



CITY OF CALGARY
RECEIVED
IN COUNCIL CHAMBER
JUN 04 2024
ITEM: 7.2.15 CPC2024-0494
Distro Presentation 2
CITY CLERK'S DEPARTMENT

Staples 9 Ave

Land Use Redesignation
Public Hearing of Council June 4, 2024
7.2.15 - CPC2024-0494

Site Overview

- + Located in the Downtown West End on 9 Ave SW
- + South of the Bow River and Millenium Park, north of the CP Railway.
- + Land use redesignation allowing for mixed-use development in a prominent location at the gateway to downtown and the future west village.



Development Vision

Mancal Properties sees this site as an opportunity to turn an underutilized parcel into a high-quality mixed-use development at the gateway to Calgary's downtown west end, in proximity to transit and numerous amenities.

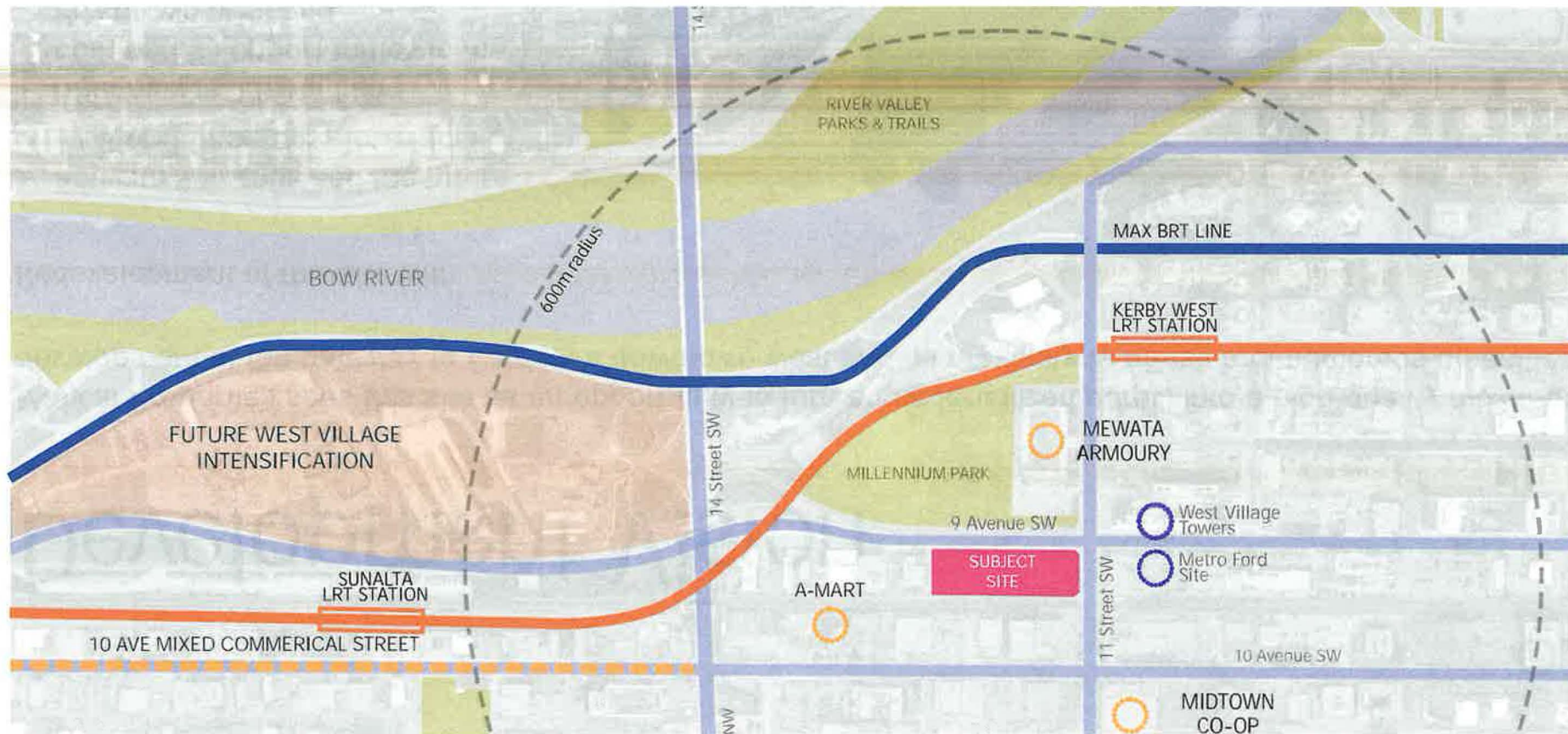
Redevelopment of this site will:

