

 **ARCADIS**

MIDTOWN STATION

A TRANSFORMATIVE TOD COMMUNITY IN THE MACLEOD TRAIL CORRIDOR

LOC2019-0082

MAY 2024

Cantana Investments Limited



Conceptual renderings only and subject to change.

CONTEXT – LOCAL SETTING

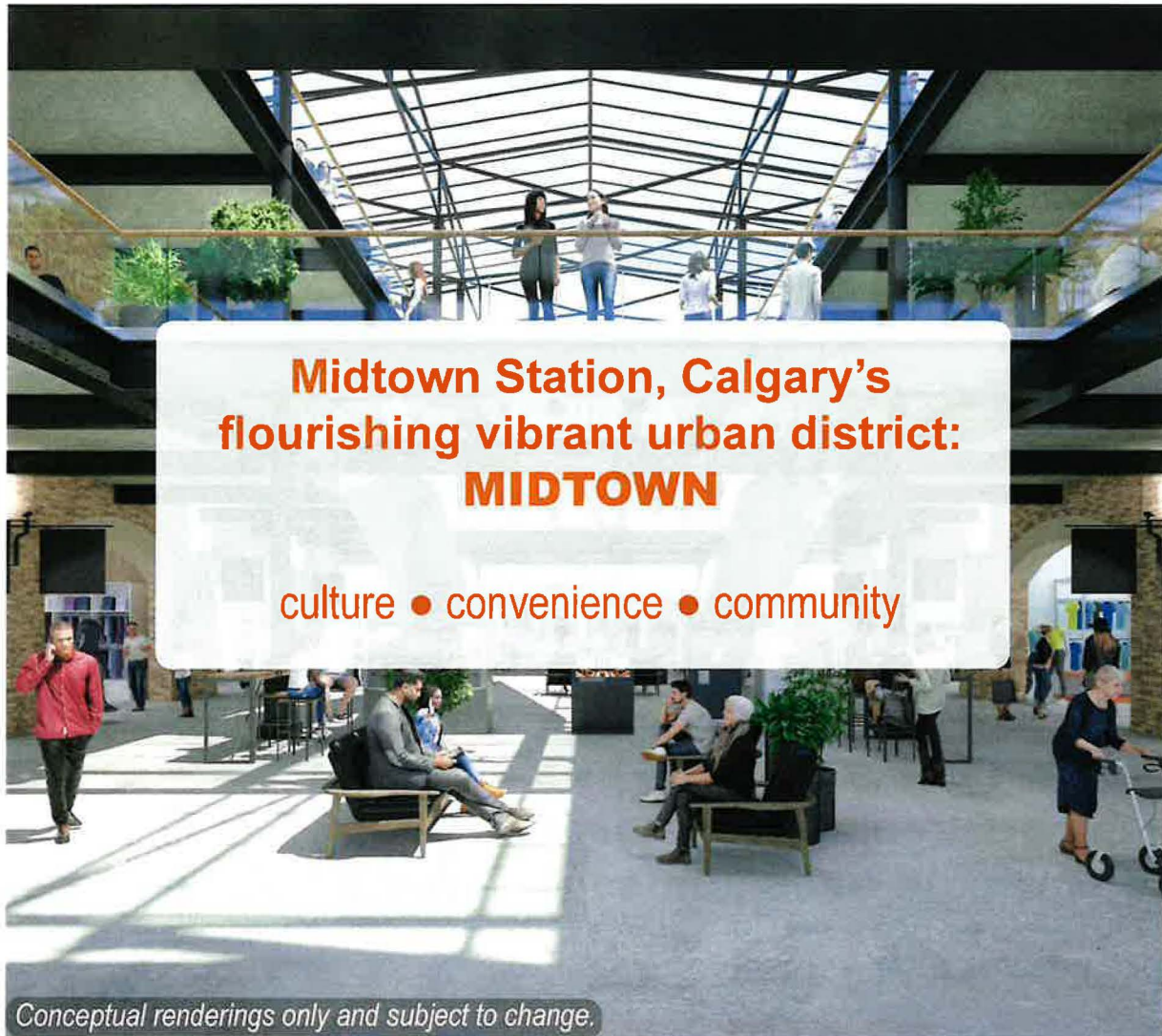


- **±14.02 ha (±34.65 ac) site**
- **Current land use is C-COR3 with 1.0 FAR** and a potential density of **±127,320 m² (±1,370,460 ft²)**.
- **Existing site coverage is 38%** in 11 office, industrial, showroom / warehouse and flex-retail buildings constructed 1969-1971 with surface parking lots.
- **Ripe for Redevelopment**
- **Thoughtfully assembled** to facilitate Visionary Comprehensive Redevelopment

CITY OF CALGARY
RECEIVED
 IN COUNCIL CHAMBER
 MAY 07 2024
 ITEM: 7.2.4 C/C 2024-0288
 Distrib - Presentation 2
 CITY CLERK'S DEPARTMENT



