



F+M

FOOTHILLS + McMAHON

Final Charrette Presentation

An Advanced Work in Progress...



**PLANNING
GROUP**

April 23, 2021

Introductions



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Project Team

Team Lead



Subject Matter Experts



Core Design Team



FAPRAC

The Foothills Athletic Park Redevelopment Advisory Committee

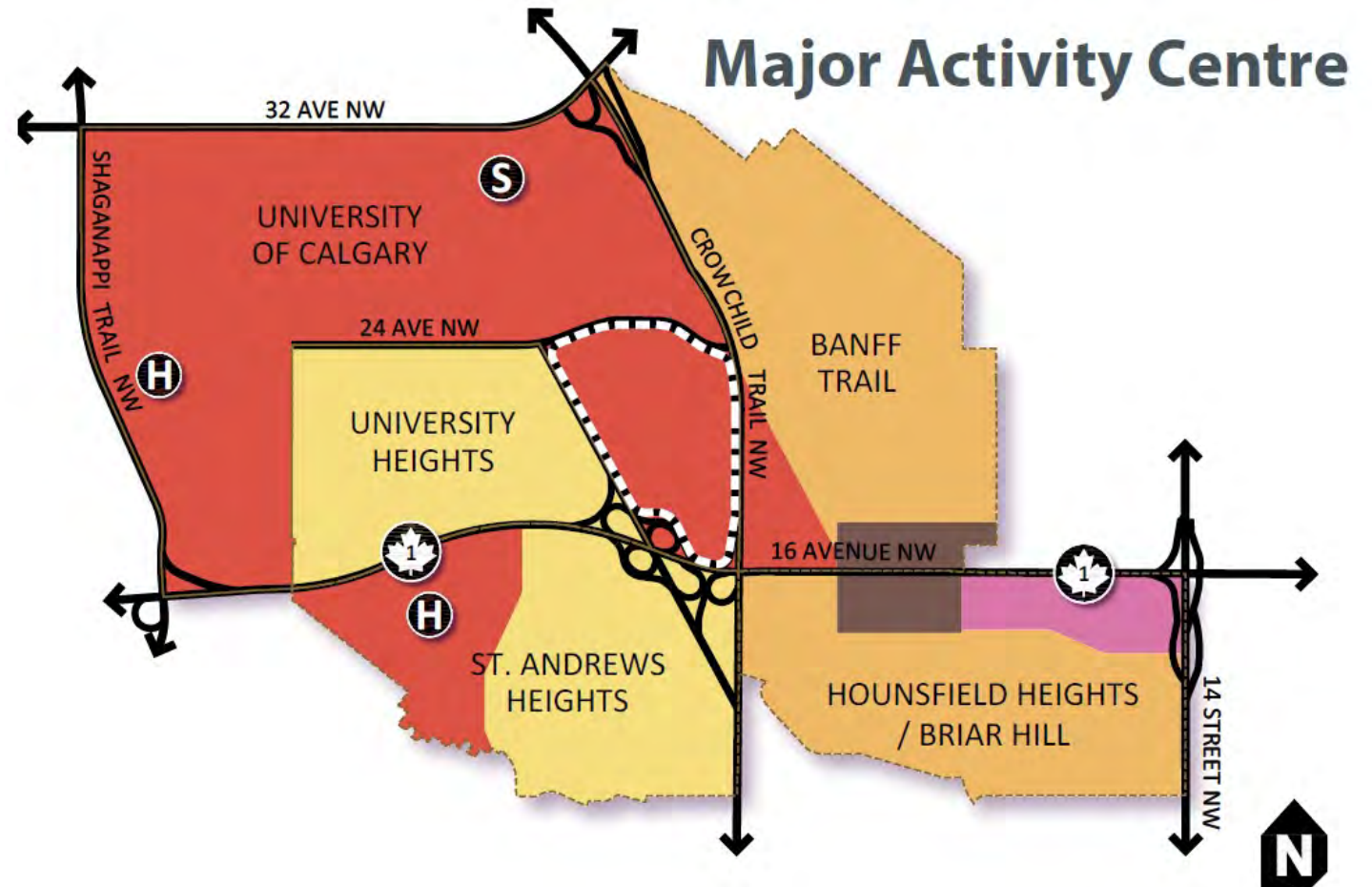
- The Committee mandate is to assess the redevelopment potential of the lands located at Foothills Athletic Park and McMahon Stadium and report back to Council.
- Roadmap establishes a process for the Concept Plan, assessing:
 - Market Feasibility;
 - Utility Servicing;
 - Transportation;
 - Public Engagement;
 - Planning and;
 - Urban Design



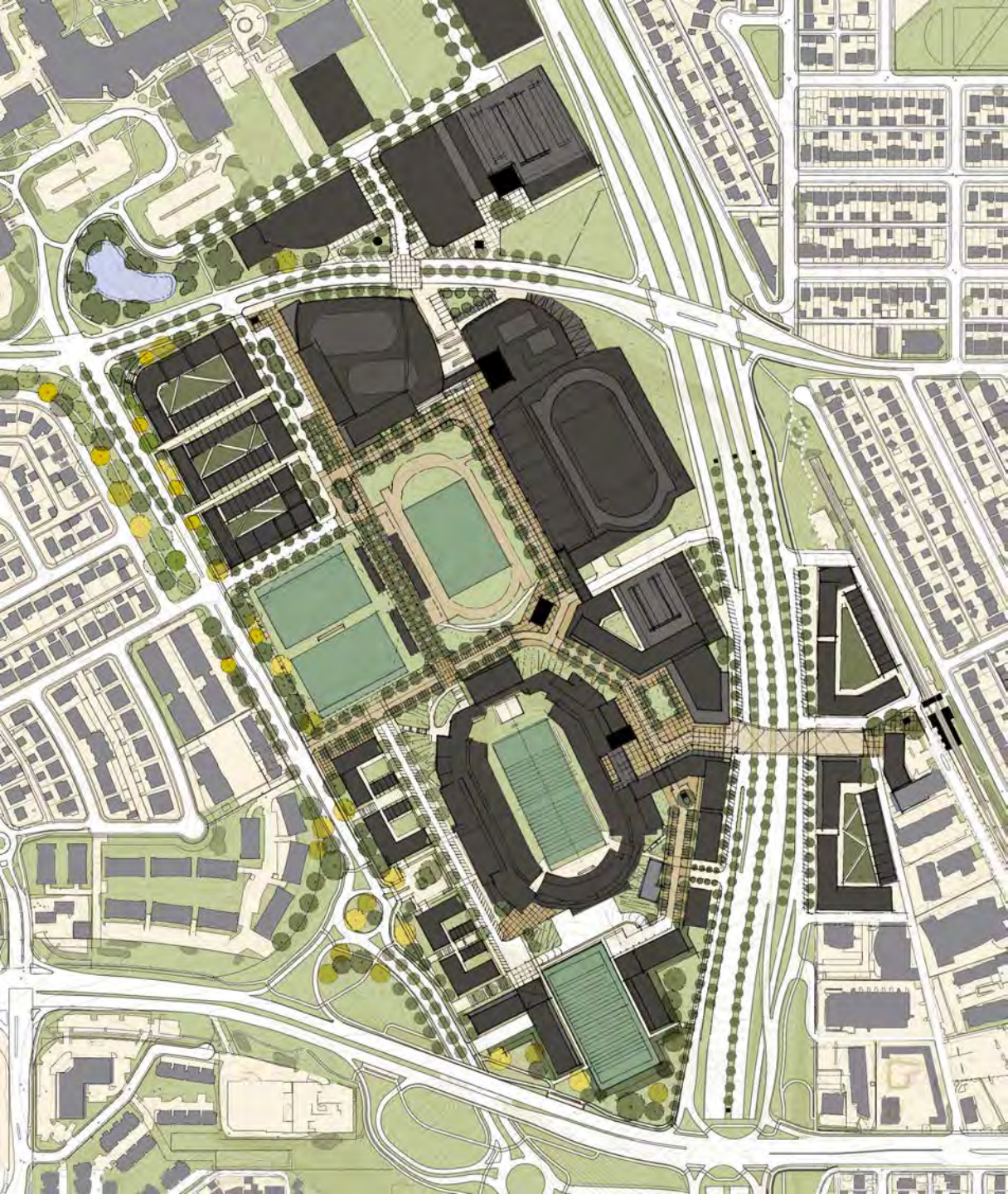
The Project Mission

As a centrally located, transit-adjacent site of regional and local importance, this project is about creating a well-conceived plan that can fully realize this site's future potential.

It is about capturing the ideas of its many stakeholders through a collaborative process to better coordinate future investment while addressing existing aging infrastructure.

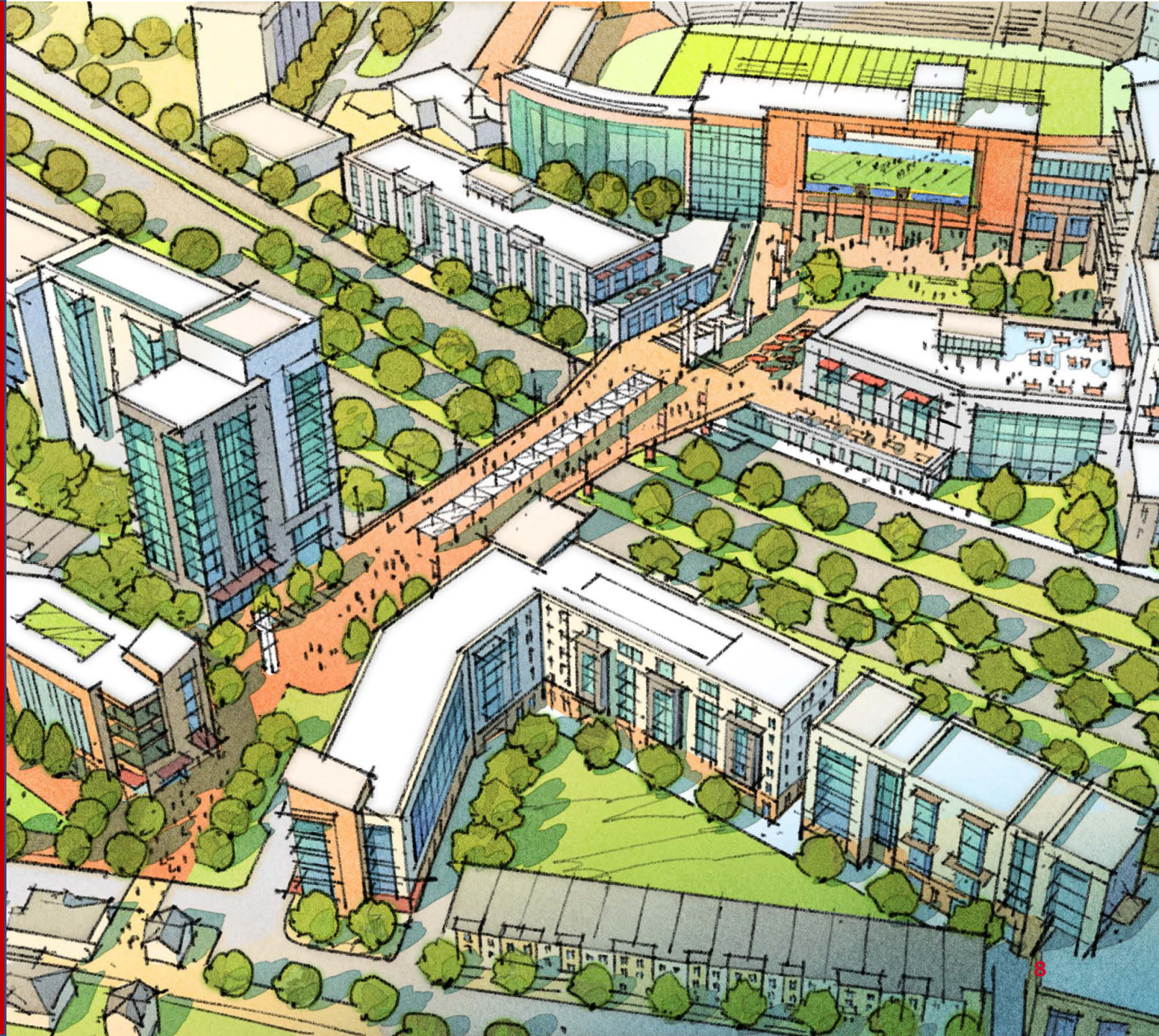


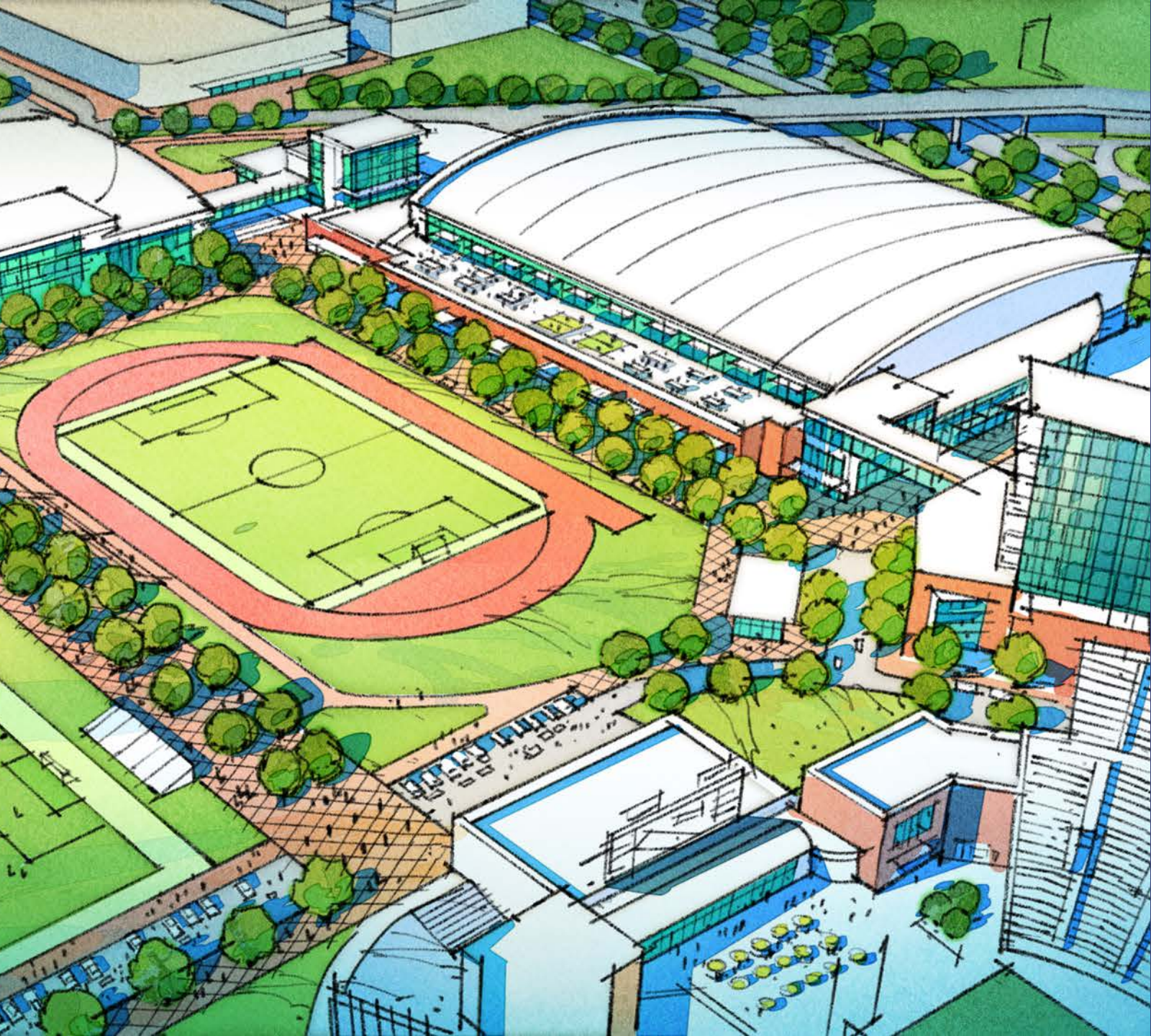
Executive Summary: The Vision



Located at the crossroads of the University of Calgary, The Trans-Canada Highway, Crowchild Trail, and Calgary's Banff Trail Red-Line Station, Foothills+McMahon is well positioned for redevelopment into a dynamic, four-season mixed-use recreation and entertainment village anchored by TWO major sports venues.

**Foothills+McMahon is a critical
economic development
opportunity showcasing best
practices in Transit Oriented
Development...**





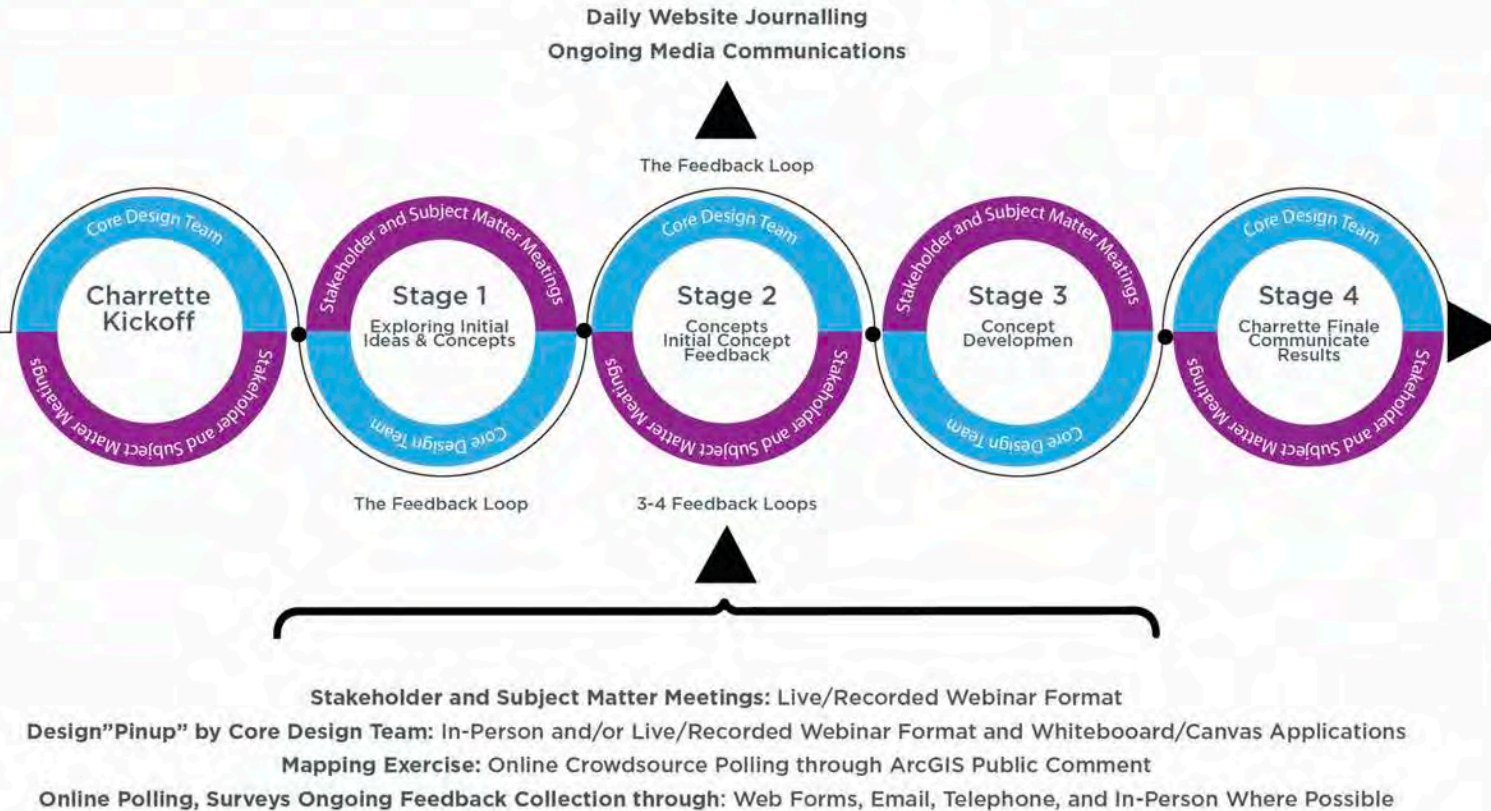
**...Multi-Use Stadium and
Recreation Redevelopment,
Mixed Use Centers, and
Walkable, Multi-Modal
CityBuilding.**

A. Engagement

Charrette Approach

Pre Charrette

- Project Startup
- Site Analysis and Project Background Briefing/Reporting
- Pre-Charrette Studies
- Public Engagement Plan
- Charrette Coordination: Scheduling and Invites Information/Communication Advertising and Media



Post Charrette

- Charrette Report and Final Journaling
- Key Stakeholder Follow-up Meetings to verify plan direction
- Concept Refinement
- Report Consolidation
- Draft Report Circulation
- Report Refinement
- Final Report Release

Charrette Schedule

Week 1

	Day 1 - MONDAY April 12	Day 2 - TUESDAY April 13	Day 3 - WEDNESDAY April 14	Day 4 - THURSDAY April 15	Day 5 - FRIDAY April 16	Day 6 - 7 WEEKEND April 17-18
9:00 AM			Open to Public - Webinar with Panelists Civil Engineering and Servicing			
10:00 AM		Closed Session Core Design Team Presentation Finalization	Open to Public - Webinar with Panelists Transportation and Parking			
11:00 AM						
12:00 PM						
1:00 PM		Open to Public - Webinar with Panelists Preliminary Concept Scenarios Presentation	Open to Public - Webinar with Panelists Recreation, Stadium and Fieldhouse	Closed Session Core Design Team Studio Work	Closed Session Core Design Team Studio Work	Closed Session Core Design Team Studio Work
2:00 PM			Open to Public - Webinar with Panelists Parks and Public Space			
3:00 PM	Closed Session Meeting Preparation		Open to Public - Webinar with Panelists Development and Market			
4:00 PM		Closed Session Internal Review of Scenarios				
5:00 PM					Open to Public - Webinar Interactive Studio Session	
6:00 PM						
7:00 PM	Open to Public - Webinar Project Introduction Presentation					
8:00 PM						

Week 2

	Day 8 - MONDAY April 19	Day 9 - TUESDAY April 20	Day 10 - WEDNESDAY April 21	Day 11 - THURSDAY April 22	Day 12 - FRIDAY April 23
9:00 AM		Open to Public - Webinar with Panelists Civil Engineering and Servicing			
10:00 AM	Closed Session Presentation Finalization	Open to Public - Webinar with Panelists Transportation and Parking			
11:00 AM					
12:00 PM			Closed Session Core Design Team Studio Work	Closed Session Core Design Team Studio Work	Closed Session Core Design Team Studio Work and final design preparation
1:00 PM	Open to Public - Webinar Revised Preliminary Scenarios Presentation	Open to Public - Webinar with Panelists Recreation, Stadium and Fieldhouse			
2:00 PM		Open to Public - Webinar with Panelists Parks and Public Space			
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5:00 PM			Open to Public - Webinar Interactive Studio Session		
6:00 PM					
7:00 PM					
8:00 PM					Open to Public - Webinar Final Concept & Next Steps Presentation

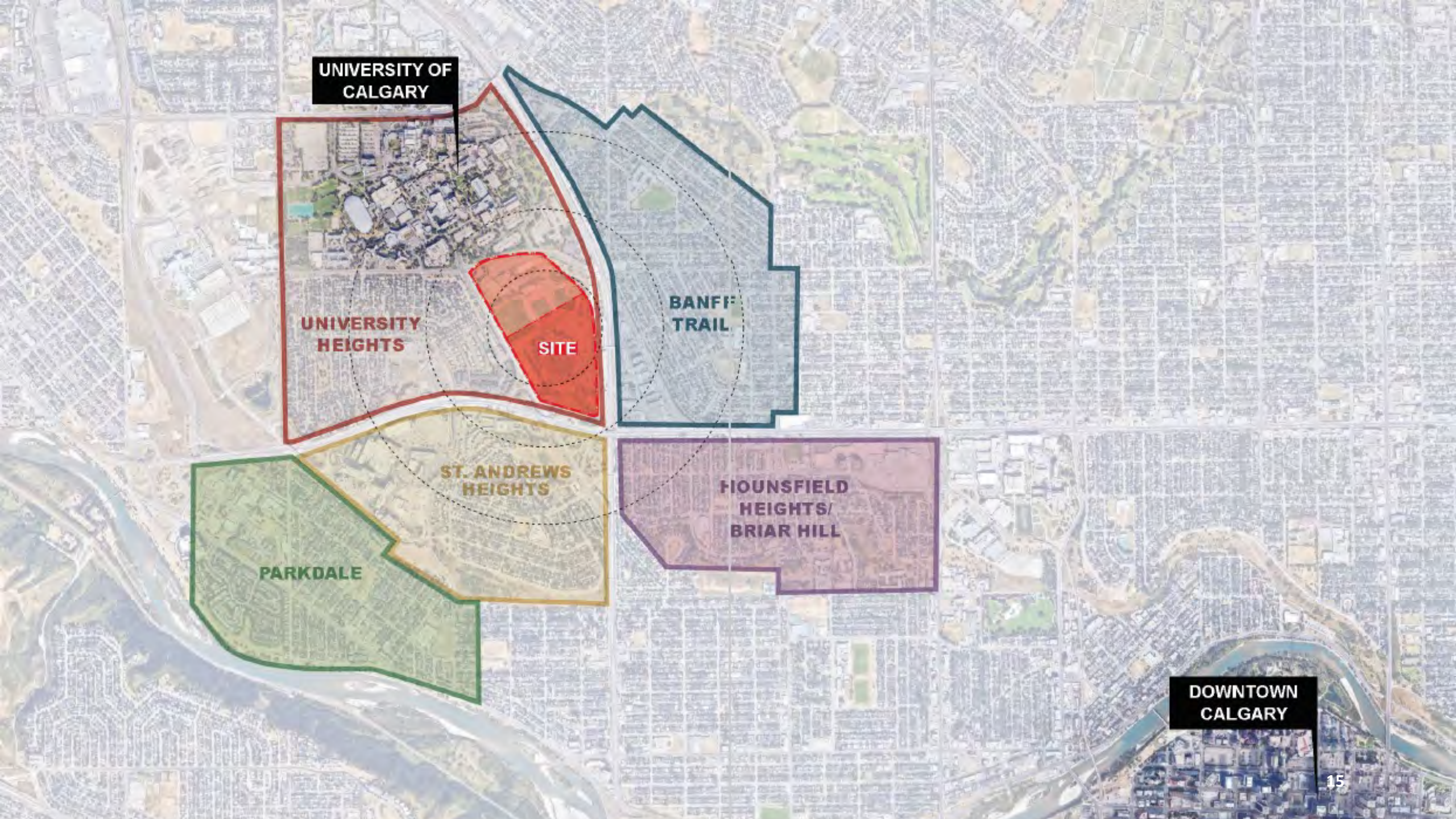
Engagement to Date

About 1,780 surveys have been completed. Some Early Insights:

- Most people use the site for Calgary Stampeders games
- Most people drive to the site
- Most find the site easy to access when walking, cycling and driving
- Most people are satisfied with current access to parking
- Many people identified accessibility, walkability, connectivity and parking as important aspects of the project
- Some concerns mentioned include loss of baseball facilities, congestion on Crowchild Trail and maintaining affordable access to facilities
- Some mentioned that the site seems underused and that the project should consider integration of year-round uses

*** Complete Results to be Shared in future “What We Heard Report”**

B. Project Foundation



**UNIVERSITY OF
CALGARY**

**UNIVERSITY
HEIGHTS**

**BANFF
TRAIL**

SITE

**ST. ANDREWS
HEIGHTS**

**HOUNSFIELD
HEIGHTS/
BRIAR HILL**

PARKDALE

**DOWNTOWN
CALGARY**

Foothills + McMahon

Linking Two Projects



Purpose

What is a concept plan?

A concept plan guides and sets the stage for future planning, zoning and development activities at a particular site. It does not define the design of individual amenities, nor provide a budget or timeline for construction.



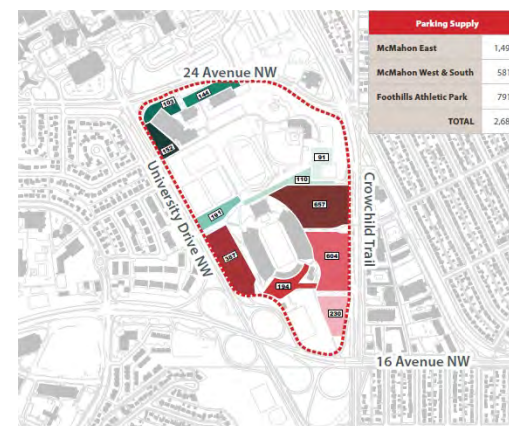
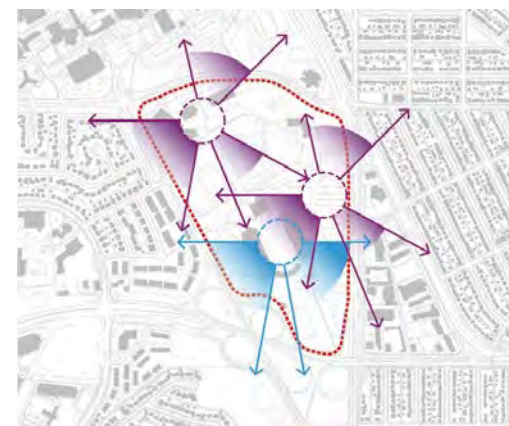
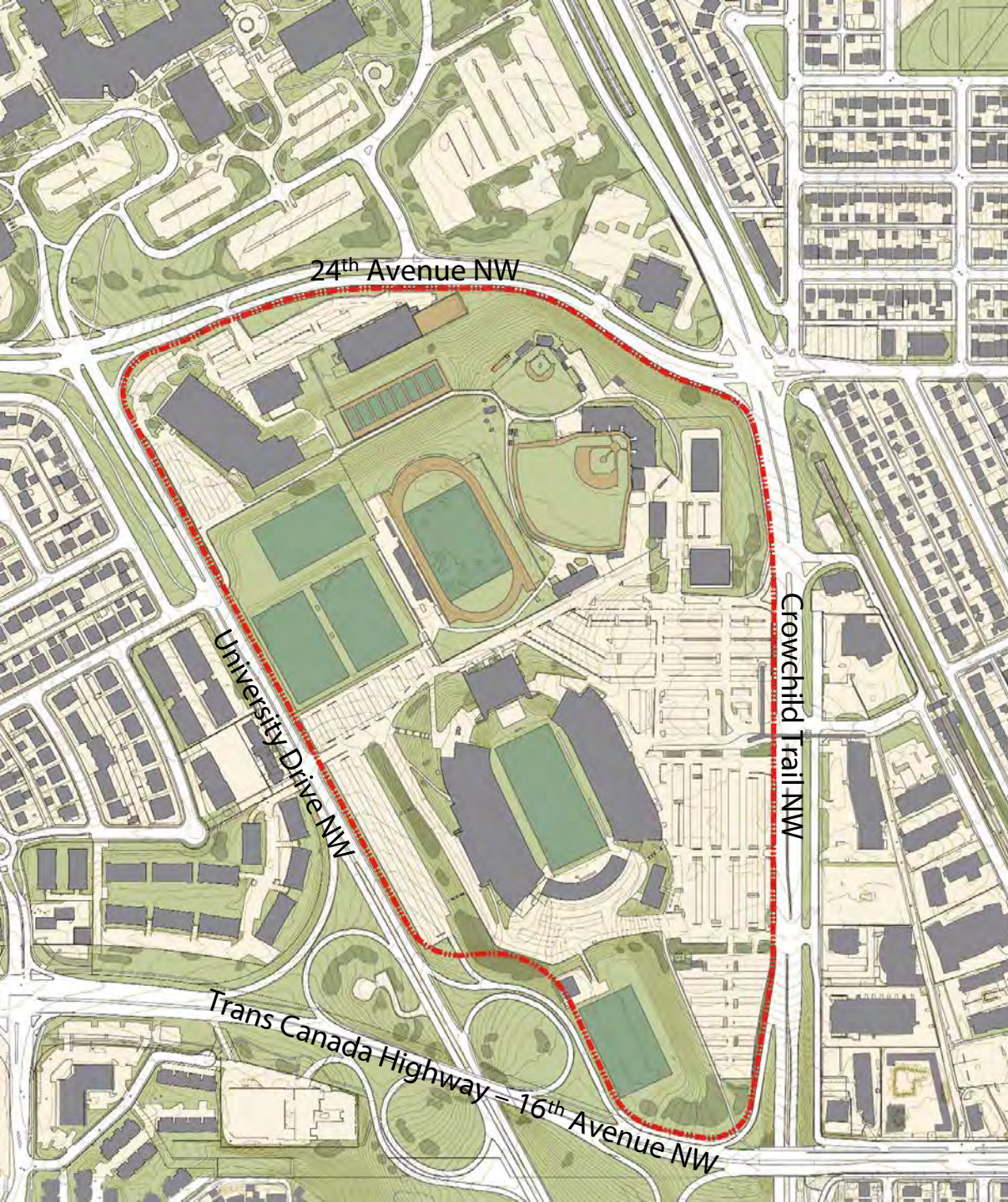
Challenges & Opportunities

- The principal challenge and opportunity of the site is to coordinate diverse stakeholders to establish a well conceived plan, supportive of the best ideas, and fostering broad buy-in.



