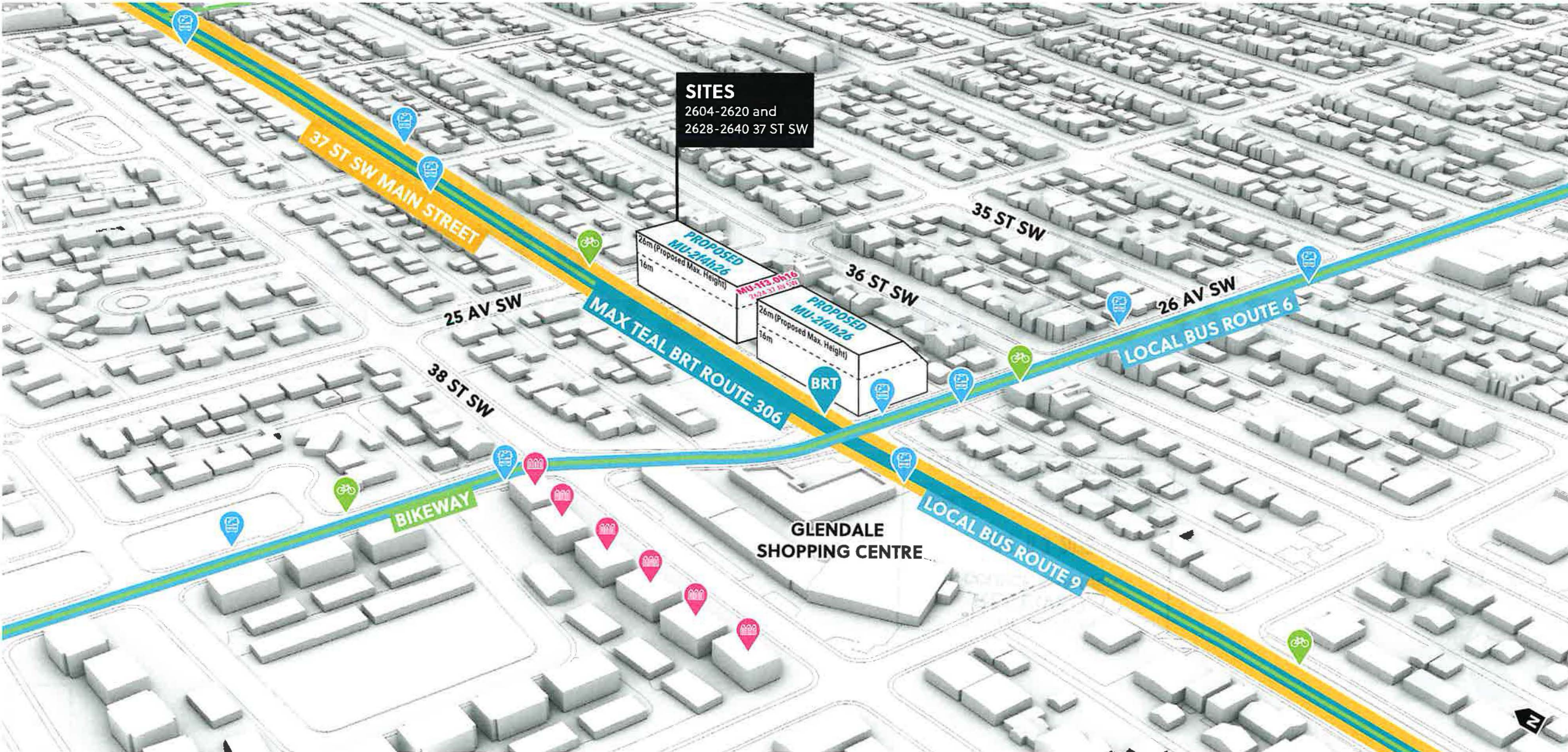
MU-1f3.0h16 to MU-2f4.0h26

LOC2022-0209, CPC2023-0689



FAAS



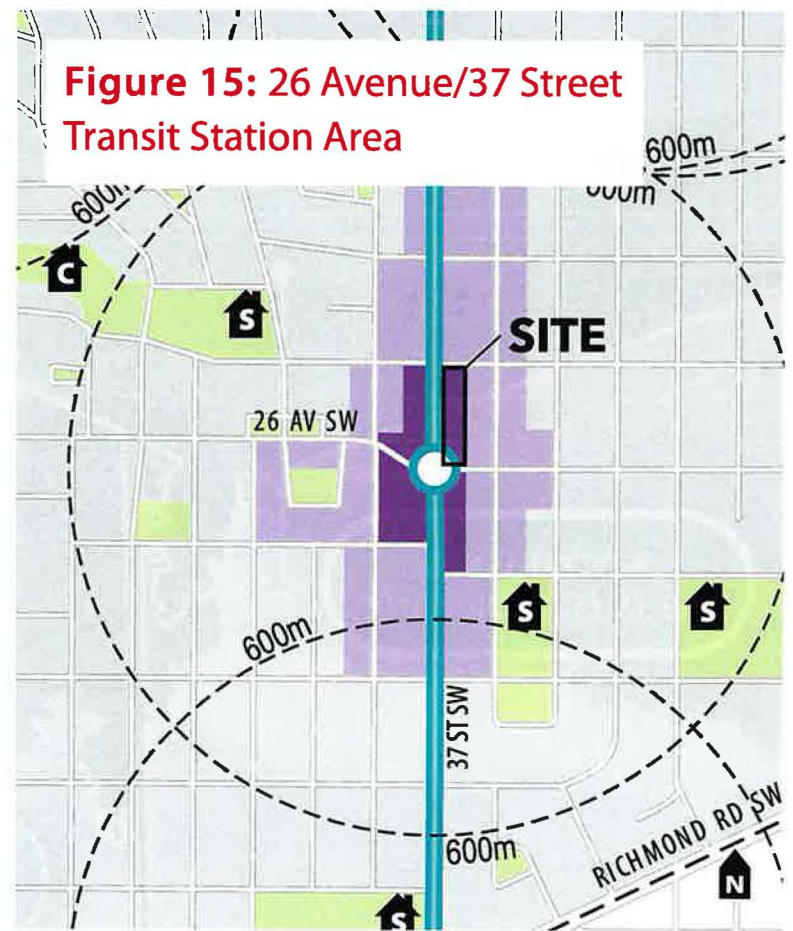
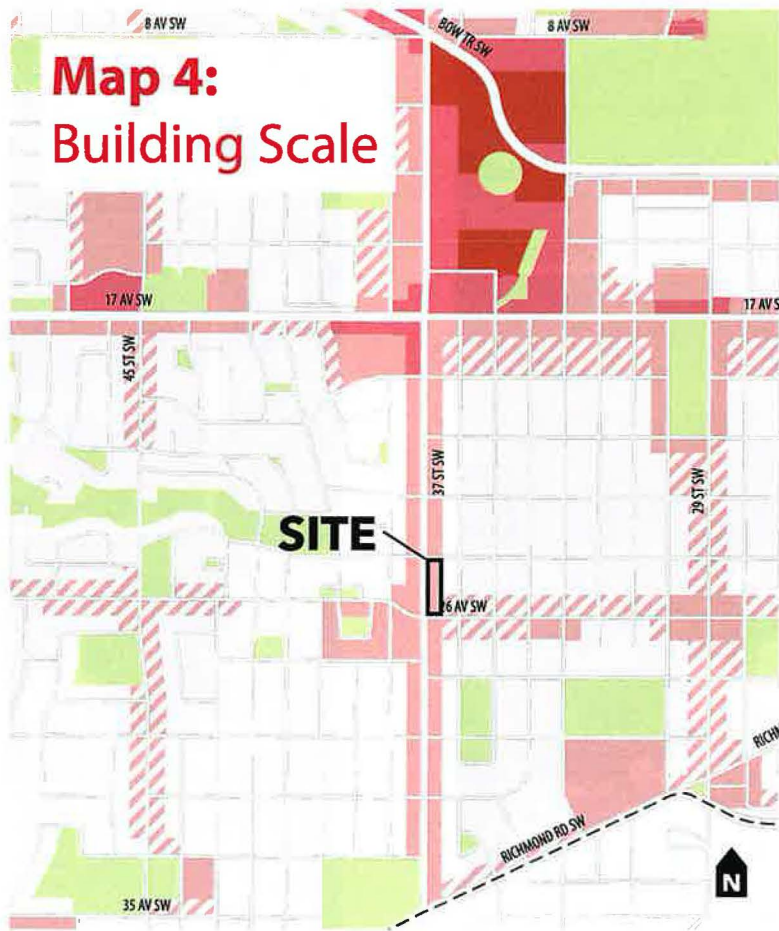
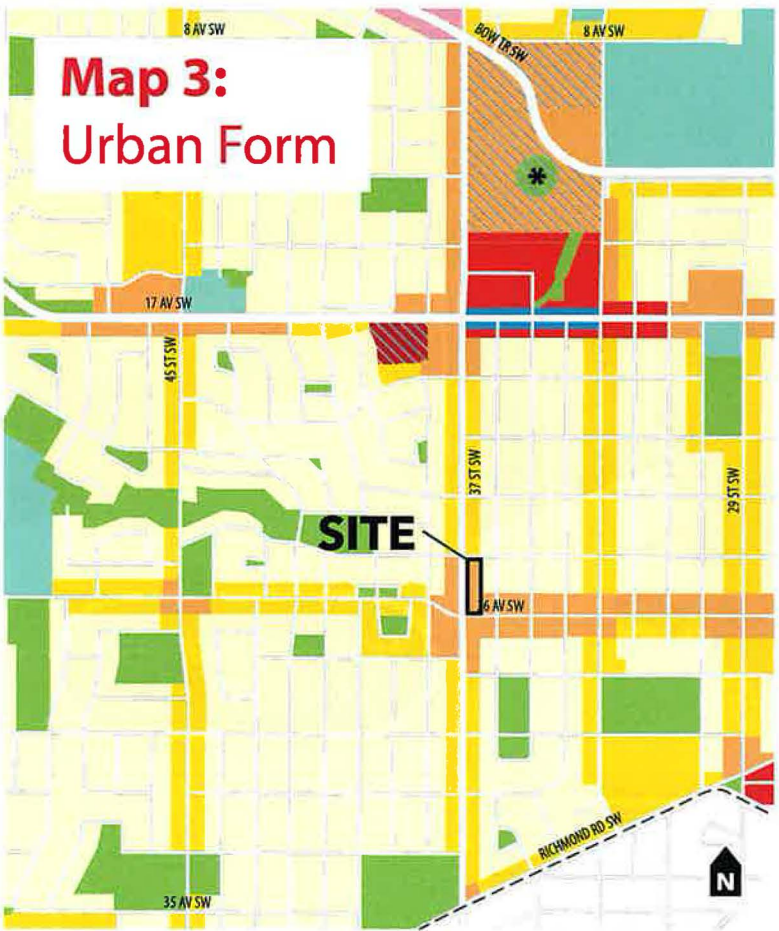


Municipal Investment into 37 Street SW Main Street



Development following City Policy

WESTBROOK COMMUNITIES LOCAL AREA PLAN

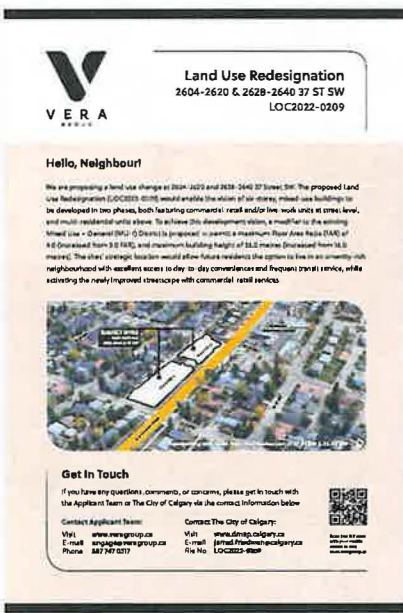


37 Street SW Main Street Land Use Context



Applicant-Led Outreach

CUSTOM ON-SITE SIGNAGE



BROCHURES & POSTCARDS



WEBSITE



DIGITAL INFORMATION SESSION



NOTICE MEMOS & WWHR



Launch Dec. 2022 Public Hearing Sep. 2023

 2 CUSTOM ON-SITE SIGNS

 ±320 HAND-DELIVERED NEIGHBOUR BROCHURES
±320 HAND-DELIVERED NEIGHBOUR POSTCARDS

 DEDICATED PROJECT WEBSITE

 OUTREACH PHONE LINE, EMAIL INBOX + TEAM RESPONSES

 DIGITAL INFORMATION SESSION (APR. 20, 2023)