THE CATALYST FOR TRANSFORMATIONAL DEVELOPMENT IN THE MACLEOD TRAIL CORRIDOR SE

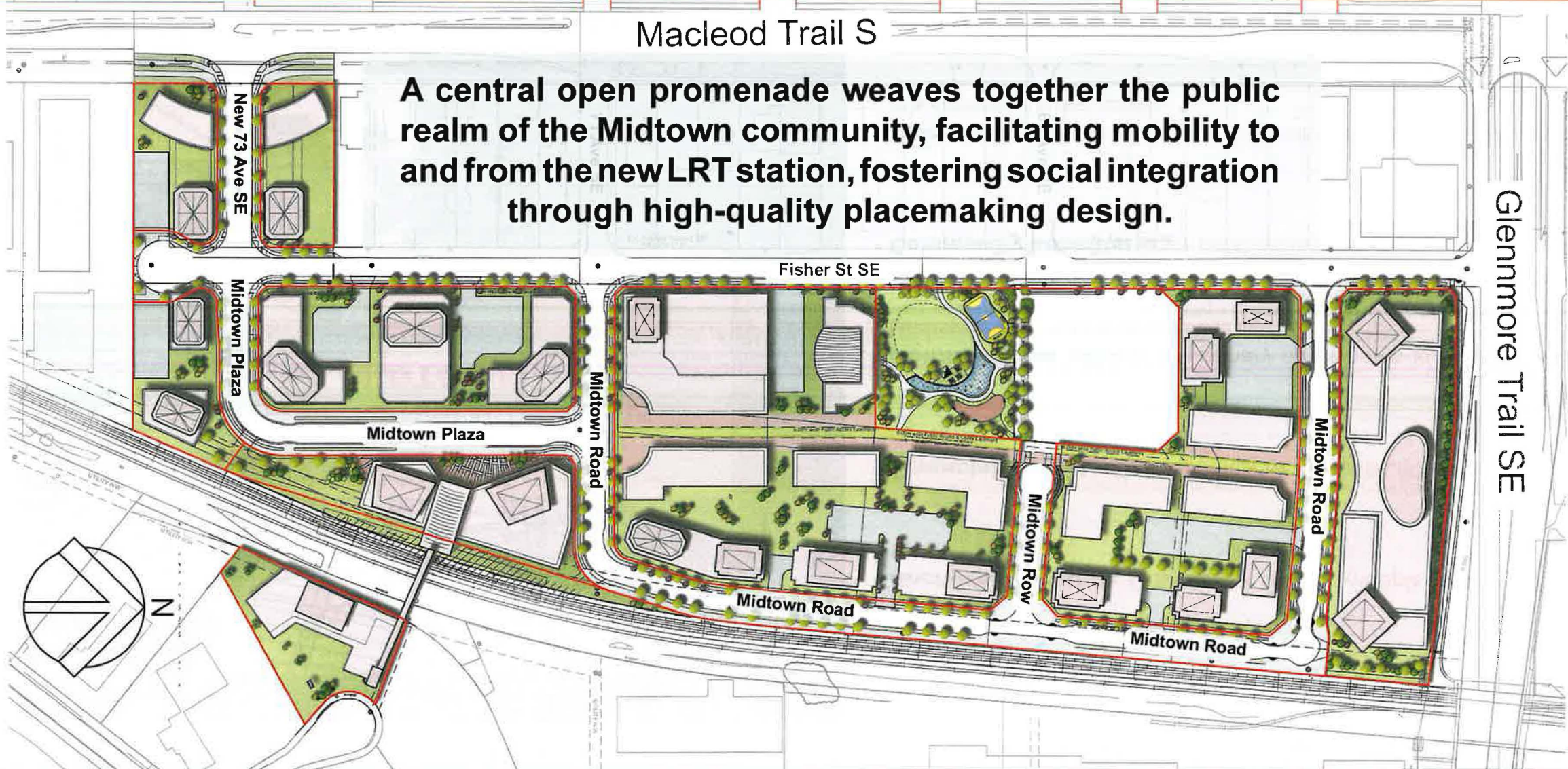


- **Single ownership:** Provides certainty of development schedule and continuity of development vision.
- **Anchored location:** Existing LRT line and multiple established amenities in the area.
- **Financial benefits:** Developer-funded new infill LRT station + road improvements in the area.
- **Collaborative effort:** Preliminary agreements in principle with surrounding landowners for integrated connectivity.
- **Community benefits:** Close collaboration with Fairview and Kingsland Community Associations.
- **Innovation:** Revamped urban vibrancy with new residential and employment options in a context of sustainability.

CONCEPT PLAN: A MIXED-USE TRANSIT-ORIENTED DEVELOPMENT

Macleod Trail S

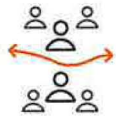
A central open promenade weaves together the public realm of the Midtown community, facilitating mobility to and from the new LRT station, fostering social integration through high-quality placemaking design.



IMPROVED CONNECTIVITY NETWORK FOR ACTIVE MOBILITY



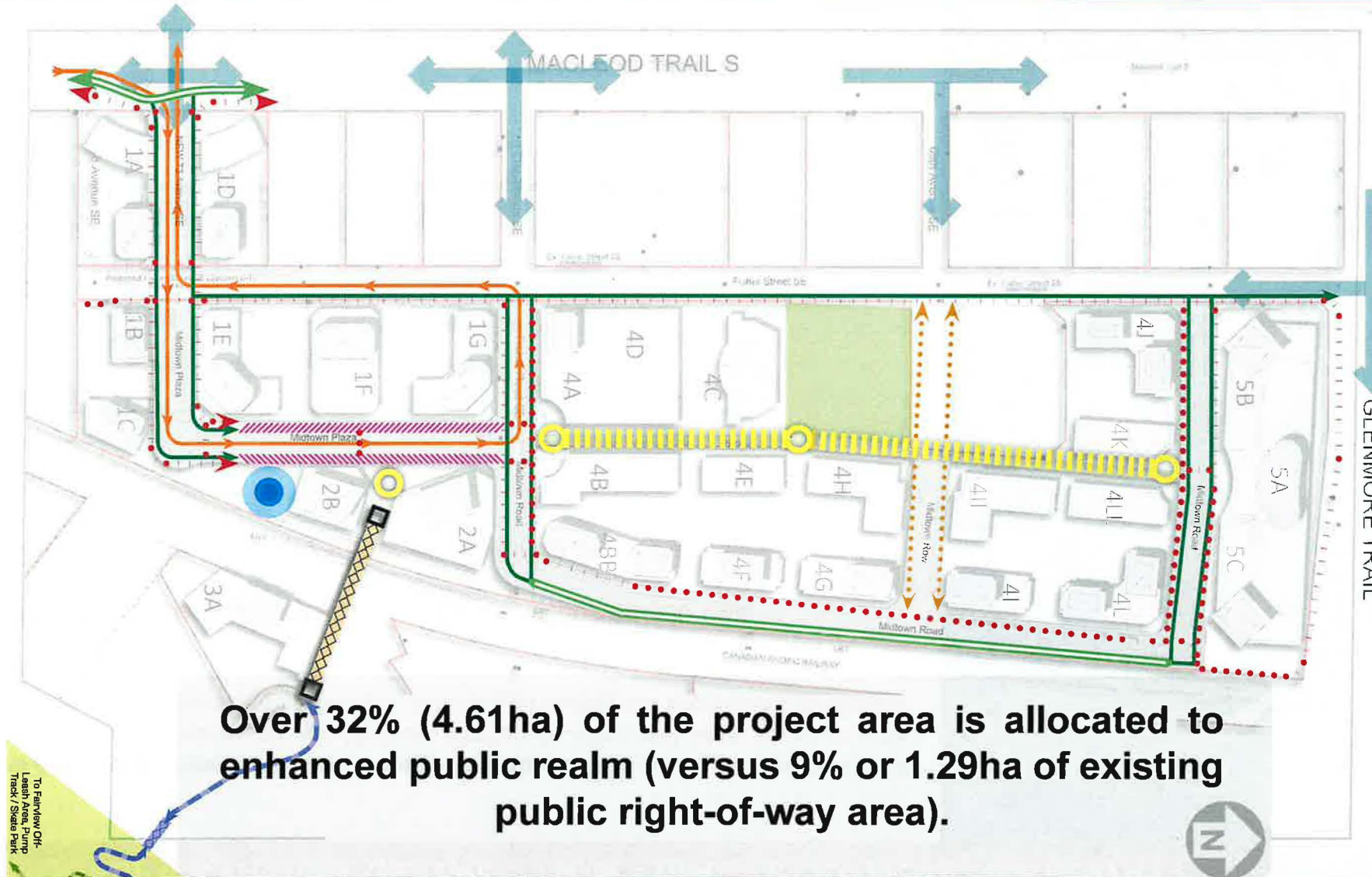
Community Park:
±0.63 ha (±1.56 ac)