- + activate 9 Avenue and the future 11 Street underpass interface
- + offer new residential and commercial opportunities in the downtown west end
- + take advantage of connections to existing pedestrian and cycling infrastructure and amenities
- + further activate Millenium Park and promote year-round use while also protecting key open space assets from potential shadowing
- + support Council direction to increase housing stock in proximity to transit



Site Context

- + Within 200m of Kerby West LRT Station
- + Bus service and BRT on all surrounding corridors
- + Direct cycling connections and regional pathways
- + Between Millenium Park and CP Railway
- + Between West Village and Greater Downtown
- + West Village Towers & Metro Ford Site to east



11 Street Underpass

City draft functional design for 11 Street underpass indicates:

- + enhanced public realm with potential for removal of vehicular traffic entirely
- + land requirement on the east edge of the site
- + minimum 6.0m building setback at pedestrian level to allow for public realm and accessibility
- + in the active modes-only scenario, may be desirable to allow building to be closer to PL at grade

Recommended plan

Active travel modes underpass as a destination



Alternate plan

All travel modes underpass with enhanced public realm



11 Street Underpass

- + Underpass would likely require use of adjacent lands in a phased approach (4 Street SE contextual example)
- + Development of the site may need to be phased or occur only after the underpass is constructed

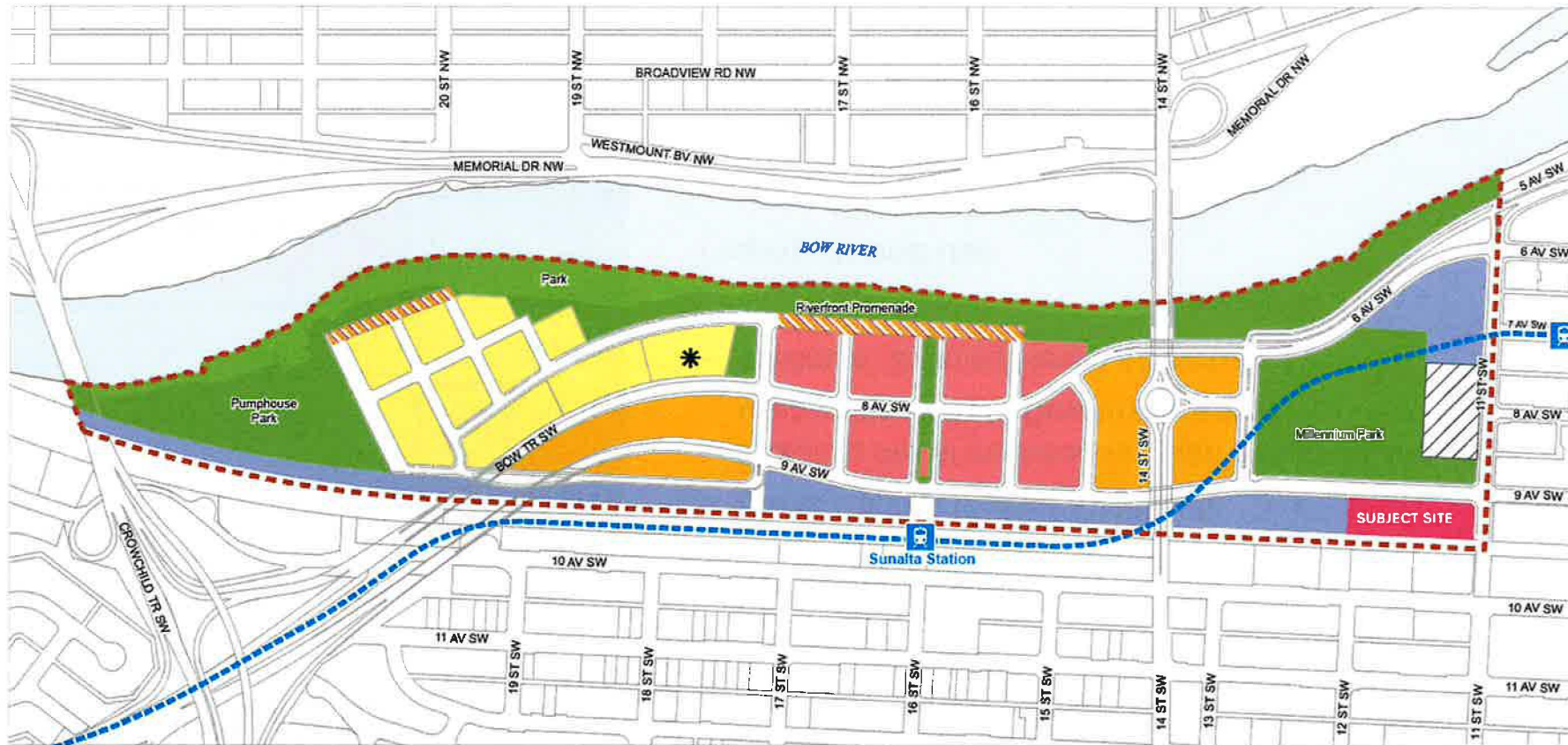


11 STREET SW CONTEXT



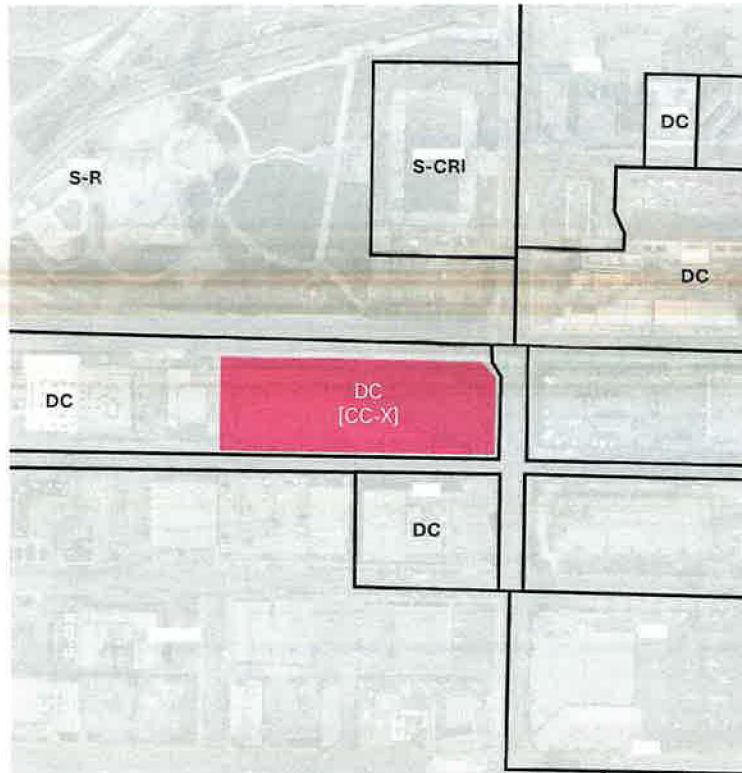
4 STREET SE UNDERPASS CONSTRUCTION (2010)

West Village ARP



- Natural Area
 Open Sapce
 Promenade Precinct
 Pumphouse Precinct
 Special Study Area
 Gateway Precinct
- Mewata Armoury (Federal)
 Pedestrian Plaza / Shared Street
 Plan Boundary
 West LRT Line
- West LRT Station
 * Potential Community Facility