 NOTICE MEMOS & WHAT WE HEARD REPORT

Phase 1: Conceptual Development Potential



37 Street SW

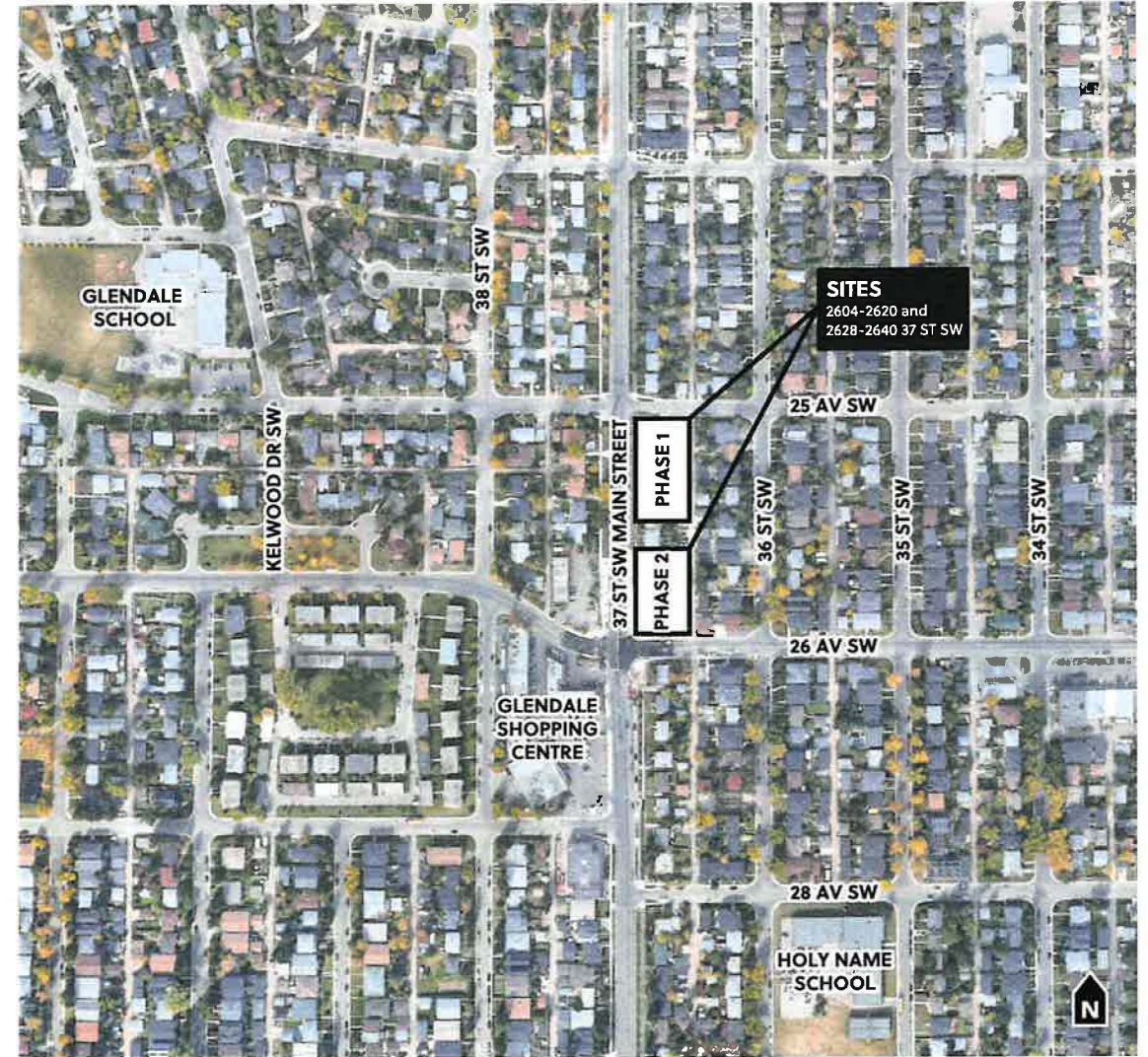
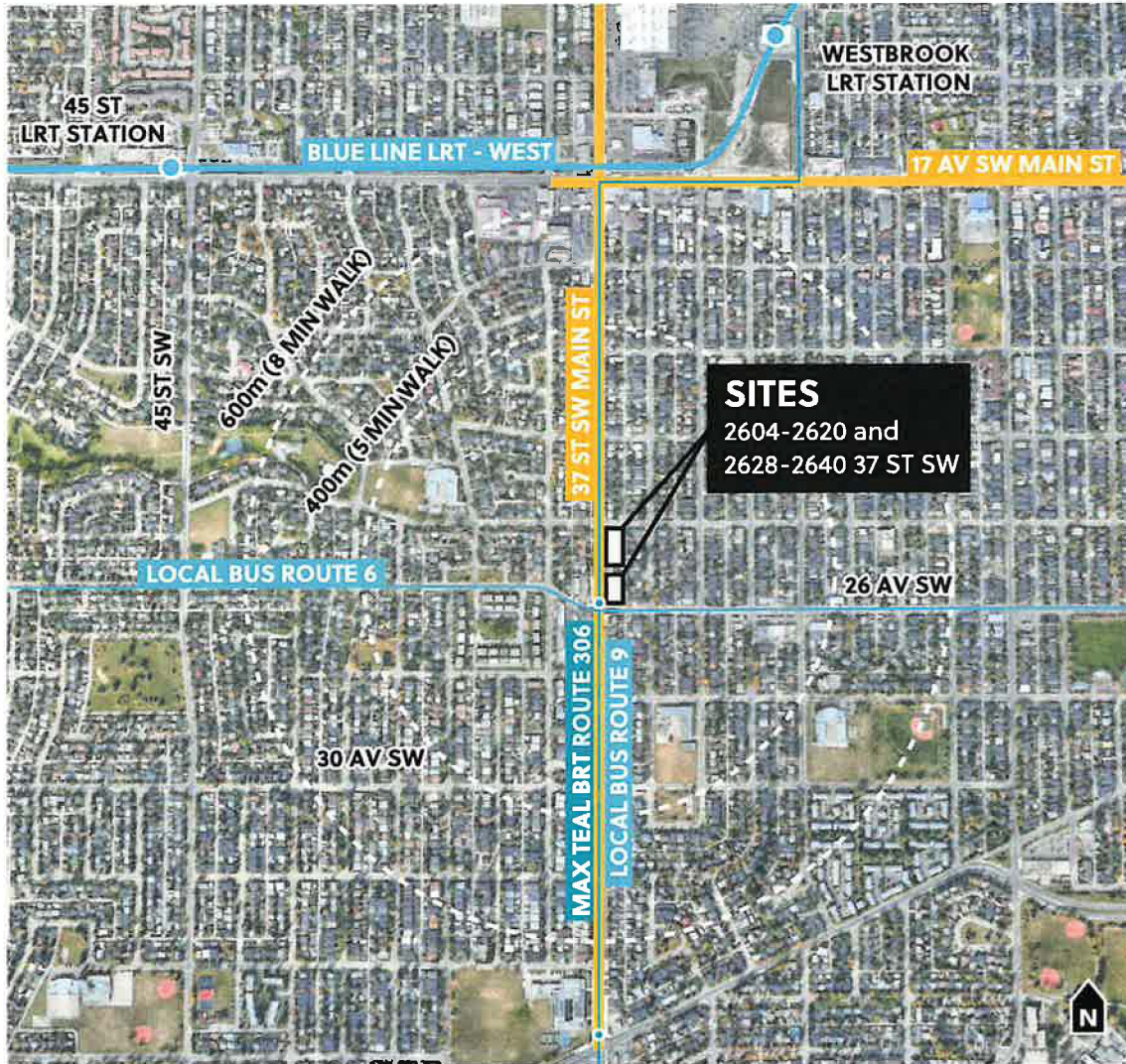
RESIDENTIAL

COMMERCIAL-RETAIL

Note: All visualizations are conceptual in nature and for discussion purposes only. Details to be determined at the Development Permit stage.