Central Active Mobility Promenade
±0.57 ha (±1.41 ac)



Public Roads (with active mobility amenities)
±3.03 ha (±7.48 ac)



LEGEND

- Plaza Landmark
- Bike & Scooter Parking Zone - Proposed
- 3.0m Separate Multi-use Pathway - Proposed
- 2.0m Separate Sidewalk - Proposed
- 1-Way-off-Street Bikeway - Proposed
- 2-Way-off-Street Bikeway - Proposed
- Transit Centre Plaza Multi-use Sidewalk - Proposed
- Publicly Accessible Private Open Space Connection - Proposed
- Transit (Bus) Route - Proposed
- Site Connections to Local Arterials
- Pedestrian Overpass Connection over LRT / CP Tracks
- Proposed new Sidewalk, Cross walk and Pathway Connection to the Fairview Community

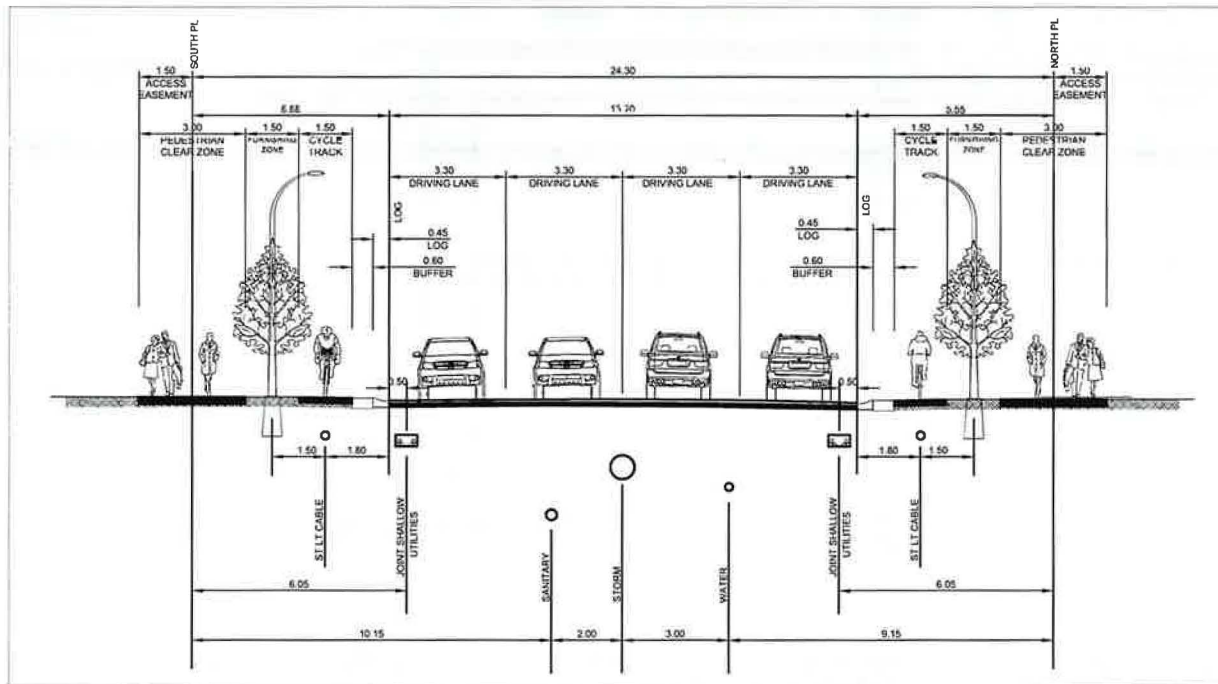
This drawing is shown as diagrammatic only and not to scale.

Over 32% (4.61ha) of the project area is allocated to enhanced public realm (versus 9% or 1.29ha of existing public right-of-way area).



ENHANCED TRANSPORTATION CONNECTION - MACLEOD TRAIL GATEWAY

- **Proposed New 73rd Avenue alignment will feature an integrated multi-modal Complete Street** to serve as the new all-access gateway into the Midtown Station development while improving the overall transportation network for the entire Fairview Industrial Community via improved connectivity to the Macleod Trail corridor.
- **New 73rd Avenue SE entry** facilitated by developer purchase of 7330 Macleod Trail.
- All proposed road cross sections meet the City's emerging Complete Street Standards.



Conceptual renderings only and subject to change.



INTEGRATED PLACEMAKING DESIGN TO BUILD COMMUNITY



View looking NW (Conceptual renderings only and subject to change.)



INTEGRATED LRT INFRASTRUCTURE FOR SAFETY AND CONVENIENCE

Station will be fully integrated with retail, personal services, health and wellness and residential functions.



Conceptual renderings only and subject to change.



View looking NW (Conceptual renderings only and subject to change.)



INTEGRATED LRT INFRASTRUCTURE FOR SAFETY AND CONVENIENCE



AN EMERGING VIBRANT TOD COMMUNITY WITH A VEHICLE-FREE ACTIVITY SPINE



AN EMERGING VIBRANT TOD COMMUNITY WITH A VEHICLE-FREE ACTIVITY SPINE



Conceptual renderings only and subject to change.



View looking NE (Conceptual renderings only and subject to change)



Conceptual renderings only and subject to change.

MIDTOWN STATION STRATEGIC ALIGNMENT TO THE CITY'S DEVELOPMENT POLICY FRAMEWORK

Midtown Station aligns with and fully contributes to the City's Key Directions for Development and Mobility goals as it pursues growth in a higher-intensity, mixed-use form in an area that is well connected to the Primary Transit Network.

MUNICIPAL DEVELOPMENT PLAN 2020
(Adopted 2009 updated 2020)
Midtown Station meets the MDP's City-Wide Policies

Municipal Development Plan 2020
Adopted 2009 and Updated 2020

CALGARY TRANSPORTATION PLAN (2020)
Midtown Station supports the City's Transportation Goals

Calgary Transportation Plan 2020
Adopted 2009 and Updated 2020
Municipal Development Plan – Volume 3

HERITAGE COMMUNITIES LOCAL AREA PLAN (2023)

Heritage Communities
Local Area Plan

“HOME IS HERE” - RESPONDING TO THE CITY OF CALGARY’S HOUSING STRATEGY

With over 6,000 dwelling units at buildout and a minimum **10% as affordable units**, Midtown Station makes a significant contribution to the City’s housing supply ensuring housing choice, equity and social inclusion in a convenient and accessible inner-city location.