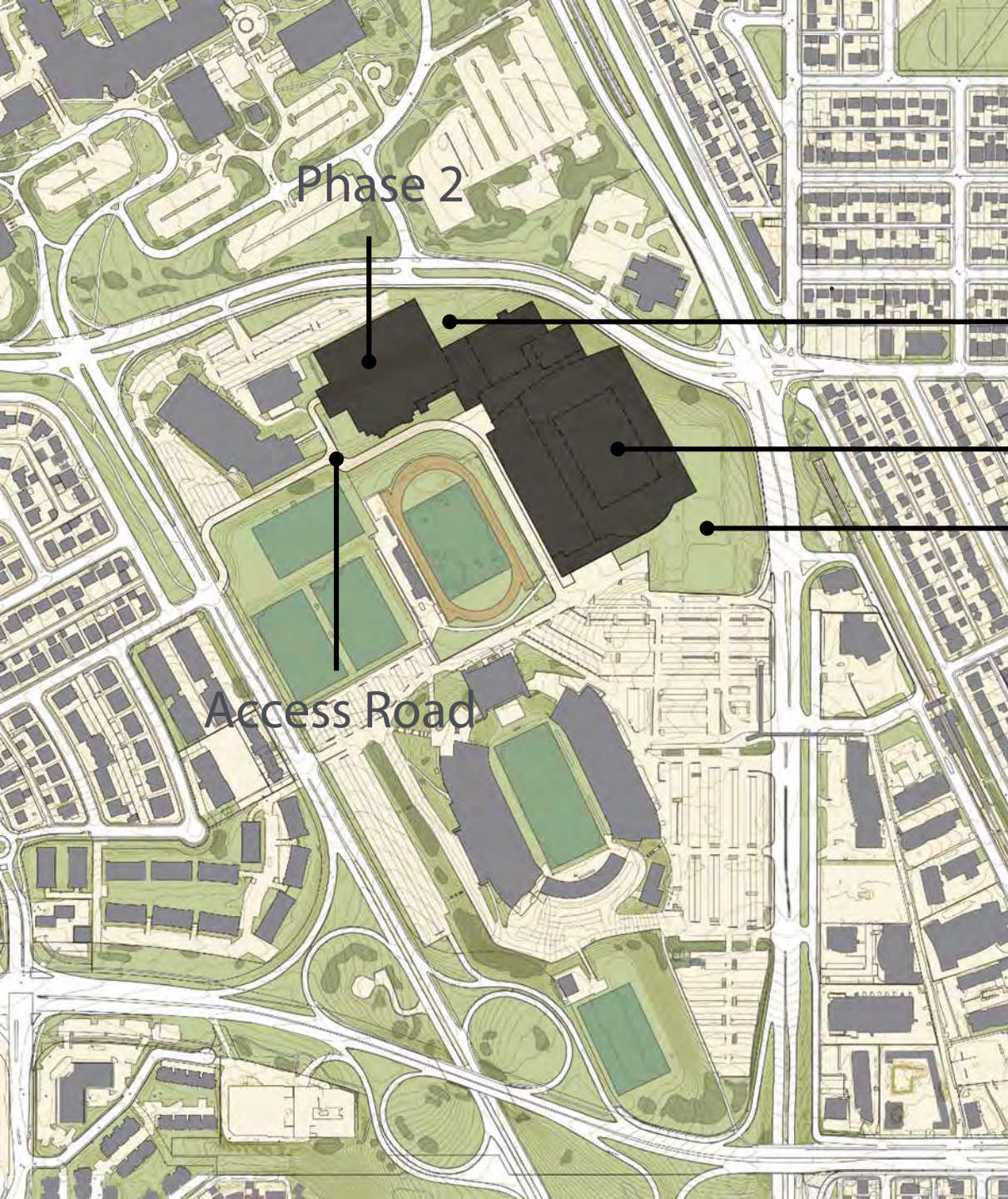
- + Regional & Local Recreational Importance
- + Transit Integration/ TOD Intensification
- + A Center for Entertainment
- + Understanding Recreational Needs
- + Stadium Reborn
- + Past Wisdom, New Ideas
- + Importance of Implementation
- + Potential for a citywide recreation and entertainment destination
- + Fieldhouse First

Existing Conditions



* Existing Conditions Report to be Published Soon

Fieldhouse: Starting Concept



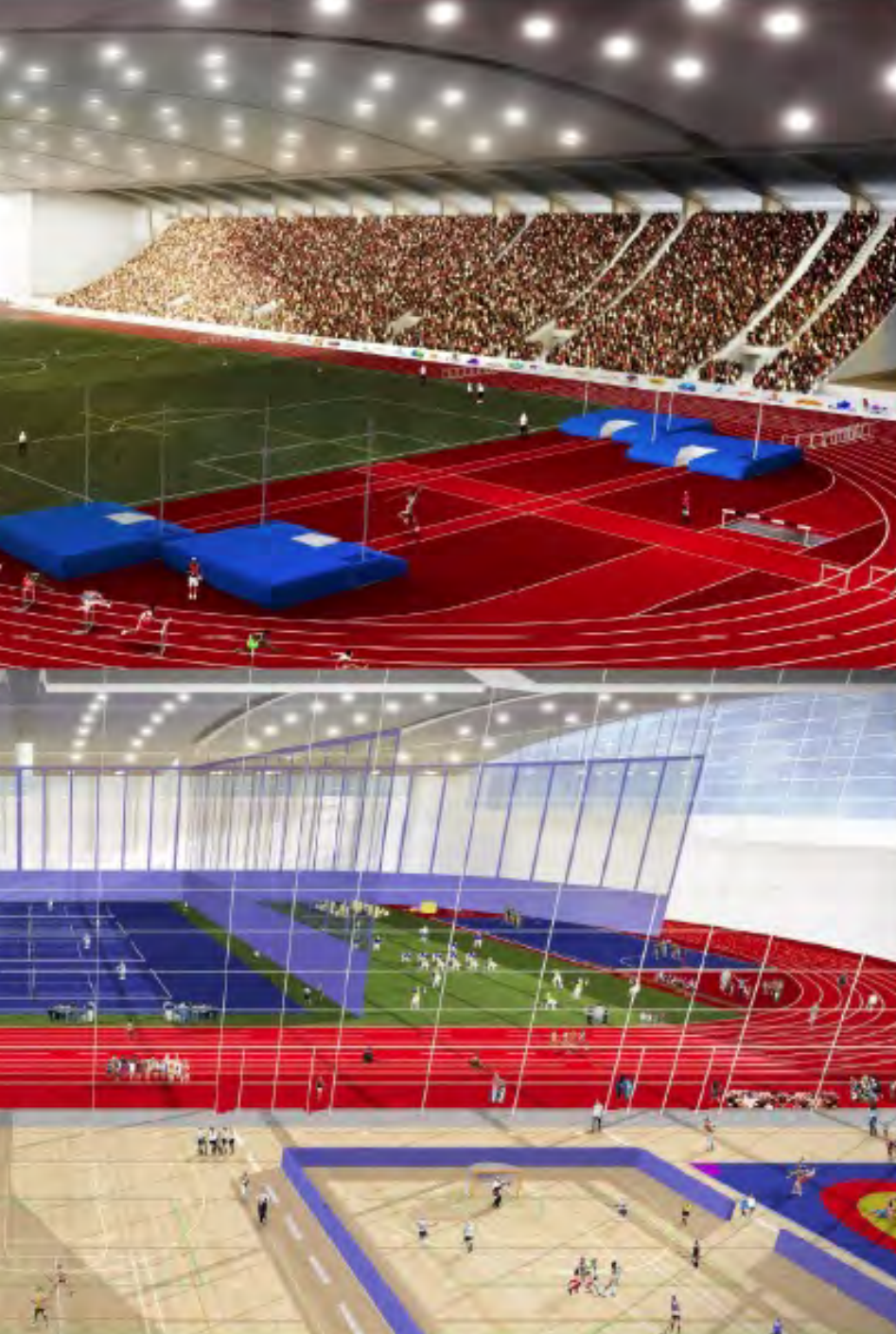
Interface?

Phase 1

Existing Buildings Removed... Moved?

Fieldhouse Facts

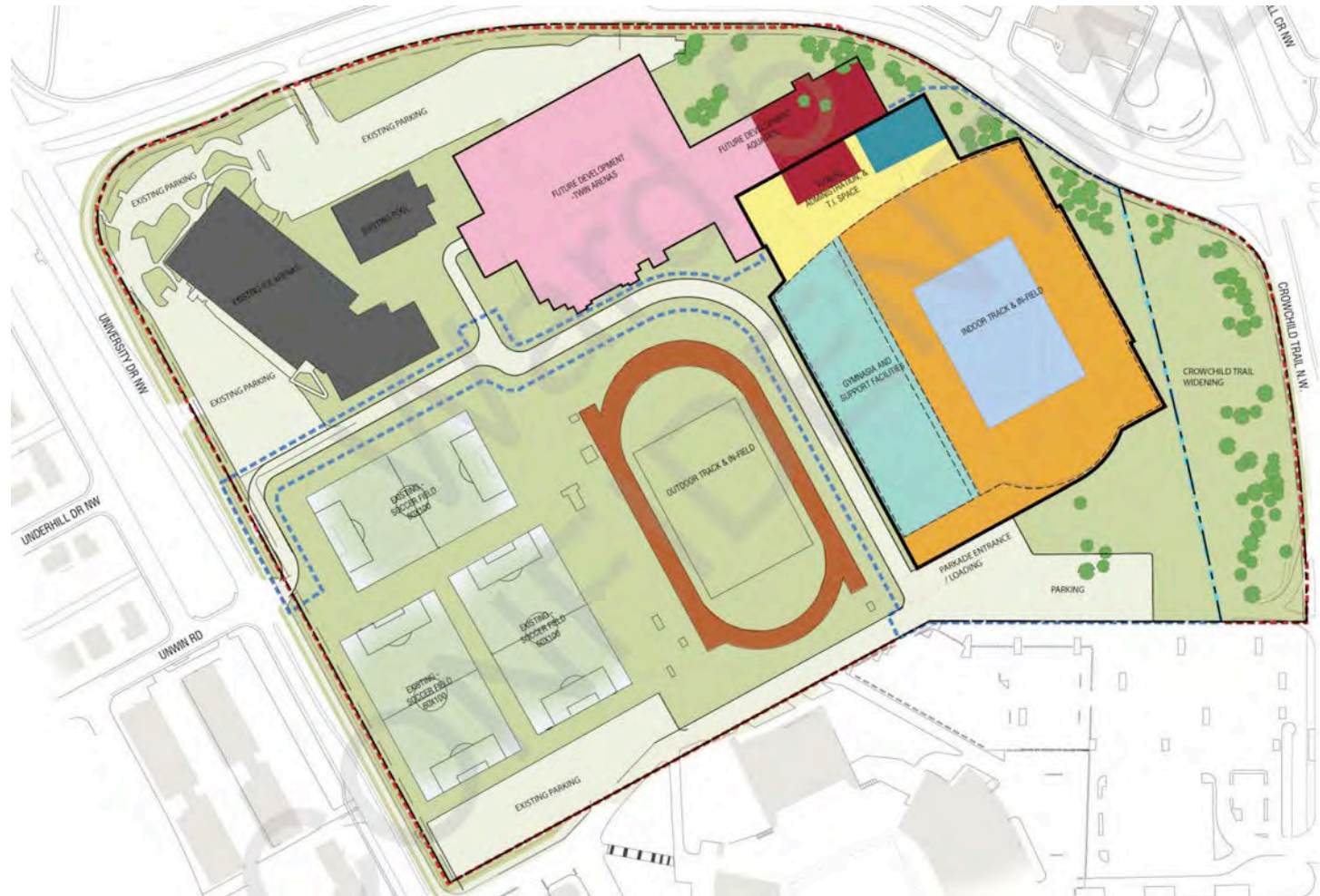
- Costing and Preliminary Design Study (2018)
- Exploring long-term funding options
- Top priority in several City strategic plans, including the 10-Year Strategic Plan for Sport Facility Development and Enhancement (2008) and the Culture, Parks and Recreation Infrastructure Investment Plan
- Generate economic activity (hosting)
- 14 of the top 21 sports activities served by Fieldhouse
- “Centre of Excellence in Summer Sports”
- Maintain opportunity for community recreation
- **Enhanced Civic Spaces**
- \$200 – 250 million



History of Planning Efforts

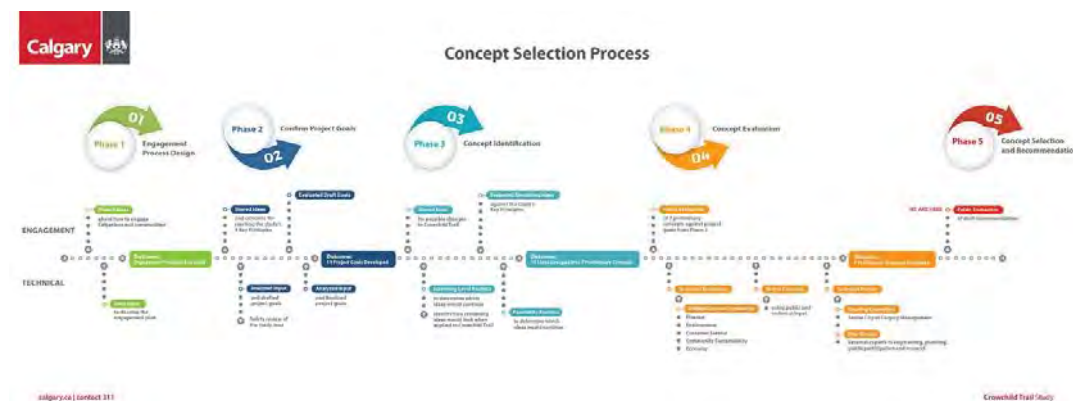
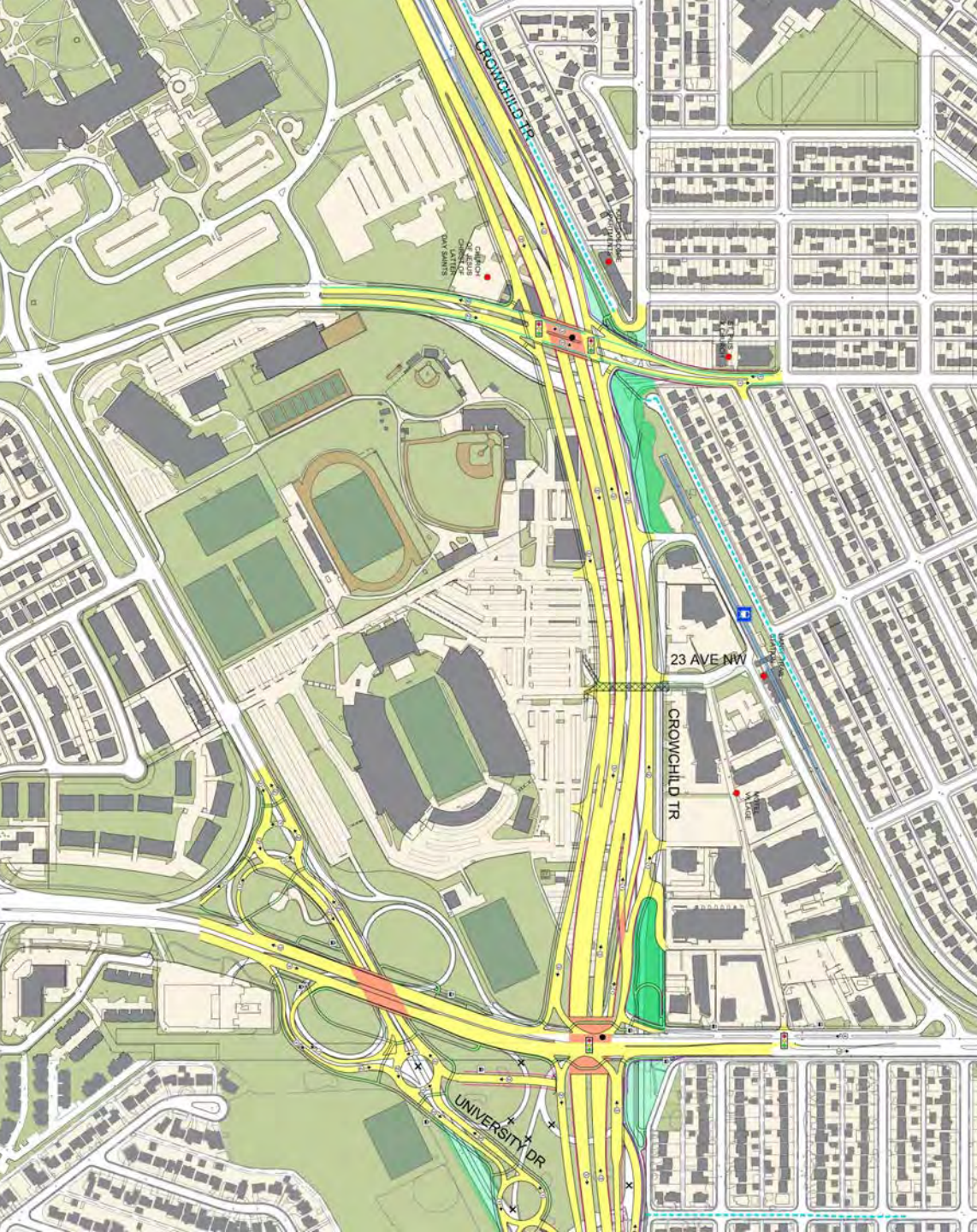


Fieldhouse: Location and Programming



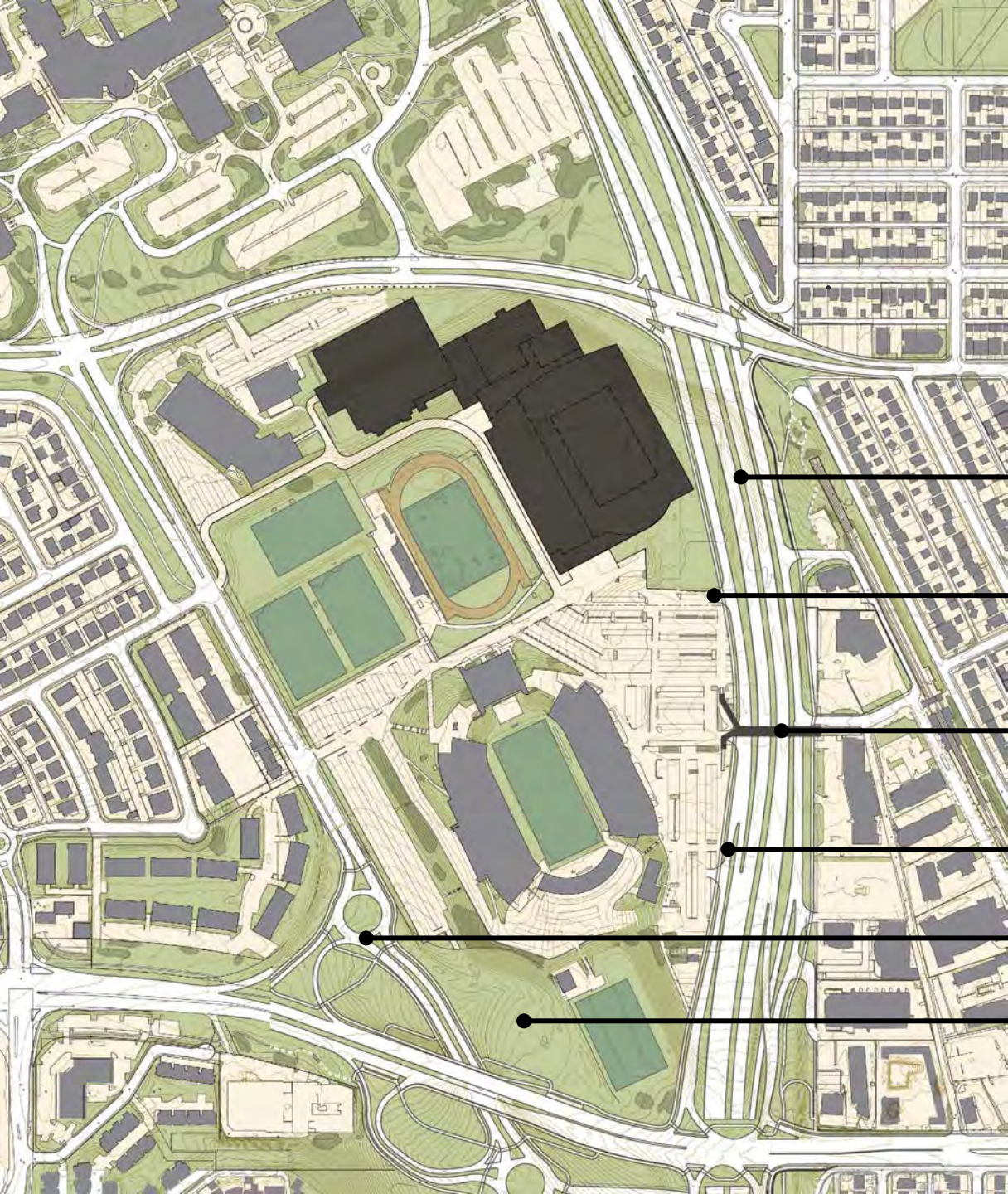
Crowchild

- Long Term Plan 10+ Years
- Extensive Engagement Process
- Adopted 2017
- Current Phase: Detail Design



Crowchild

Long Range Plan



Detail Design TBD

Access Points TBD

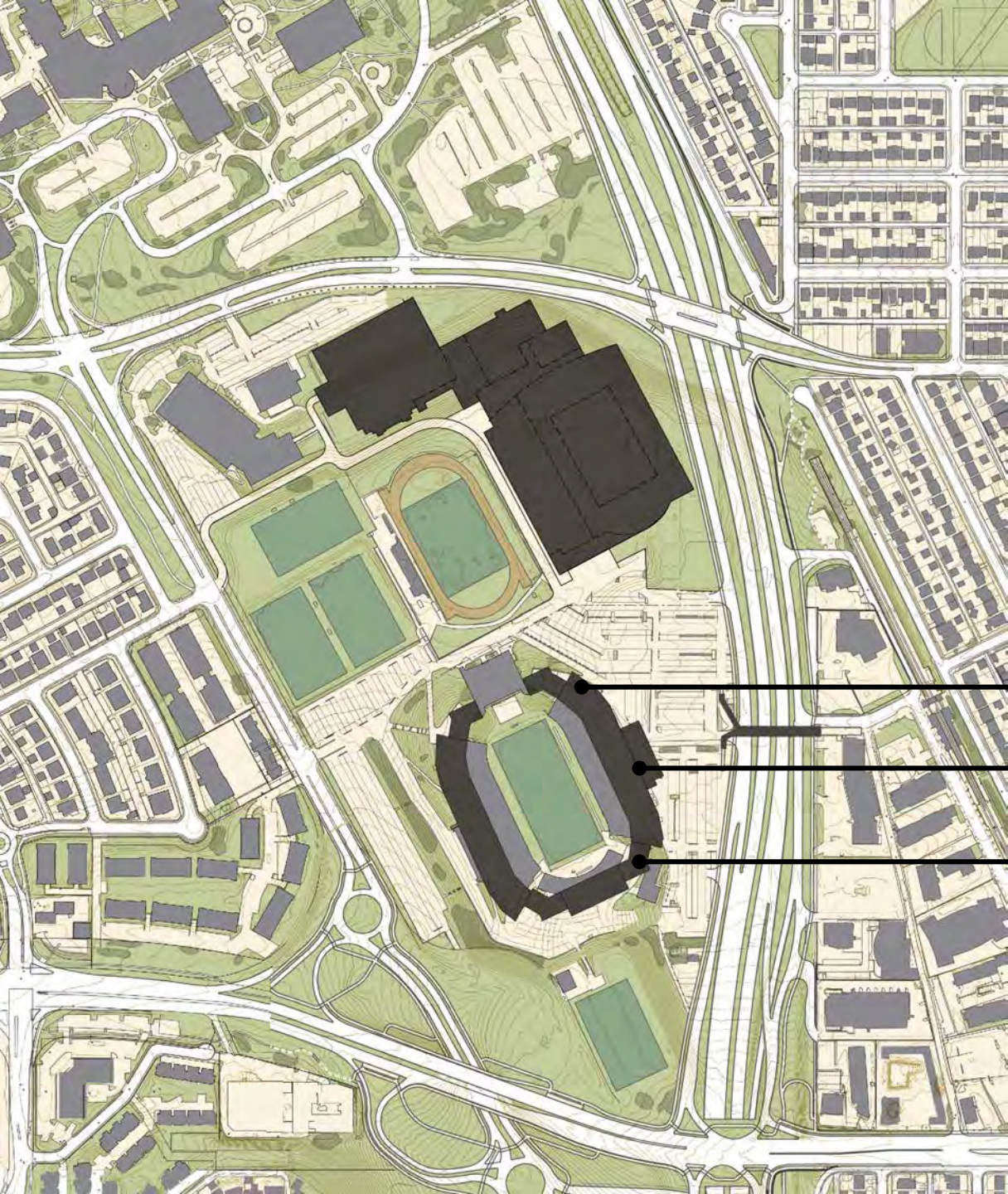
New Pedestrian Overpass

+/- 10 Acres taken from McMahon Lands

Access to be explored

+/- 4 Acres Potential Reclaimed Lands

Stadium



Updates and Renovations Throughout

New "Front Door"

Completion of Concourse

Citybuilding Opportunity: Current Best Practices

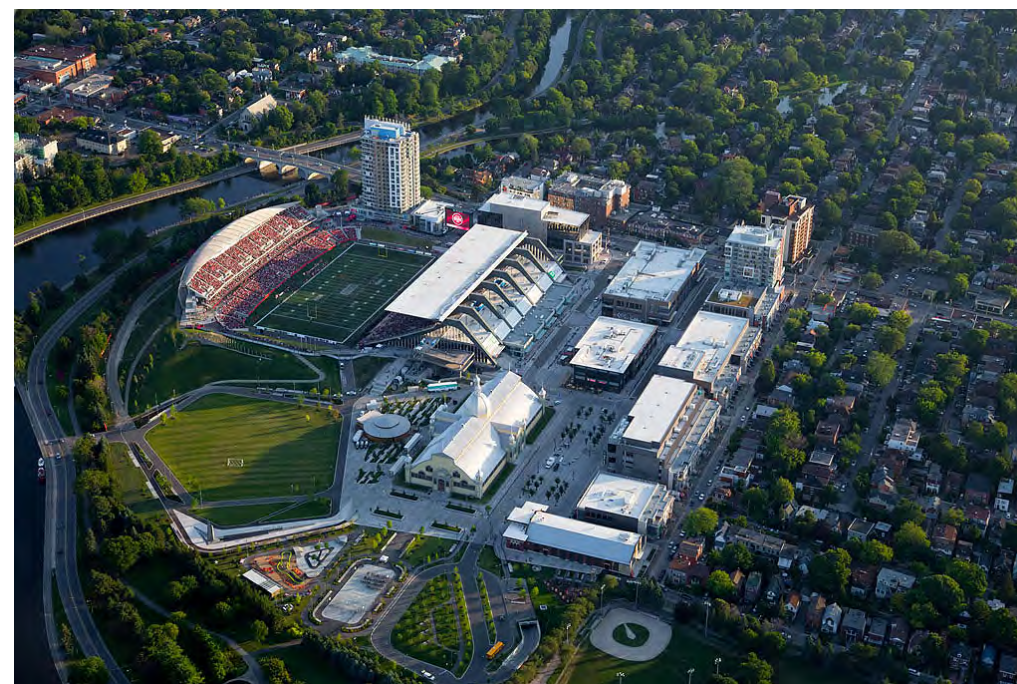
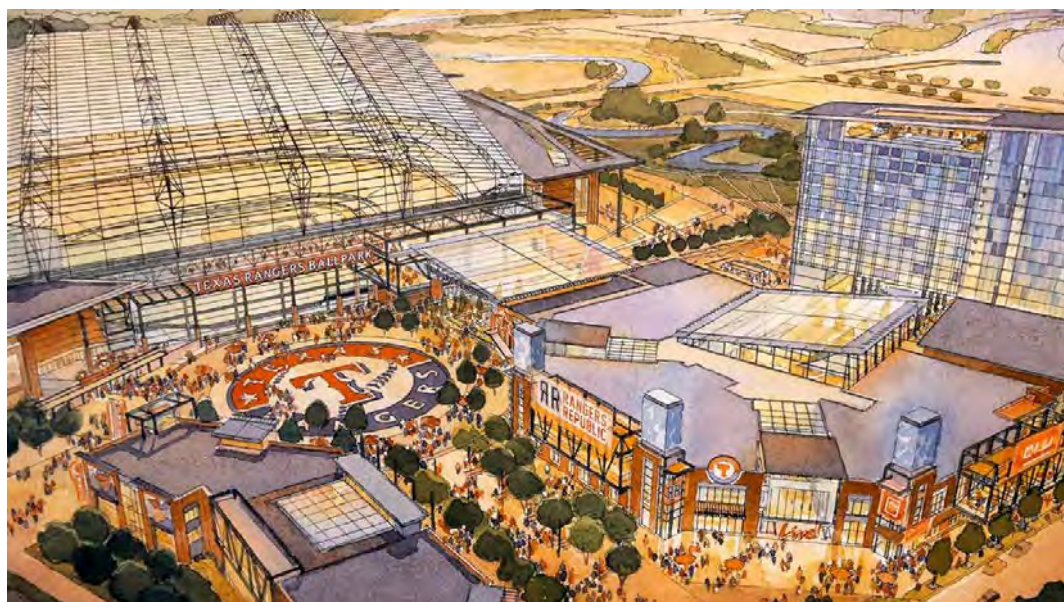
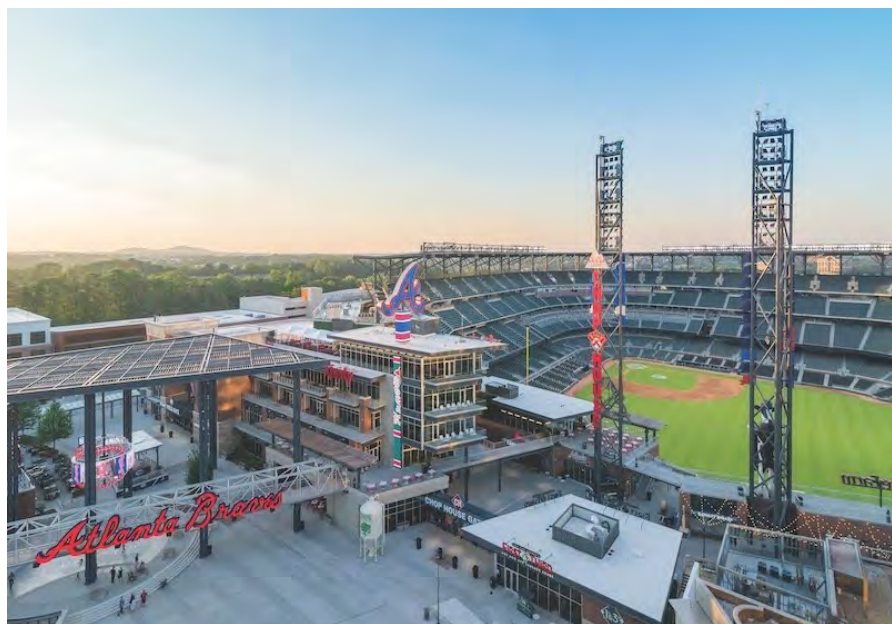


Sports teams get in the game: Mixed-use developments are using sports stadiums as their anchors

A massive mixed-use neighborhood under way in Los Angeles sets a new bar for sports-anchored development.

MOVERS+SHAPERS | APRIL 17, 2019 | JOHN CAULFIELD, SENIOR EDITOR





Several Dozen of Precedents Identified

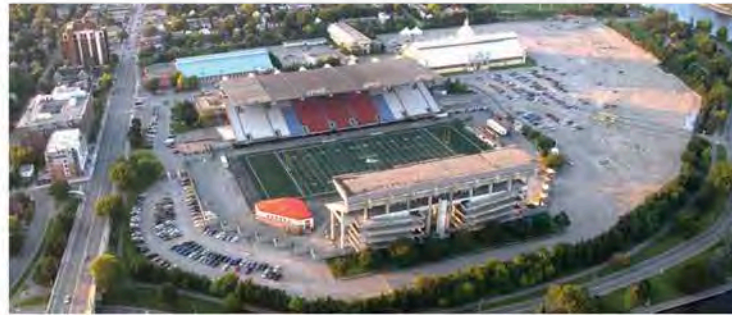
Subject Matter Specialist

F + M

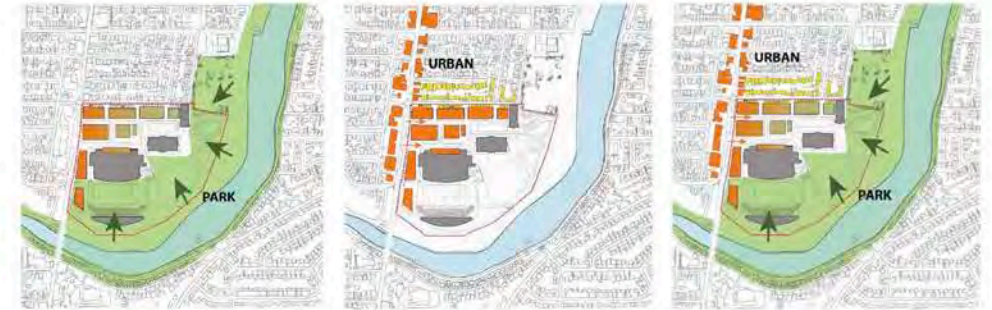
S9ARCHITECTURE

Lansdowne Park Redevelopment, Ottawa

PRIOR CONDITION



IMPLEMENTED DESIGN



1 EXPAND THE NATURAL ENVIRONMENT ALONG THE RIVER'S EDGE

2 ACTIVATE THE URBAN CORRIDOR WITH SPACES AND OPPORTUNITIES FOR CONSTANT PUBLIC ENGAGEMENT

3 WEAVE THE URBAN AND PARK TOGETHER TO CREATE PLACE MAKING OPPORTUNITIES THROUGHOUT THE SITE







The Vision...



