

# Applicant Submission

The enclosed Land Use & Outline Plan and supporting documents provided are intended to facilitate the proposed redevelopment of Fisher Park into a vibrant, transit-oriented mixed-use urban village, centered around a new LRT station and featuring an array of high-density residential towers, campus-style employment and retail services in an attractive master-planned setting and benefiting from its close proximity to Chinook Centre, one of Canada's leading shopping malls, and the Macleod Trail Urban Main Street corridor. The strategic location emulates the majority of characteristics which midtowns in many major cities throughout North America enjoy.

The gross site area constitutes approximately 14.02 ha (34.65 ac) including internal roads and open space areas, a site located east of the LRT/CPR line to serve as landing for a pedestrian overpass to provide access for the Fairview community, and the existing Big Four Motors site fronting Macleod Trail at its intersection with 73rd Avenue SE. As conversations with Canada Post continue, the site area could potentially include the existing post office building located along Fisher Street in the northern portion of the block to be seamlessly integrated into the overarching development concept in the future. The current land use is C-COR3 with an FAR of 1.0 and a potential density of 127,300 m<sup>2</sup> (1,370,244 ft<sup>2</sup>). The existing site coverage is approximately 38% in 10 office, industrial, showroom/warehouse and flex-retail buildings constructed between 1969 and 1971 and serviced by surface parking lots, in addition to existing facilities in the Big Four Motors site and in the Fairview landing site east of the LRT/CPR line. Existing businesses and employment will continue on site as redevelopment is strategically phased in over time, thus retaining the existing fiscal base in an integrated fashion.

The site is envisioned as a vibrant, transformative, 24/7 transit-oriented development (TOD) urban village, featuring an array of iconic, high-density residential towers, mid-rise apartments and stately town-homes; modern office buildings in a campus-like setting; and convenience and specialty retail, hotels, restaurants and bistros. The residential components are proposed to be aligned along a generous central open space spine featuring active and passive recreational pursuits, linking a feature central park and gardens as well as a recreational community facility providing multiple fitness pursuits for a healthy lifestyle.

A key component of the development is the construction of a new LRT platform between 71st Avenue SE and 73rd Avenue SE, providing a stop equidistant between the existing Chinook and Heritage LRT stations. The concept plan envisions a multi-modal active mobility network connecting the new community to surrounding communities and amenities, including a pedestrian and cycle/wheeled friendly overpass from the LRT station to the Fairview community immediately to the east.

The proposed overall FAR anticipated for the entire (gross) Outline Plan area is 4.88, which is in line with similar intensification schemes in the area, notably Chinook Centre and the Chinook LRT station TOD area. The primary consideration is to provide a sufficient level of intensification of employment and mix of residential uses to support the proposed public transit initiative.

The development is characterized by active street fronts along Fisher Street, 71st Avenue, the central open space spine and Midtown Plaza SE where retail uses will occupy the ground floor in prominent locations with office and residential above. 71st Avenue and Midtown Plaza are envisioned as the community High Street, facilitating the opportunity for a public plaza fronting the LRT station which is proposed to be incorporated into the adjacent buildings. A transit multi-modal plaza supported by convenience services and restaurants is proposed, spilling out to enliven the public space.

Buildings throughout the development define the urban character for the built form with distinctive architectural design that oscillate between 2 and 41 storeys. Visual step backs are proposed at the 4 to 6 storey height to help frame the pedestrian experience within a pedestrian-scale space along the central spine. In general, building heights step down from the north and south to the central core and have been oriented to maximize views and minimize overshadowing of the interior portions of the site and surrounding area.

In the central portion of the site, terminating axes have been created along the pedestrian-focused open space spine between the hotel/conference complex at the north end of the development, connecting to the community recreational facility adjacent the central park and down to the transit station/plaza at the southeast end of the site.

An extension of the development to Macleod Trail following a realigned 73rd Avenue SE provides an enhanced multi-modal gateway into and out of the new community while improving the transportation network in this area of Macleod Trail, such as aligning 73rd Avenue across Macleod Trail to facilitate new all-turns access off of Macleod Trail benefiting both sides of Macleod Trail. The frontage on Macleod Trail also offers an opportunity to set a new design trend and approach that can serve as a catalyst to transform Macleod Trail into a more pedestrian friendly environment that is better aligned with its classification as an Urban Main Street corridor in the City's Municipal Development Plan.

Technical studies have been completed which illustrate that the proposed development can be sufficiently serviced by the utilities in the area and with the proposed addition of a new infill LRT station, this project contributes significantly to the City's sustainability and growth objectives by optimizing upon existing City infrastructure and development opportunities in strategic locations within the City's established neighbourhoods. This development also helps to address climate resiliency through enabling lifestyles with lower energy demands for transportation and mobility needs by putting daily needs accessible within walking distance or through mass transit. The proposed development will also take advantage of the site's proximity to broadband fiber optic lines to apply Smart City solutions to the development.

In summary, the proposed Midtown Station development represents a unique opportunity for the City of Calgary to showcase a leading- edge integrated community of size and quality which meets or exceeds the current criteria sought by residents and businesses alike. A significant portion of the planning process was specifically dedicated to conforming with all current ESG parameters, a strong focus on pedestrian activity within the development to match current international Walk-15 ambitions, the potential benefits of using public transit as one of the main advantages for residents to navigate the City and a strong feeling of community created through the introduction of a character main street with a wide array of desirable amenities and public gathering places. Midtown Station is viewed as a development of international quality which will embrace the warmth of the past and the opportunities of the future. Through working diligently and co-operatively with City Administration for some five years, this proposed development has incorporated the benefits of planning insight and experience for all to enjoy. Accordingly, upon full build out, it will be a welcome asset to our City.