Supplementary Information

Site Location



Conceptual Development Potential



Phase 1 AT-A-GLANCE

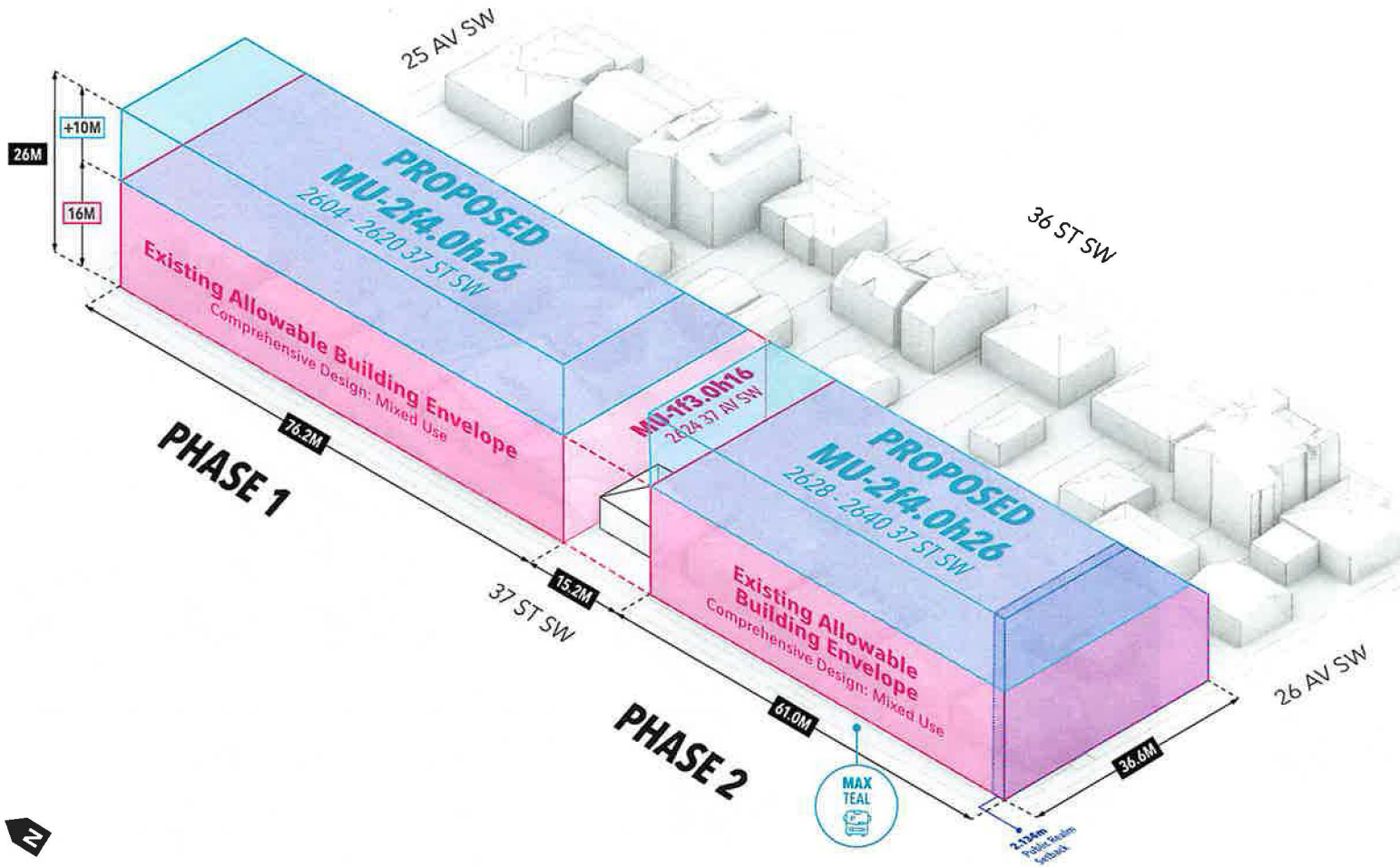
- 
26m / 6 STOREYS
 MAX BUILDING HEIGHT
 +10M / ±2 STOREYS (APPROX.)
- 
4.0
 MAX FLOOR AREA RATIO
 +1.0 MAX. FLOOR AREA RATIO
- 
±128
 DWELLING UNITS
 +32 DWELLING UNITS (APPROX.)
- 
±154
 VEHICLE STALLS

Phase 2 AT-A-GLANCE

- 
26m / 6 STOREYS
 MAX BUILDING HEIGHT
 +10M / ±2 STOREYS (APPROX.)
- 
4.0
 MAX FLOOR AREA RATIO
 +1.0 MAX. FLOOR AREA RATIO
- 
±102
 DWELLING UNITS
 +26 DWELLING UNITS (APPROX.)
- 
±120
 VEHICLE STALLS

Note: Development numbers are conceptual and for discussion purposes only. Estimates are based on current and proposed Land Use Districts and a conceptual design. Details to be determined at the Development Permit stage.

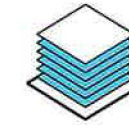
Phase 1: Conceptual Design By Numbers



Site Area	
0.28 Hectares	0.69 Acres



Building Height	
26m Max. Height	6 Storeys



Building Intensity	
4.0 Max. FAR (Floor Area Ratio)	±10,545m ² Building GFA (Gross Floor Area)



Dwelling Units	
± 128 Total	



Parking Stalls	
±154 Underground	



Conceptual View of Proposed Land Use Redesignation Changes - details to be confirmed at the Development Permit stage

Note: All visualizations are conceptual and for discussion purposes only.

Phase 1: Conceptual Development Potential



Front View - Facing Northeast

RESIDENTIAL

COMMERCIAL-RETAIL

Note: All visualizations are conceptual in nature and for discussion purposes only. Details to be determined at the Development Permit stage.

Phase 1: Conceptual Development Potential



Front View - Facing Southeast

Note: All visualizations are conceptual in nature and for discussion purposes only. Details to be determined at the Development Permit stage.