An Immediate Opportunity

Adjacent Plans

Banff Trail ARP

University Heights/ South Shaganappi
Communities Area Plan

Banff Trail Station Area Plan

C. Rationale & Foundation

Guiding Principles

1. Minimize Wasted Space
2. Suburban Car-Focus to An Urban Centre (Major Activity Centre)
3. Maximize Walkable, Bikeable, and Transitable to Balance out Car Focus
 - Connections and Porous Blocks (Multiple Direct Routes – through and beyond site)
 - Improve Transit Connections through placemaking
 - Plan for Bike Infrastructure and Services
 - Reduce Car Focus
 - Managed Parking, Shared District Parking
4. A Year-Round Sports, Recreation, and Entertainment Village
5. Certainty of Vision, Flexibility in Application
6. Careful, Strategic Phasing

Market Study



+/- 40k sf Entertainment/East
+/- 100k Neighbourhood *if* Grocery

Exhibit 39: Summary of Potential Total Cumulative Demand 2021 to 2036

	Lower Estimate	Higher Estimate
Apartment Units	1,275	1,575
Retail, Service and Local Office Space (square feet)	120,000	140,000
Hotel (rooms)	150	200
Office	limited	limited

Source: Coriolis Consulting

Future Phases Should
Consider Office (Medical)

Recreation and Leisure Trends Study

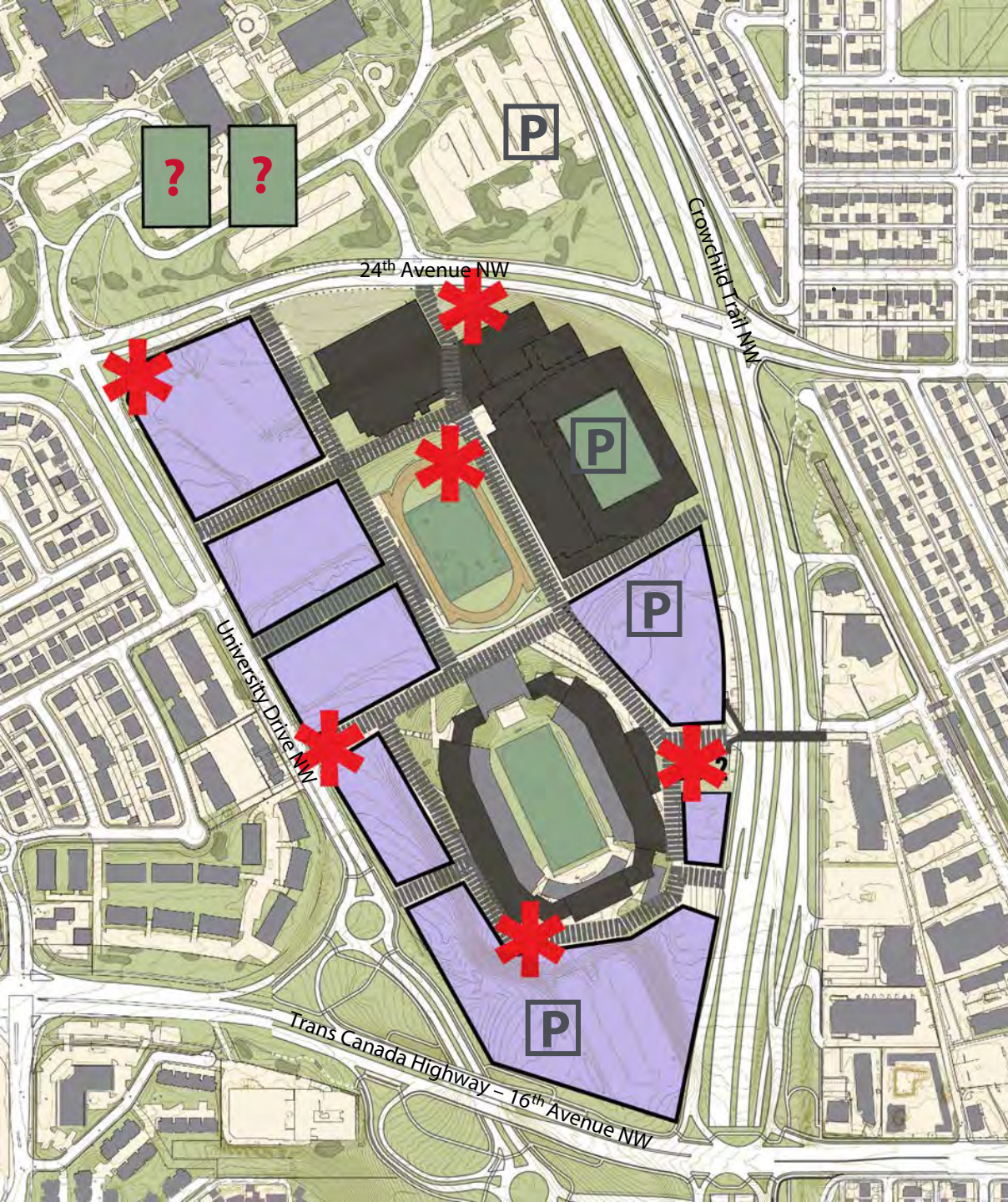


- General Leisure Trends
- Calgary Demographic Profile
- Field Use/ Turf Conversion
- Cricket Incorporation

EXP: Servicing Study



Base Rationale



Key Public Space/Gateway



Street/Path Network



Potential Redevelopment Block



Outdoor Field

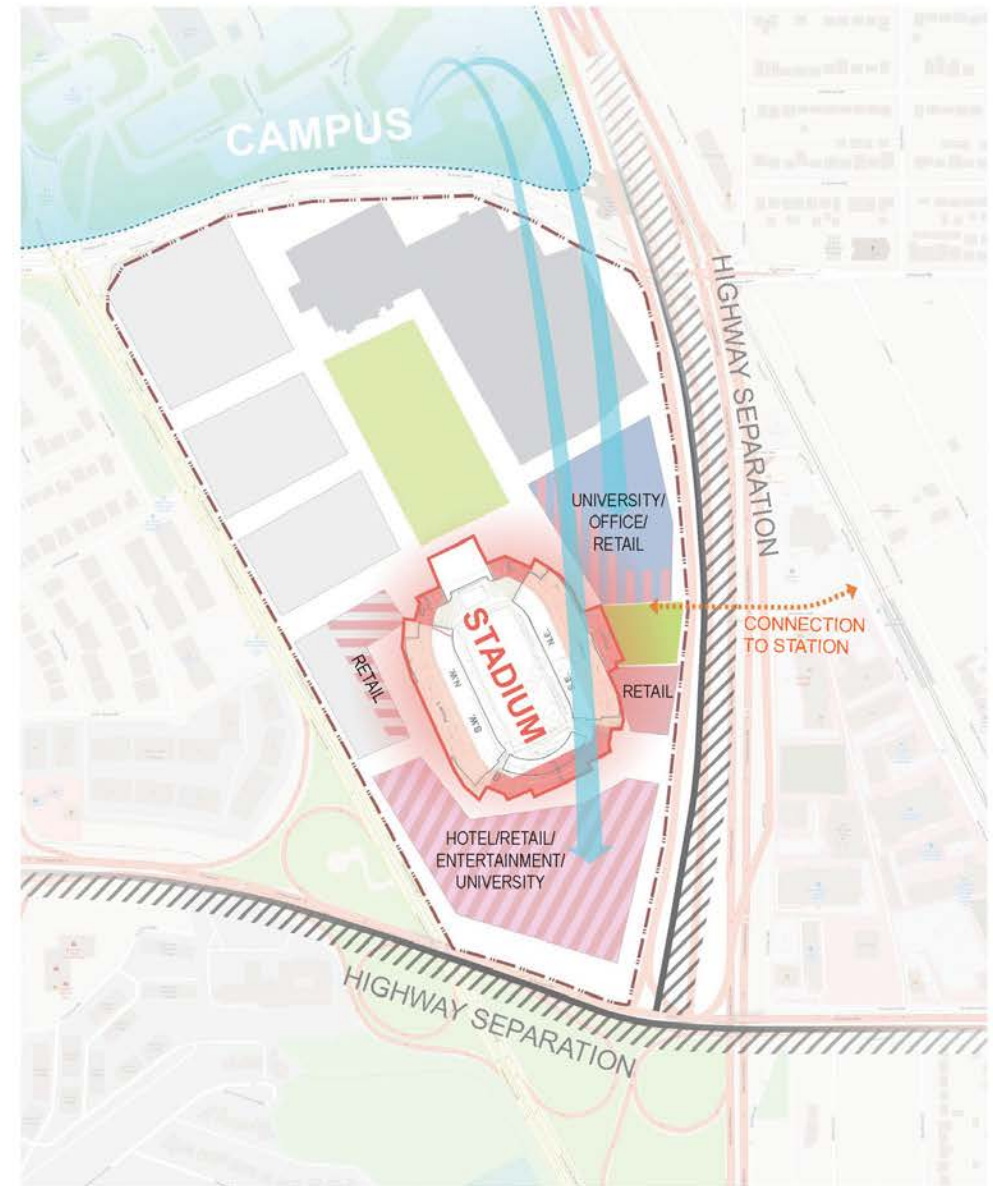
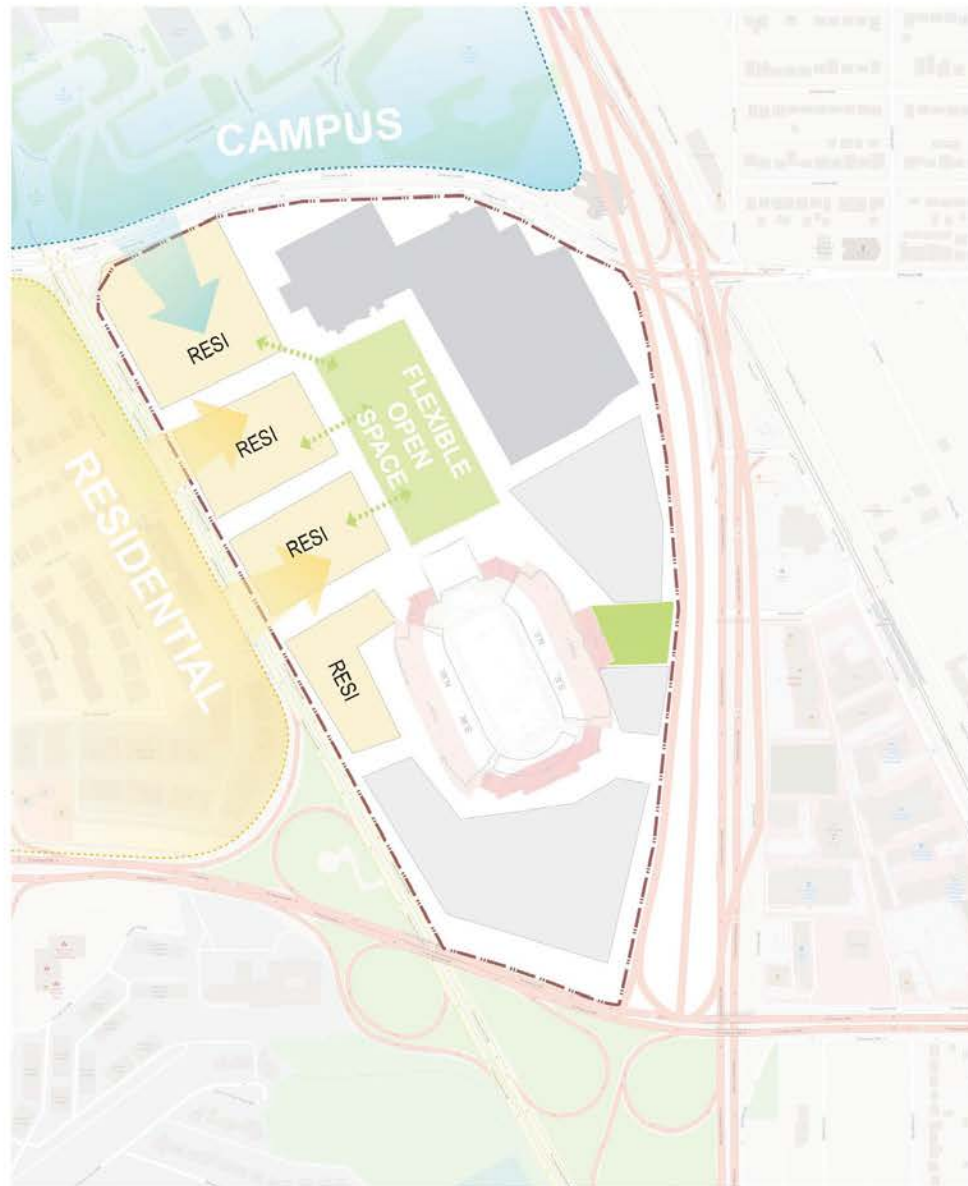
?= Field to Relocate



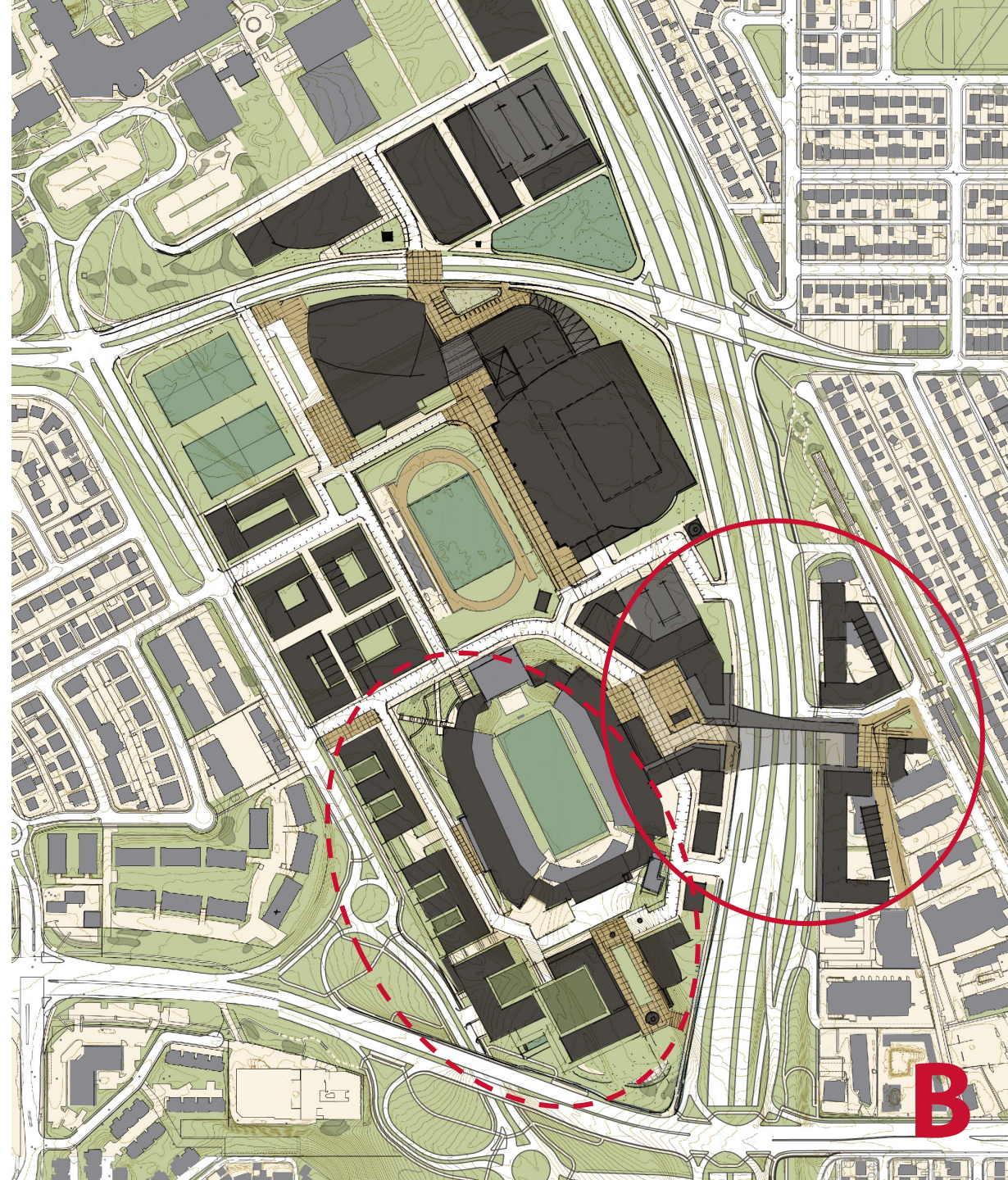
Potential Parking Facility

Public Realm/Stadium Surrounding Activation

Subject Matter Specialist: S9Architecture



Concept Development



D. "Final" Concept Plan

Focus Areas

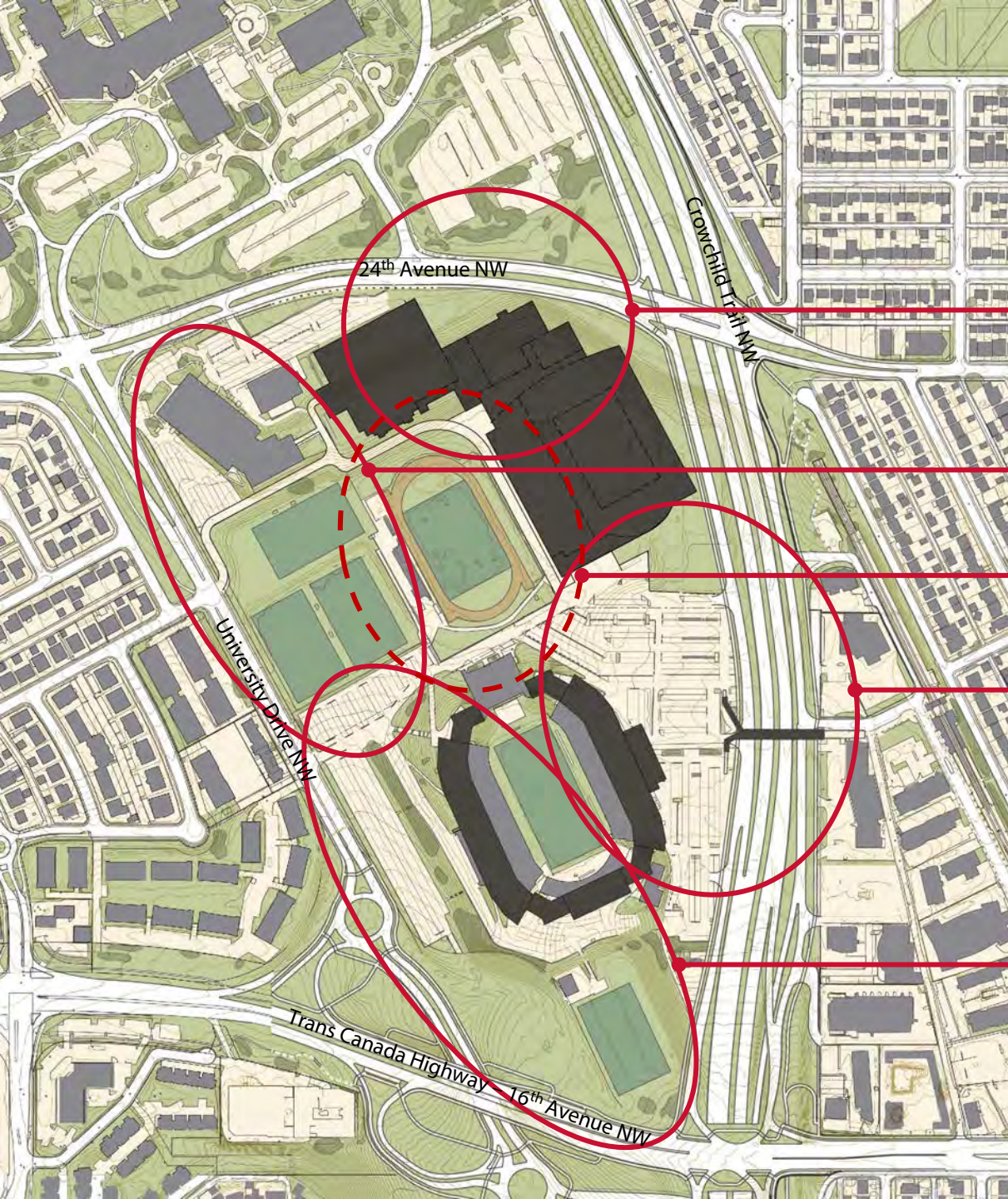
Interface at 24th/University

Redevelopment at University Drive

Central Greenspace

Entertainment District, Stadium
Front Door, Transit Interface

South Infill/Parking Opportunity



Focus Areas

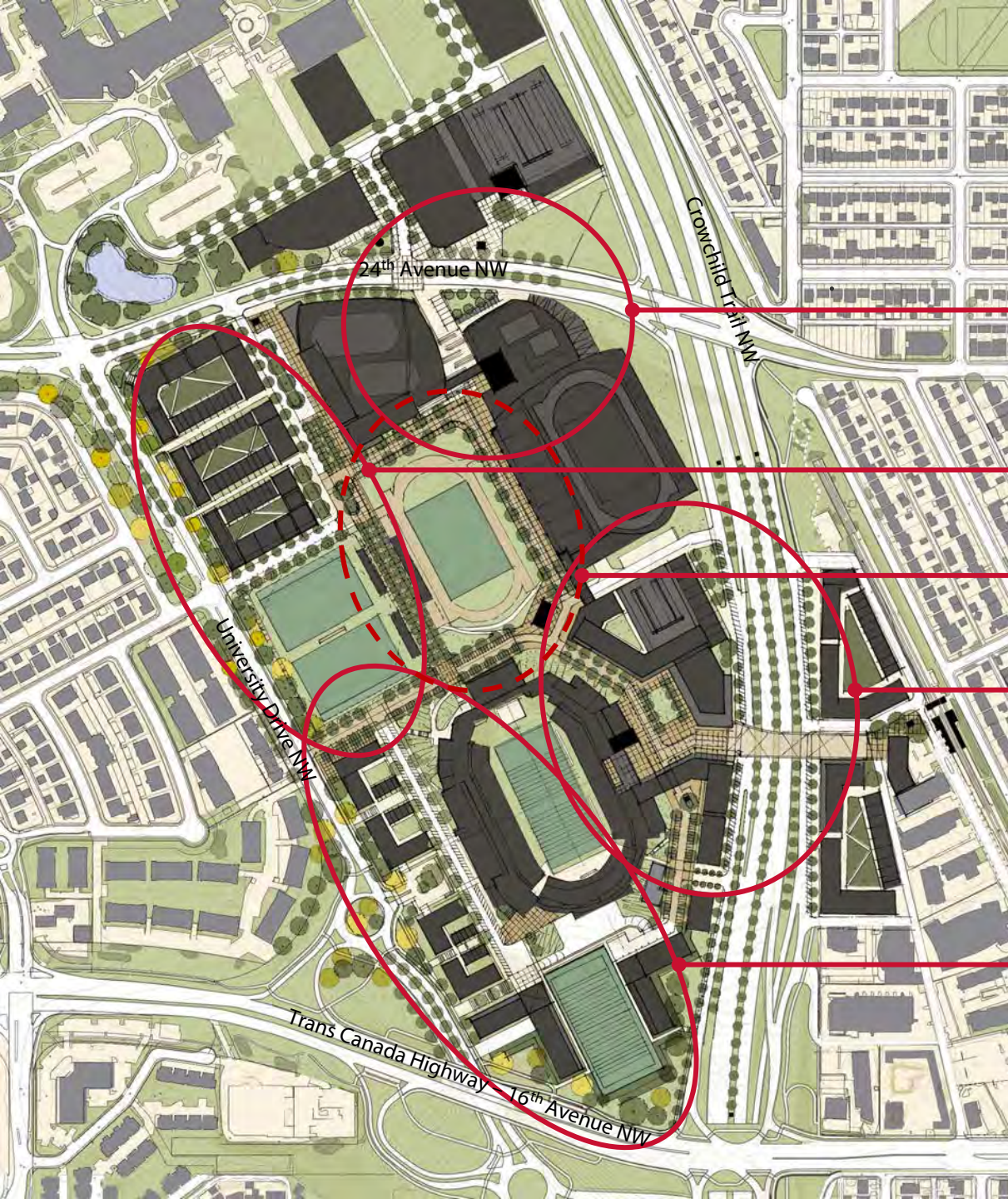
Interface at 24th/University

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Focus Areas + Phasing



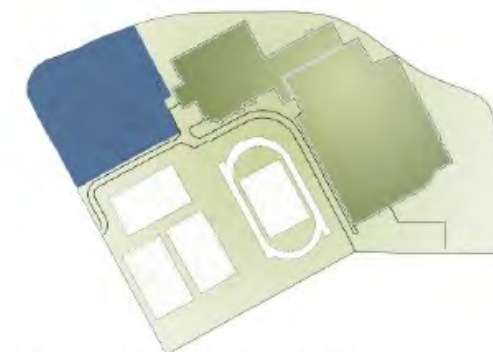
Crowchild



Phase 1 - Proposed



Phase 2 - Future Construction

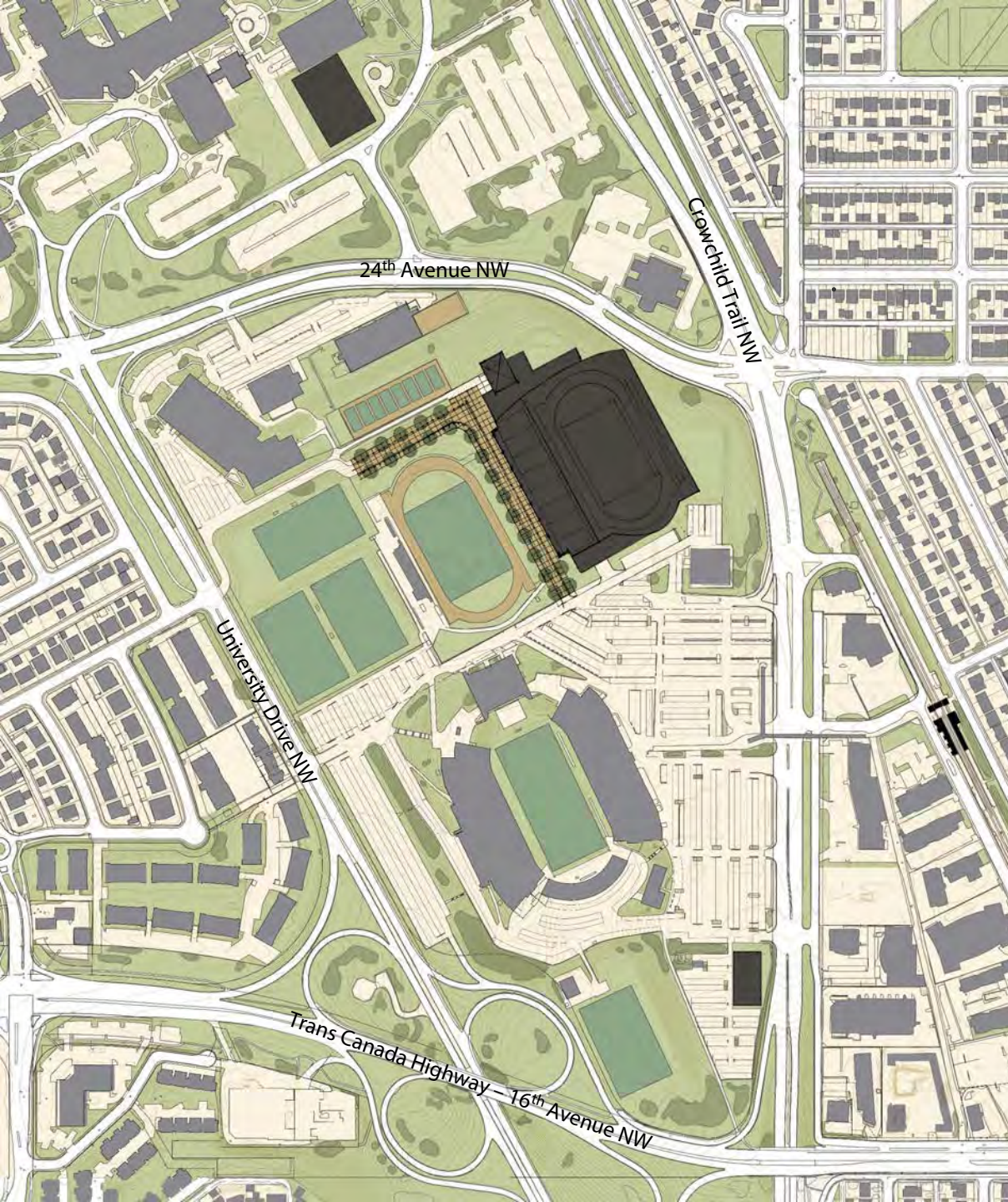


Phase 3 - Future Decommission

Fieldhouse

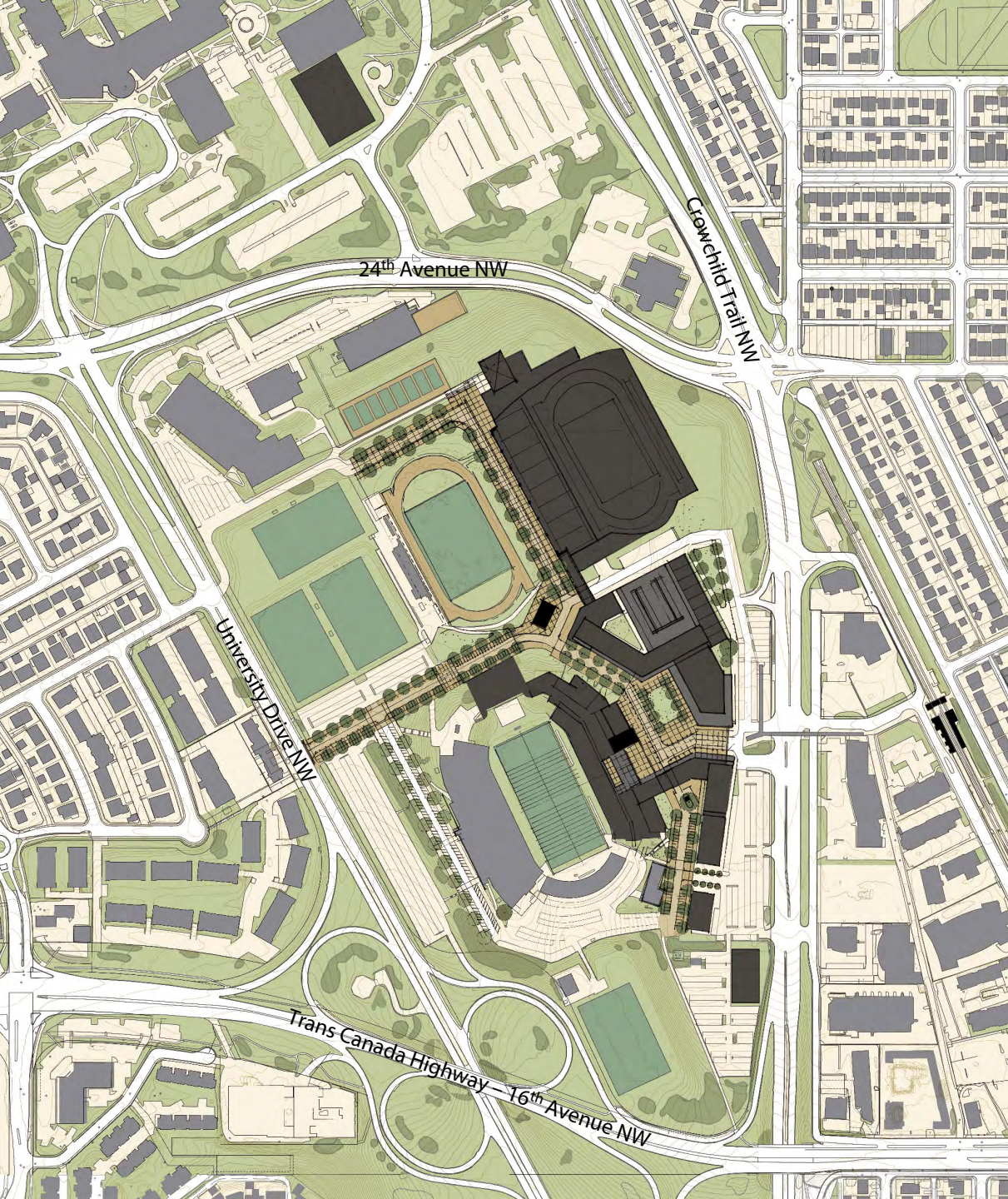
PHASE 1

- Tower Element/Entry Assembly
- Woonerf/Parking Access
- Back-Of House Established
- Relocated Displaced Buildings?



PHASE 2

- Mixed-Use Wrapped Parking Deck
- Define Street+Tailgate Woonerf
- Four Season Plaza+ New Front Door
- Hotel+Entertainment Retail



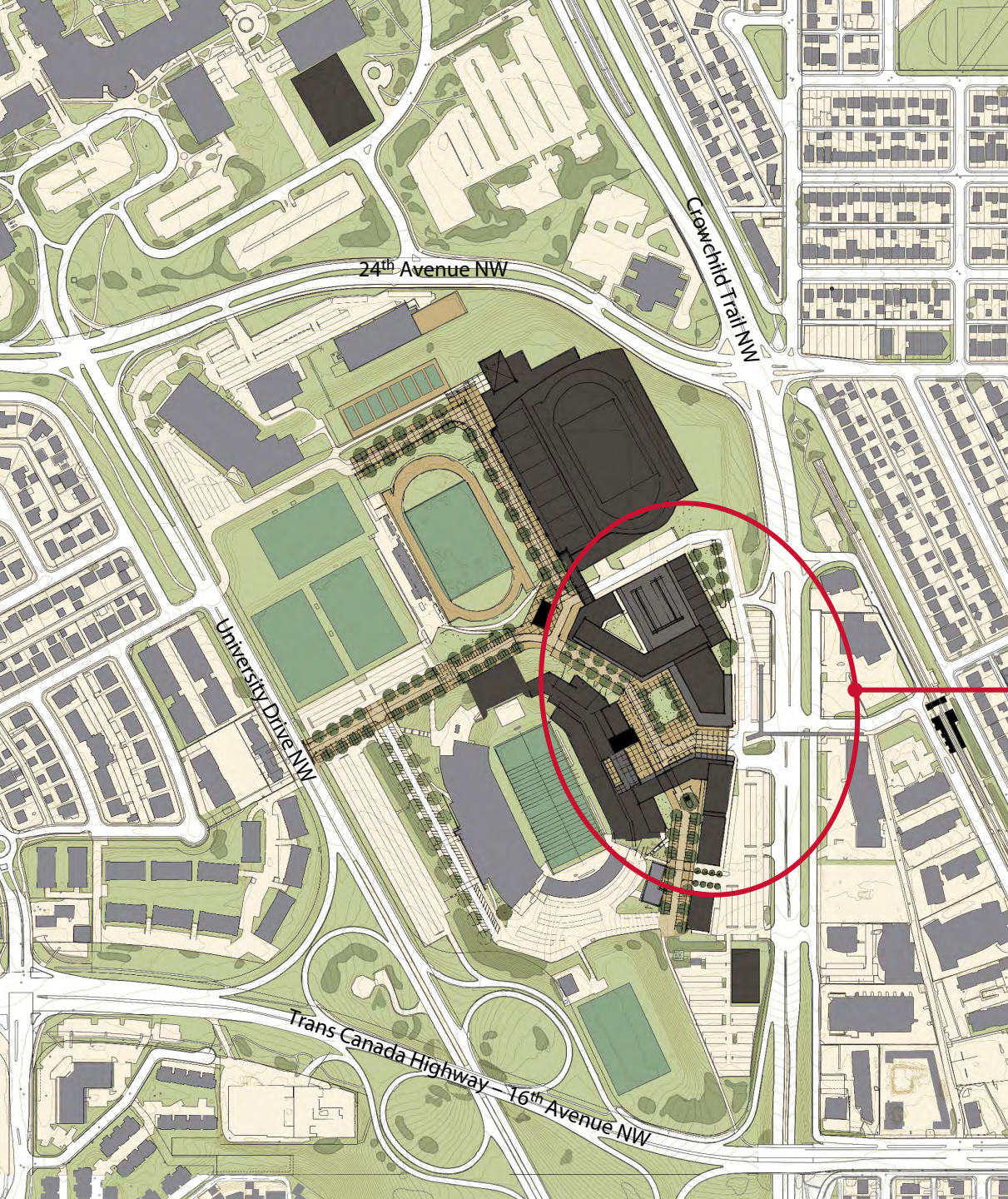
Focus Areas for Exploration

Interface at 24th/University

Redevelopment at University Drive

Entertainment District, Stadium
Front Door, Transit Interface

South Infill/Parking Opportunity



Public Realm/Stadium Surrounding Activation

Subject Matter Specialist: S9Architecture



LANDSDOWNE PARK | OTTAWA, CANADA



BICENTENNIAL PARK | MOORESVILLE, IN



CARMEL CENTER GREEN | CARMEL, IN



QUEEN ELIZABETH THEATRE PLAZA | VANCOUVER, CANADA



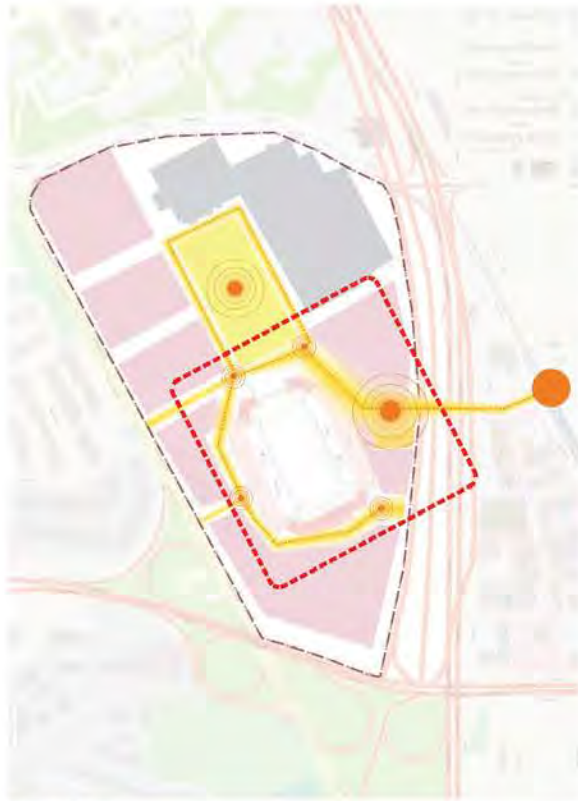
EXISTING GATEWAY PLAZA



MIDTOWN PLAZA | CARMEL, IN



QUEEN ELIZABETH THEATRE PLAZA | VANCOUVER, CANADA



EXISTING CONDITIONS AROUND THE STADIUM



LANDSDOWNE PARK | OTTAWA, CANADA



THE MAGNIFICENT MILE | CHICAGO, MI



MIDTOWN PLAZA | CARMEL, IN



BICENTENNIAL PARK | MOORESVILLE, IN



BUSCH STADIUM BALL PARK VILLAGE | ST. LOUIS, MO



MAIN STREET SQUARE | RAPID CITY, SD



EXISTING GATEWAY PLAZA

MCMAHON+FOOTHILLS, CALGARY
S9ARCHITECTURE



RICHARD G. LUGAR PLAZA | INDIANAPOLIS, IN



VILNIUS PLAZA | VILNIUS, LITHUANIA



CRESCENT PLAZA | FAIRFIELD TOWN, AUSTRALIA



BICENTENNIAL PARK | MOORESVILLE, IN



JACK ELSTRO PLAZA | RICHMOND, IN



MAIN STREET SQUARE | RAPID CITY, SD

DAILY USES | LEISURE SPACES

GATEWAY PLAZA PRECEDENTS

04.01.2021 | P. 9

WINTER



SPRING



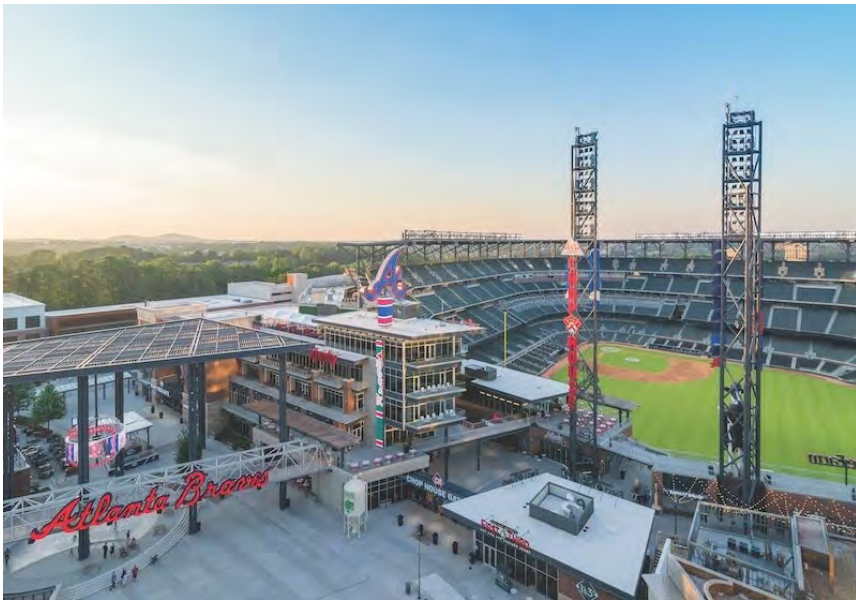
SUMMER



FALL

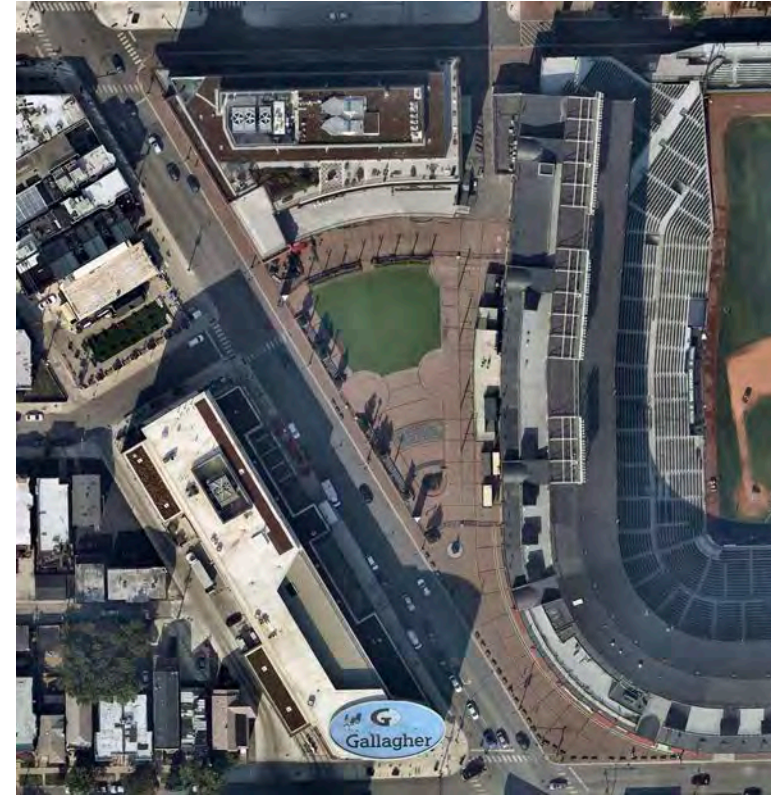


Plaza Precedents: The Battery at Sun Trust Park



Plaza: 50X60m Core, 27X80m expanded (1.2 ac.)