BRIDGING AND CONNECTING COMMUNITIES

- **A walkable community** with easy access to existing amenities and reinvigorating schools, community parks and grocery stores.
- **Welcoming setting** for existing and new businesses and people to Calgary.
- **Creation of high-quality interactive open spaces** to encourage community building.
- **New network of active mobility pathways** linked to the City's primary transit network to encourage low-carbon modes of transportation.
- **Enhanced fiscal base for the City**, thus contributing to fiscal sustainability to help keep property taxes down.
- **Provides the opportunity for existing area residents to remain close to their communities** as their housing needs change over time.



THE DEVELOPMENT CONCEPT FOR MIDTOWN STATION IS INFORMED BY COMMUNITY INPUT

Extensive and Continuous Public Engagement Process

Outreach Process

- Website set-up and survey deployed (August 23, 2020)
- Attendance at Fairview CA AGM (Sept. 14, 2020)
- Online engagement open through website (August 23-October 16, 2020)
- Design charrette with Fairview CA (November 26, 2020)
- Engagement report and conclusions (Dec. 2020)
- Revised plan deployed through website (Feb. 2021)
- Interactive design workshop (June 28, 2022)
- Update to Fairview CA AGM (June 6, 2023)
- Update Open House (November 1, 2023)
- Continued communication with Fairview and Kingsland CAs
- Continued communication with surrounding landowners and businesses

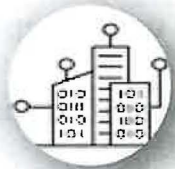
Stakeholders Contacted



- The Heritage Communities Local Growth Plan committee;
- Existing tenants;
- 7400 Macleod Trail Plaza

SUMMARY

MIDTOWN STATION



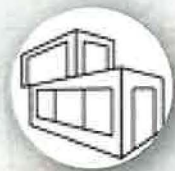
1. Is the catalyst for the transformative development of Calgary’s Midtown, a new vibrant urban node;



2. Single ownership and critical mass of 34.65 contiguous acres ensures implementation of master-planned community vision;



3. Will support Calgary’s transportation infrastructure through a developer-funded +/- \$40M infill LRT station, road improvements and police security facility;



4. At build-out, will be home to more than 10,000 people and a place to work for approximately 2,000 people;



5. Will represent an annual fiscal base of \$30+ million for the City of Calgary, contributing an accumulated total of \$25 million in development levies through the development process to 2047;



6. Provides blueprint and impetus for enhanced connectivity linking communities, facilities and supporting increased pedestrianization;



7. Has garnered strong community support through extensive public outreach; and



8. Aligns and exemplifies the City of Calgary’s policy framework for future growth and development in established areas, including a minimum 10% as affordable housing to increase and diversify housing supply.



Midtown Station, Calgary's flourishing vibrant sustainable urban district .

culture • convenience • community

Thank you.

Cantana Investments Limited



Conceptual renderings only and subject to change.

OVERALL PROJECT STATS

Midtown Station will include mixed use transit-oriented high density residential development, office, showroom industrial, retail, hotel, community facilities, and public open space.



Residential:

±6,255 residential dwelling units



Total Gross Floor Area:

±683,646m² (+7,358,711ft²)



People:

±10,877; Jobs: ±2,811



Retail:

±26,460m² (+284,823ft²) of retail use



Built Form:

28 buildings ranging from 2 - 41 storeys



People & Jobs / ha:

±976



Office/ Industrial:

±38,455m² (+413,928ft²) of office area



A New LRT Station

(Midtown Station)



Estimated Total Retail Value:

±\$3.0B



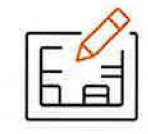
Hospitality:

±34,251m² (+368,675ft²) of hotel use



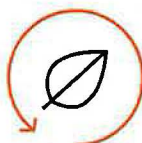
Pedestrian Connections

to surrounding amenities and communities.



Overall Anticipated Gross FAR:

±4.88



Community Facilities:

±3,400m² (+36,597ft²)

All Stats provided are anticipated development yields and subject to change.

MIDTOWN STATION'S FIBRE OPTIC LINE AND CONVERGED OPEN NETWORKS

Midtown Station will provide connectivity to fibre optic line and converged open networks to support future technology and data driven needs.

- **Access data** on customer profiles usage and demand for services.
- **30% savings** in capital costs.
- **Open Access benefits all** (IT, operations, emergency responders, ISPs, TELCOs, etc.).
- **Simple to manage** reducing operational and capital costs.
- **Supports residential and businesses engagement** and suitable integration into public realm.
- **Reliable, scalable, and secure.**
- **Supports broader stakeholder operations** (transportation, energy, water, lighting, etc.).