Land Use



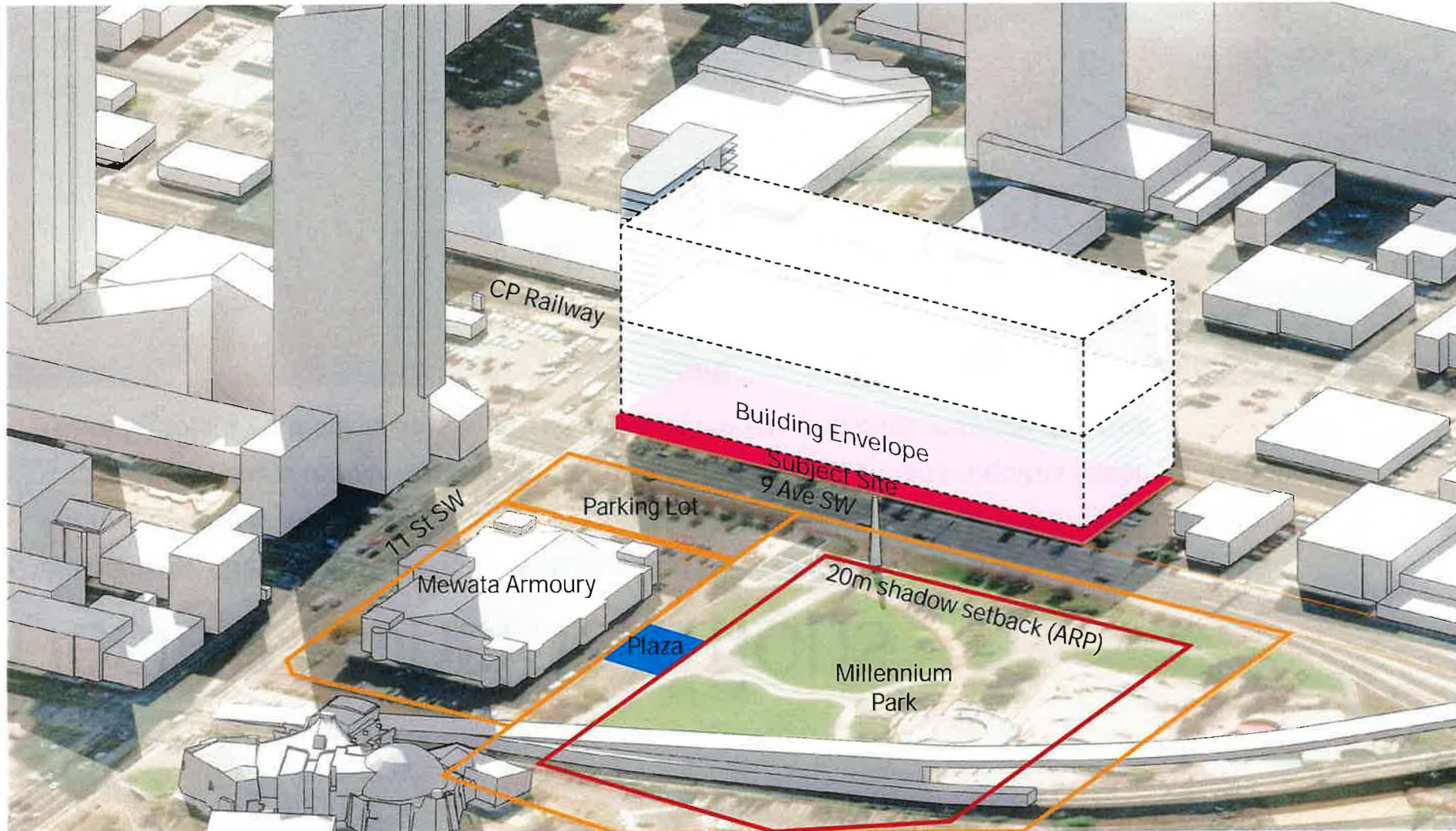
Existing Land Use

- + Direct Control District (DC53Z95)
- + Enable a mix of commercial, light industrial and residential uses compatible in Downtown areas
- + Maximum Building Height 12 metres