Plaza Precedents: 1060 Wrigley Park

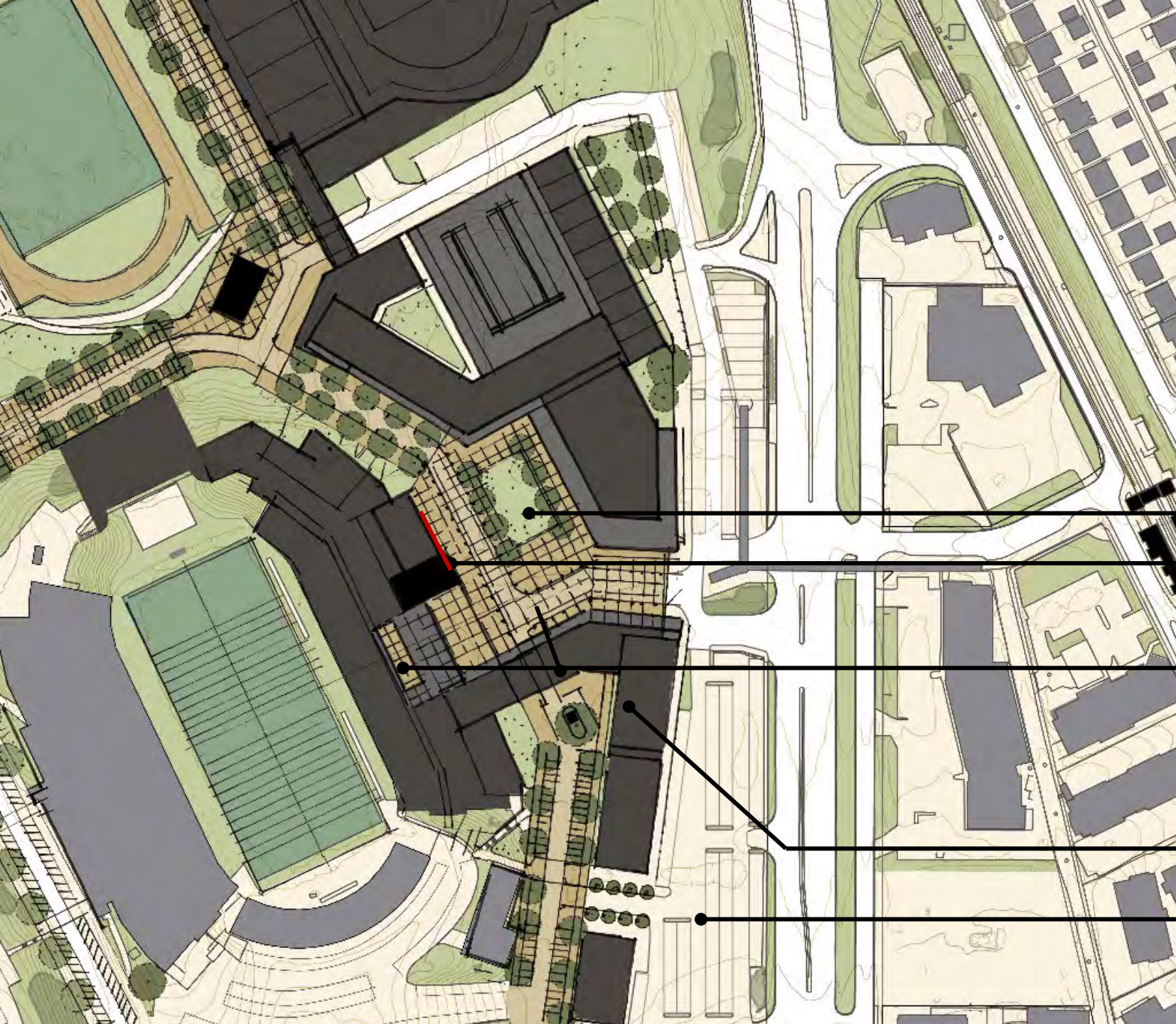


Plaza: Triangle, 60-20m X 110m (1.0 ac.)

Plaza Precedents: Daylighting the Field at The Texas Rangers



The Plaza



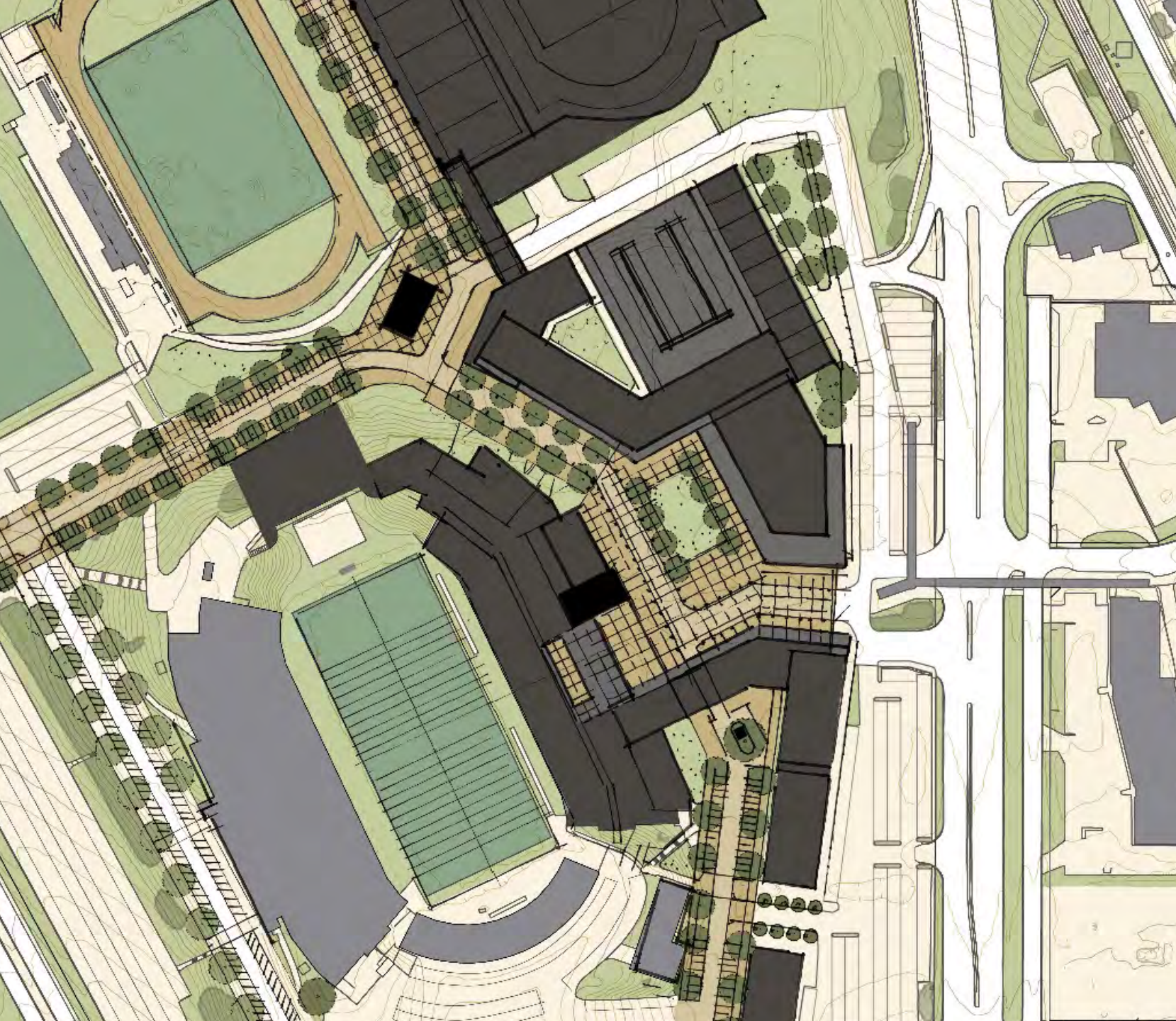
Multi-Use Plaza: 60X90m (1.3ac.)

Turf/Rink Area;
Screens/Monitors/Tower

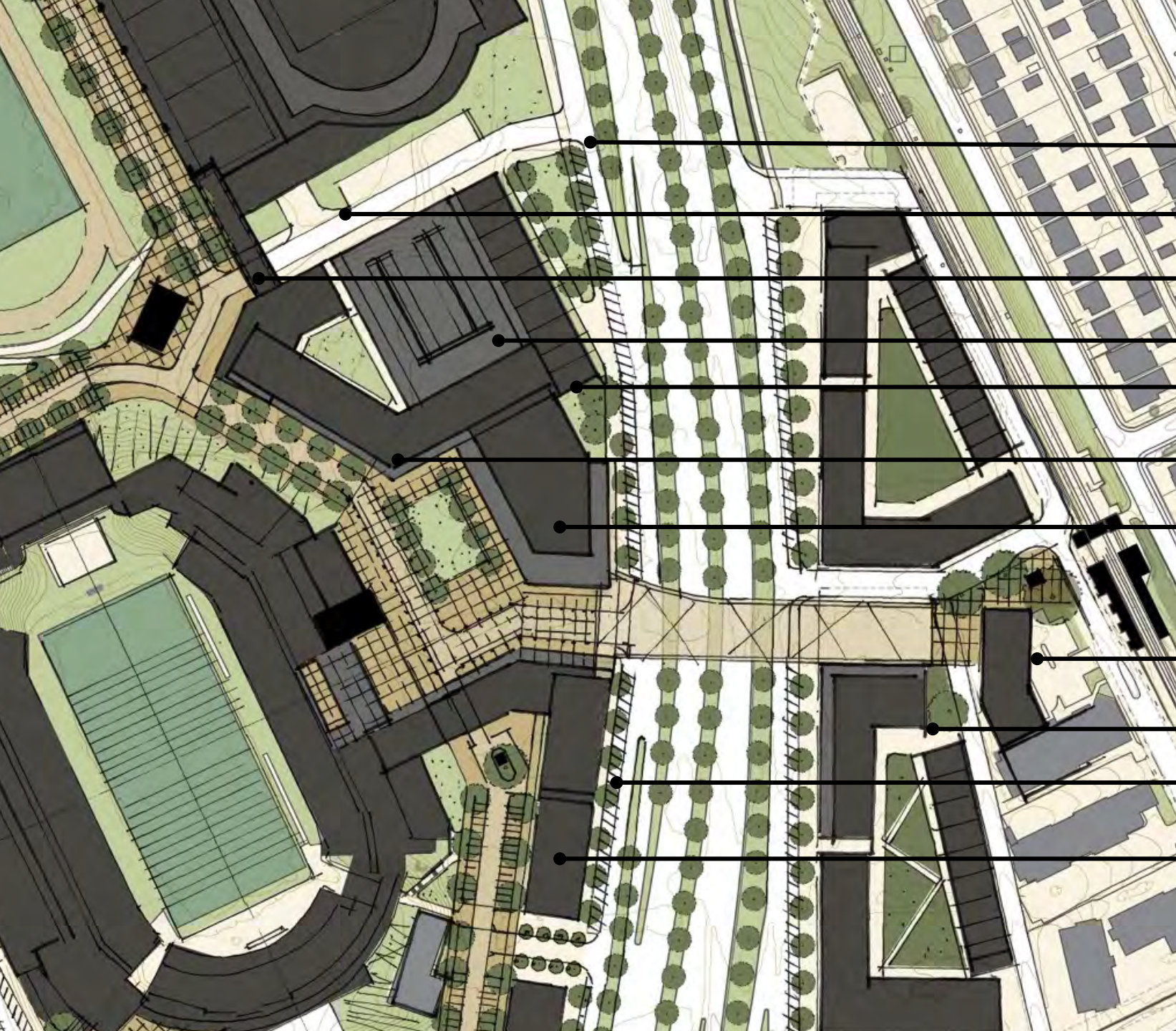
Front Door/Active Frontage
Permeable Ground Level to Field
Vertical Element

5 Storey Hotel

Pre-Crowchild Conditions



Entertainment Village with
Existing Conditions
(Crowchild)



Entry

Service Entry/Back of House

+15 Connection

Wrapped Parking: 120X5 (600)+
Townhouse or Commercial Wrap

12-20 Storey Mixed Use, Balconies

5 Storey w/ 2 Storey
Patio Restaurant

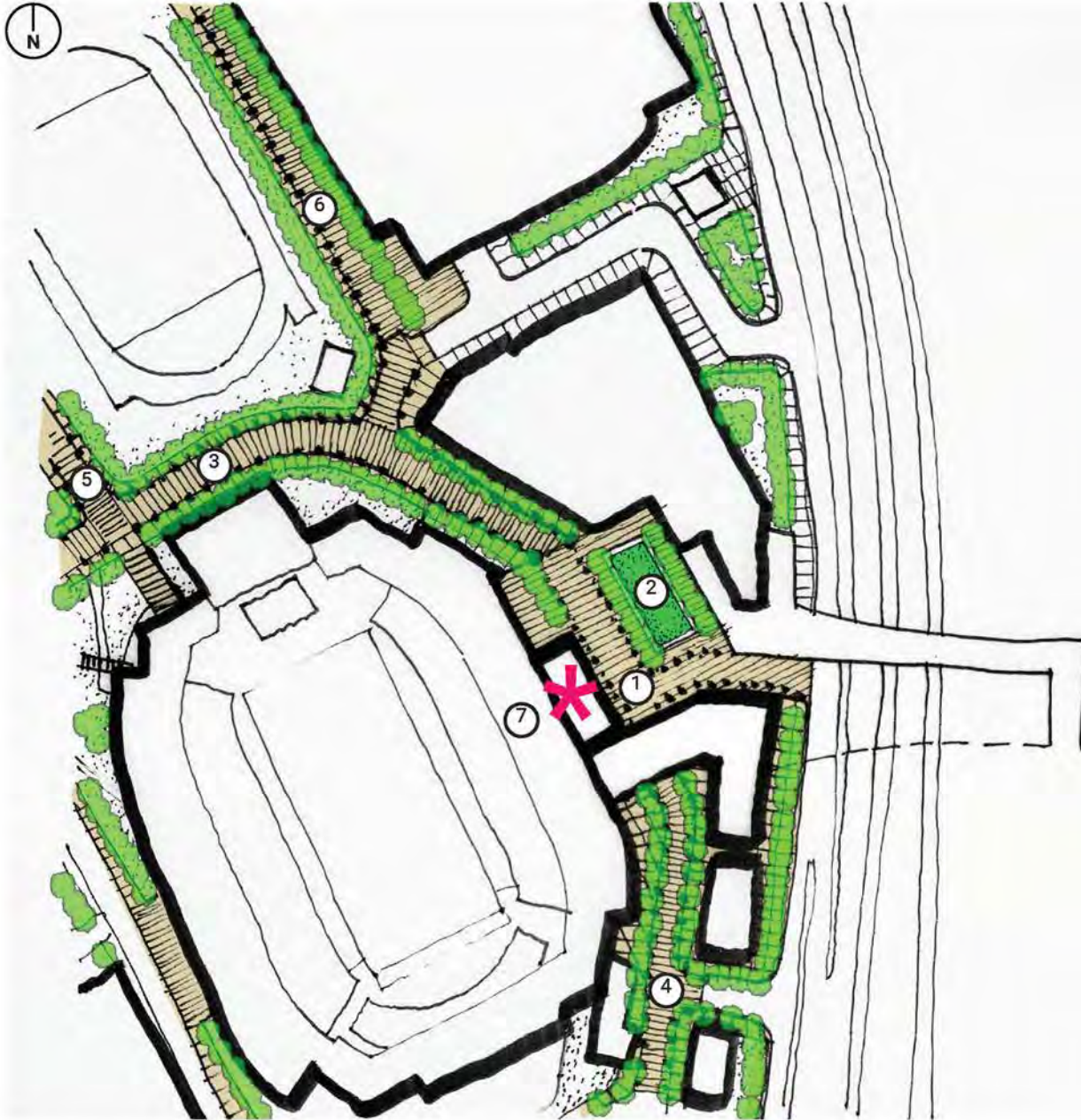
Hotel Expansion Concept

TOD Integration Concept

Potential On-Street Parking

1-2 Storey Commercial

Crowchild Concept



PUBLIC REALM ELEMENTS

1. Entertainment District plaza + programmable mews w/ distinctive lighting + pagentry poles signifying entry to stadium area
2. Programmable artificial turf lawn w/ active edges. Opportunity for winter activation w/ conversion to skating rink
3. Stadium mews / programmable festival street
4. Stadium mews continued to south plaza terminus
5. Foothills mews - pedestrian link b/w fields and activity centres
6. Fieldhouse mews
7. Opportunity for public art beacon

PRECEDENTS



Open courtyard green w/ active edges



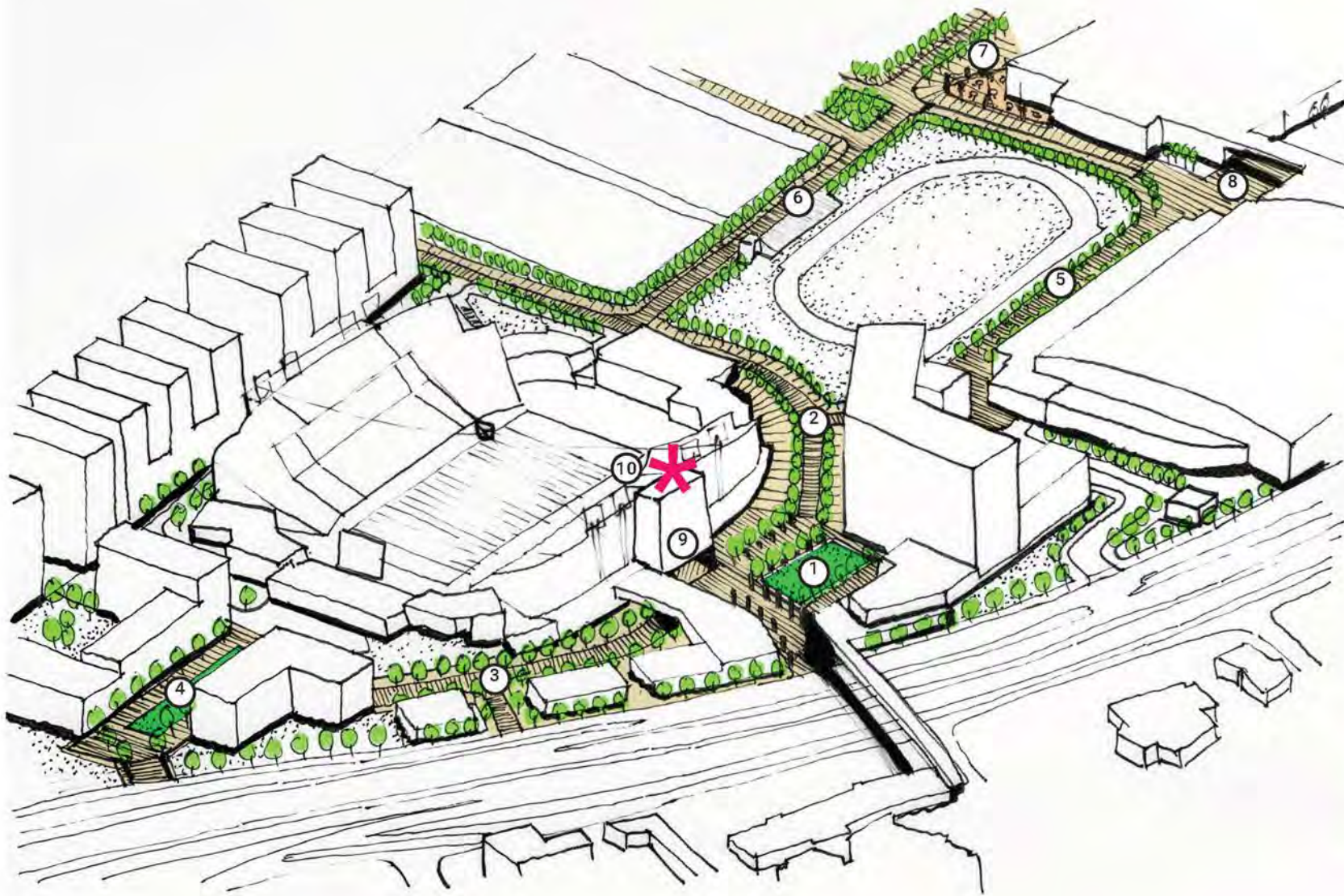
Opportunity to host City festivals



Plaza skating in winter



Distinctive public art + beacon element



PUBLIC REALM ELEMENTS

1. Entertainment District plaza + programmable artificial turf lawn w/ active edges
2. Stadium mews / programmable festival street
3. Stadium mews continued to south plaza terminus
4. South plaza @ potential hotel/residential district
5. Fieldhouse mews + pedestrian link to UofC
6. Foothills mews - pedestrian link b/w fields and activity centres
7. Opportunity for large patio space overlooking fields
8. Fieldhouse plaza connecting to NW grand staircase + bicycle plaza
9. Opportunity for open portal w/ vista to stadium field
10. Opportunity for large-scale public art beacon

PRECEDENTS



Tree-lined programmable shared streets



Unified streets, plazas + parks staging year-round events



+15

Parkade 500+ Space

Res:15-20 Stories

New Stadium
Front Door

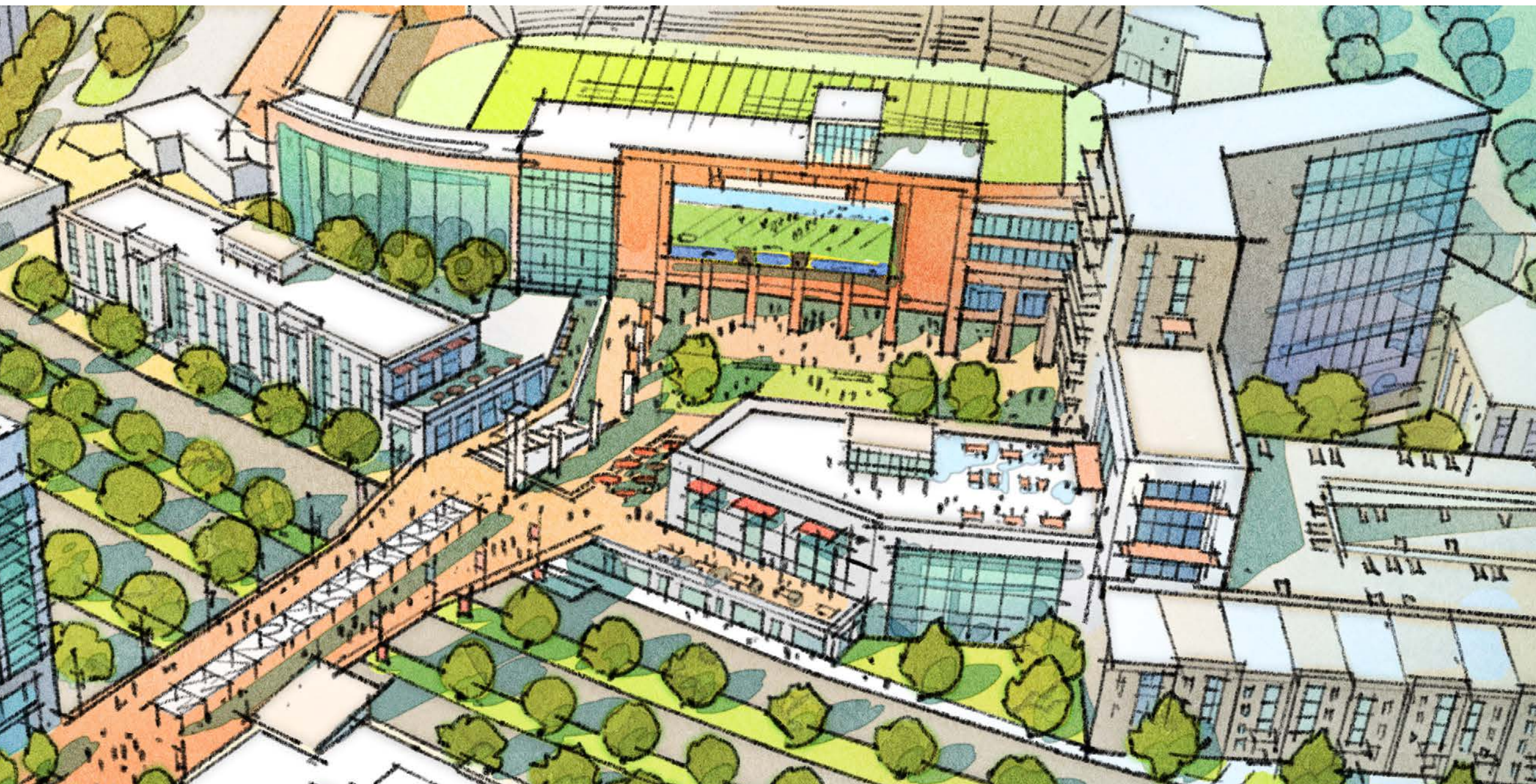
Res/Hotel

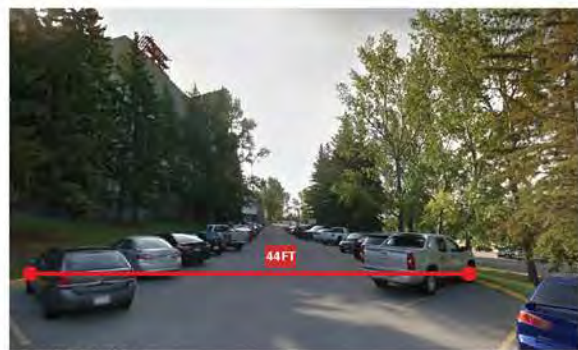
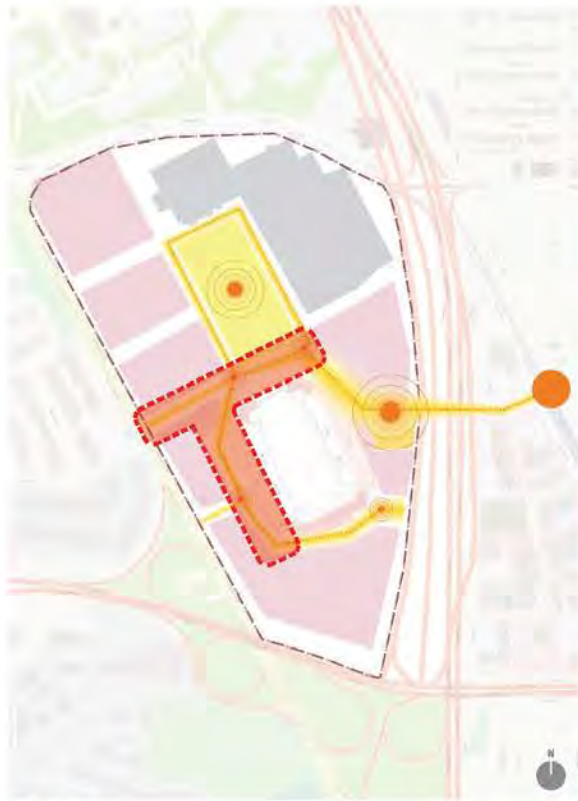
Patio

5 Storey Hotel

Banff Trail Station
Redevelopment

Banff Trail Station
Redevelopment





EXISTING STREET



CATHERINE STREET | MONTREAL, CANADA



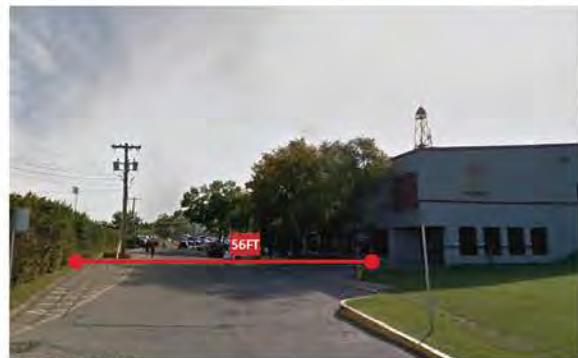
STEPHEN AVE | CALGARY, CANADA



LARIMER ST | DENVER, CO



BAGIJNHOF STREET | DORDRECHT, NETHERLANDS



EXISTING STREET



BELL STREET PARK | SEATTLE, WA



EXHIBITION RD | LONDON, UK

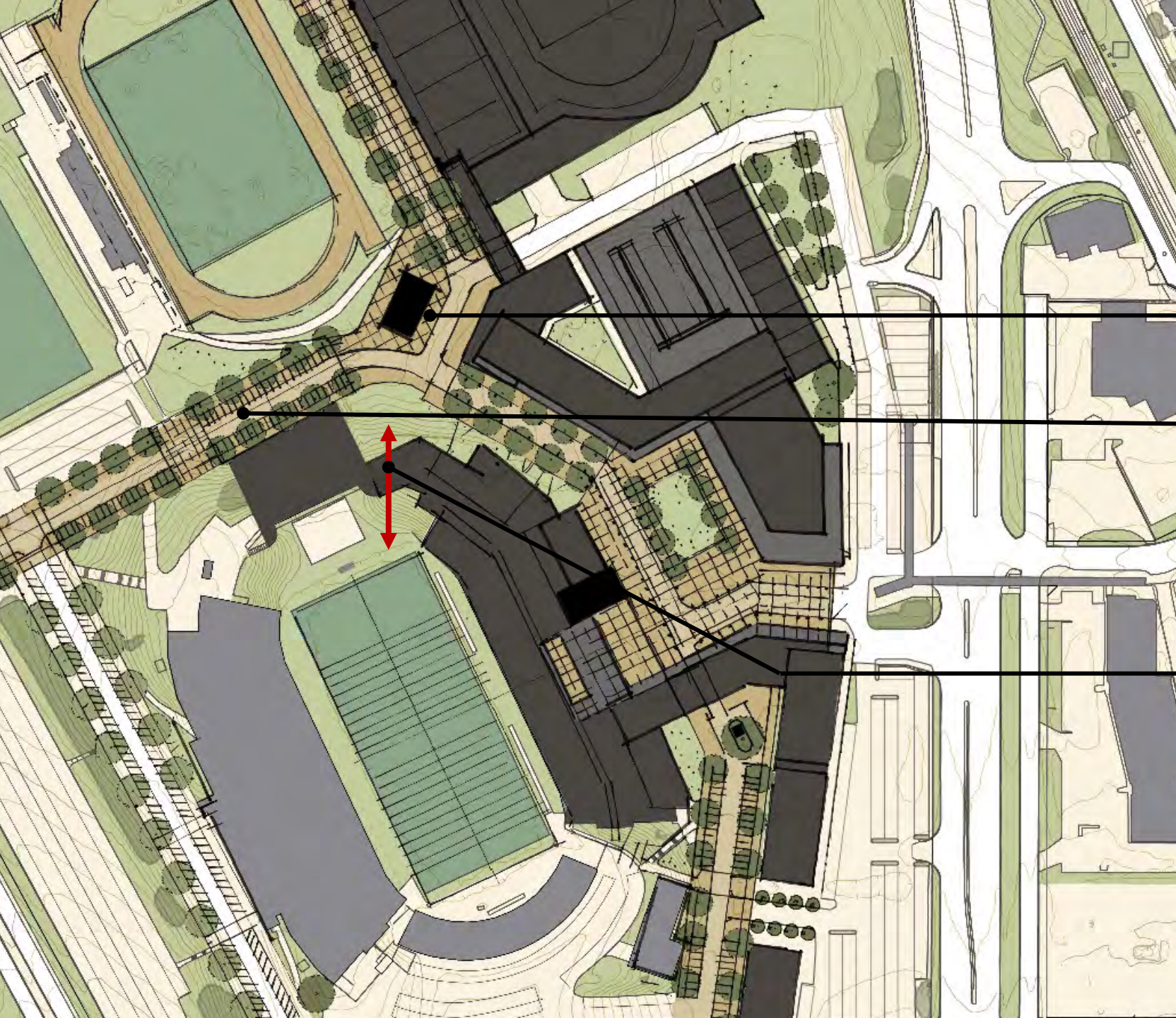


16TH ST | DENVER, CO



16TH ST | DENVER, CO

Tailgating!