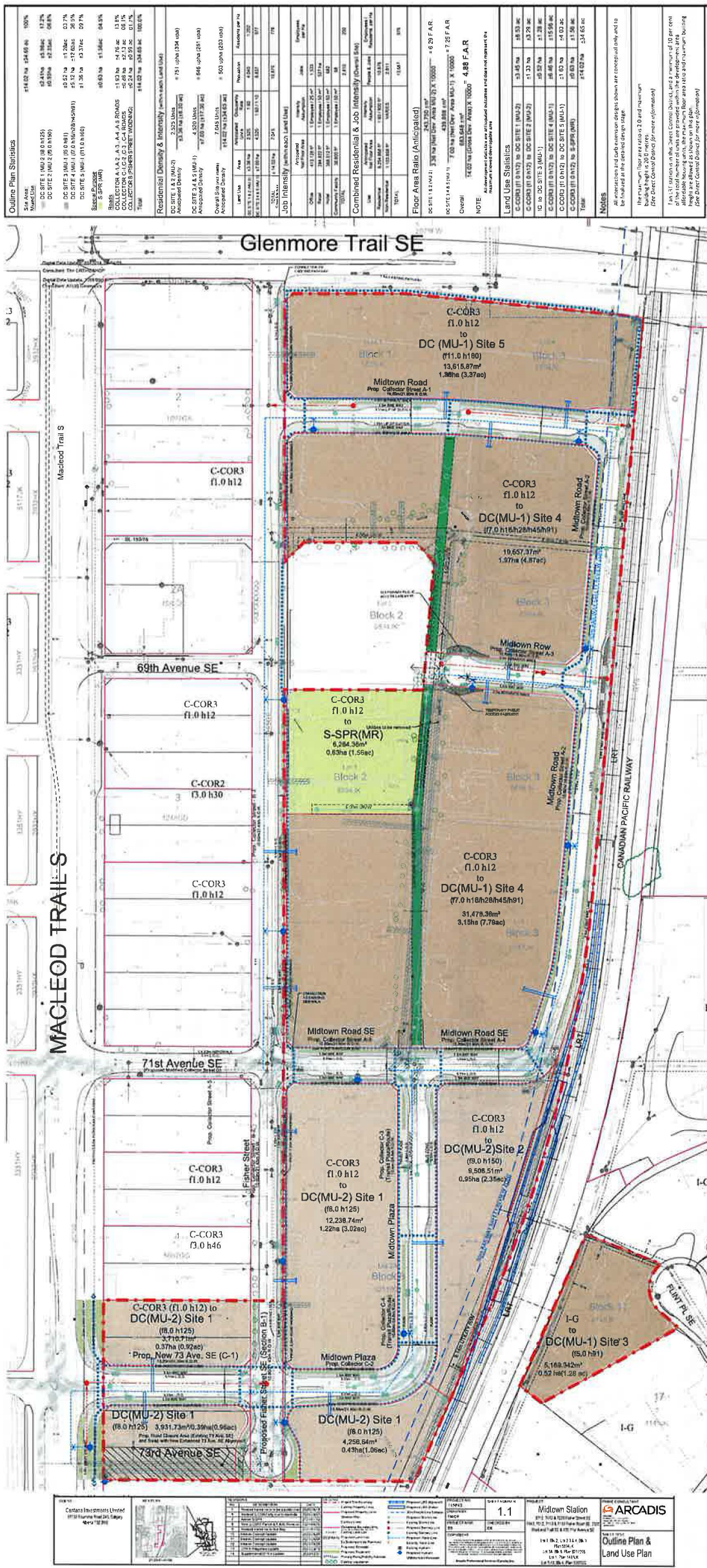


DEVELOPMENT PHASING LINKED TO THE PROVISION OF INTEGRATED MOBILITY INFRASTRUCTURE

To achieve the intended vision for Midtown Station, key mobility infrastructure elements will be provided to launch the initial phase of development:

- **Re-alignment of 73 Ave SE**
 - Intersection improvement at 73 Ave SE and Macleod Trail S
 - Construction of the developer-funded Midtown Station LRT station, with integrated multiuse overpass to Fairview Gate.
- **Introduction of enhanced road cross sections on Midtown Road** (extension of 71 Ave SE) will articulate phases 2 and 3 of development.
- **The central open promenade and community park** will weave together development phases 2, 3 and 4 and extend the connection to the last two development phases to the north.





Outline Plan Statistics

Site Area	141,027 ha	14,469 ha	100%
DC SITE 1 (MU-2) (8.0 h125)	42.4 ha	13.7%	
DC SITE 2 (MU-2) (8.0 h150)	10.9 ha	3.3%	
DC SITE 3 (MU-1) (6.0 h81)	5.2 ha	1.7%	
DC SITE 4 (MU-1) (7.0 h16h28h45h81)	45.12 ha	14.6%	37%
DC SITE 5 (MU-1) (11.0 h180)	13.36 ha	4.3%	9%
S-SPR(MR)	6.28 ha	1.9%	5%
COLLECTOR A 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	11.03 ha	4.7%	13.8%
COLLECTOR C 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100	11.03 ha	4.7%	13.8%
Other	141,027 ha	100%	

Residential Density & Intensity (within each Land Use)

DC SITE 1 (MU-2)	2,552 Units	75 Units (304 use)
DC SITE 2 (MU-2)	1,276 Units	37.5 Units (152 use)
DC SITE 3 (MU-1)	4,500 Units	646 Units (261 use)
DC SITE 4 (MU-1)	7,000 Units	900 Units (352 use)
DC SITE 5 (MU-1)	7,000 Units	900 Units (352 use)
Overall Site Density	114.42 Units/ha (28.36 Units/Acre)	

Job Intensity (within each Land Use)

DC SITE 1 (MU-2)	1,276 Jobs	37.5 Jobs (152 use)
DC SITE 2 (MU-2)	638 Jobs	18.75 Jobs (76 use)
DC SITE 3 (MU-1)	2,250 Jobs	323 Jobs (127 use)
DC SITE 4 (MU-1)	3,500 Jobs	450 Jobs (176 use)
DC SITE 5 (MU-1)	3,500 Jobs	450 Jobs (176 use)
Overall Site Job Intensity	20.9 Jobs/ha (53.2 Jobs/Acre)	

Combined Residential & Job Intensity (Overall Site)

DC SITE 1 (MU-2)	3,852 Units	112.5 Jobs (452 use)
DC SITE 2 (MU-2)	1,928 Units	56.25 Jobs (228 use)
DC SITE 3 (MU-1)	6,750 Units	971 Jobs (383 use)
DC SITE 4 (MU-1)	10,500 Units	1,350 Jobs (528 use)
DC SITE 5 (MU-1)	10,500 Units	1,350 Jobs (528 use)
Overall Site Density	114.42 Units/ha (28.36 Units/Acre)	

Floor Area Ratio (Anticipated)

DC SITE 1 (MU-2)	1.1
DC SITE 2 (MU-2)	1.1
DC SITE 3 (MU-1)	1.1
DC SITE 4 (MU-1)	1.1
DC SITE 5 (MU-1)	1.1
Overall	1.1

Land Use Statistics

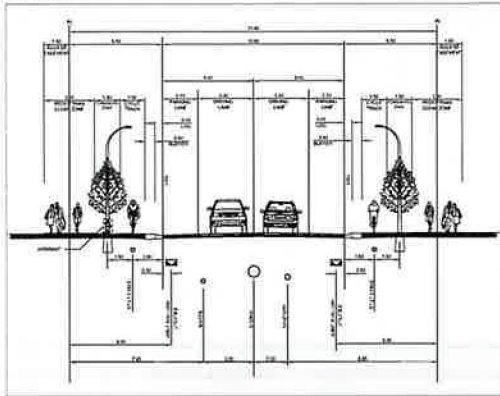
C-COR3 (fl.0 h12) to DC (MU-1) (MU-2)	13,616.87m ²	1.88ha
C-COR3 (fl.0 h12) to DC (MU-1) (MU-2)	10,657.37m ²	1.97ha
C-COR3 (fl.0 h12) to DC (MU-1) (MU-1)	31,478.38m ²	3.15ha
C-COR3 (fl.0 h12) to DC (MU-2) (MU-1)	9,508.51m ²	0.95ha
C-COR3 (fl.0 h12) to DC (MU-2) (MU-1)	12,298.74m ²	1.22ha
C-COR3 (fl.0 h12) to DC (MU-2) (MU-1)	3,931.73m ²	0.37ha
C-COR3 (fl.0 h12) to DC (MU-1) (MU-1)	5,168.942m ²	0.52ha
C-COR3 (fl.0 h12) to S-SPR(MR)	6,284.38m ²	0.83ha
Total	141,027m²	14.10ha

Notes:
 1. All development statistics are anticipated outcomes and do not represent a guarantee.
 2. The maximum floor area ratio is 1.0 and maximum height is 10.0m (33.0m) for all development.
 3. See Direct Control District for more information.
 4. Land use statistics in this Direct Control District and a maximum of 10 per cent affordable housing units, the maximum floor area ratio and maximum building height are allowed as shown on this plan.
 5. See Direct Control District for more information.