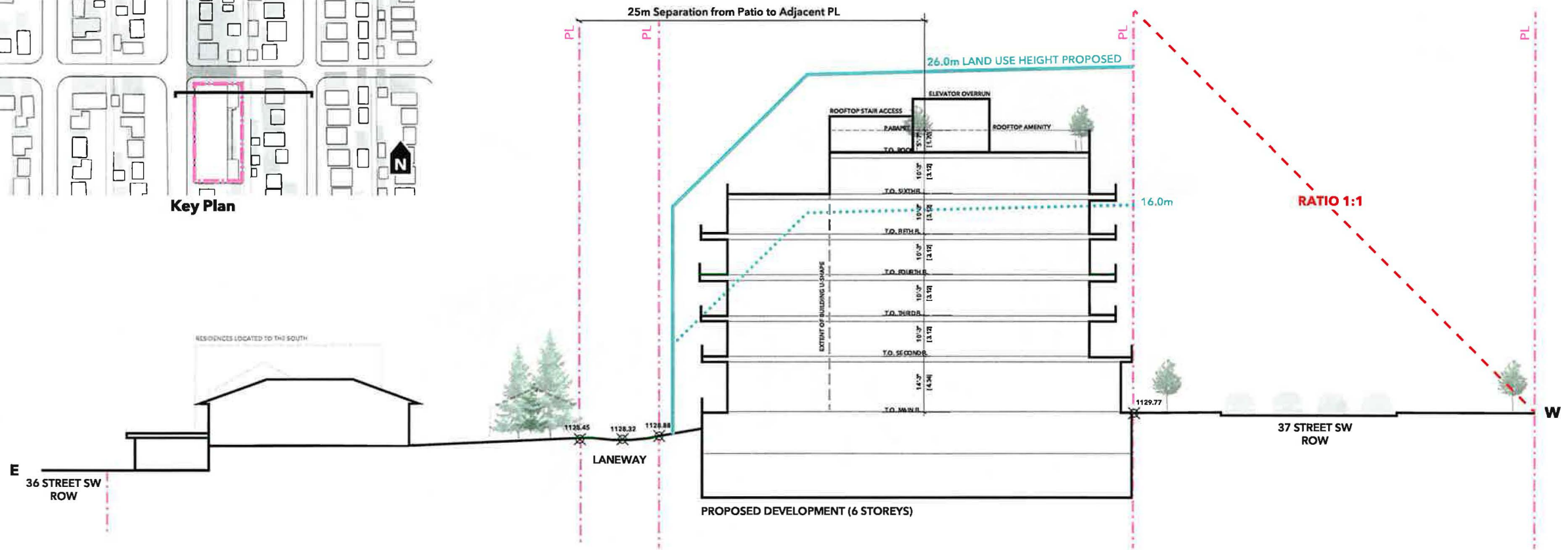
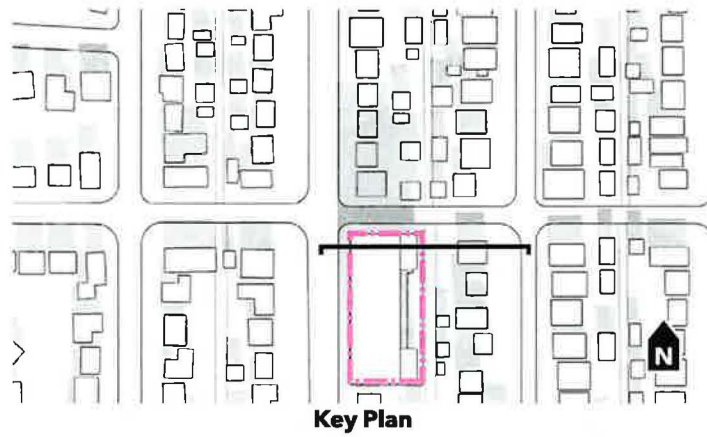
Phase 1: Conceptual Development Potential



Rear View - Facing Southwest

Note: All visualizations are conceptual in nature and for discussion purposes only. Details to be determined at the Development Permit stage.

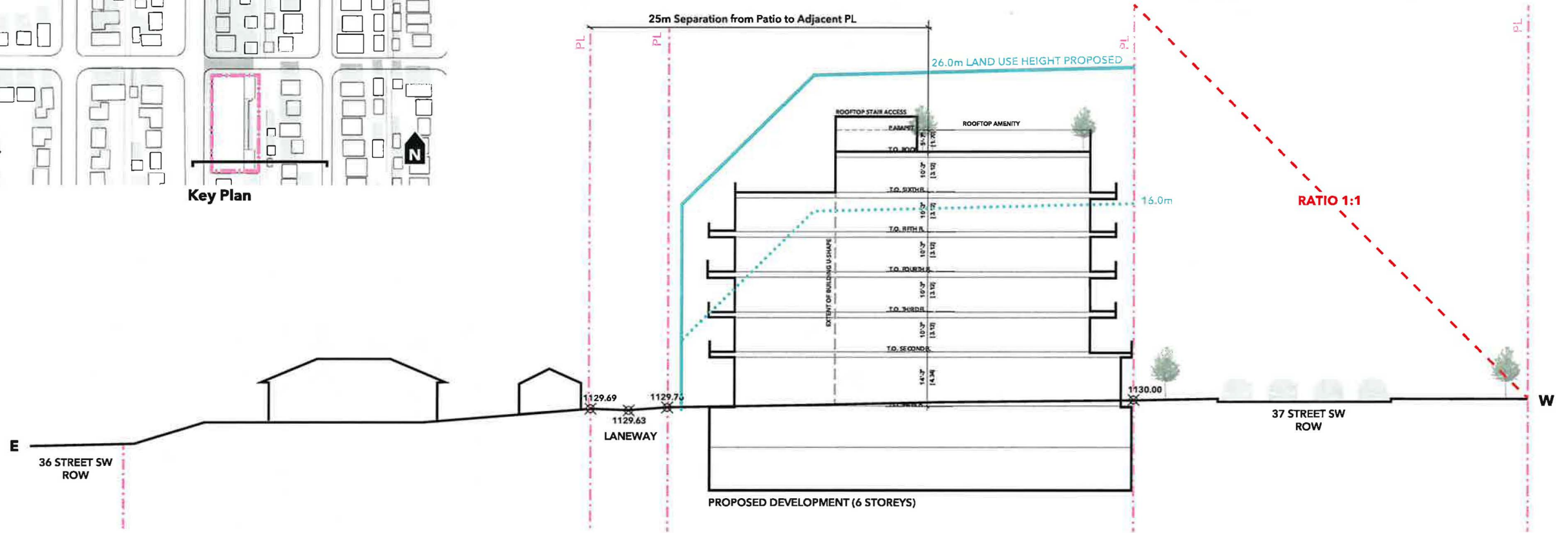
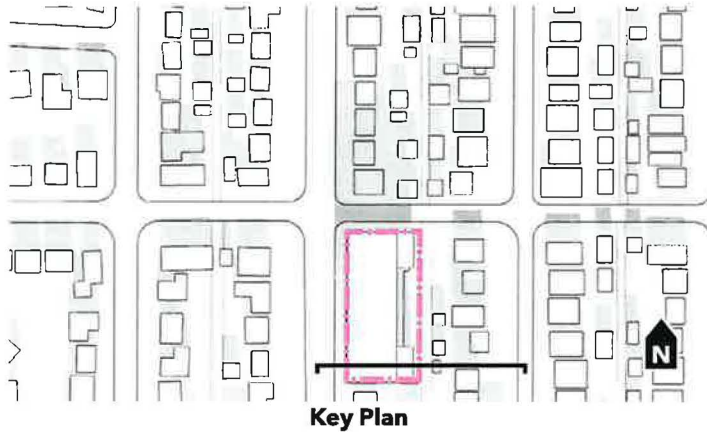
Phase 1: Conceptual Cross Section



Note: All visualizations are conceptual in nature and for discussion purposes only. Details to be determined at the Development Permit stage.