Service Building: Garbage,
Sinks, Bathrooms, F&B Staging

Tailgate Woonerf

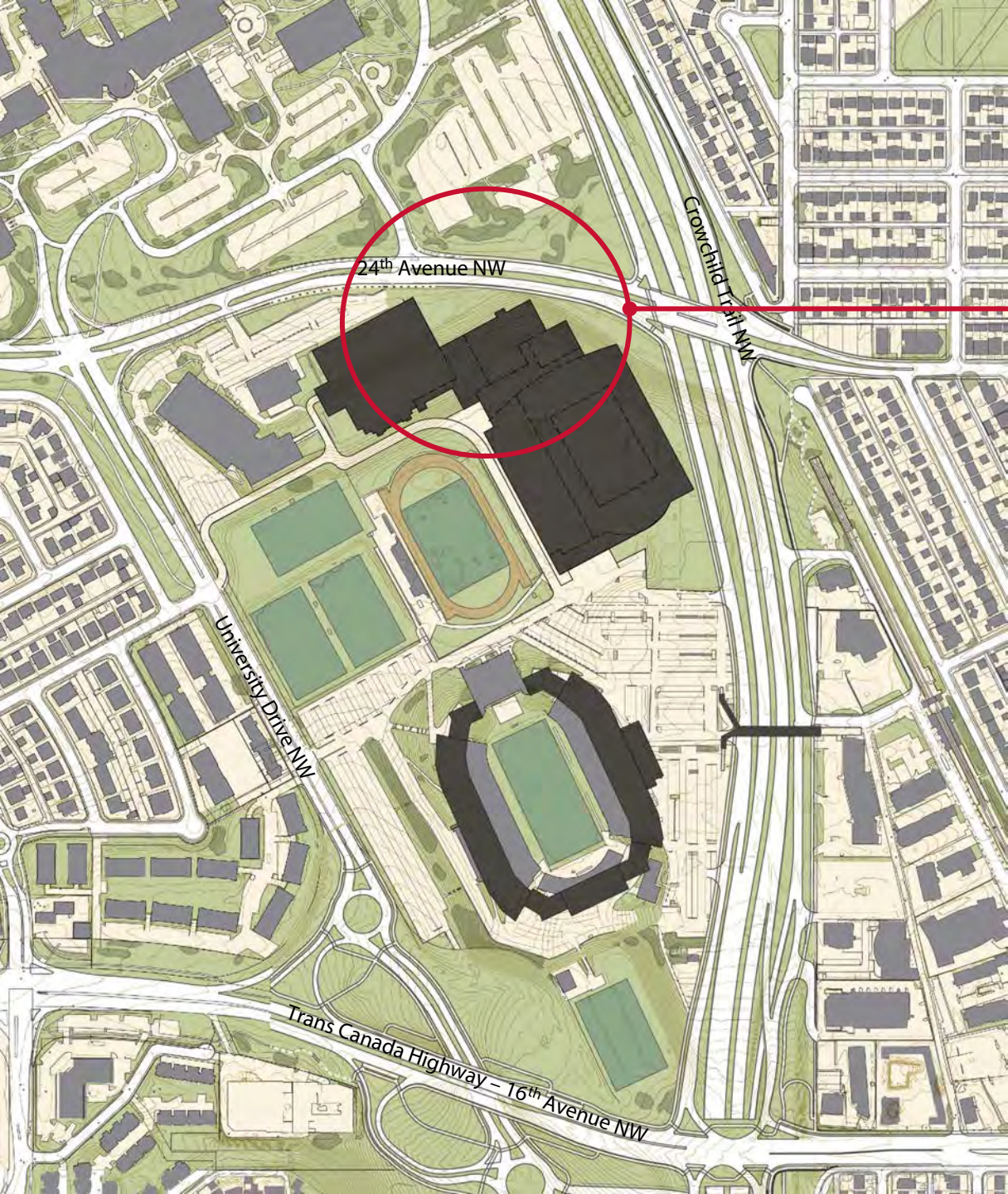
- Deflected Street
- Head-In Parking
- Outlets
- Trees

Ground Level Daylight to Field?









Focus Area

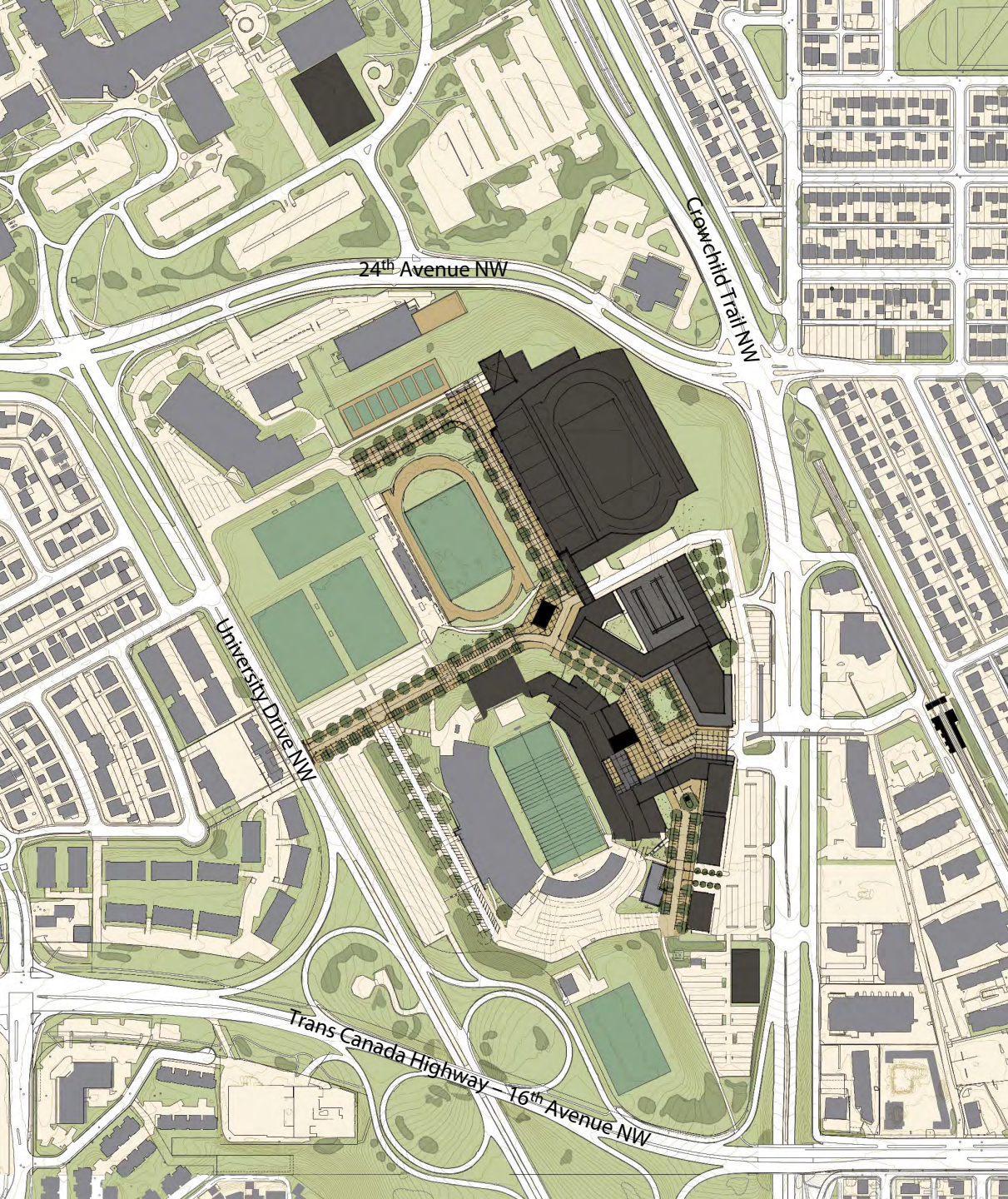
Interface at 24th/University

Redevelopment at University Drive

Entertainment District, Stadium
Front Door, Transit Interface

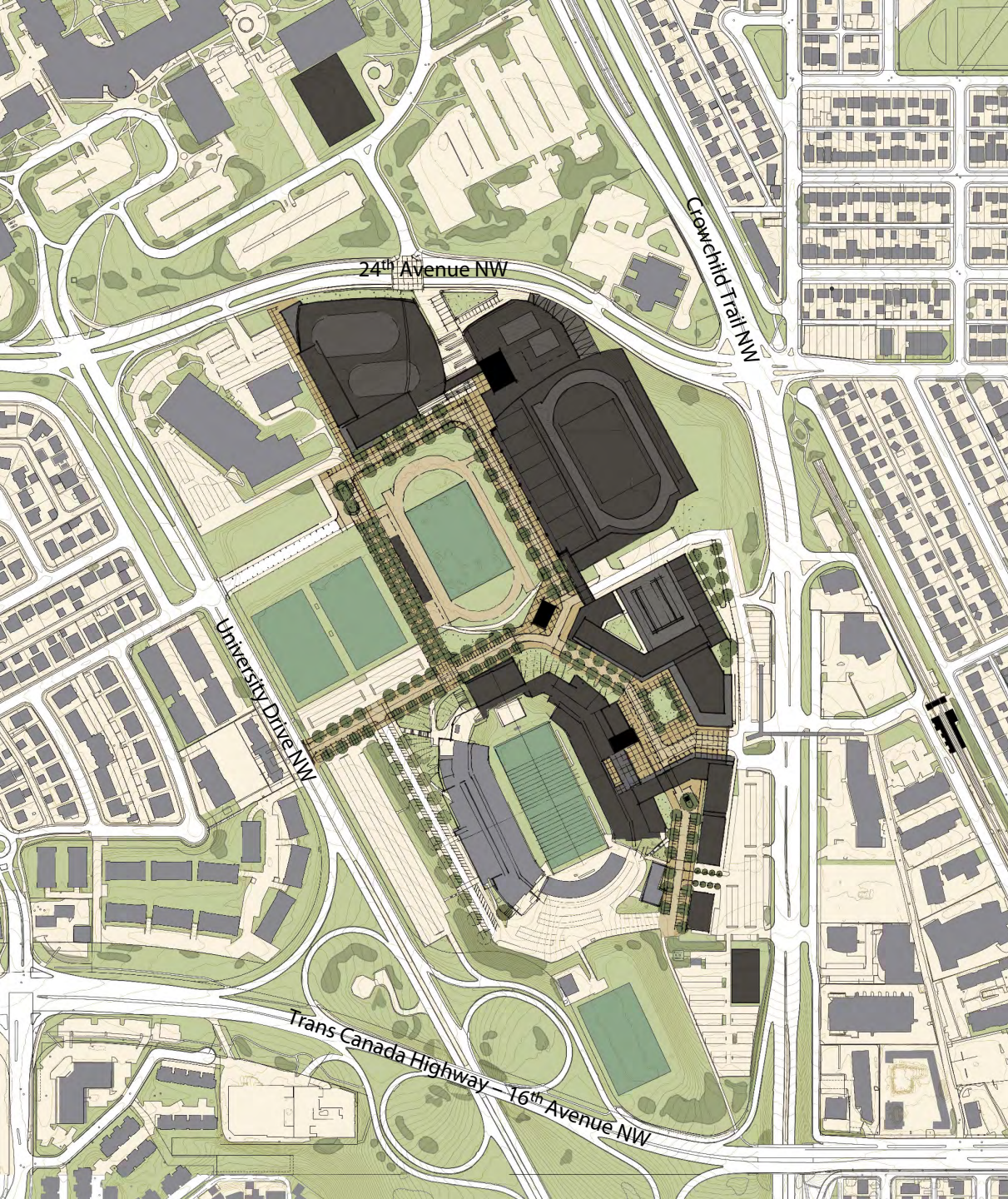
South Infill/Parking Opportunity

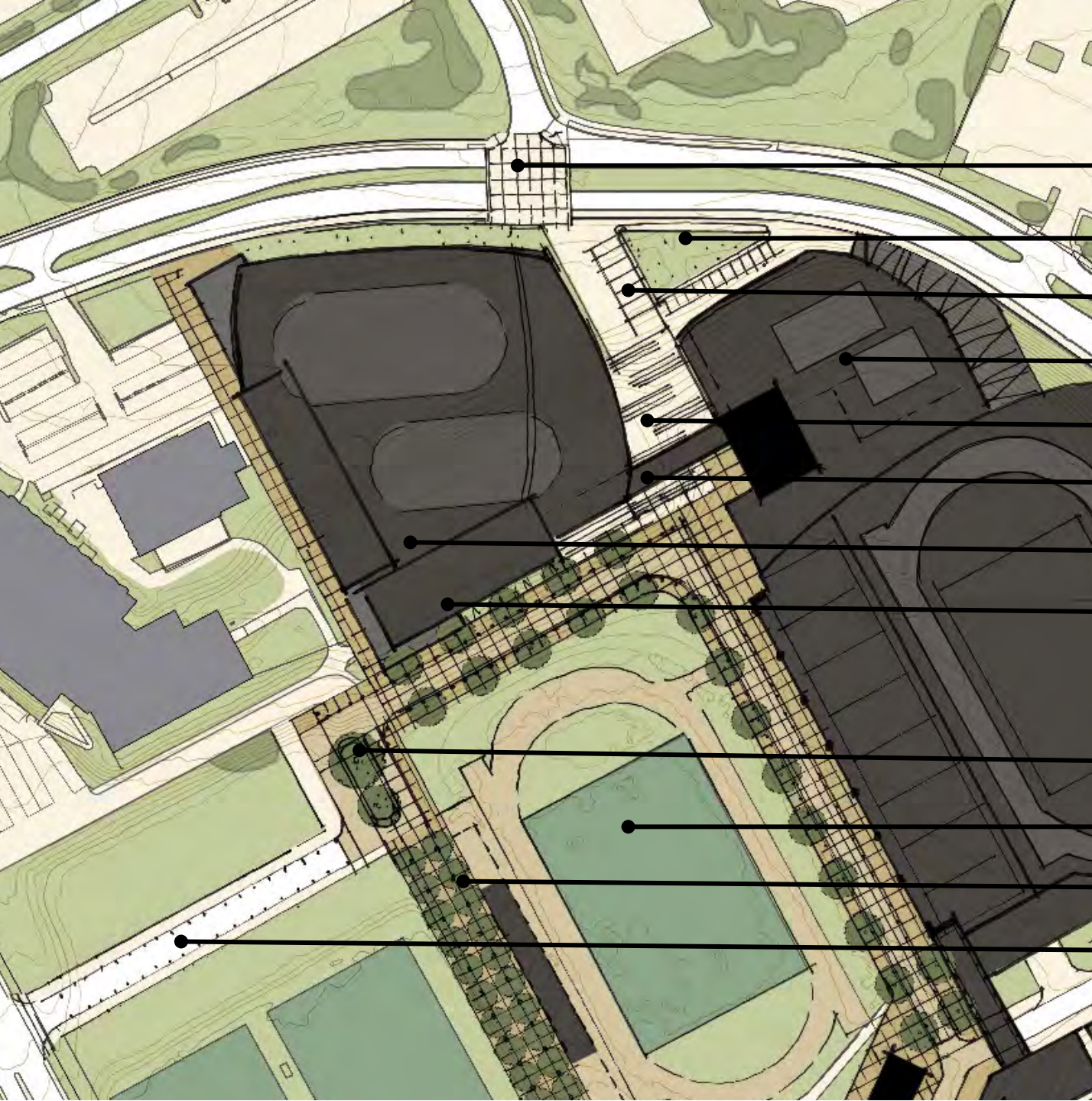
PHASE 2



PHASE 3

- Aquatics/Fitness/Meeting Rooms
- Arenas
- “Bike Plaza”
- Stair/Ramp Connection
- 24th Street Considerations
- The “Parade”





Improved Crossing

Green

Bike Parking/Charging

Aquatics/Fitness/Meeting

Outdoor Stair/Ramp Connection

+15 Connection

Arena Complex

Liner: Concourse/Residences

Turnaround/Layby

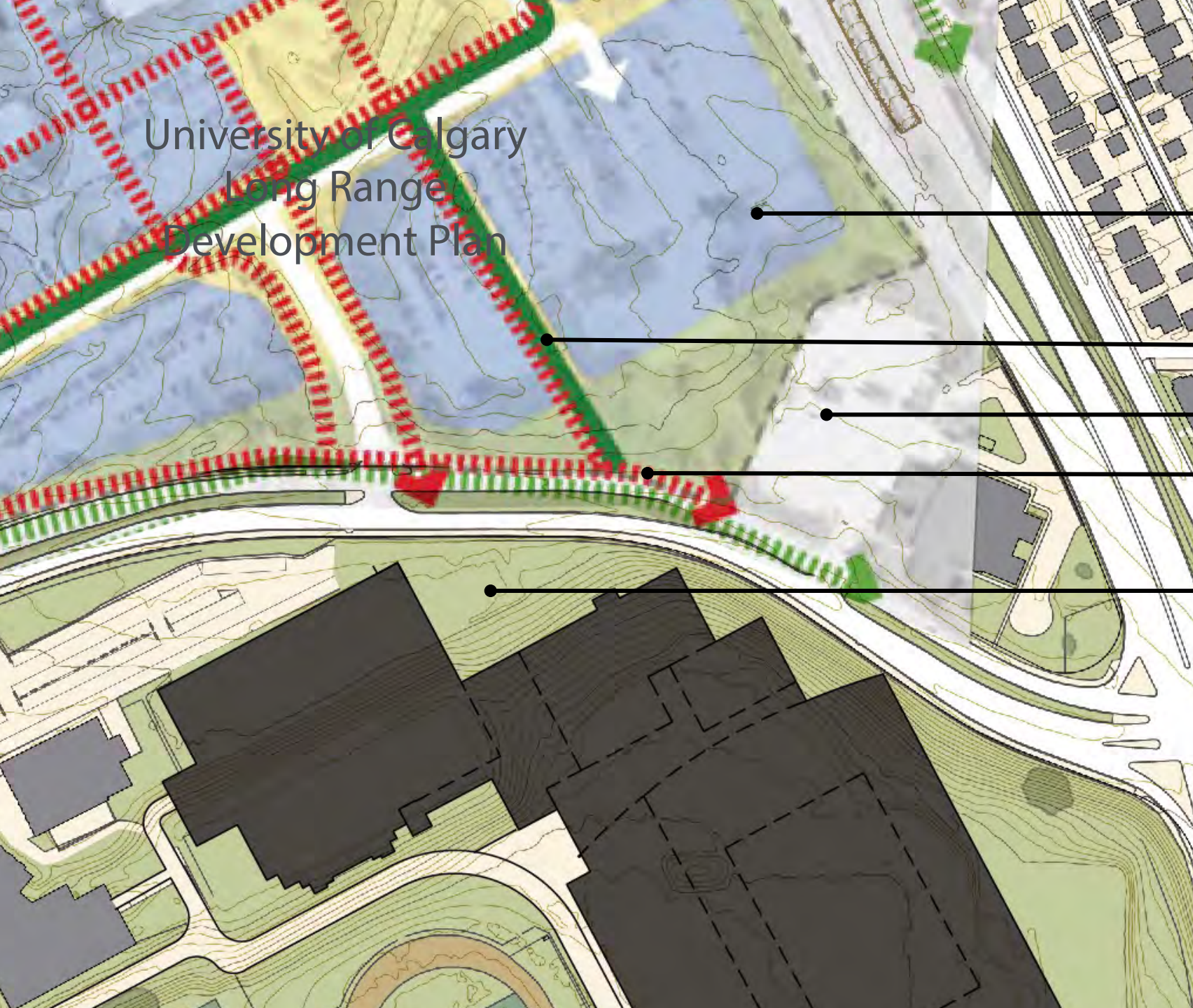
Multi-Use Field

Pedestrian "Parade"

New Street Entry

Cycle Plaza

University of Calgary
Long Range
Development Plan



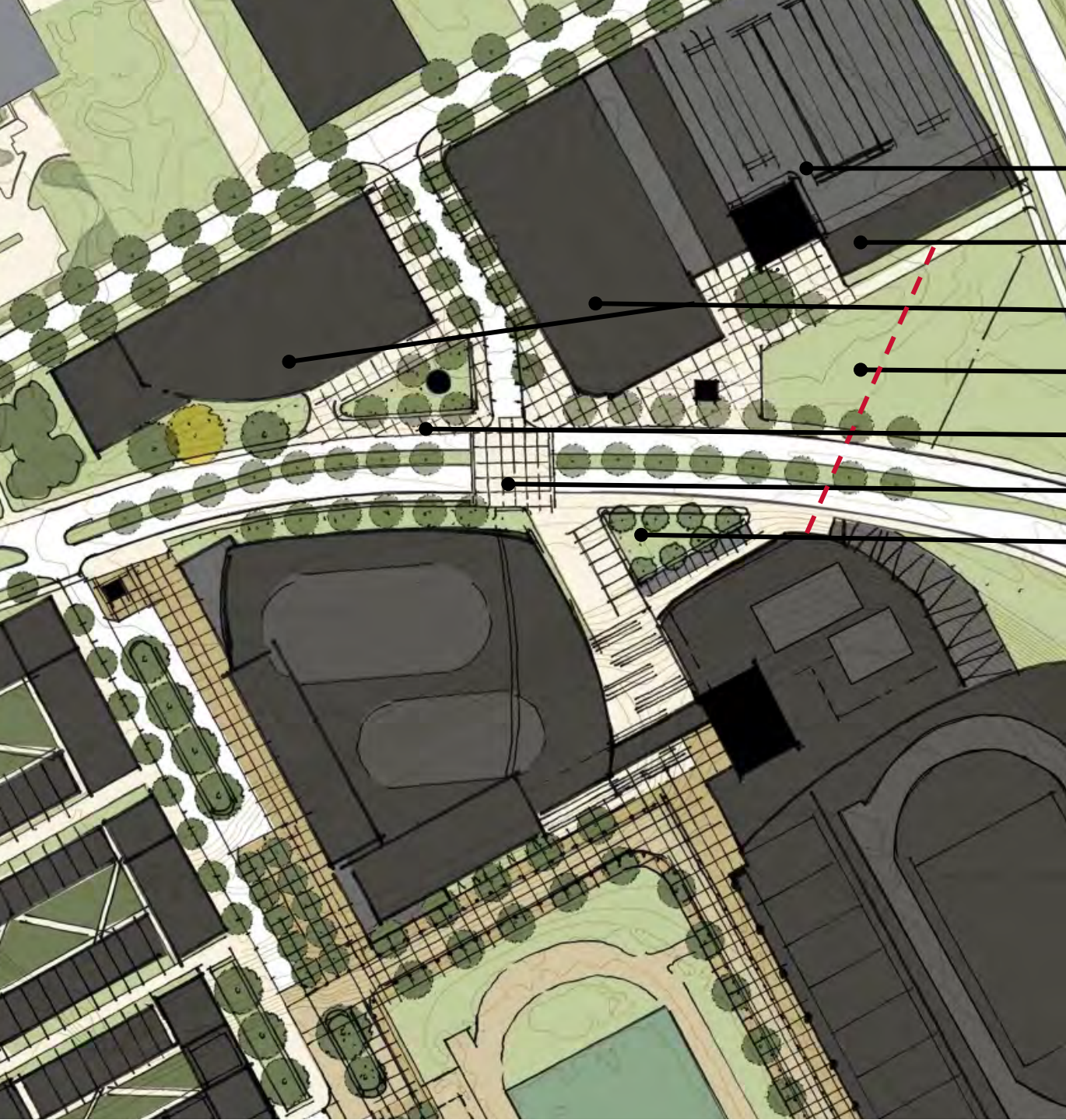
Mixed Use/Parking Facility

Green: Bike Routes

Church Lands

Red: Pedestrian Routes

Interface Opportunity



Future Parking Deck

Possible Wrap/ Active Edge

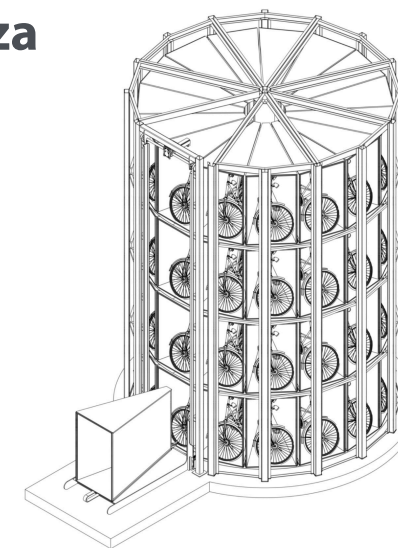
New University Bldgs

Pond and/or Rec Facility

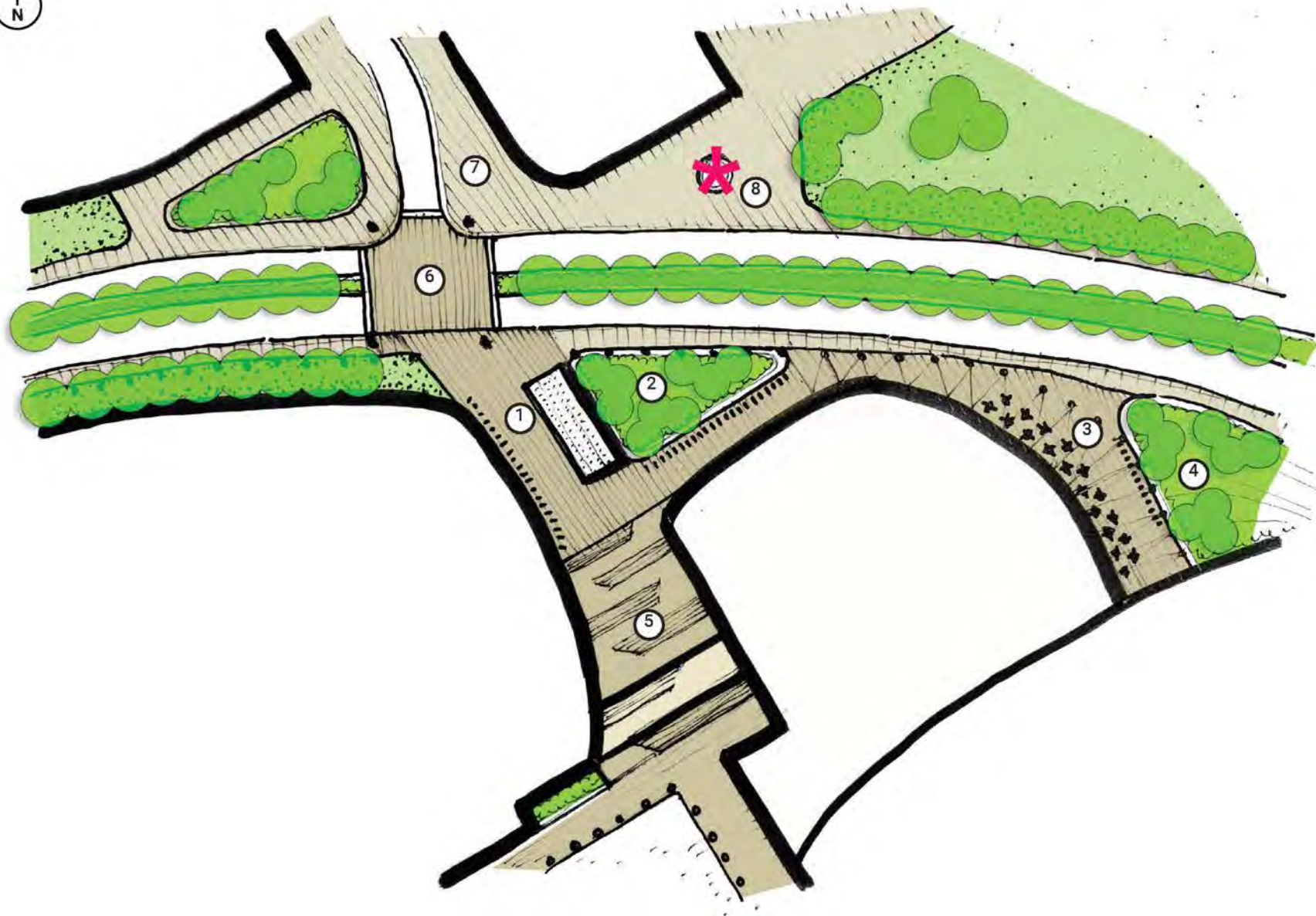
Ped and Bike Plazas

Improved Crossing

Cycle Plaza



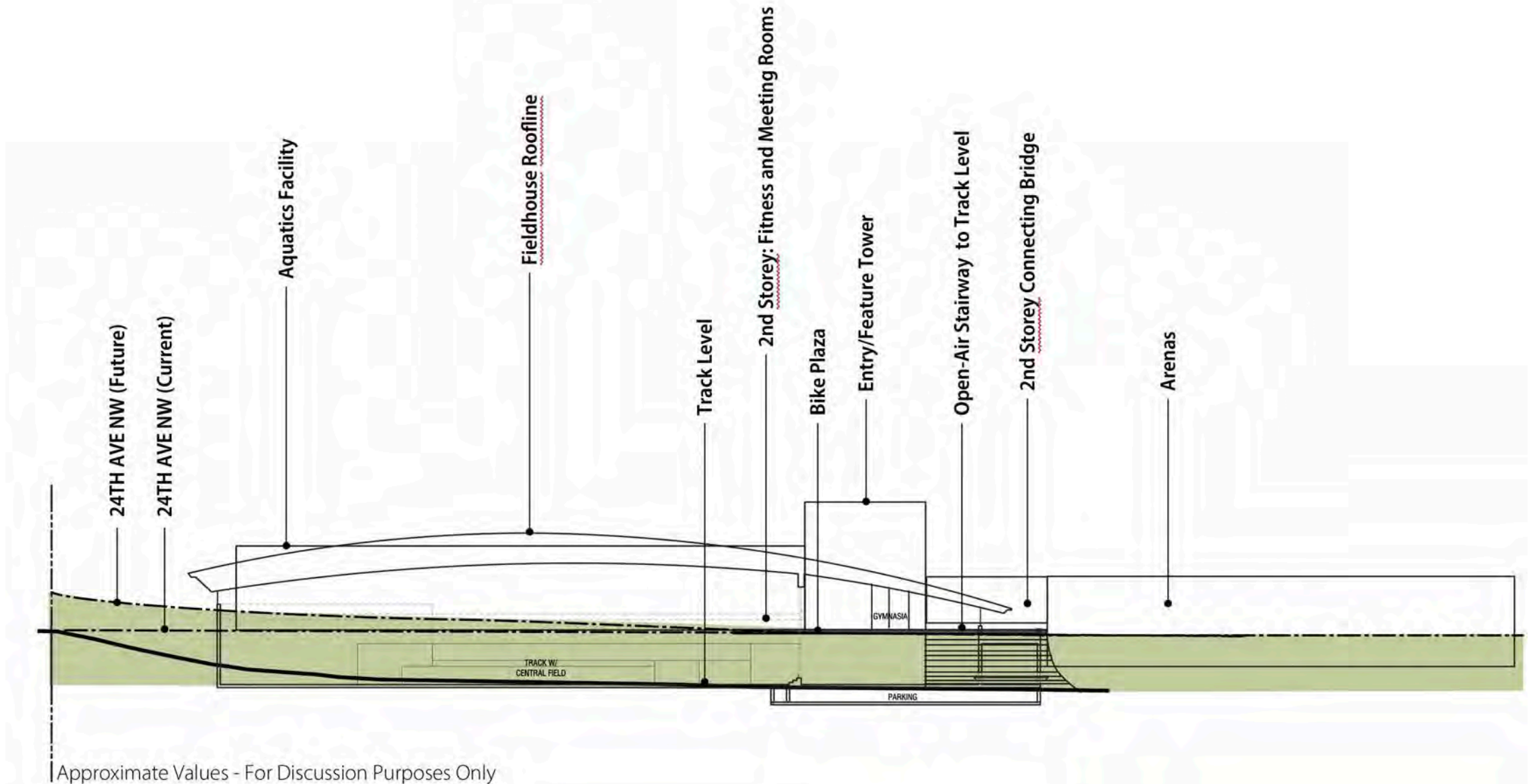
Long Term Opportunities



PUBLIC REALM ELEMENTS

1. NE entry plaza w/ architectural bicycle storage facility + publicly accessible racks
2. Planting island w/ shade trees + understory vegetation; potential for perimeter seating wall
3. Courtyard gathering space w/ overhead shelter/ lighting elements
4. Slope-adaptive native vegetation carried along east facade of fieldhouse
5. Grand entry stair + ramp access from upper bicycle plaza to lower fieldhouse mews + field access
6. Raised pedestrian crossing from UofC to fieldhouse plaza across 24th Avenue
7. Potential UofC building+plaza redevelopments
8. Opportunity for public art