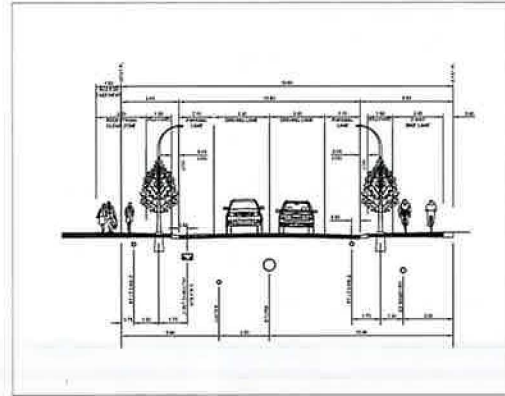


CROSS SECTIONS A AND B

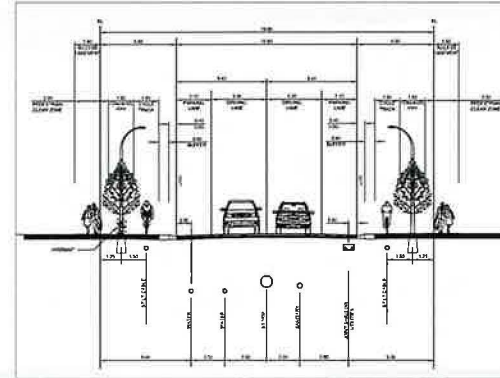
Cross Section A-1: New Midtown Rd. East-West Segment (Without Transit)
Scale 1:150m



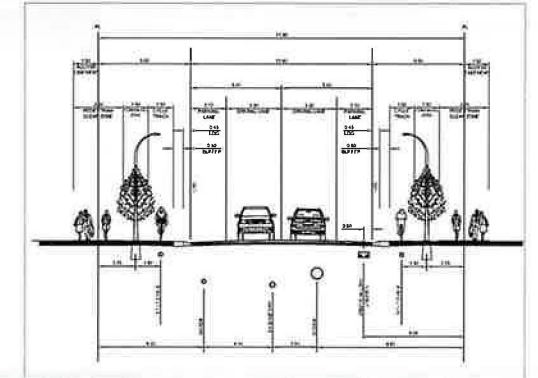
Cross Section A-2: New Midtown Rd. North-South Segment
Scale 1:150m



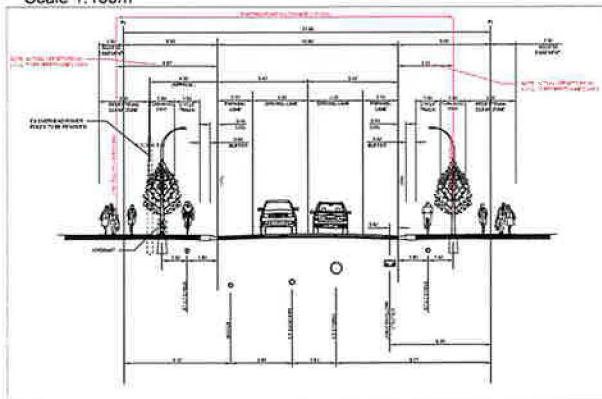
Cross Section A-3: New Midtown Row Segment
Scale 1:150m



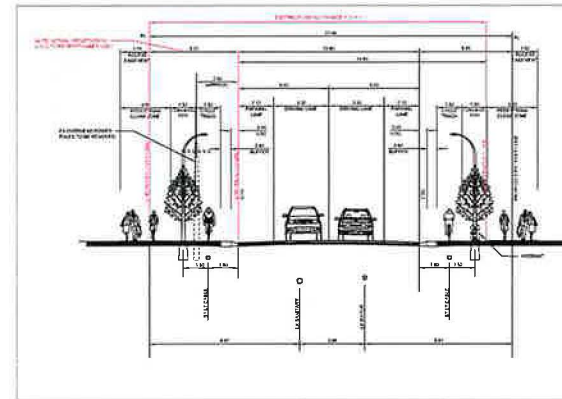
Cross Section A-4: New Midtown Rd. East-West Segment
Scale 1:150m



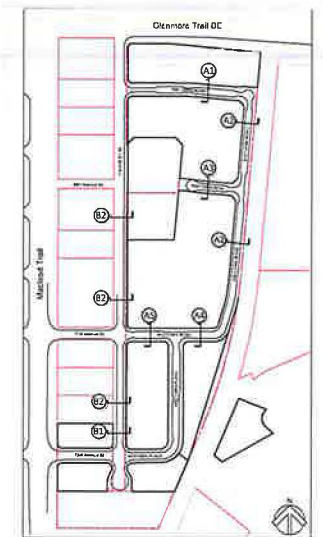
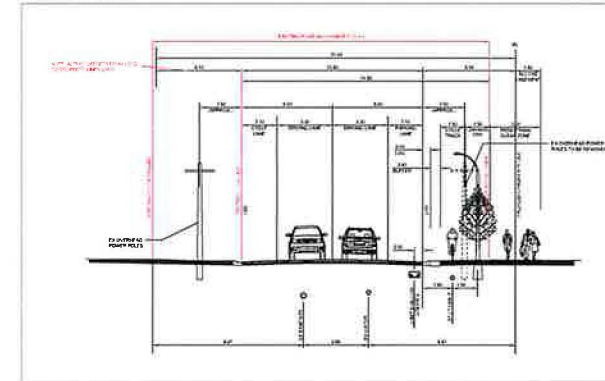
Cross Section A-5: New Midtown Rd. (formerly Fisher Rd.) Transitional Segment (With Transit)
Scale 1:150m



Section B-1: Fisher Street SE (Ultimate Entire Length)
Scale 1:150m



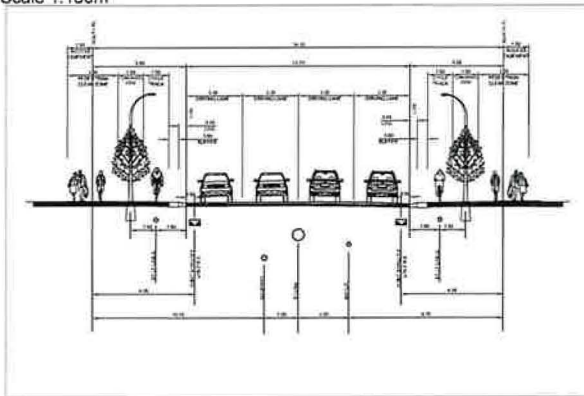
Section B-2: Fisher Street SE (Interim - North of Lot 7, Blk 4, Plan 5607GG)
Scale 1:150m