A great street must be well-defined, both vertically and horizontally. Edges, including buildings, walls, and trees on a street usually define it vertically; the length of the spacing between these two edges defines it horizontally. Leading urban design best practice suggests it is a matter of proportion, with a sense of enclosure ultimately giving us a well-defined street. Most comfortable and attractive streets have a ratio (vertical to horizontal) ranging between 1:1 and 1:2. The City of Calgary Municipal Development Plan (MDP) public realm policies encourages a 1:1 building height to right-of-way ratio along Main Streets.

Phase 1: Conceptual Cross Section



Note: All visualizations are conceptual in nature and for discussion purposes only. Details to be determined at the Development Permit stage.



A great street must be well-defined, both vertically and horizontally. Edges, including buildings, walls, and trees on a street usually define it vertically; the length of the spacing between these two edges defines it horizontally. Leading urban design best practice suggests it is a matter of proportion, with a sense of enclosure ultimately giving us a well-defined street. Most comfortable and attractive streets have a ratio (vertical to horizontal) ranging between 1:1 and 1:2. The City of Calgary Municipal Development Plan (MDP) public realm policies encourages a 1:1 building height to right-of-way ratio along Main Streets.

Phase 1: Conceptual Shadow Studies


MARCH 21 & SEPTEMBER 21 EQUINOXES – SPRING EQUINOX (Sunrise: 7:37am / Sunset: 7:51pm) & AUTUMN EQUINOX (Sunrise: 7:21am / Sunset: 7:37pm)



LEGEND

-  Existing Building Shadow & Conceptual 16m Building Shadow
-  Conceptual Building (MU-2f4h26) Shadow Difference

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 a proposed architectural design, surrounding built form and natural features. Study areas without significant topography assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary standards. These sun shadow studies are based on a conceptual design created using the Mixed Use District Rules (Land Use Bylaw 1P2007), which will be determined at the Development Permit stage.



Phase 1: Conceptual Shadow Studies

JUNE 21 – SUMMER SOLSTICE (Sunrise: 5:21am / Sunset: 9:55pm)

8:00am



10:00am



12:00pm



2:00pm



4:00pm



LEGEND

-  Existing Building Shadow & Conceptual 16m Building Shadow
-  Conceptual Building (MU-2f4h26) Shadow Difference

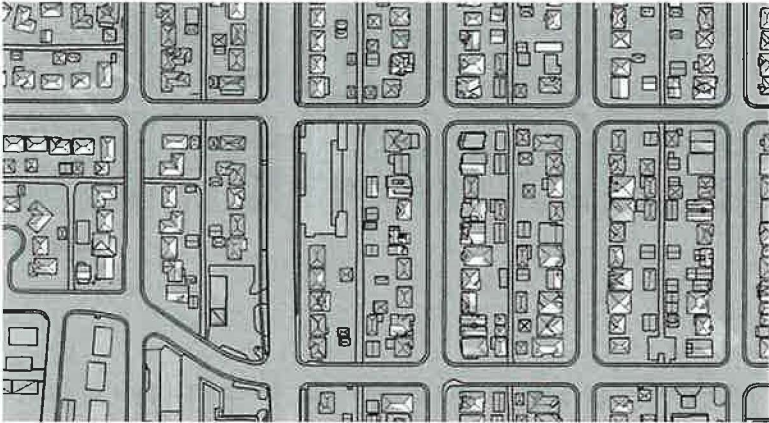
Note: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of a proposed architectural design, surrounding built form and natural features. Study areas without significant topography assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary standards. These sun shadow studies are based on a conceptual design created using the Mixed Use District Rules (Land Use Bylaw 1P2007), which will be determined at the Development Permit stage.



Phase 1: Conceptual Shadow Studies

DECEMBER 21 – WINTER SOLSTICE (Sunrise:8:37am / Sunset: 4:32pm)