Proposed Fieldhouse Cross Section



View to South

Active Transportation Study



Figure 1.3: 24 Avenue Overview Map

24th Avenue Concepts

Existing Conditions

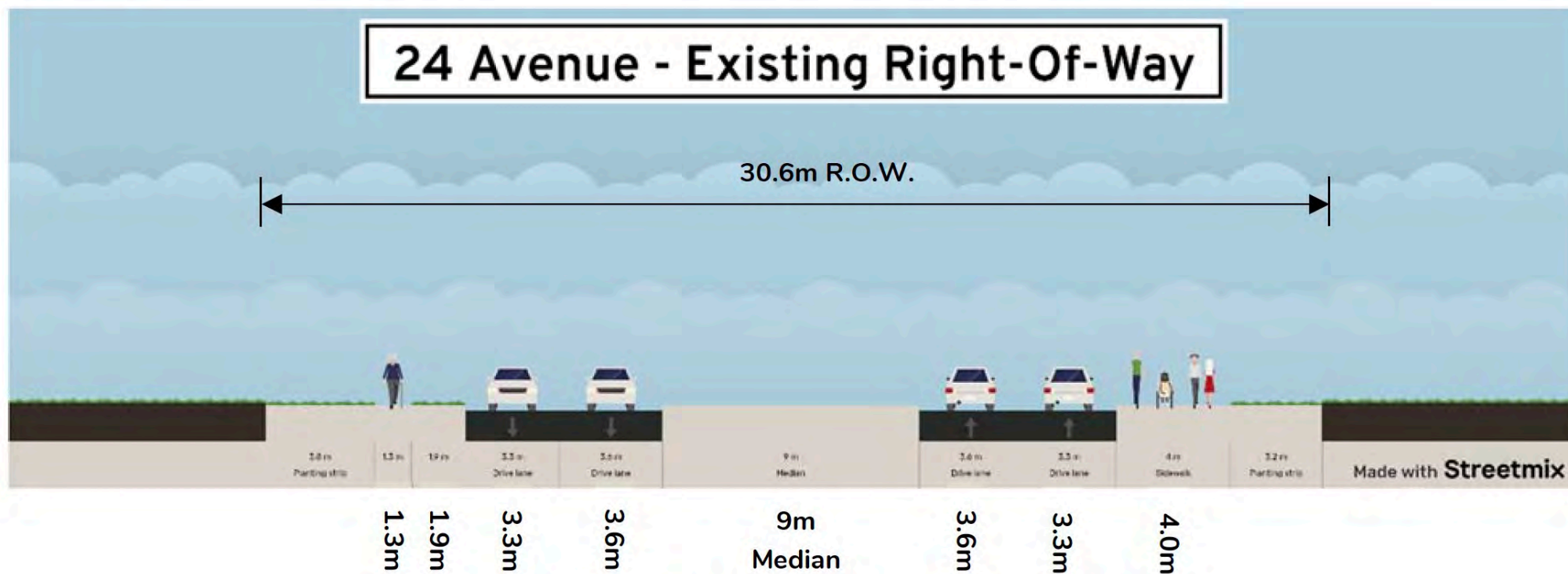


Figure 1.6: 24 Avenue Existing Cross Section

24th Avenue Concepts

Option 1

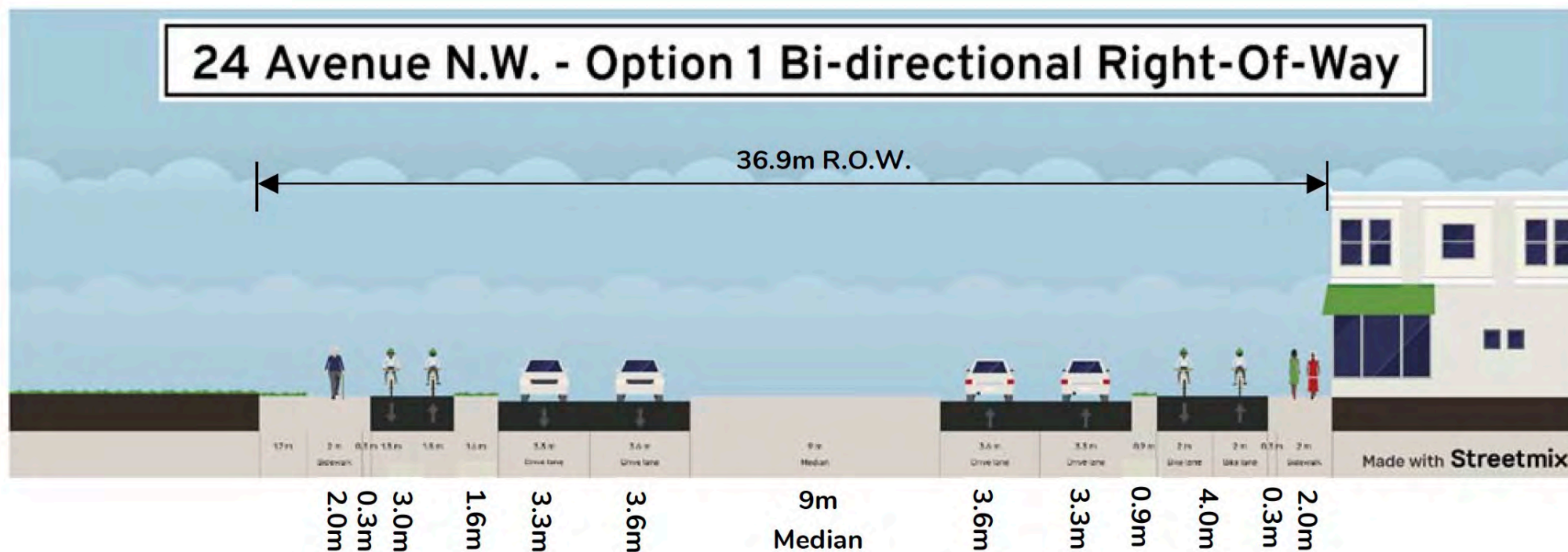


Figure 1.8: 24 Avenue Option 1 Bi-directional Cross Section

24th Avenue Concepts

Option 2

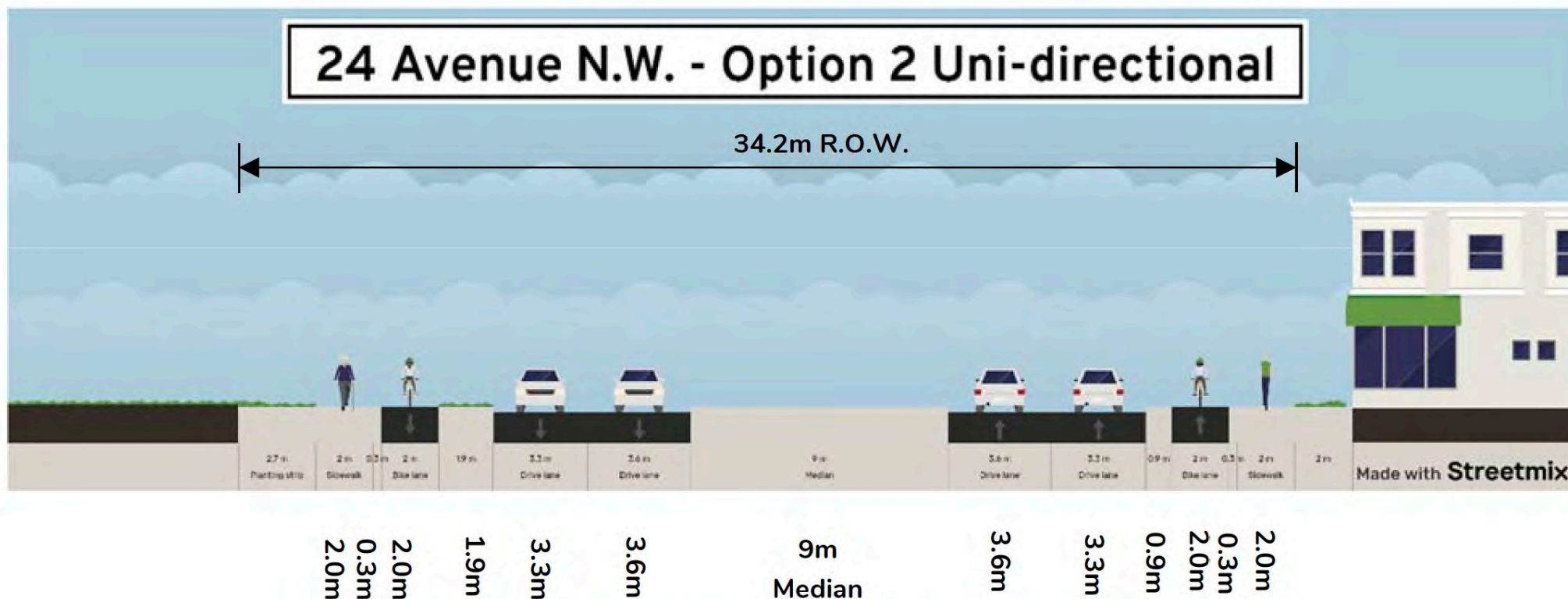


Figure 1.9: 24 Avenue Option 2 Uni-directional Cross Section

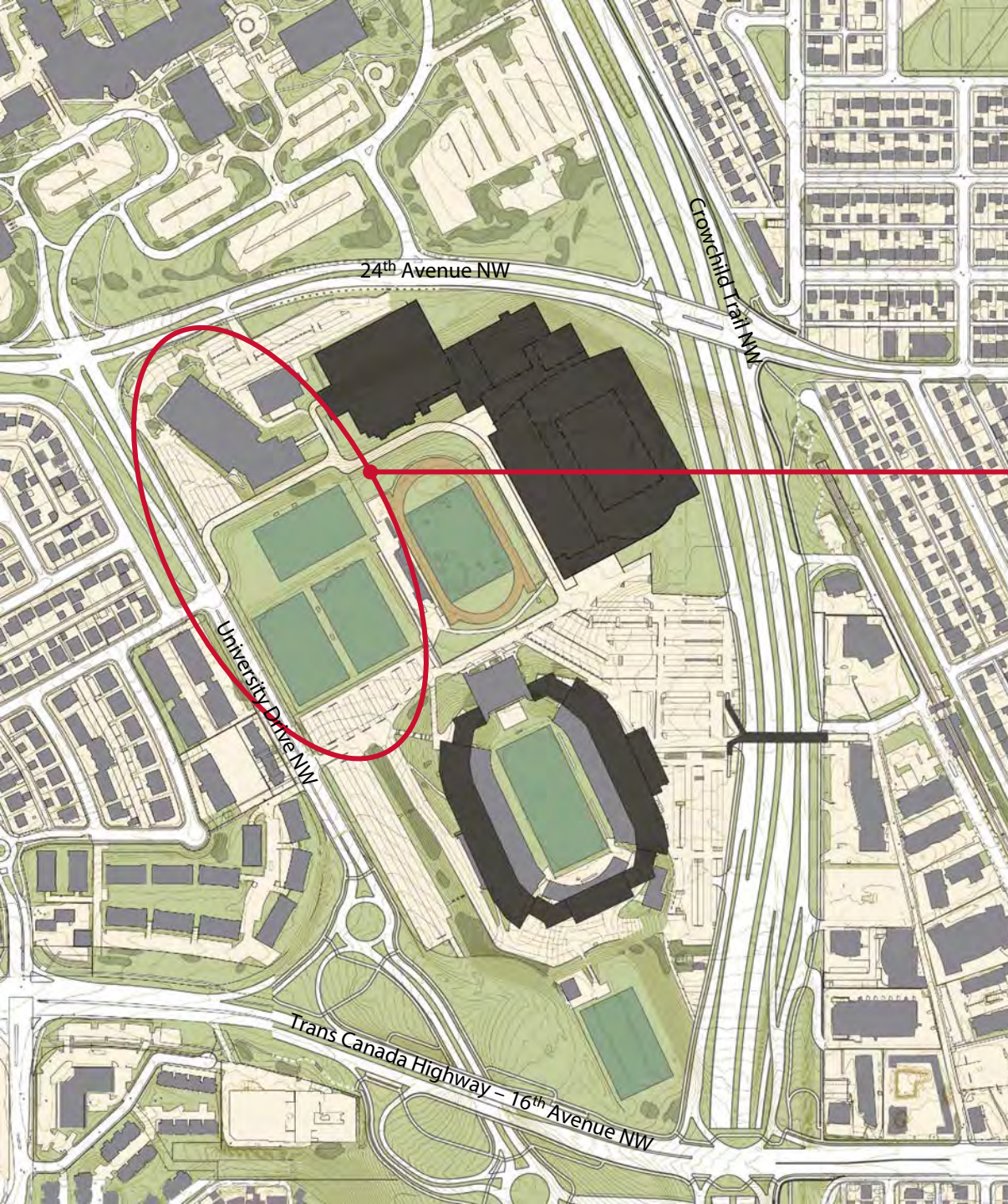
Focus Areas

Interface at 24th/University

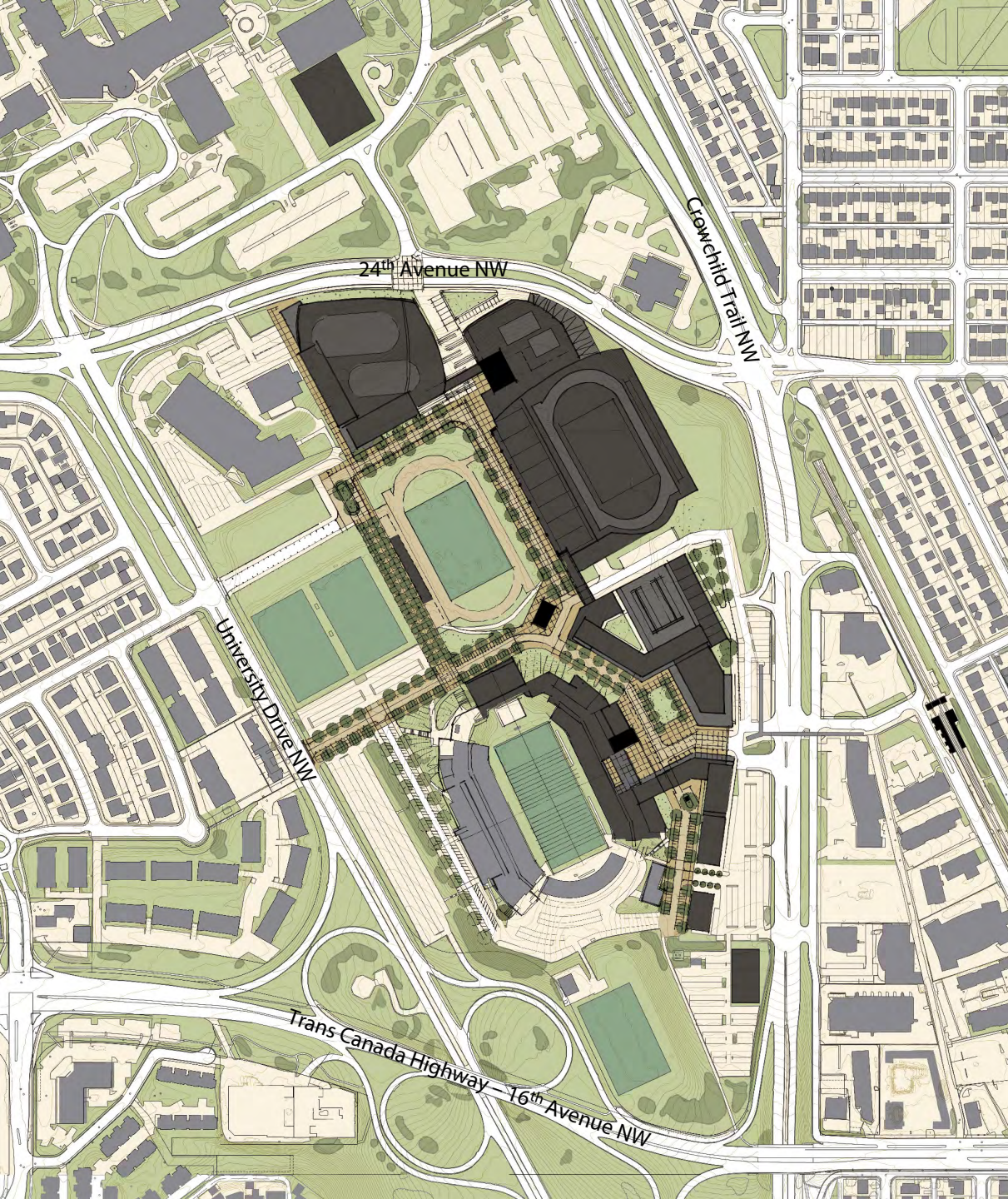
Redevelopment at University Drive

Entertainment District, Stadium
Front Door, Transit Interface

South Infill/Parking Opportunity

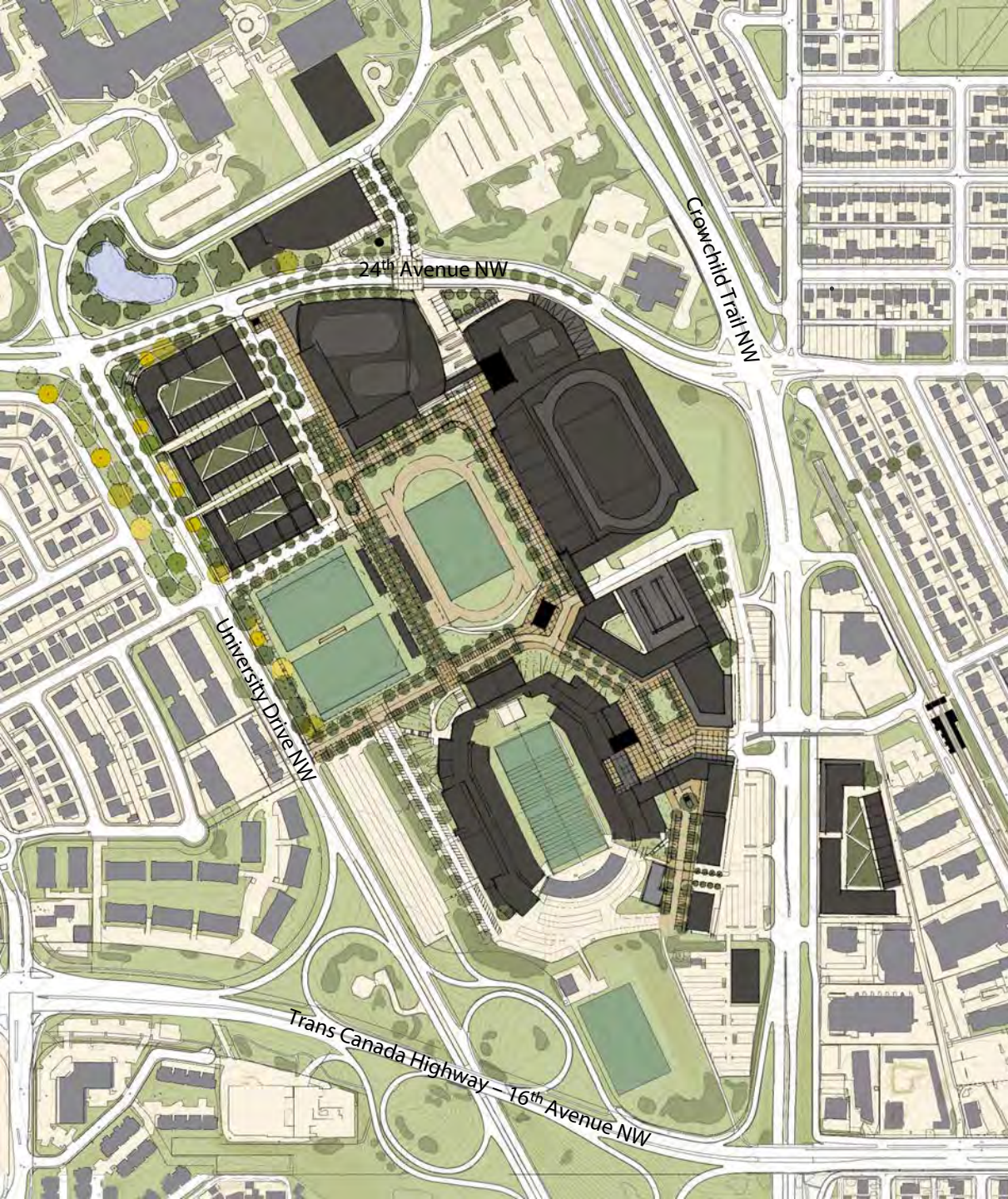


PHASE 3



PHASE 4

- Northwest Residential
- Arena Dropoff/Main Entry
- Field Redevelopment
- Possible University Building/Pond
- University Drive Considerations



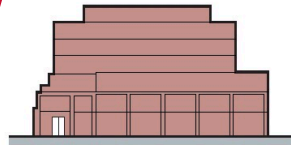
Built-Form: Guidebook for Great Communities

F+M



Limited

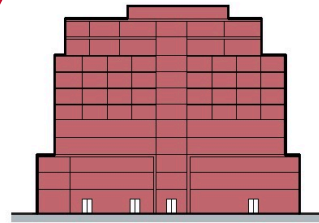
- Buildings of three storeys or less.
- May limit building mass above the second storey in Neighbourhood Local areas.
- Typically characterized by single-detached, semi-detached, and rowhouse residential development, and small stand-alone commercial or mixed-use buildings.



Low

- Buildings of six storeys or less.
- Typically characterized by apartments, stacked townhouses, mixed-use and industrial buildings.

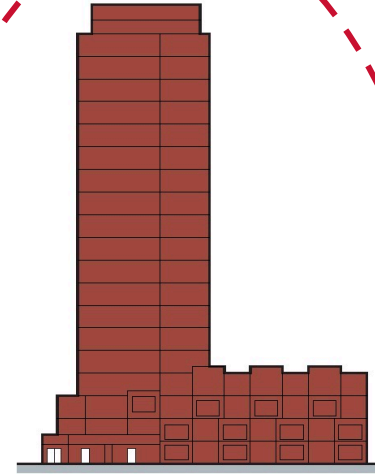
Transition



Mid

- Buildings of twelve storeys or less.
- Focus on appropriate **street wall** height and **public realm** interface.
- Typically characterized by apartments, offices and mixed-use buildings.

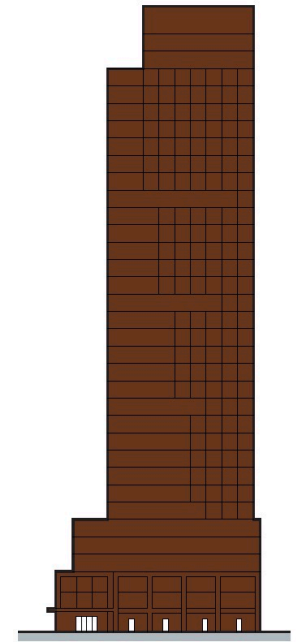
Typical



High

- Buildings of twenty-six storeys or less.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

East Side/TOD Only



Highest

- Buildings of twenty-seven storeys or more.
- Focus on site design and building massing.
- Typically characterized by tower and podium or point tower buildings.

Block Precedents

Concept: Small Urban Blocks, Green Buildings, Green Roofs and Courtyards, Mixed Use as Option

3-6 Storey Base, Up to 15 Stories/8 Stories Average, 3-6 FAR



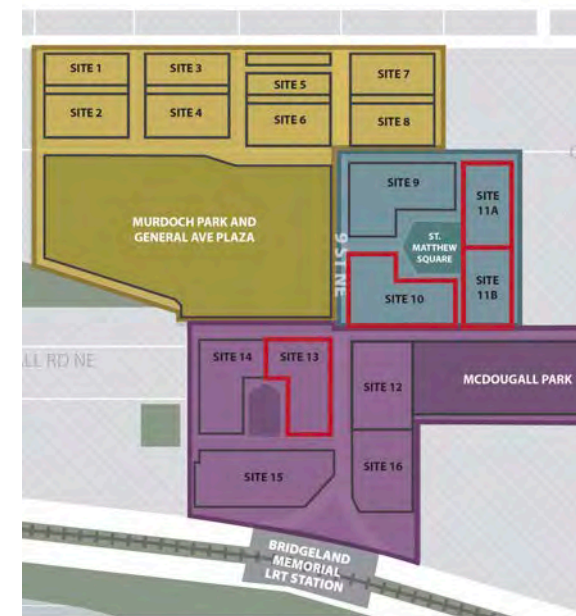
A. Olympic Village, Vancouver

5 Storey Base, Up to 15 Stories
Blocks: 36-54m X 70-97m



B. Midway, St. Paul

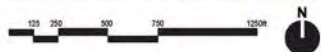
3 Storey Base, Up to 12 Stories (Res.)
Blocks: 65m X 111m
*S9 Architecture Precedent



C. The Bridges, Calgary

3-5 Storey Base, 6-10 Stories Typical
Blocks: 60-70m X 60-70m, +/-5 FAR

Building Character



MCMAHON STADIUM
S9ARCHITECTURE



TRINITY HILLS [S9 ARCHITECTURE]

University Drive Redevelopment



Arena Dropoff/Turnaround

Mixed Use Liner (Res/Accom/Retail)

Small Block Multi-Family, 3-12 Storey

Blocks: 65m X 100m

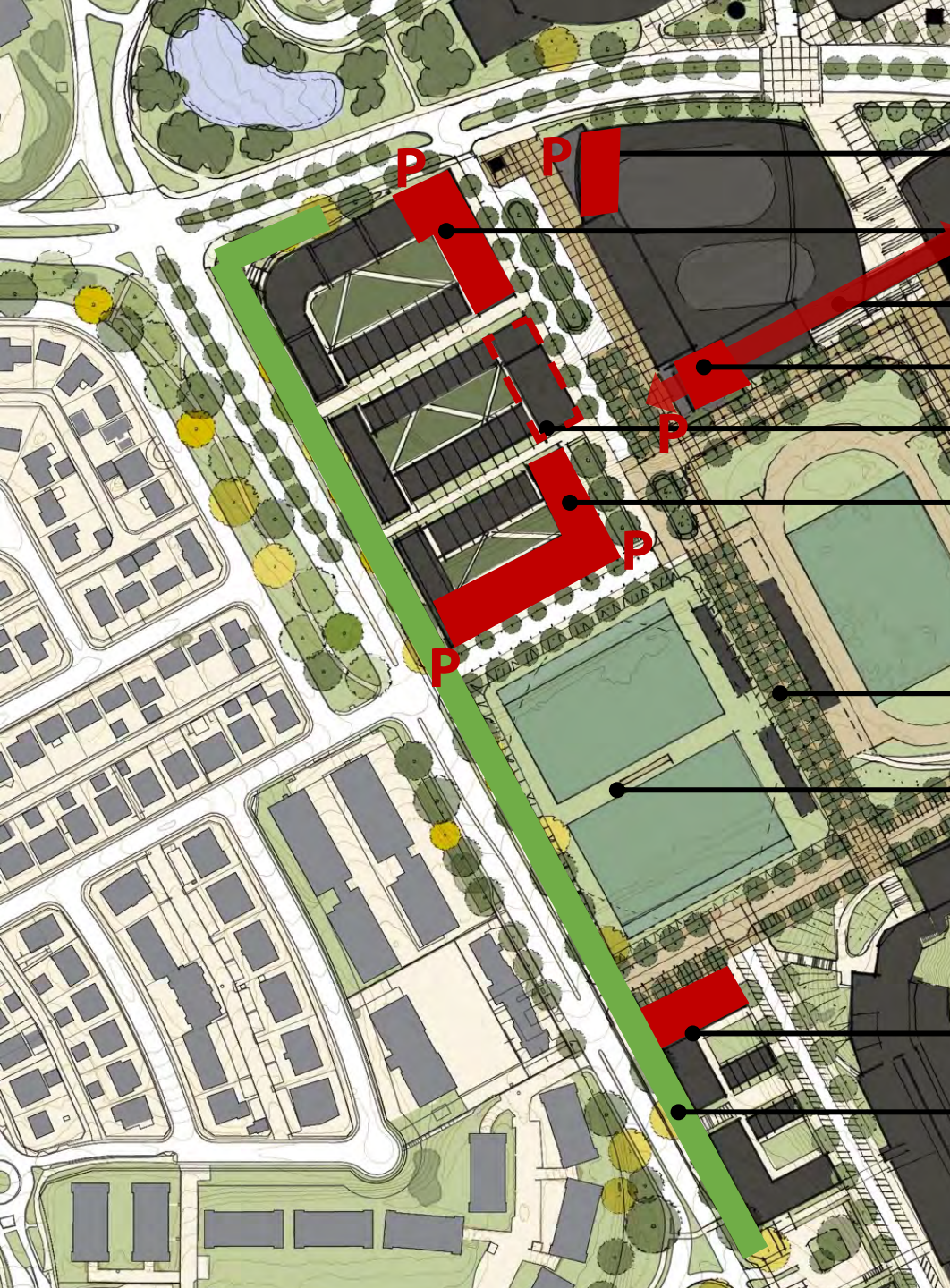
6-10m Mews Streets

Step Down to 5 Stories at University Drive/24th Ave.

Pedestrian "Parade" to Stadium

Two Fields – Green Finger into Site

Future Phase (5)



Corner Retail: +/-3500sf- N. Patio

Retail: +/-12000sf-NE Patio

Liner Building Opportunity (Res/Accommodations)

Corner Retail: +/-3500sf- N. Patio

Flex Use (Perimeter) - (Res/Retail/Service TBD)

South Retail: +/- 20,000sf (8 stories max for Shadow)

P = Ideal Patio Location

Pedestrian "Parade" to Stadium – Trees and Seating

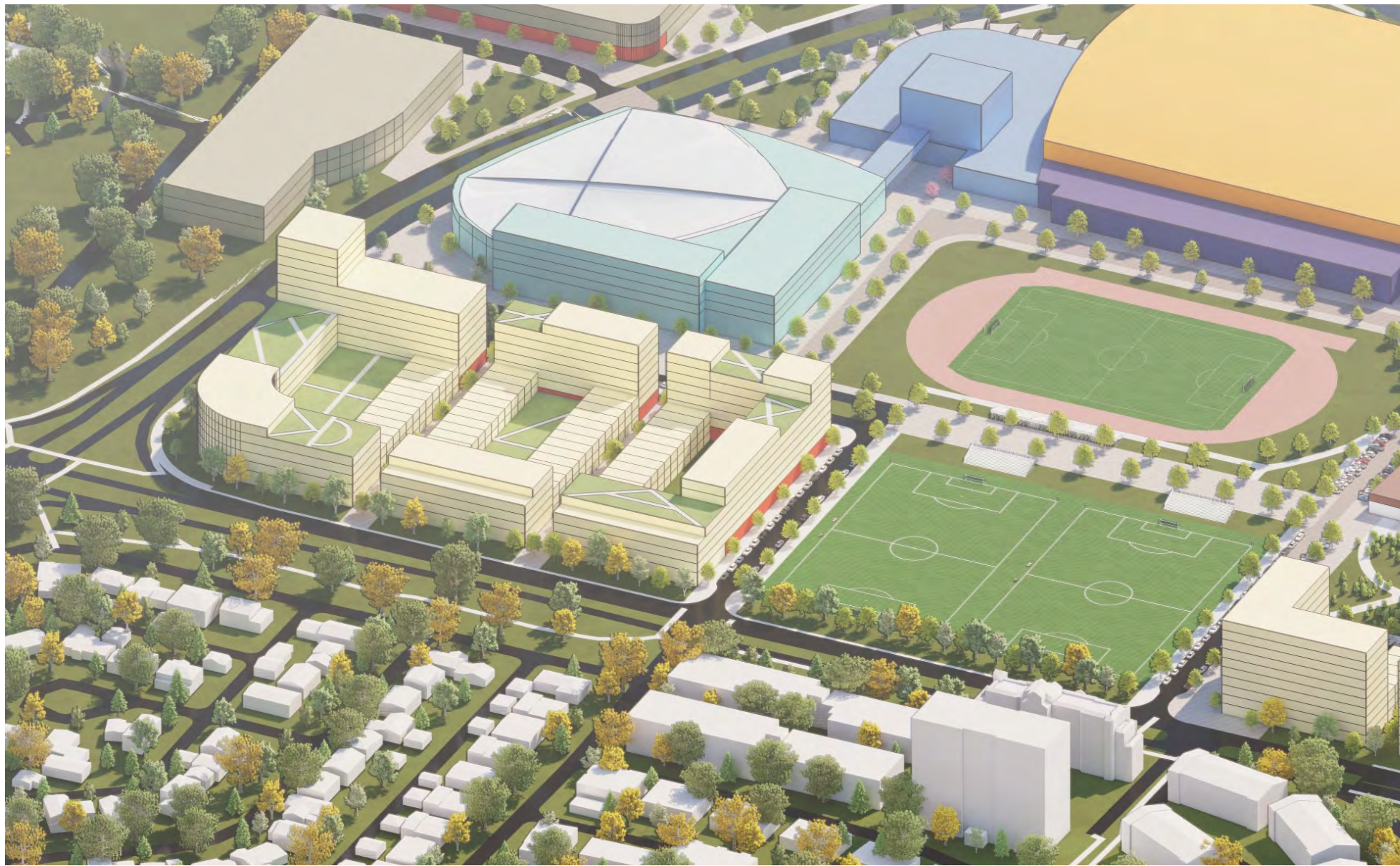
Two Fields – Green Finger into Site

Cricket Inset (TBD)

N-S Fields Rebuilt (now 60X100, possible 70X100 with low retaining walls.