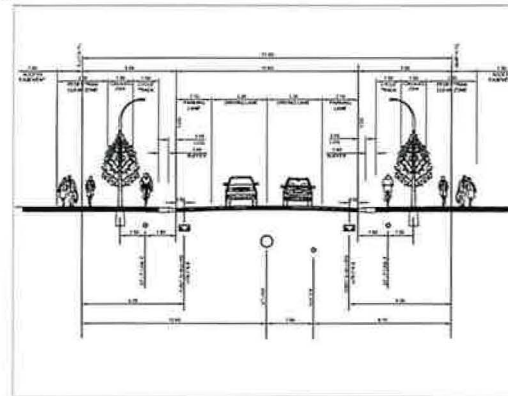
Key Plan: Not to Scale

CROSS SECTIONS C, D AND E

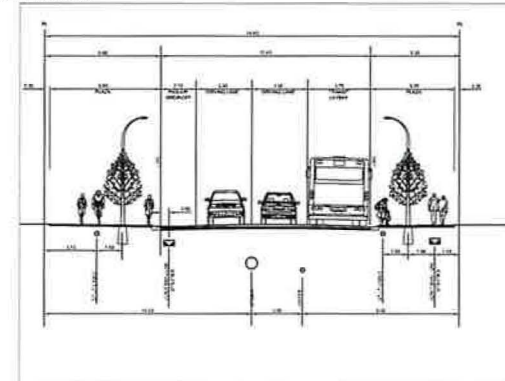
Cross Section C-1: 73 Ave. SE Cross Section-West of Fisher Street SE
Scale 1:150m



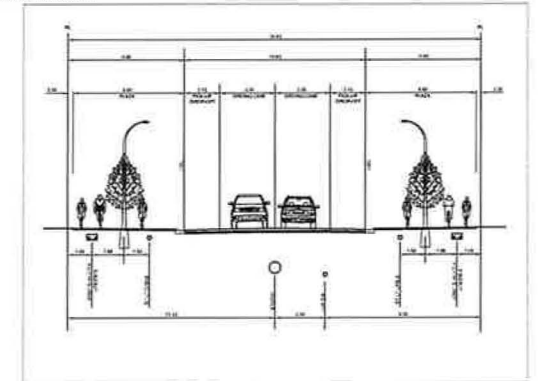
Cross Section C-2: 73 Ave. SE Cross Section-East of Fisher Street SE
Scale 1:150m



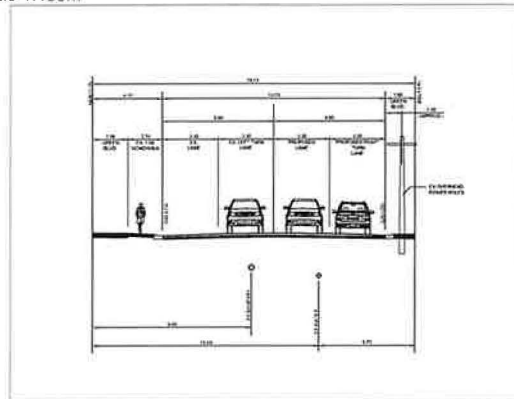
Cross Section C-3: Midtown Plaza (Bus Layby)
Scale 1:150m



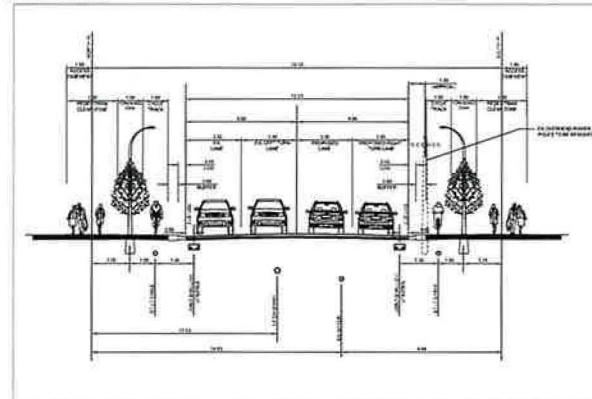
Cross Section C-4: Midtown Plaza (Passenger Layby)
Scale 1:150m



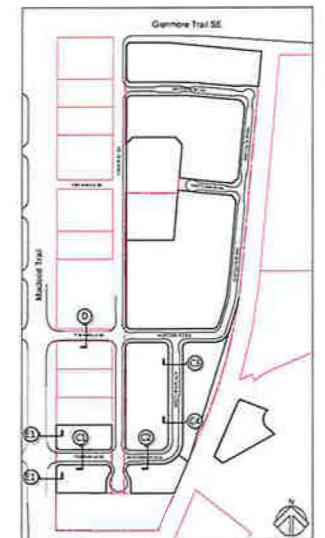
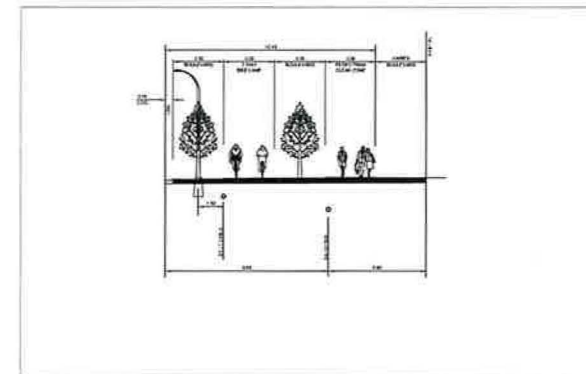
Cross Section D-1: Proposed 71 Ave. SE
(Interim - Proposed Modified Collector Street D)
Scale 1:150m



Cross Section D-2: Proposed 71 Ave. SE
(Ultimate - Proposed Modified Collector Street D)
Scale 1:150m