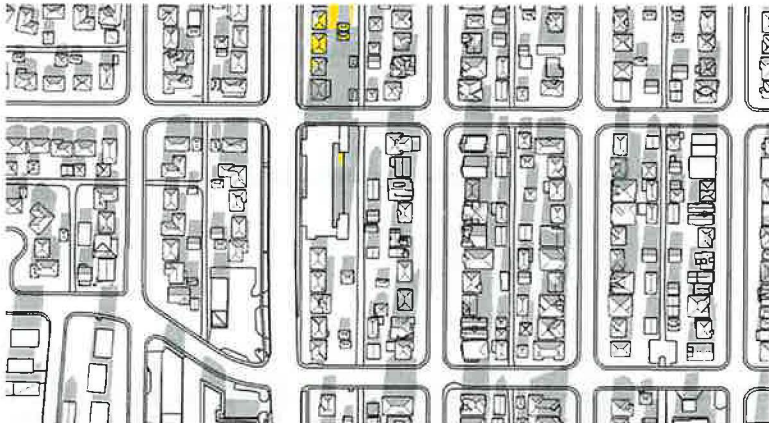
8:00am



10:00am



12:00pm




2:00pm



4:00pm



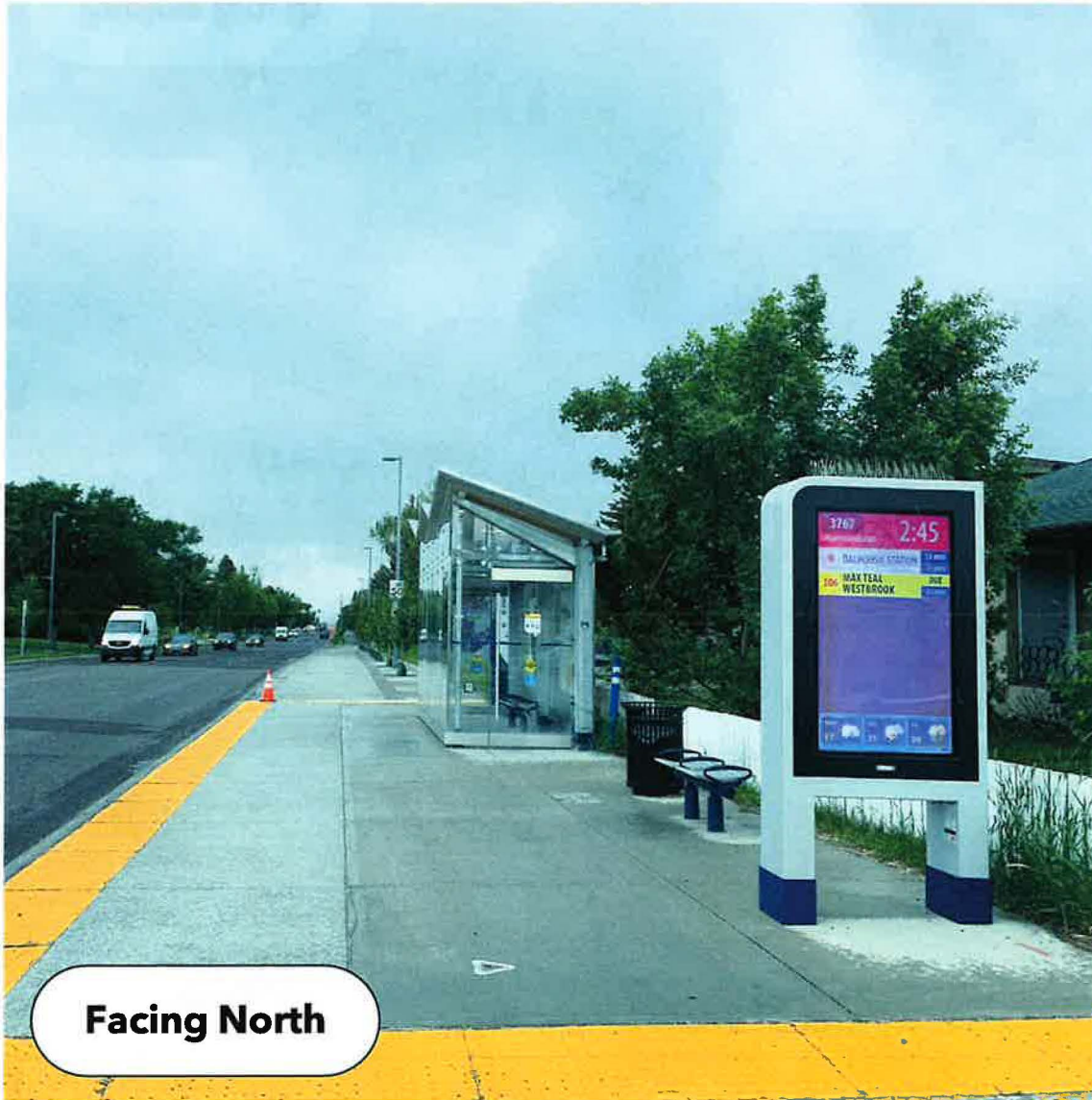
LEGEND

-  Existing Building Shadow & Conceptual 16m Building Shadow
-  Conceptual Building (MU-2f4h26) Shadow Difference

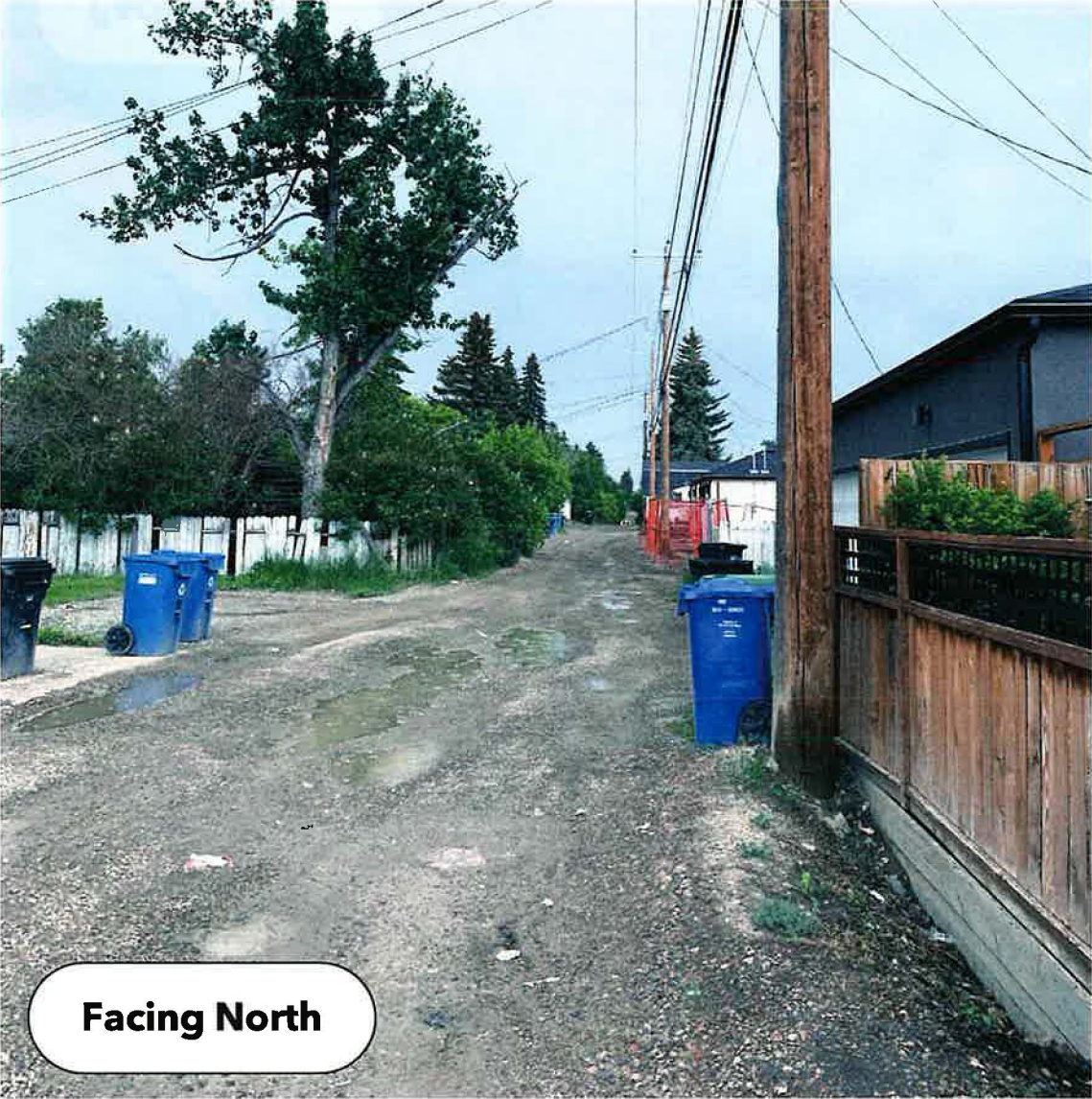
Note: Sun shadow studies and diagrams are created using industry-standard modeling practices to help illustrate how the sun moves across a study area, and estimate the potential shadows that could be cast by a proposed development upon the existing surrounding context. The results of sun shadow studies are conceptual in nature and represent an interpretation of a proposed architectural design, surrounding built form and natural features. Study areas without significant topography assume a flat at-grade model surface. Simulated dates and times are based on established City of Calgary standards. These sun shadow studies are based on a conceptual design created using the Mixed Use District Rules (Land Use Bylaw 1P2007), which will be determined at the Development Permit stage.