Potential Retail Base +/-10000sf- Plaza/Patio

12m Tree Buffer/University as Parkway (Design TBD)



Active Transportation Study

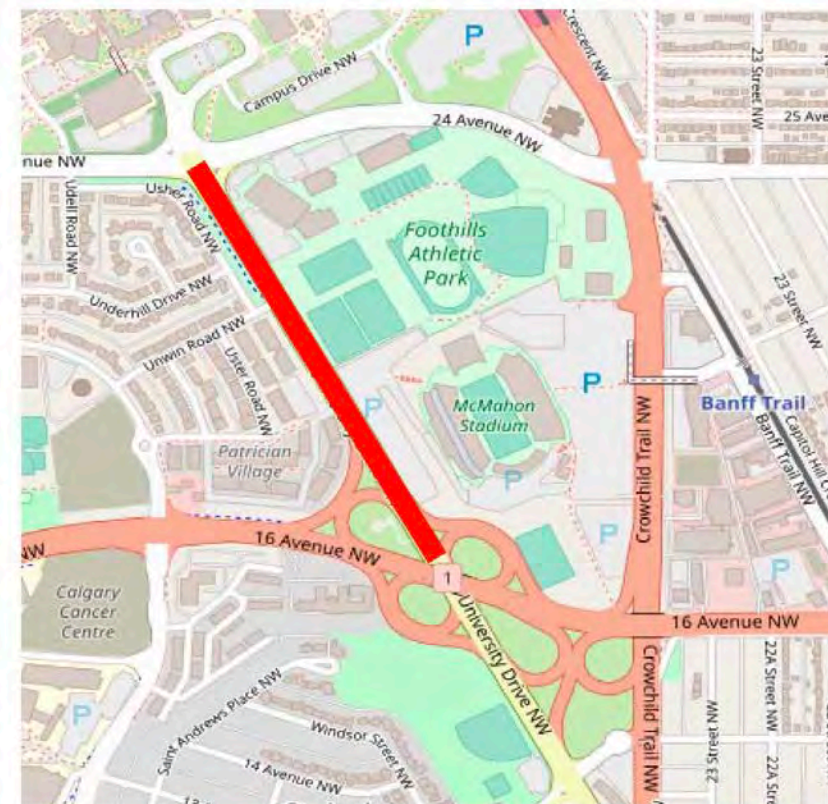


Figure 1.10: University Drive Overview Map

University Drive Concepts

Existing Conditions

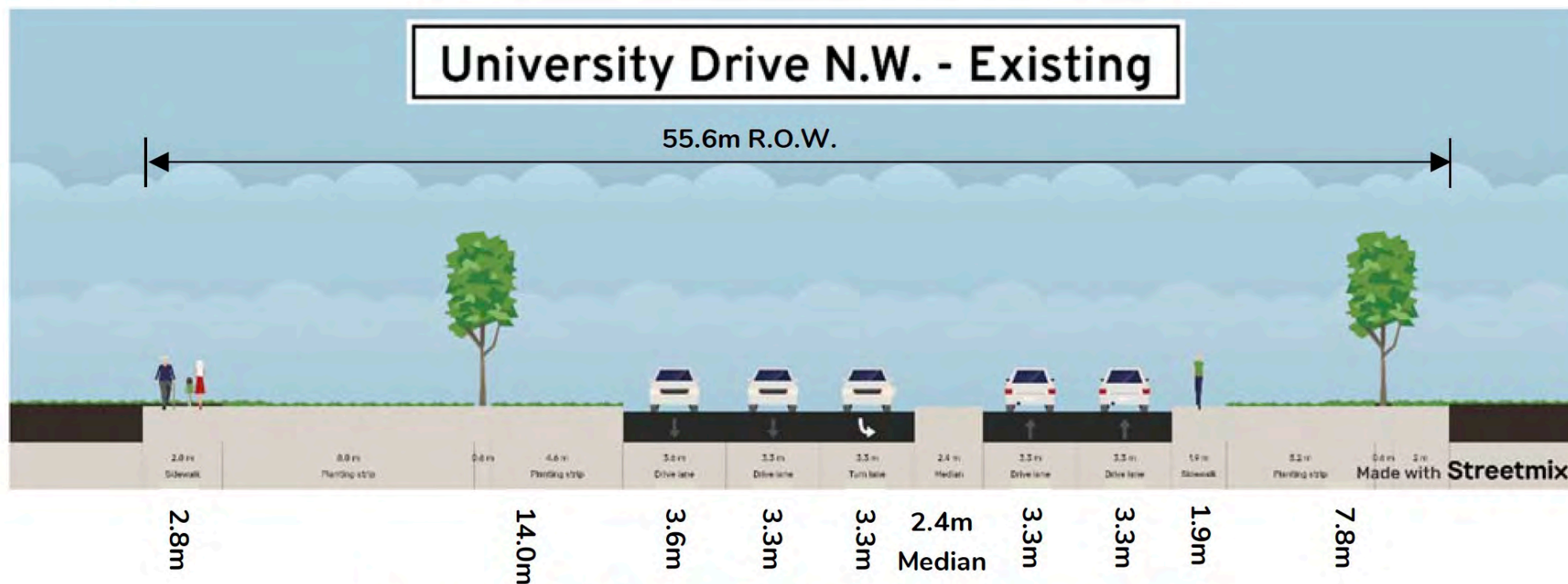


Figure 1.11: University Drive Existing Cross Section

University Drive Concepts

Option 1

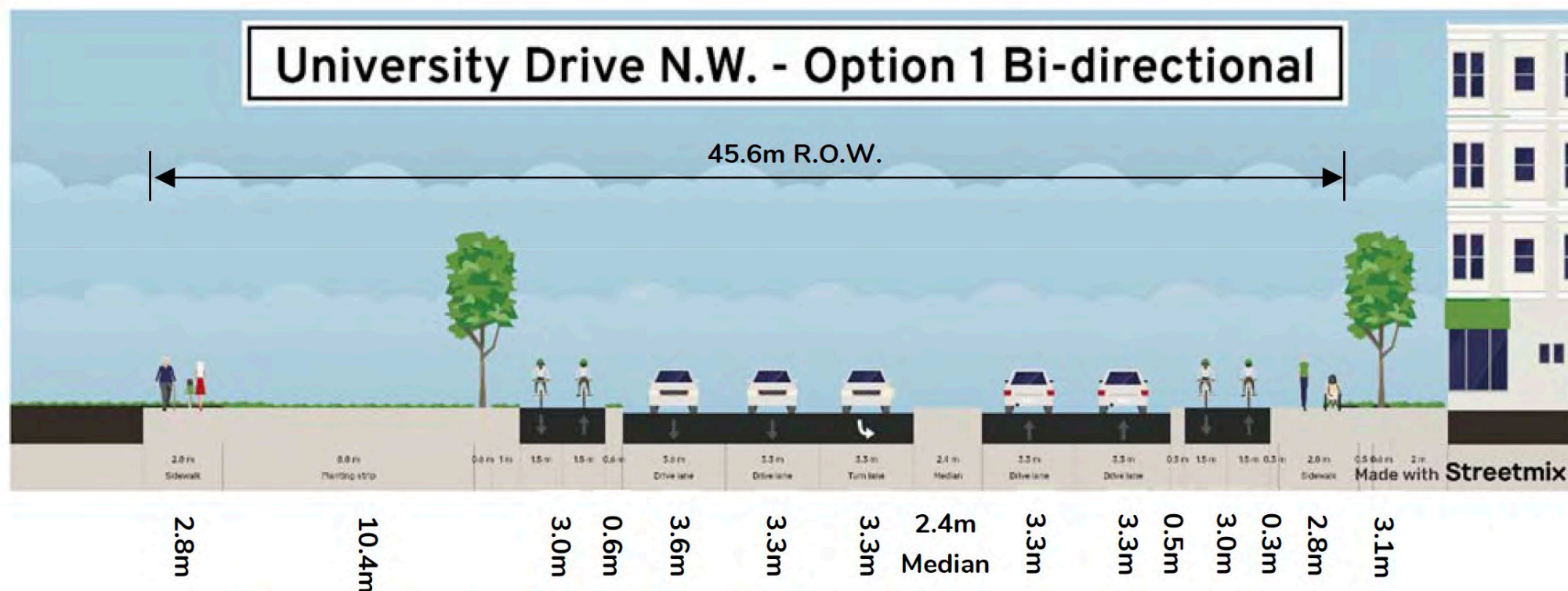


Figure 1.12: University Drive Option 1 Bi-directional Cross Section

University Drive Concepts

Option 2

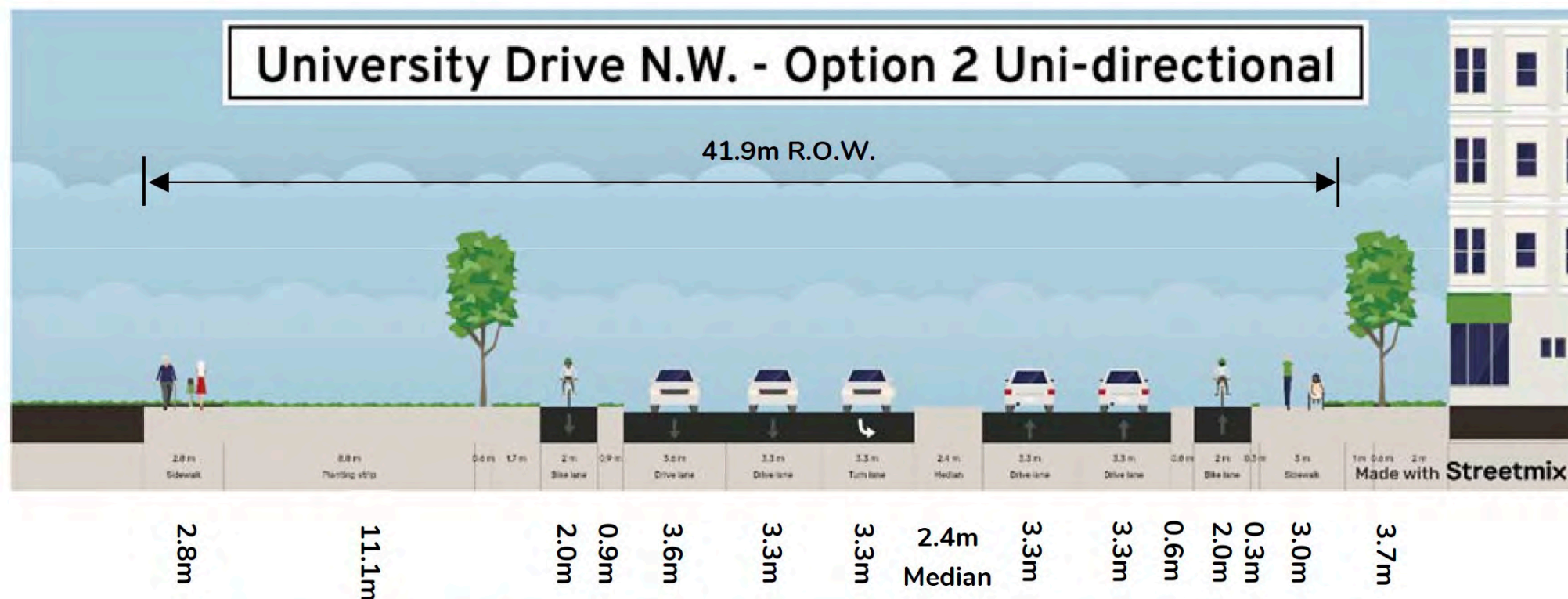


Figure 1.13: University Drive Option 2 Uni-directional cross section

Focus Areas

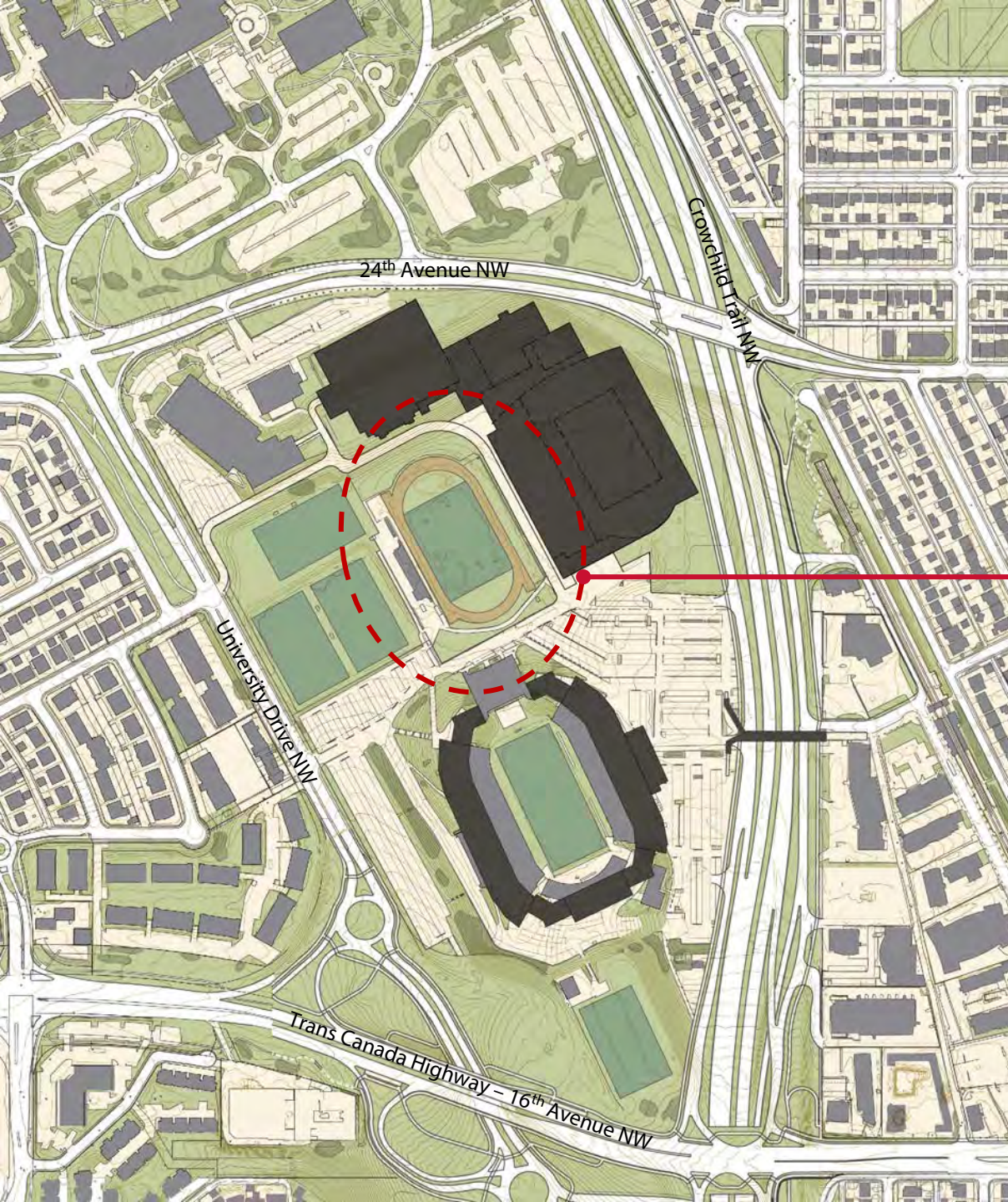
Interface at 24th/University

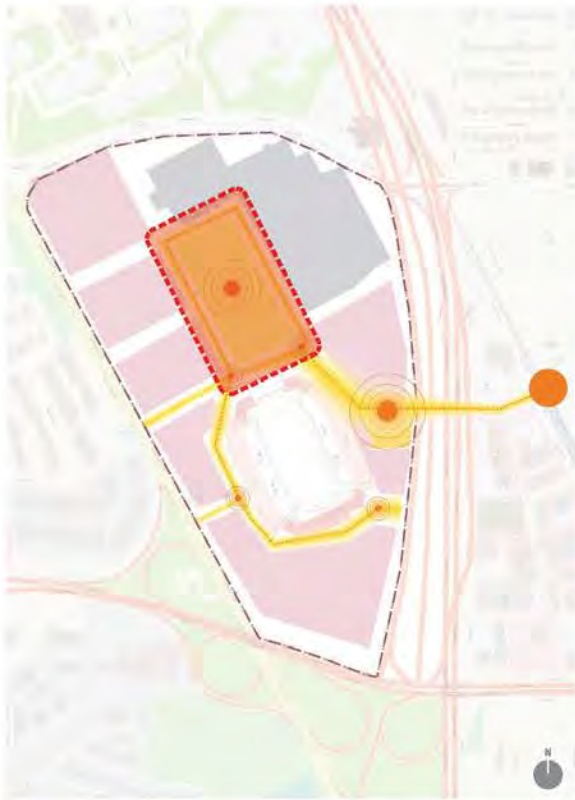
Redevelopment at University Drive

Central Greenspace

Entertainment District, Stadium
Front Door, Transit Interface

South Infill/Parking Opportunity





EXISTING RUNNING TRACKS AND FIELD



BUSCH STADIUM BALL PARK VILLAGE | ST. LOUIS, MO



MAMONTOVKA SCHOOL | PUSHKINO, RUSSIA

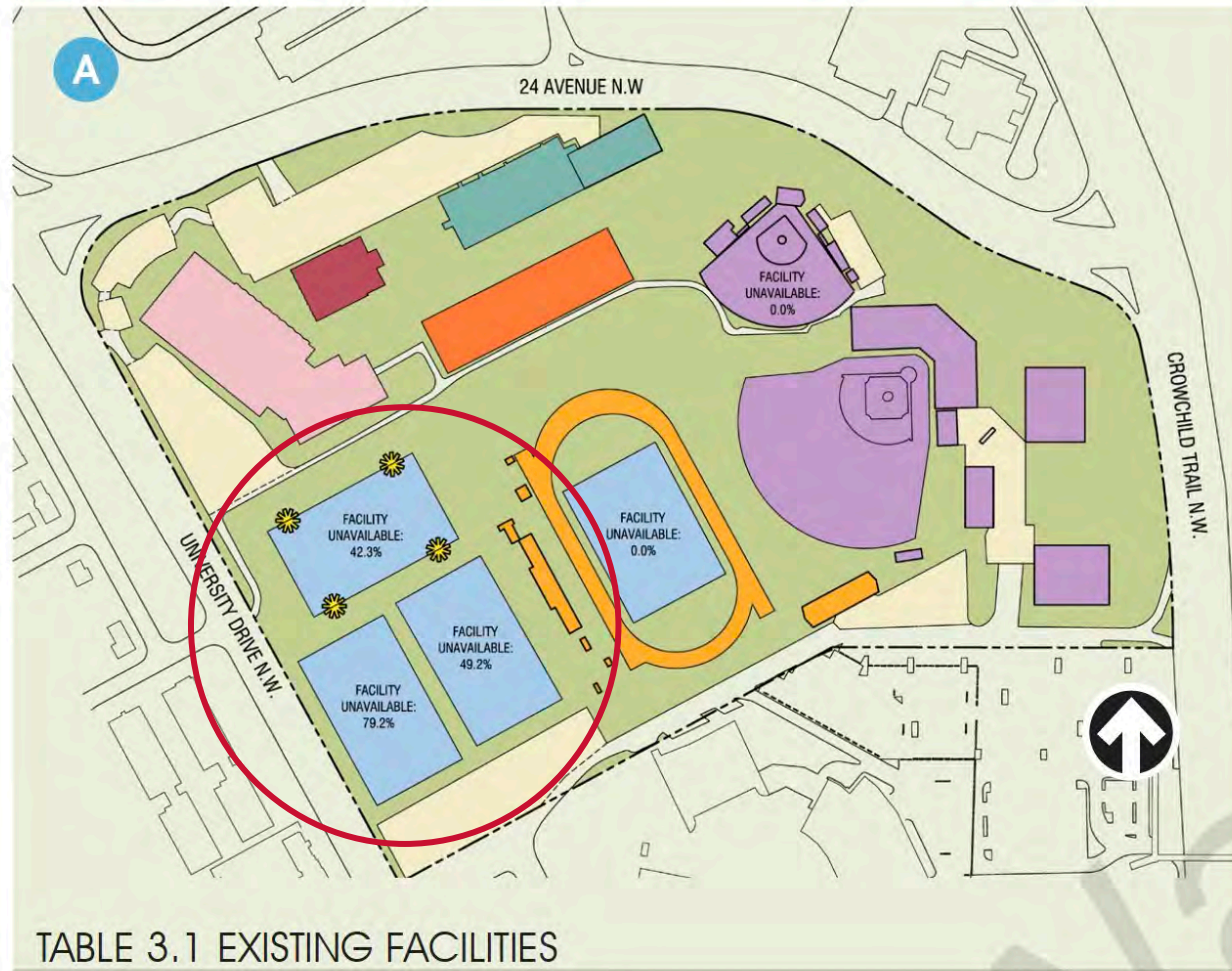


TITLE TOWN DISTRICT | ASHWAUBENON, WI

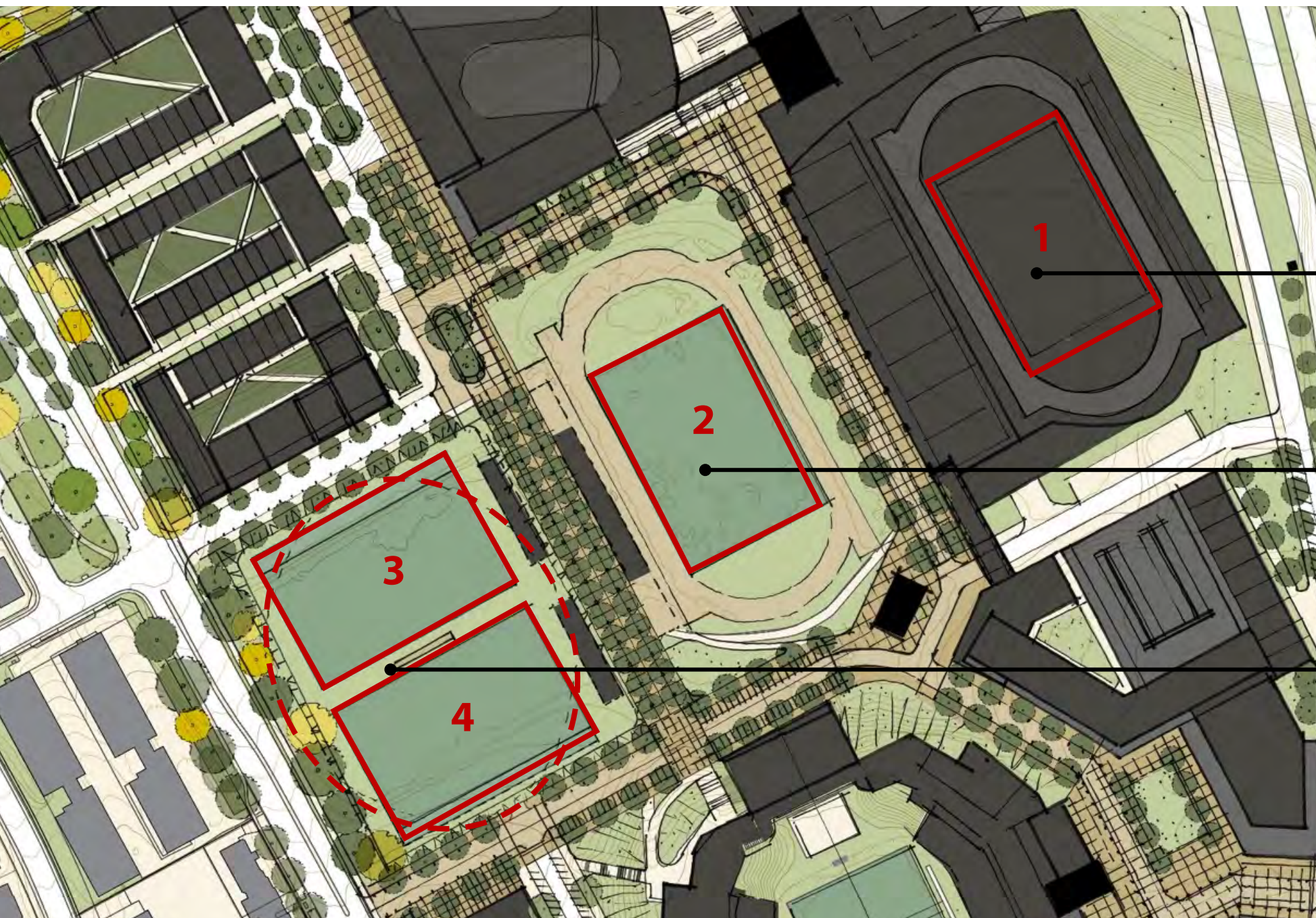


DOODLE PARK | CHONGQING, CHINA

Existing Field Analysis



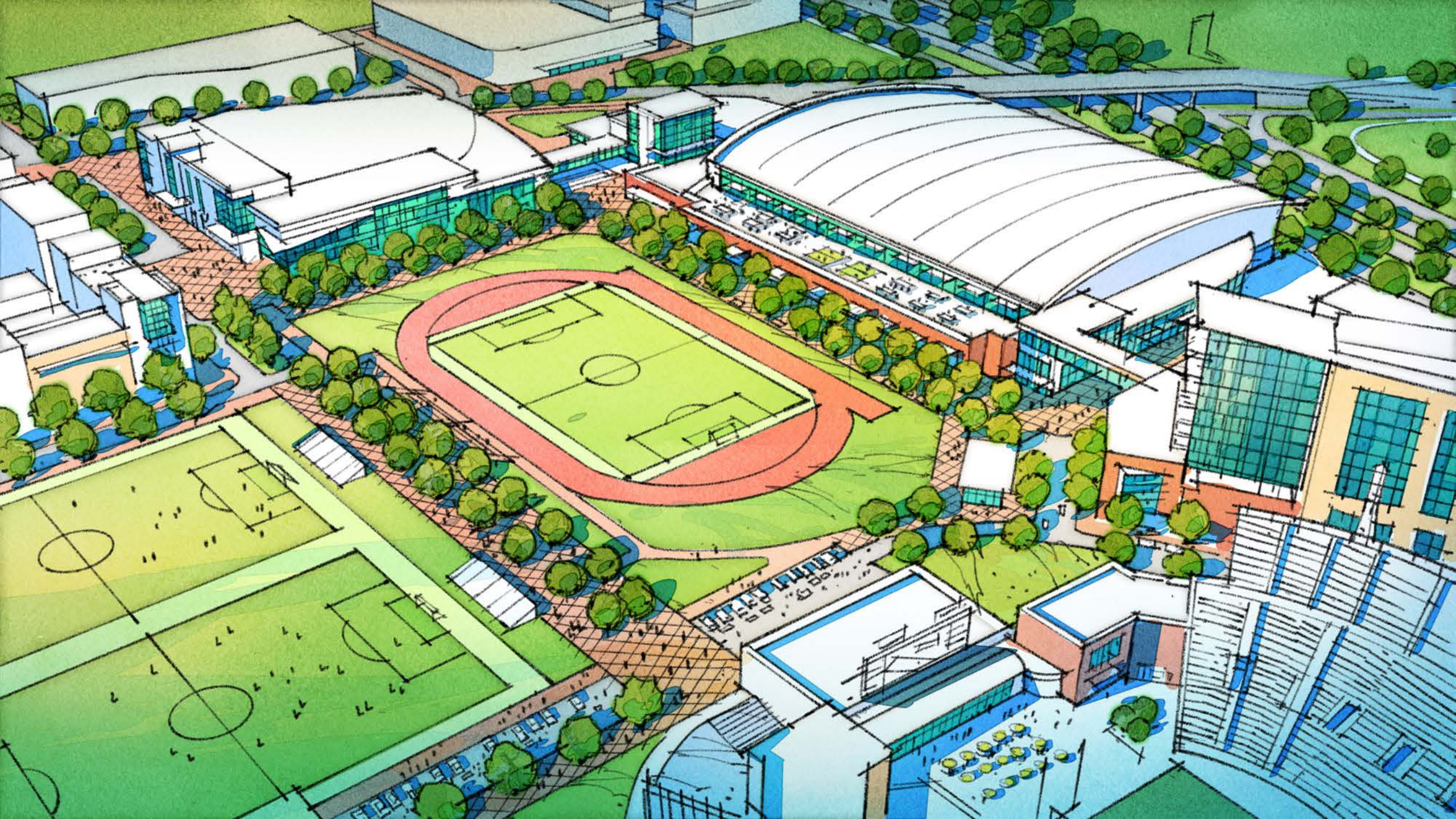
Four Fields



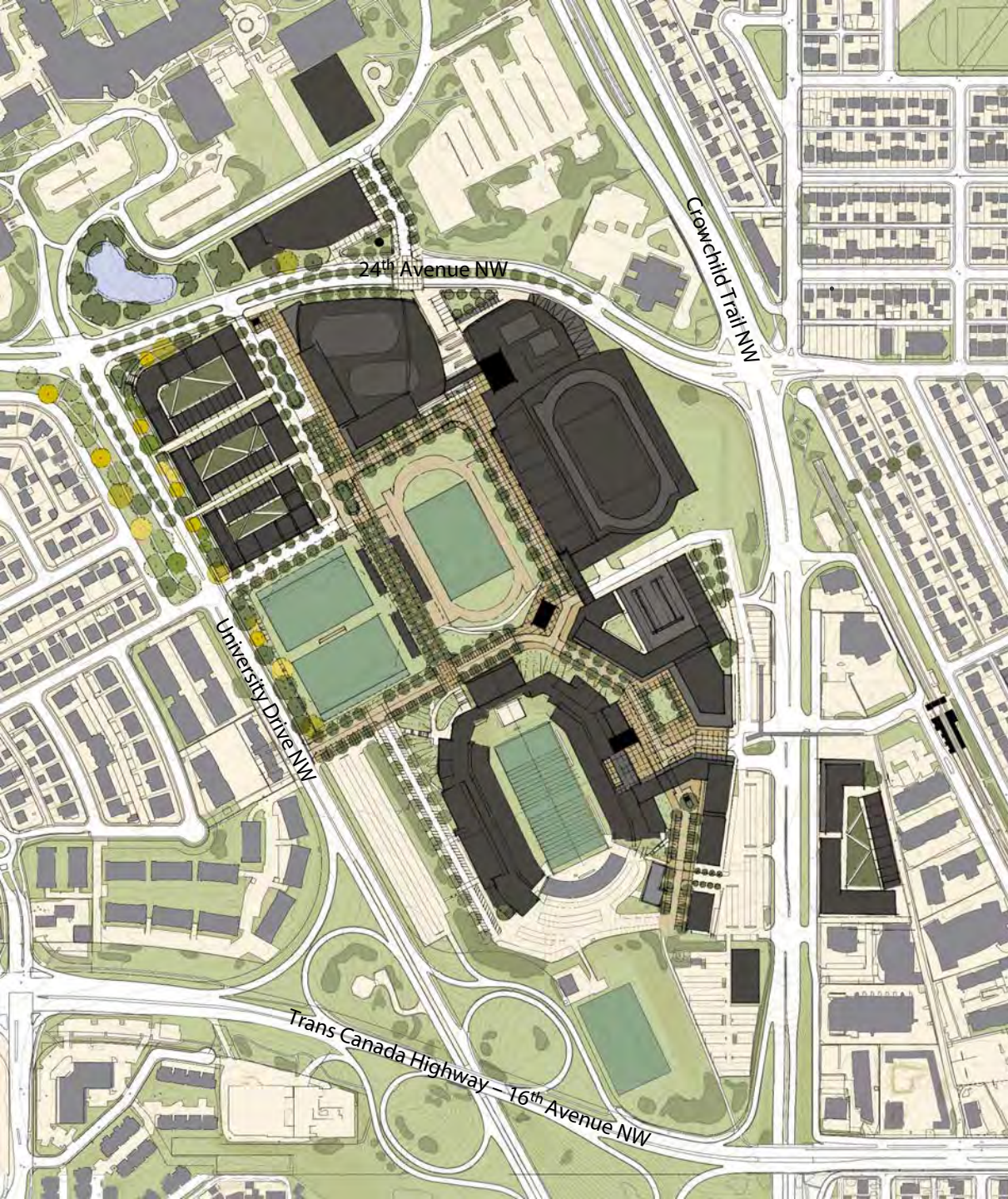
Year Round Access

Daily/Year Round
Access, Turf? Flexible
Seating/Stadium?
Host other Events
Low Fence to Protect
Surface

Rebuild: Water, Size
70X100 (now 60X100)
Flexible Use?
Turf? Lights/Irrigation.
Cricket?
Domed?

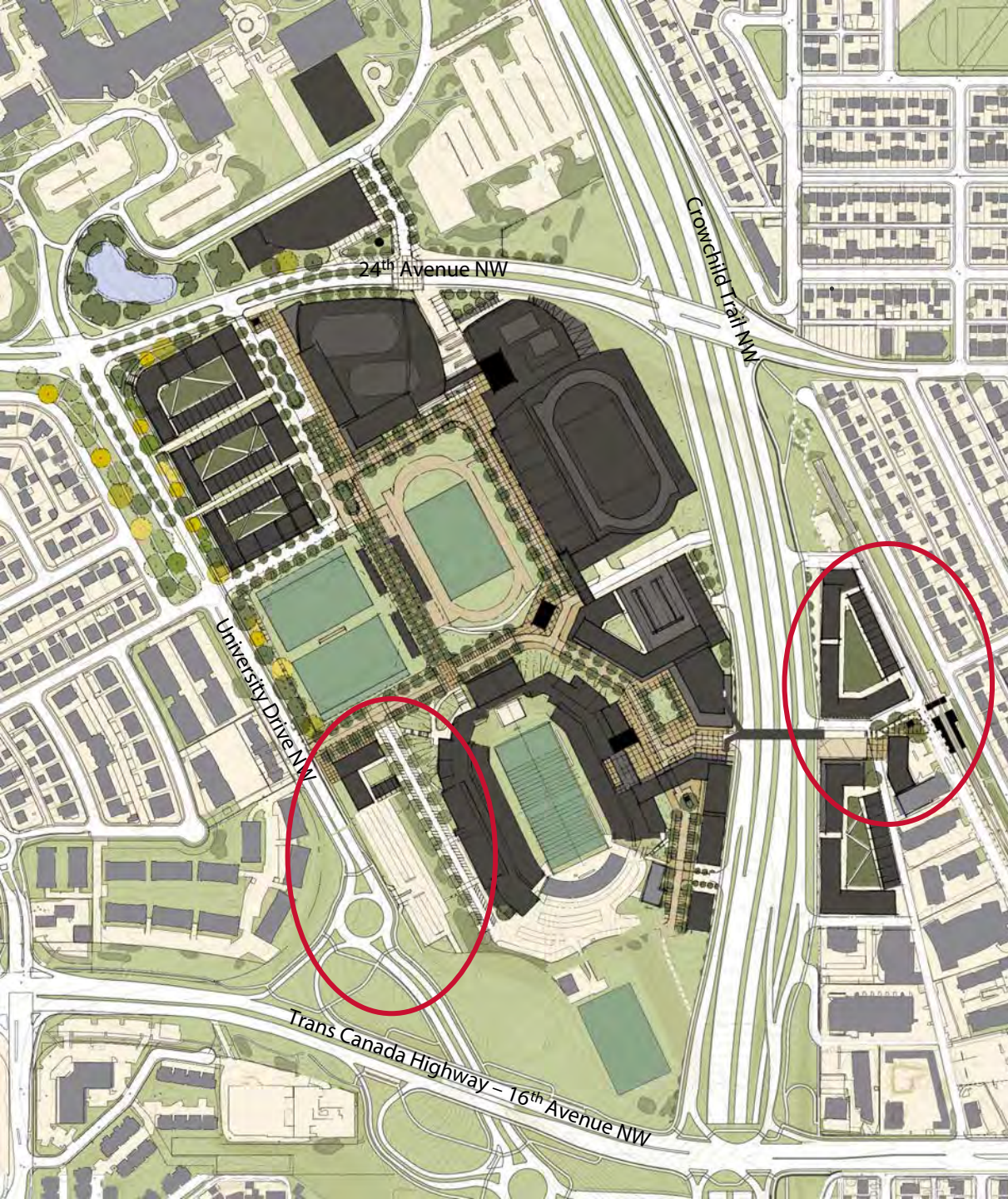


PHASE 4



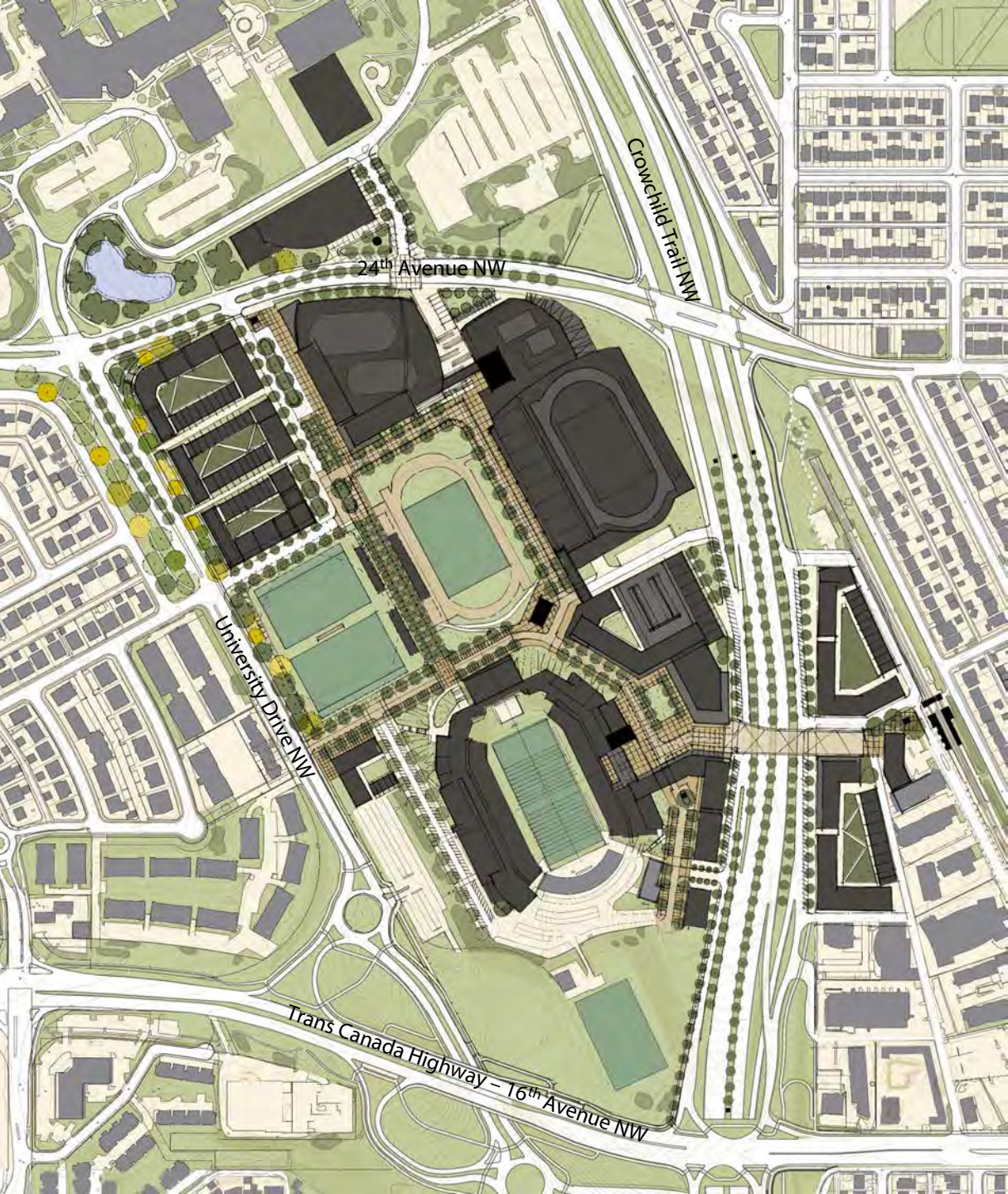
PHASE 5

- Crowchild
- Transit Interface
- University Drive Mixed Use



PHASE 5

Crowchild Reimagined...