Proposed Land Use

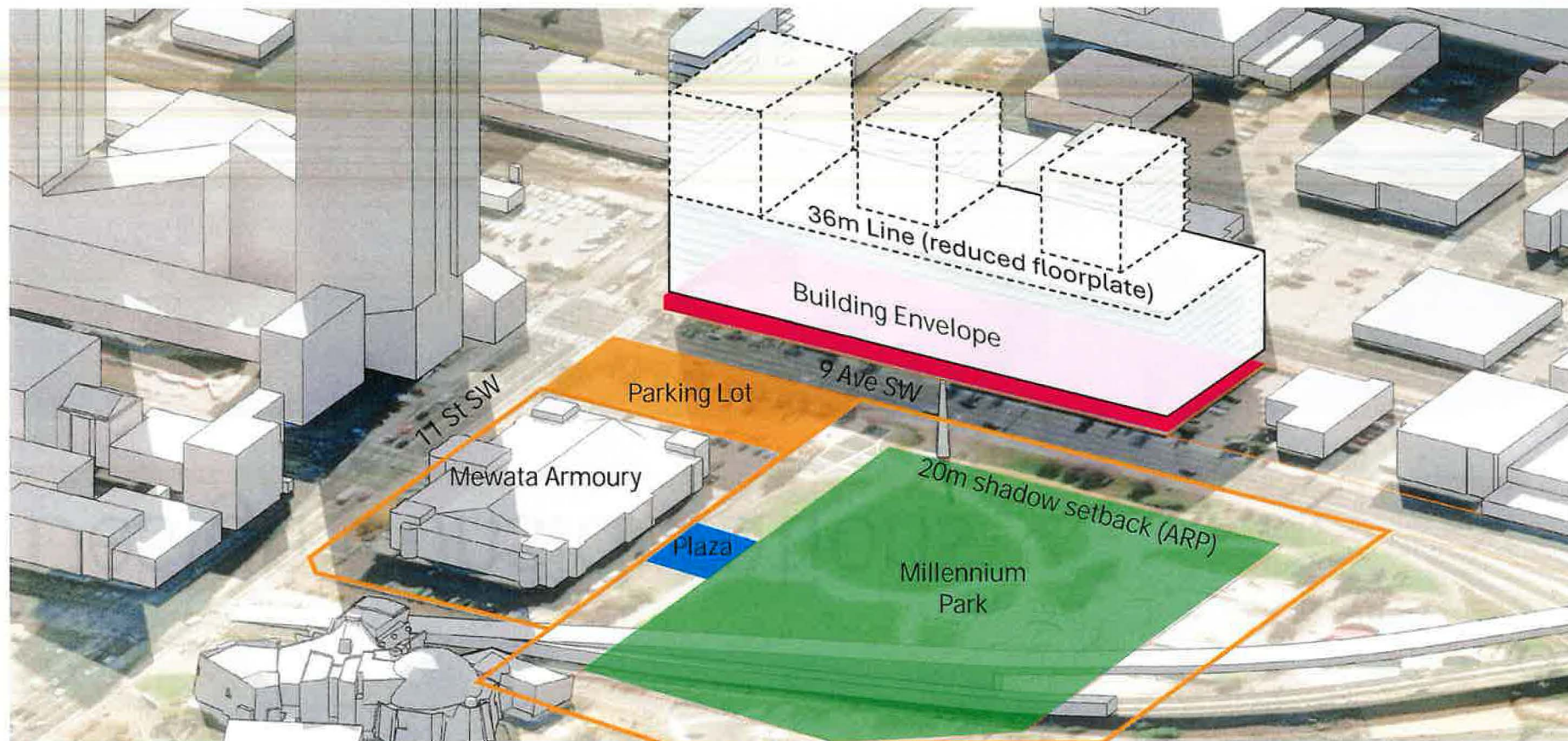
- + Direct Control District (based on CC-X)
- + Enable high density mixed-use
- + Minimum Density: 5.0 FAR
- + Maximum Density: 12.0 FAR (with density bonusing)
- + No Maximum Building Height
- + Provisions for sunlight protection, public realm, floorplate, street wall and massing, vehicle and bicycle stalls
- + Increased FAR for residential and public amenity bonusing
- + Screening of sensitive uses from railway

Design Considerations



Design Considerations

- + West Village ARP - no shadow more than 20m into Millennium Park (green)
- + Additional desire from Open Space to protect Plaza (blue) which is outside the ARP protection area
- + C-CX base land use reduces maximum floorplate area above 36m and requires tower separation
- + These factors limit taller towers to the east end of the site and push massing downward



Design Solutions

Through collaboration with Planning and Urban Design teams, refinements were made to the DC District:

- + confirm sunlight protection rules to avoid shadowing on the park and public plaza
- + increase allowable floorplate area above 12 storeys, providing more design flexibility to position floor area within the building
- + confirmation of setbacks, street interface and massing along 9 Ave and 11 St to support improved public realm and pedestrian interface
- + allow FAR to be maximized through a combination of residential uses and public realm improvements
- + Reduce motor vehicle stall requirements in exchange for additional bicycle stalls
- + Allow above-grade parking within the building to be deducted from floor area where it provides a buffer between the railway and sensitive uses, subject to design criteria



Shadow Study



September 21, 10:00am



September 21, 12:00pm



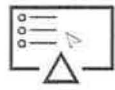
September 21, 2:00pm



September 21, 4:00pm

Stakeholder Engagement

The following engagement methods were employed through this application:



A project website was prepared which outlines the development vision and land use application. It also included an opportunity to provide comments to the project team through the website



Postcards were circulated to nearby properties to advertise a virtual information session



Notice sign was posted on site to advertise the land use application



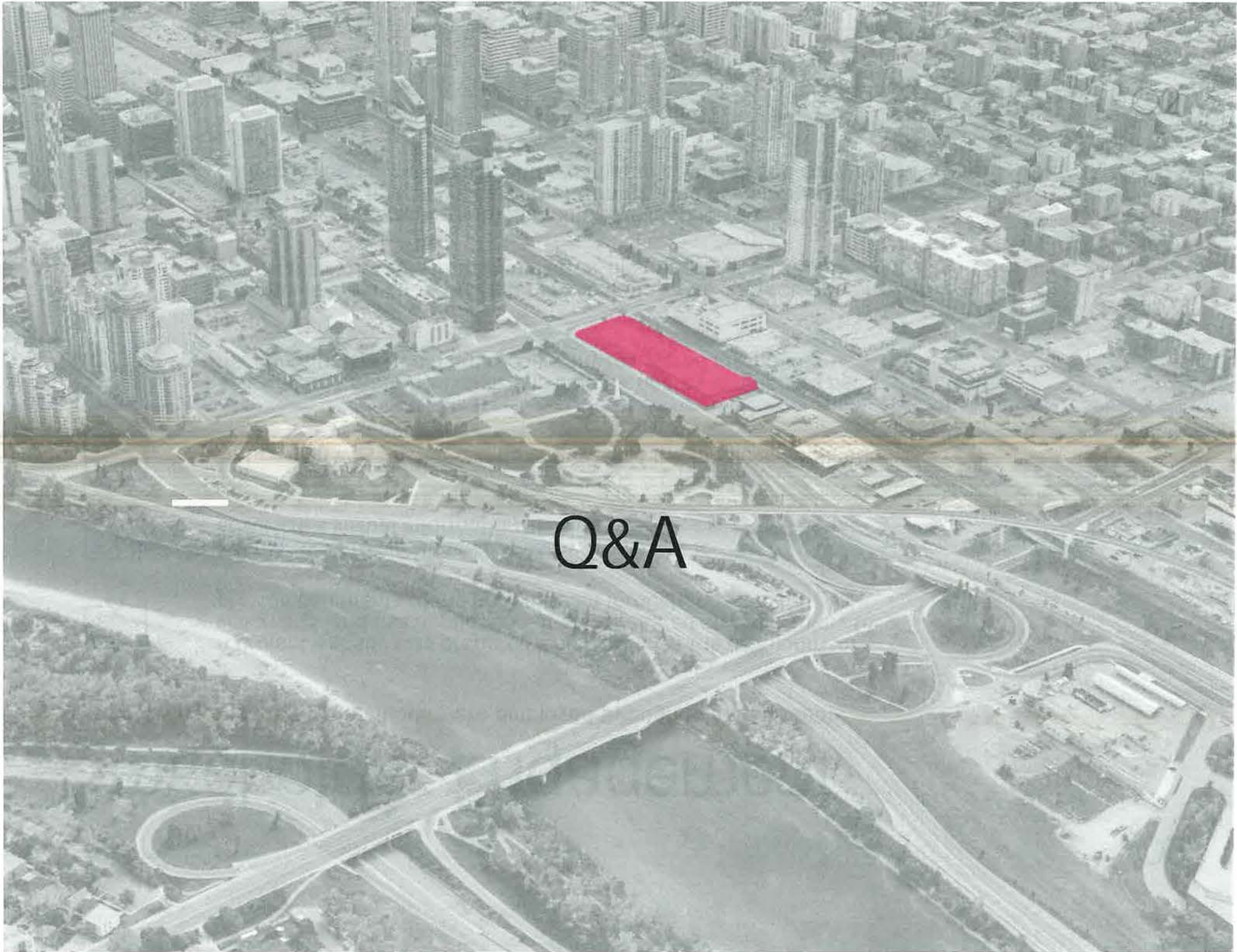
A virtual information session was held for nearby neighbours and the community but did not receive any registered attendants



Downtown West End Community Association was contacted to provide information. The CA submitted a letter of support for this application



Extensive collaboration with Planning, Open Space and Urban Design teams to bring forth a logical Direct Control land use application that balances good urban design and creative solutions to site constraints



Q&A