Site Photos - 37 ST SW Streetscape



Site Photos - Laneway




Facing North



Facing South

Transportation Assessment

TRANSPORTATION PLANNERS AND ENGINEERS



MEMO

Date: March 22, 2023
Project: 2604-2620 & 2628-2640 37 Street SW (LOC2022-0209) **Project #:** 02-23-0043
Subject: Trip Generation Memo

To: CivicWorks Planning + Design
From: Amrit Uppal, P.Eng.

A land use redesignation is proposed at 2604-2620 and 2628-2640 37 Street SW to enable the development of a six-storey mixed-use building in two phases. Both developments will provide commercial-retail and/or live-work units on the ground floor and multi-residential units above grade. The proposed land use change would retain the existing site MU-1 district but increase modifiers to allowable building height (16 to 26 metres) and floor area ratio (3.0 to 4.0).

This memo is prepared to address the following Detailed Team Review (DTR) comment:

Prior to CPC, the applicant will provide a trip generation memo clarifying trip activity to and from the site, and comparing the additional trips generated by the proposed land use with the existing land use. The study will be produced by a professional Transportation Engineer and must provide sufficient evidence that the requirements of the subject site(s) can be met by the current network. The applicant will also consider traffic impacts at both intersections along 37 Street. Additionally, impacts to the transit stop/bike lane and signal at 26 Avenue will be observed.

1. CONTEXT

1.1 Density Change

The proposed land use change will increase allowable building height and floor area ratios. The anticipated total change in density is summarized in Table 1.1. The change would allow for additional residential. No change in commercial area is expected.

Table 1.1: Density Increase (Phase 1 + 2)

LAND USE	DENSITY		Change
	Current Zoning	Proposed Zoning	
Commercial	1,677 m ² (18,051 ft ²)	1,677 m ² (18,051 ft ²)	No change
Multi-Family Residential	172 units	230 units	+58 units

*Phase 1 (2604-2620 37 St SW) Proposed: 932 m² commercial + 128 units
 *Phase 2 (2628-2640 37 St SW) Proposed: 745 m² commercial + 102 units

Bunt & Associates Engineering Ltd
 Suite 111 - 114 11 Avenue SE, Calgary, AB T2C 0P9 | Tel: 403-252-1151
 Calgary Edmonton Kelowna Vancouver Victoria | www.bunteng.com

Conclusions

- **Trip Generation** – The proposed zoning would increase anticipated site traffic generation by up to 29 peak hour trips when compared to the existing zoning. This level of trip generation will not appreciably impact network traffic conditions.
- **Roadways** – Daily volumes are anticipated to remain within current operating guidelines.
- **Intersections** – No new controls (signals or crosswalks) are anticipated to be required.

“Therefore, the proposed land use redesignation and associated development can be accommodated without requiring changes to the existing transportation network.”

Note: The Trip Generation Memo has been prepared by Bunt & Associates Transportation Planners and Engineers according to a scope of work set out by City of Calgary Mobility Engineering for the Land Use Redesignation application (LOC2022-0209). Transportation requirements to be determined and assessed further at the Development Permit stage.

Private Trees

- **Trip Generation** – The proposed zoning would increase anticipated site traffic generation by up to 29 peak hour trips when compared to the existing zoning. This level of trip generation will not appreciably impact network traffic conditions.
- **Roadways** – Daily volumes are anticipated to remain within current operating guidelines.
- **Intersections** – No new controls (signals or crosswalks) are anticipated to be required.

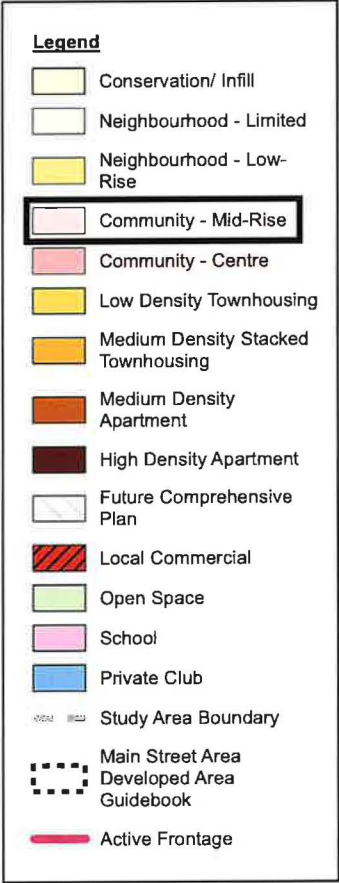
“Therefore, the proposed land use redesignation and associated development can be accommodated without requiring changes to the existing transportation network.”

City of Calgary Advisory Comment for LOC2022-0209:

10. The developer shall submit a detailed landscape plan at the time of Development Permit. Provide information related to existing public trees and proposed private landscaping areas. Ensure a minimum of 1.0m setback/safety clearance is provided between the edge of the existing pathway and proposed private vertical features and plantings.

Policy Context

Killarney-Glengarry Area Redevelopment Plan



2.3.2.3 Community Centre and Community Mid Rise Main Street

The Community Centre and Community Mid Rise Main Street building blocks consists of mixed use mid-rise building types that accommodate a range of retail, services, office and residential uses that may be arranged vertically within a building or horizontally across an area in multiple buildings along 17 Avenue and 37 Street SW sections. Buildings should be midrise height, providing room for taller first and second storeys in buildings where vertical mixed use is desired. A high-quality living environment with transit, amenities and infrastructure capacity will support residential and employment uses and strategic intensification through a variety of building forms and heights.

The Community Centre and Community Mid Rise building blocks along with the Neighbourhood - Low Rise and Neighbourhood Limited Oriented blocks create the urban fabric that is an appropriate transition between the more intense Main Street and the surrounding Inner City Residential area and support the goal of a complete community. These building blocks provide a range and mix of housing choices, support quality transit, support local commercial vitality, diversify employment opportunities within the local community and provide more opportunity for the day to day needs of nearby residents to be met.

Note: The above policy excerpt has been provided for convenient reference here. Please refer to the former Killarney-Glengarry Area Redevelopment Plan (ARP) for all policies, which have been replaced by the Westbrook Communities Local Area Plan.