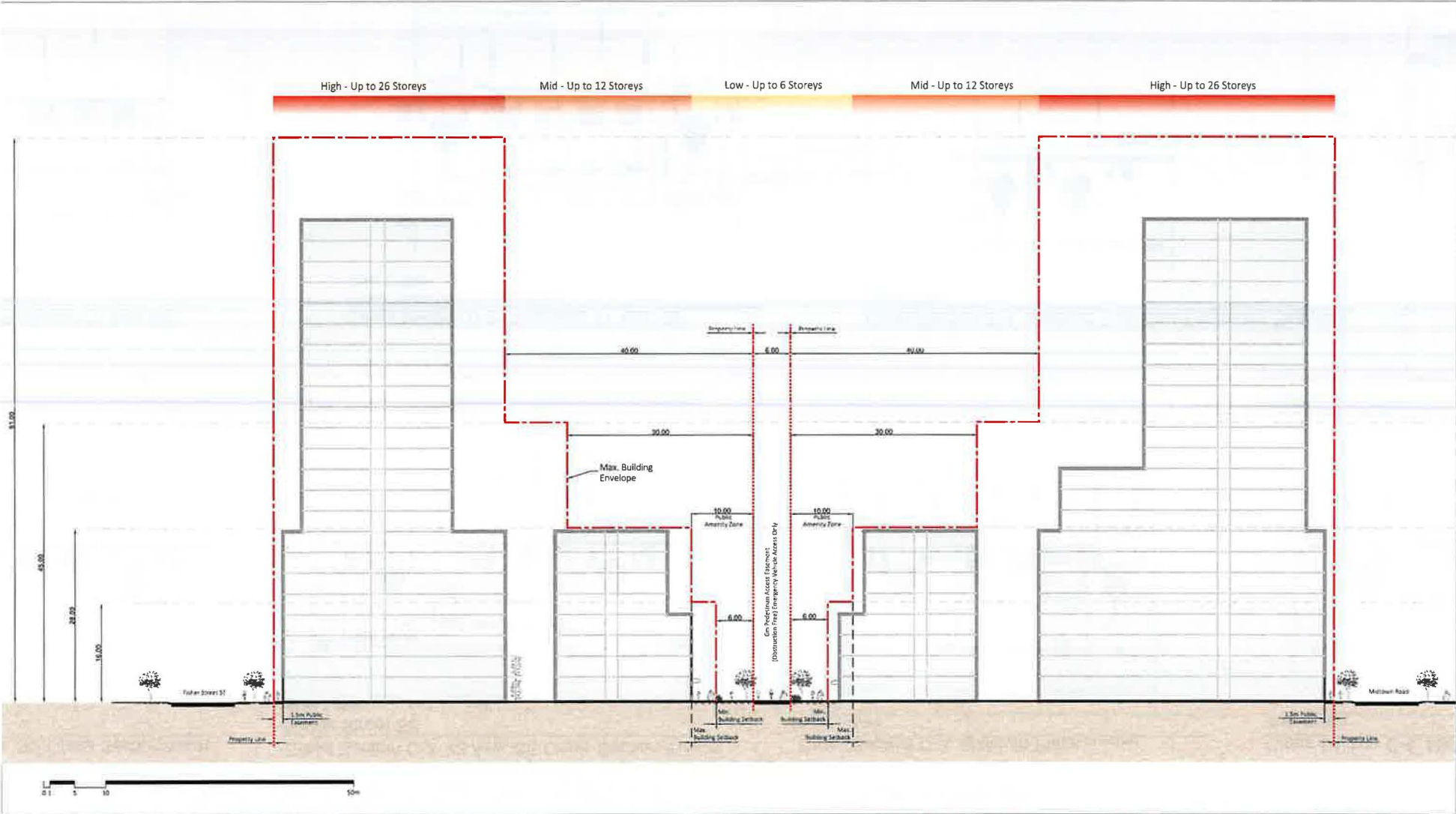


Cross Section E-1: Macleod Trail East Boulevard Segment
Scale 1:150m

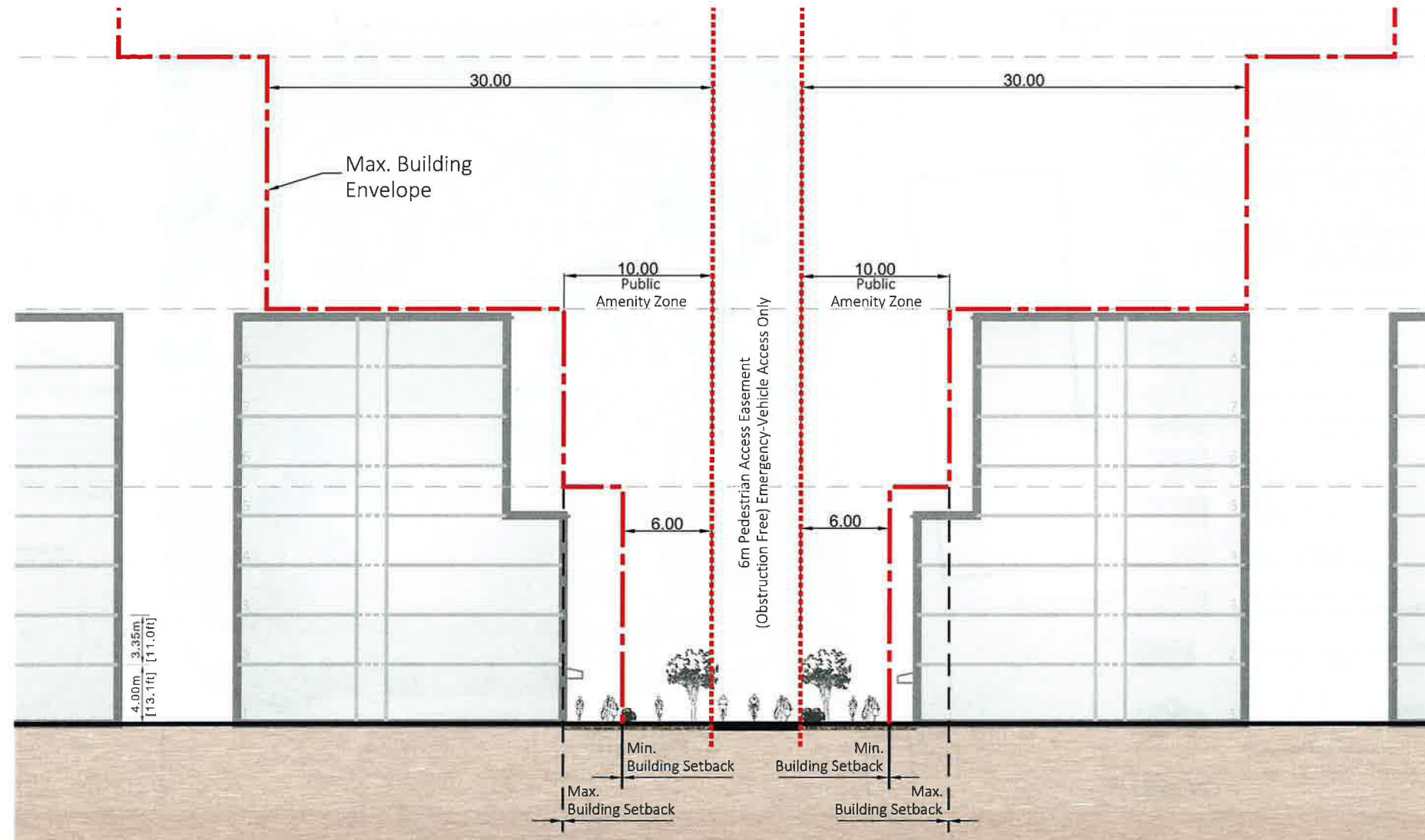


Key Plan: Not to Scale

CENTRAL PATHWAY CONNECTION SECTION



CENTRAL PATHWAY CONNECTION SECTION



EXISTING SERVICE AMENITIES WITHIN A 15-MINUTE WALKING DISTANCE

Restaurants



Shops and Services