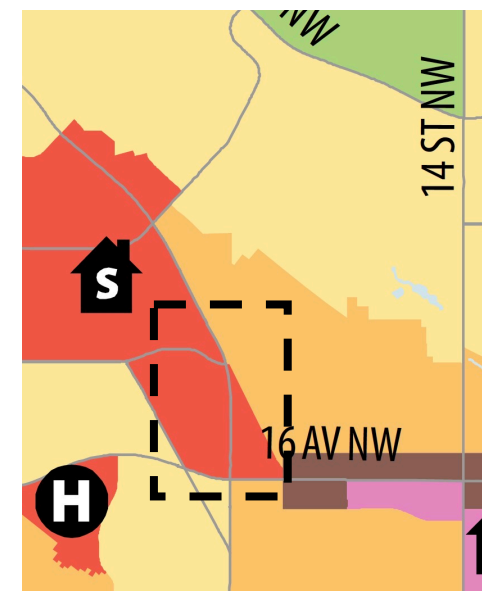


Crowchild

Access is Challenge/Barrier

Pedestrian Crossing
From 60m to 105m

Cross Section
From 40m to 80m-150m



Calgary MDP
Major Activity Centre/TOD



Ideas we heard



Variable speed limits

Consider variable speed limits that are dependent on current conditions (e.g. congestion, weather).



Reduce speed limits or lane widths

Consider reduced speed limits or lane widths between 24 Ave. N.W. and 17 Ave. S.W.



Bus-only lanes

Consider the use of bus-only lanes on Crowchild Tr.



Mitigate neighbourhood traffic

Typically involves speed humps, traffic circles and directional road closures, and may also include changes such as turn restrictions.



Transportation Measures

Draft Recommendations

Consider variable speed limits on Crowchild Tr. if provincial legislation allows them in the future. Variable peak-hour speeds would be most effective from 16 Ave. N.W. to 17 Ave. S.W.

Crowchild Tr. from 24 Ave. N.W. to Memorial Dr. designed to accommodate a 60-80 km/h speed limit. The current plan maintains standard lane widths on Crowchild Tr. Consider lane width reduction from 3.7m to 3.5m in future at the detailed design stage, if required.

Accommodate extended bus-only shoulder lanes in the long-term plan.

When any changes to Crowchild Tr. are implemented, work with bordering communities to identify and address any implications that the changes would have on traffic patterns on local streets.

Ideas not continuing



Warning systems

Consider ramp metering during busy periods along Crowchild Tr. (e.g. Crowchild Tr. and 24 Ave. N.W.).



High occupancy vehicle lanes (HOV)

Consider use of HOV lanes. HOV lanes will require additional lanes in some locations along Crowchild Tr. to address lane continuity.



Reversible lanes

Consider use of reversible lanes during peak hours to improve traffic flow on Crowchild Tr.



Tolling

Consider the use of tolling on Crowchild Tr.

Why the idea is not continuing

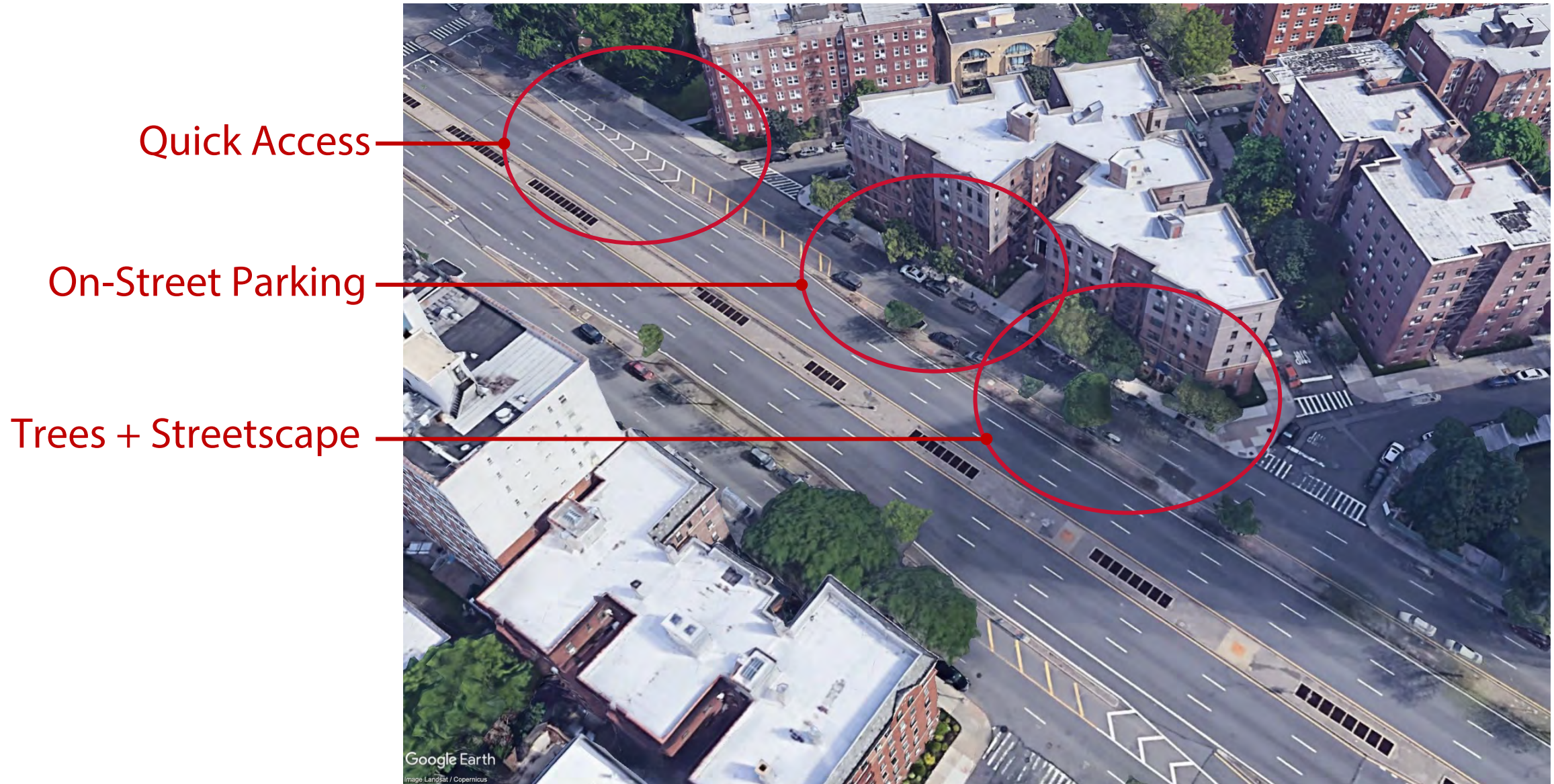
Ramp metering is not considered to be a viable solution for Crowchild Tr. as it requires significantly longer entry ramps, which can increase property impacts and reduce the distance of weaving areas between adjacent ramps.

HOV lanes are not considered to be a viable solution for Crowchild Tr. due to the high number of entry and exit points. HOV users would need to frequently cross all lanes of Crowchild Tr. in order to weave between the HOV lanes (on the left-hand side) and the ramps (on the right-hand side), which would disrupt traffic flow for all users.

Reversible lanes are not considered to be a viable solution for Crowchild Tr. due to there being nearly 50/50 traffic flow in both directions near the Bow River Bridge, and due to the large footprint that would be needed to accommodate transition areas at either end of a reversible lane system.

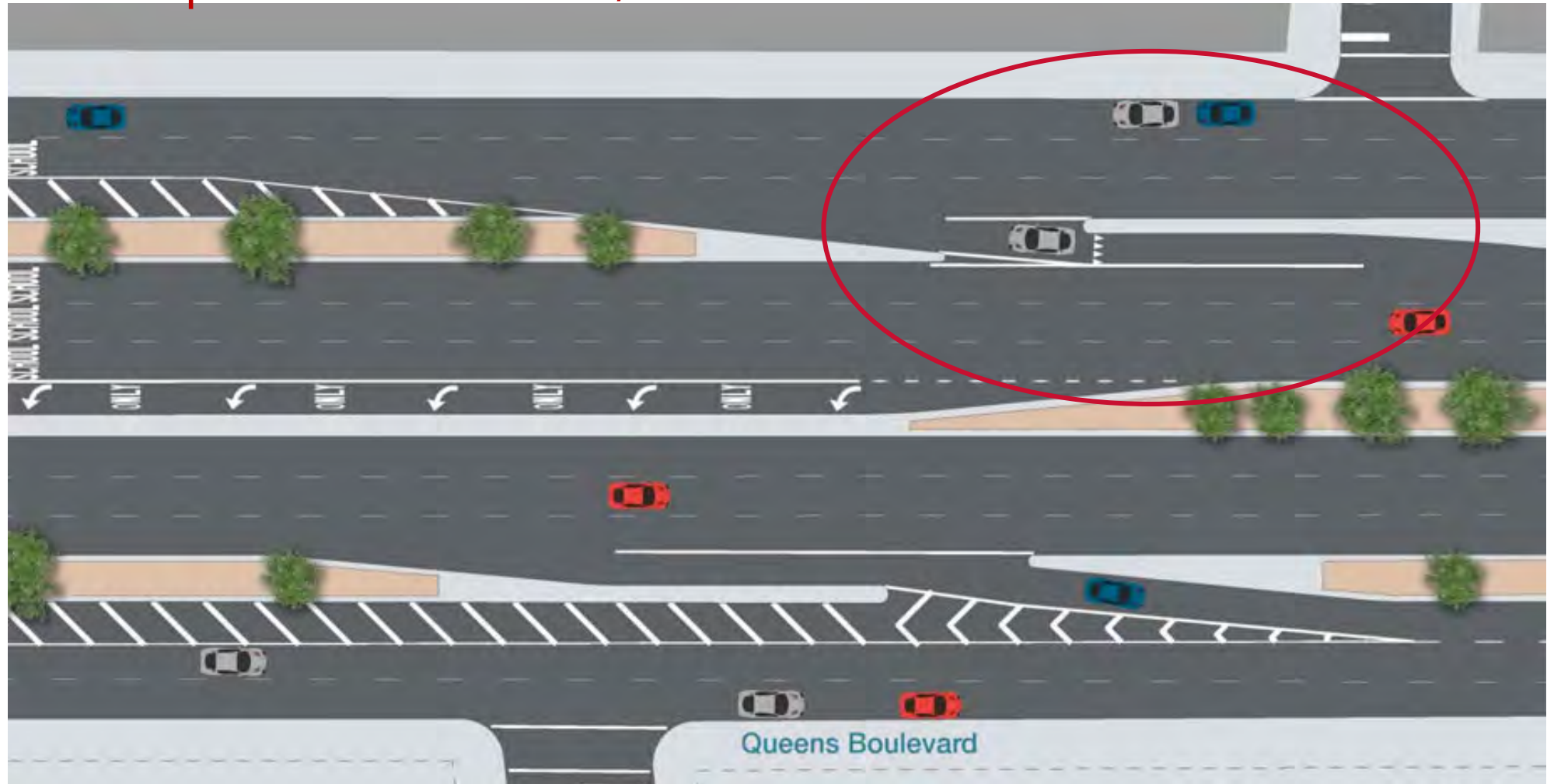
Tolling is not considered to be a viable solution for Crowchild Tr. due to the high number of entry and exit points. Tolling may encourage shortcutting onto community streets.

Precedent: Queens Boulevard



Precedent: Queens Boulevard

* Concept: Non-Peak Hour In/Out



Precedent: Mesa Street, Texas



Images By: Steve Price, www.urban-advantage.com

El Paso, TX
Mesa Street



On-Street Parking

Trees + Streetscape (Urban Sidewalk)

El Paso, TX
Mesa Street



Allows for Active Frontages onto Crowchild/Urban Integration

Urban Crowchild

F+M

Active Frontage Road (Slip Lane)
2 Lanes One Way@3.3m 40kph
On Street Parking: Parallel or Angled
4.0m Urban Sidewalk

Consider Reduced Width

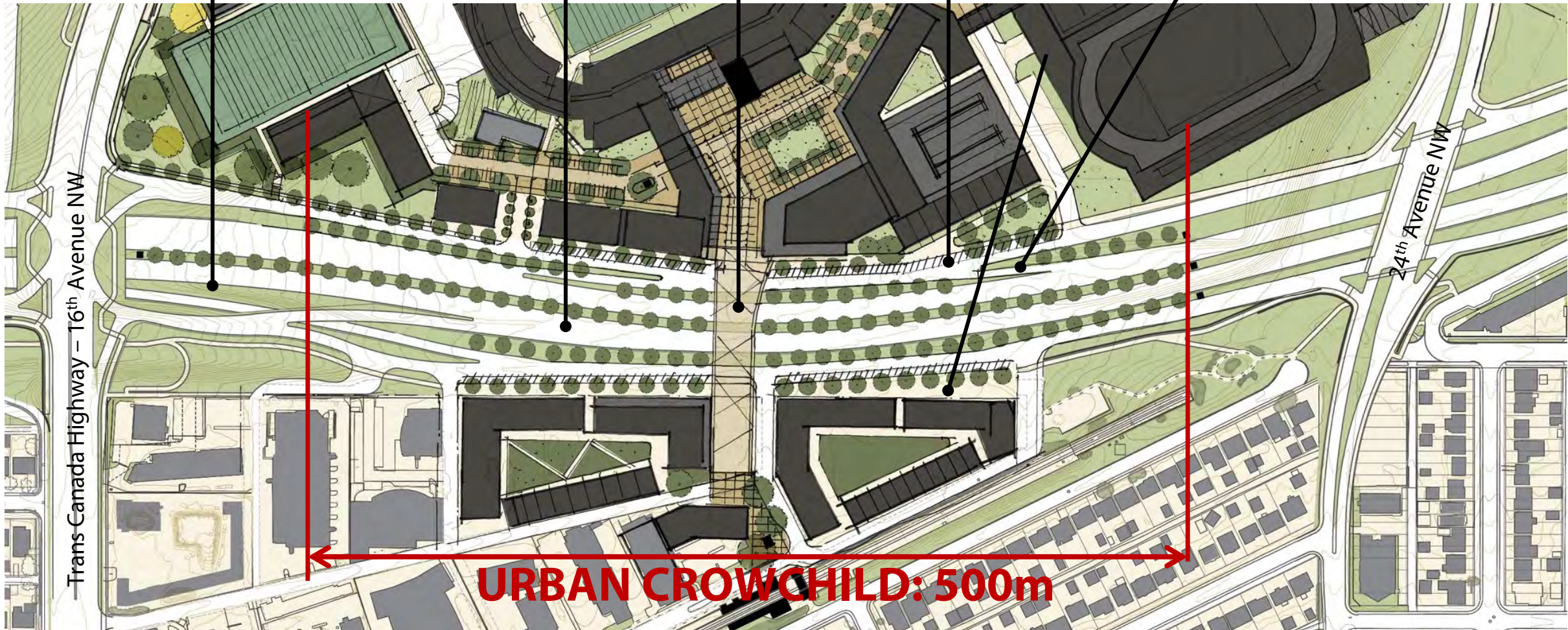
Push to East

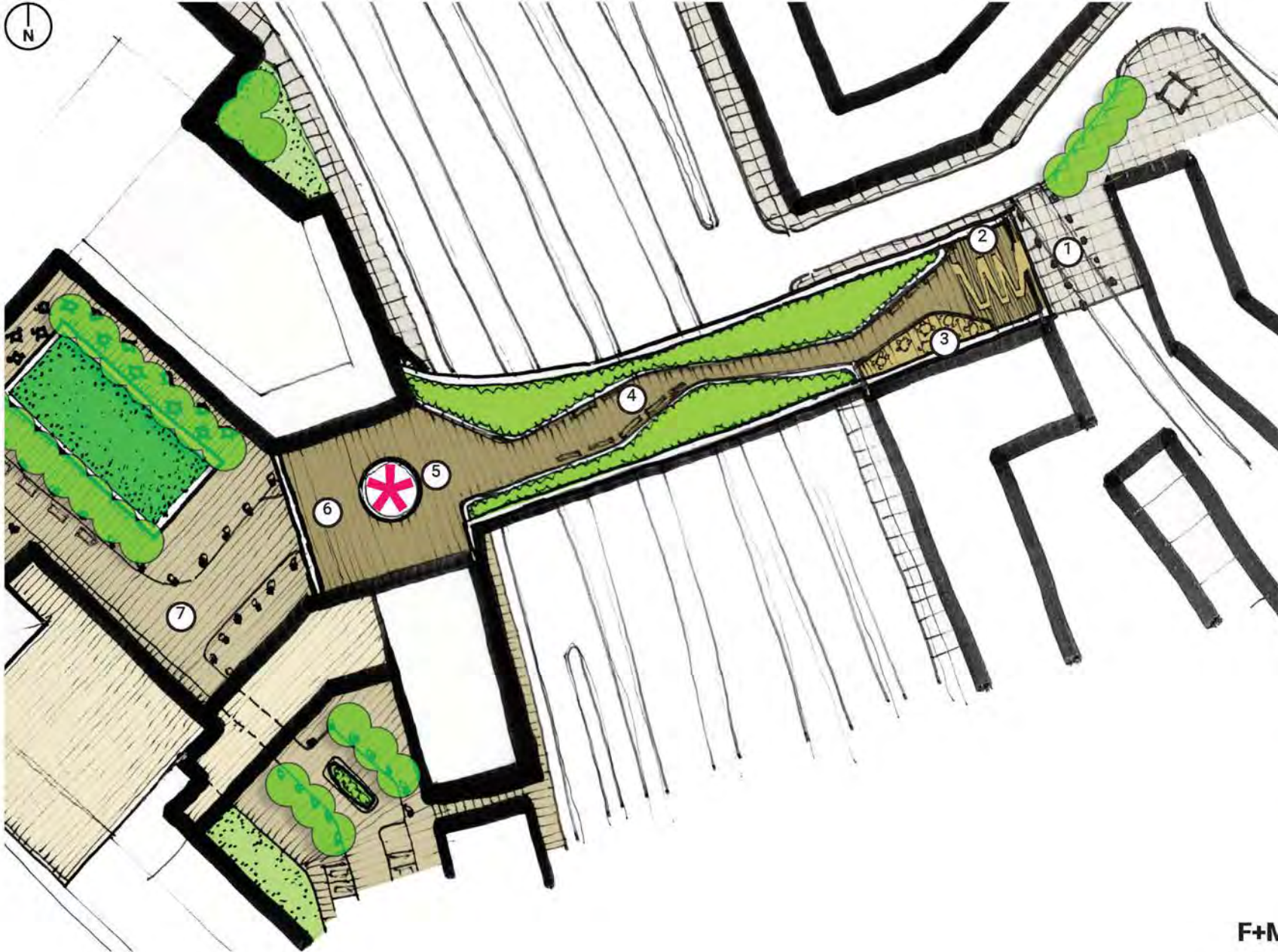
6 Lanes, No Signals; 60kmh

Bike Lanes?

Quick Access

Land Bridge



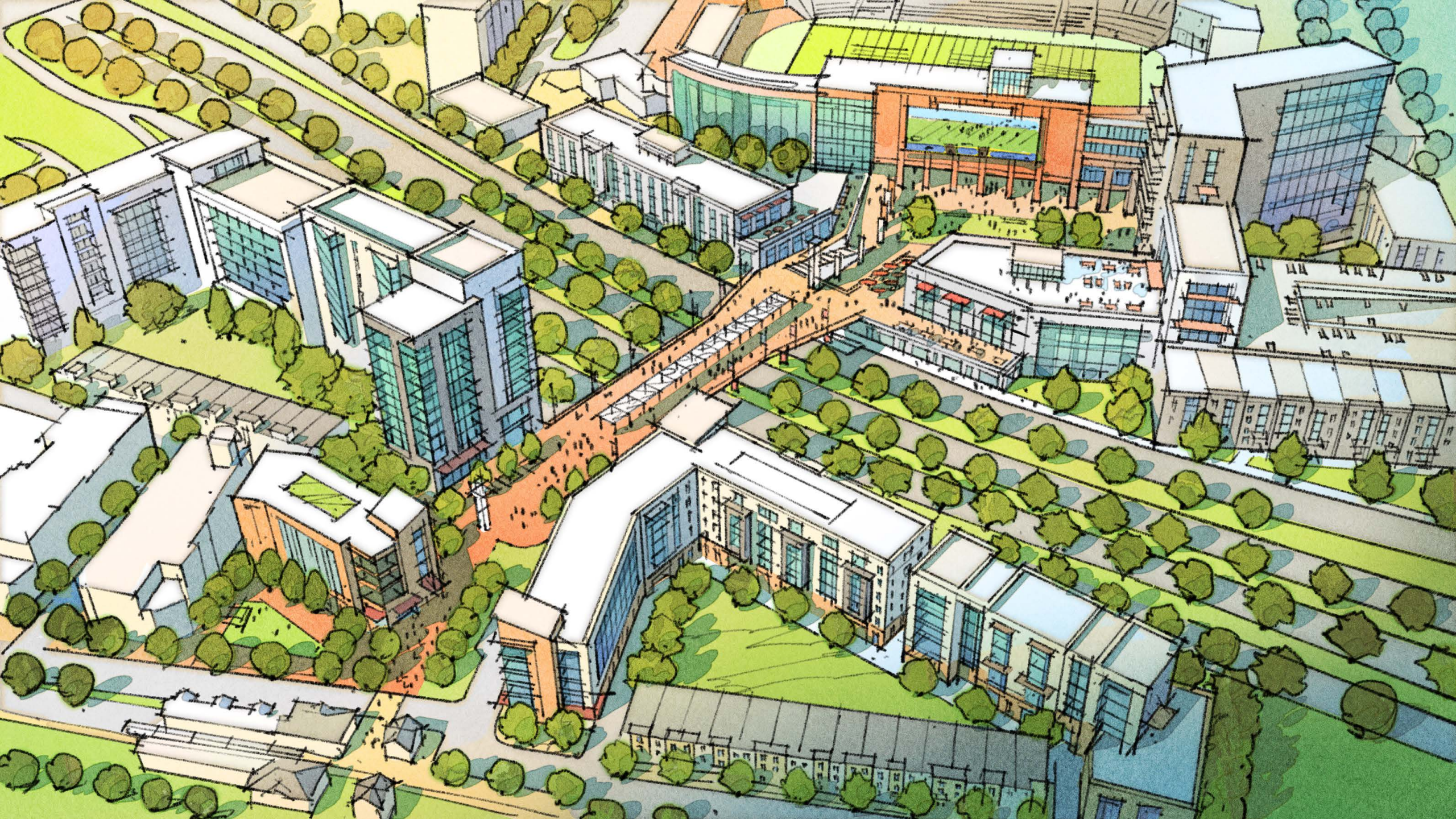


PUBLIC REALM ELEMENTS

1. Potential re-development + improved access to pedestrian overpass
2. Grand stair/ramp access to pedestrian overpass
3. Potential second-level patio space integrated b/w overpass + adjacent development
4. Pedestrian overpass pathway w/ directional planting islands; pathway width varies to allow for seating areas along promenade
5. Opportunity for public art
6. Secondary plaza space overlooking ground level patio beneath
7. Entertainment District plaza + programmable mews w/ distinctive lighting + pagentry poles signifying entry to stadium area

PRECEDENTS





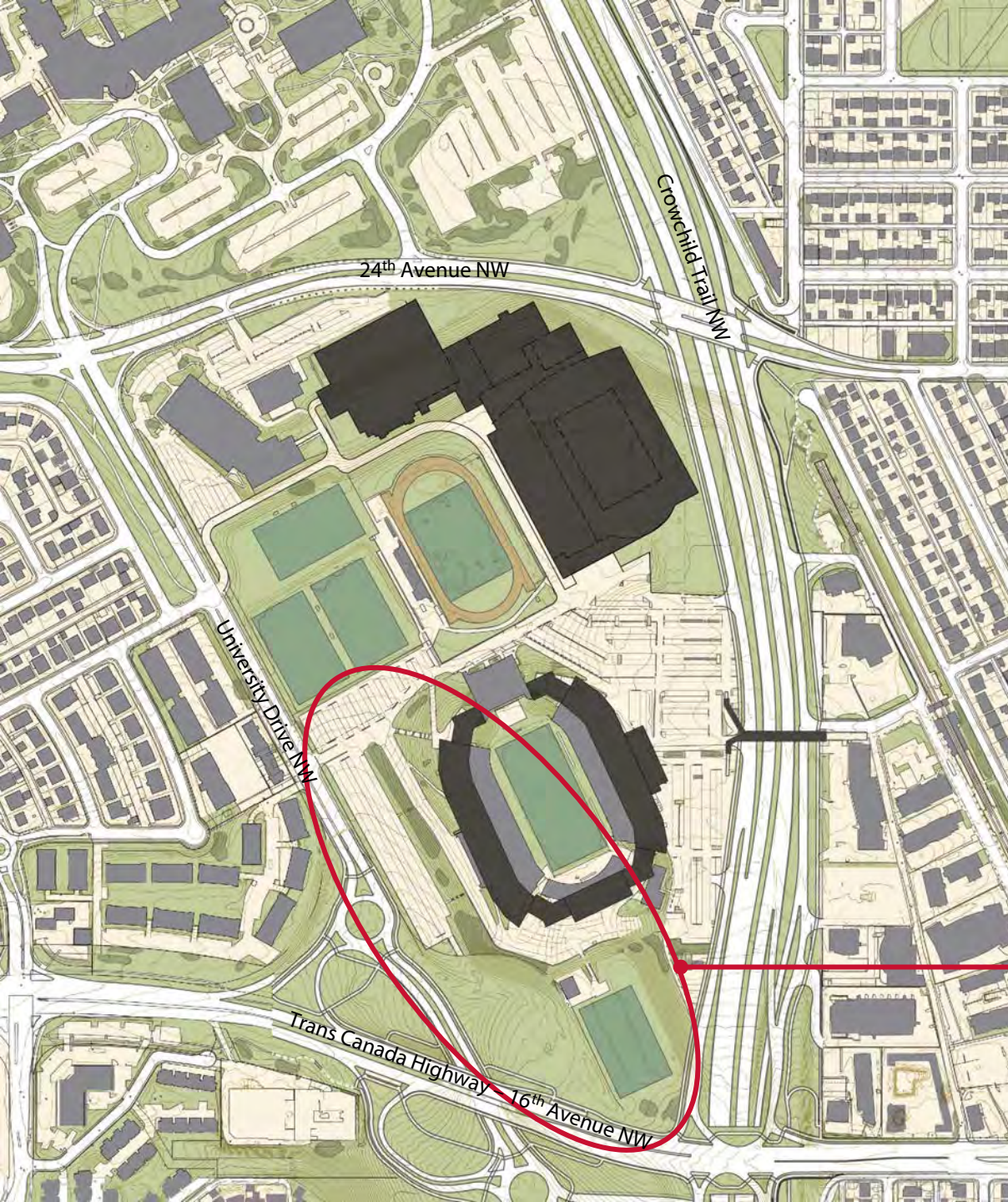
Focus Areas

Interface at 24th/University

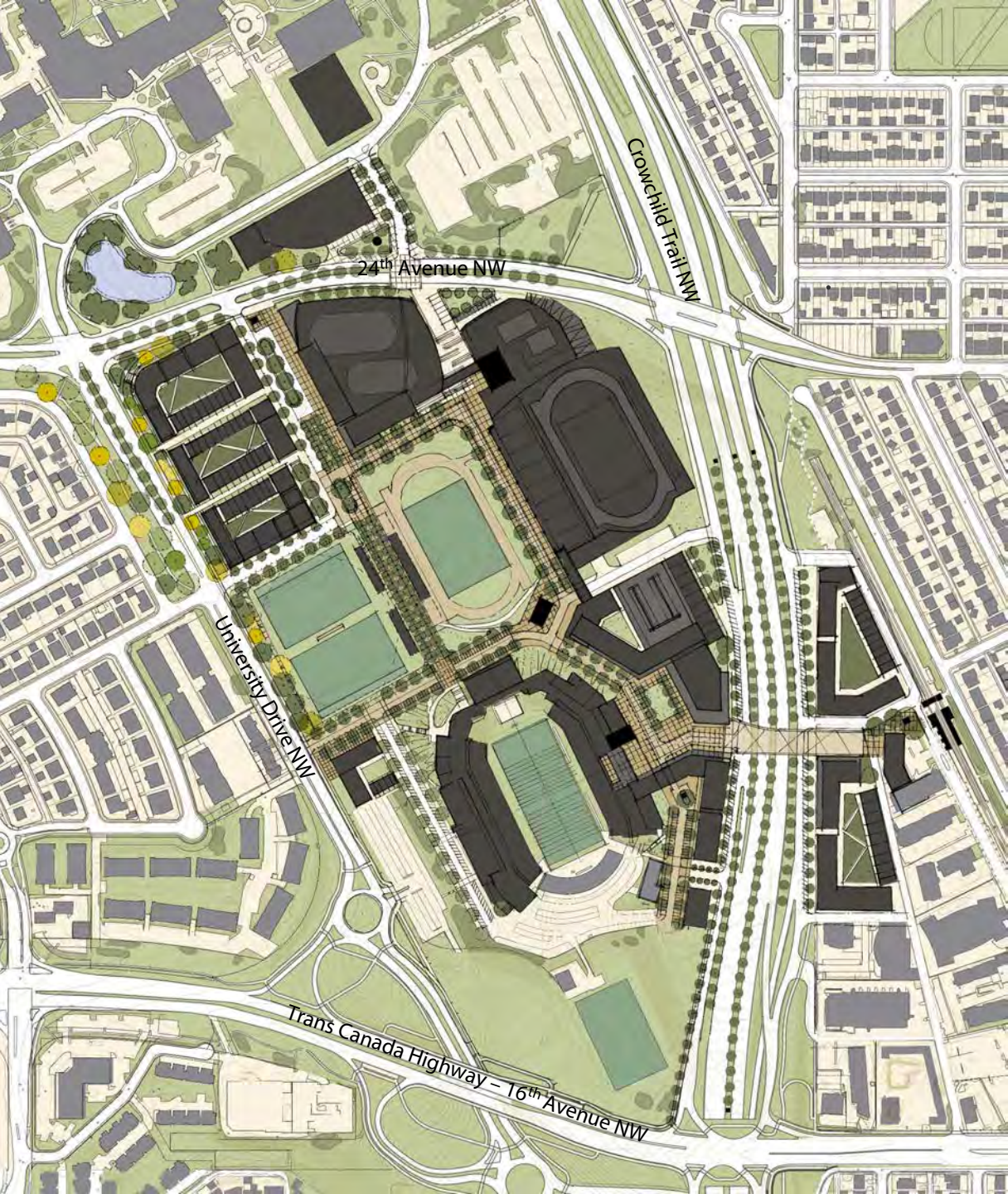
Redevelopment at University Drive

Entertainment District, Stadium
Front Door, Transit Interface

South Infill/Parking Opportunity

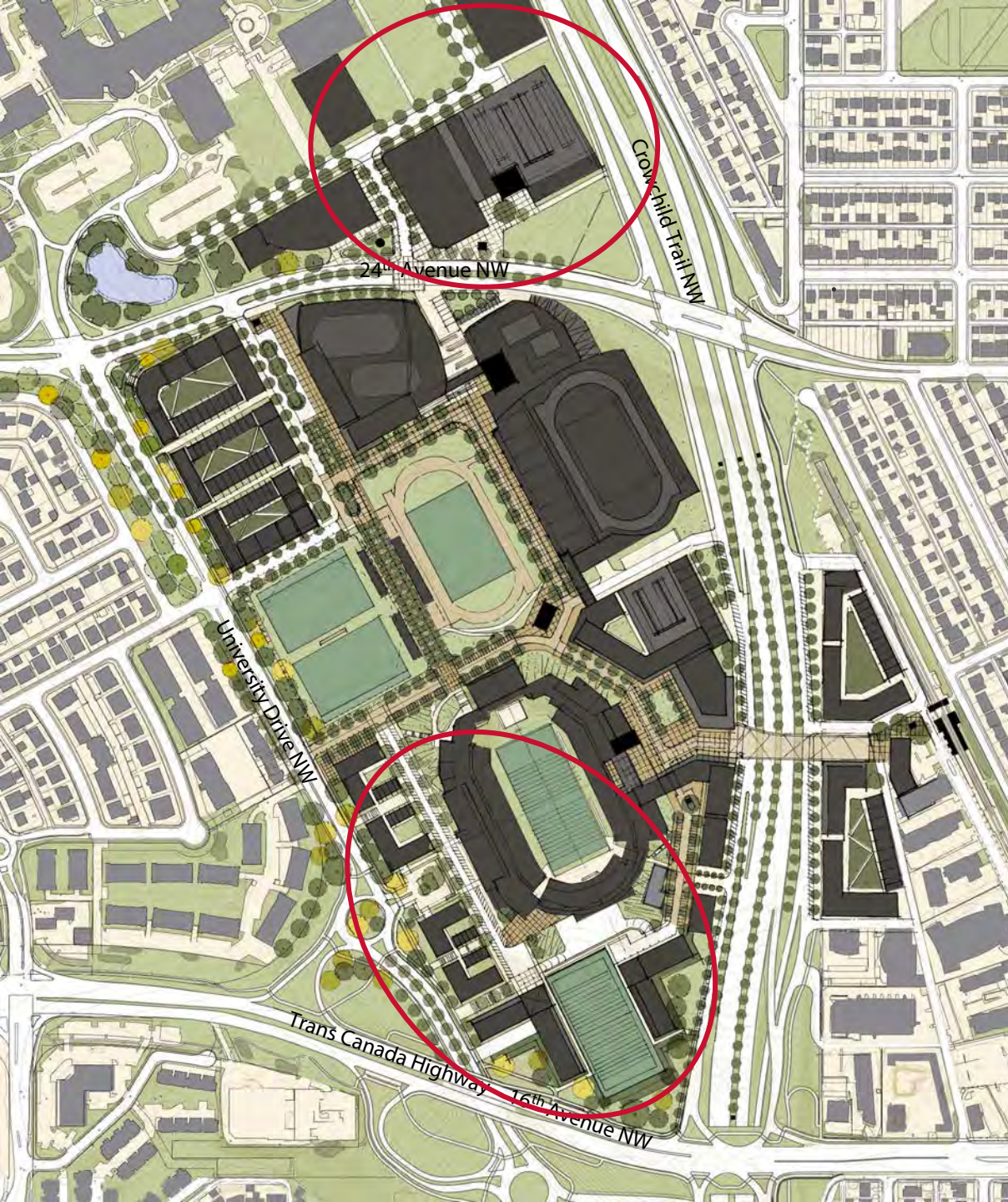


PHASE 5



PHASE 6

- University Buildings
- Southeast Focus Area

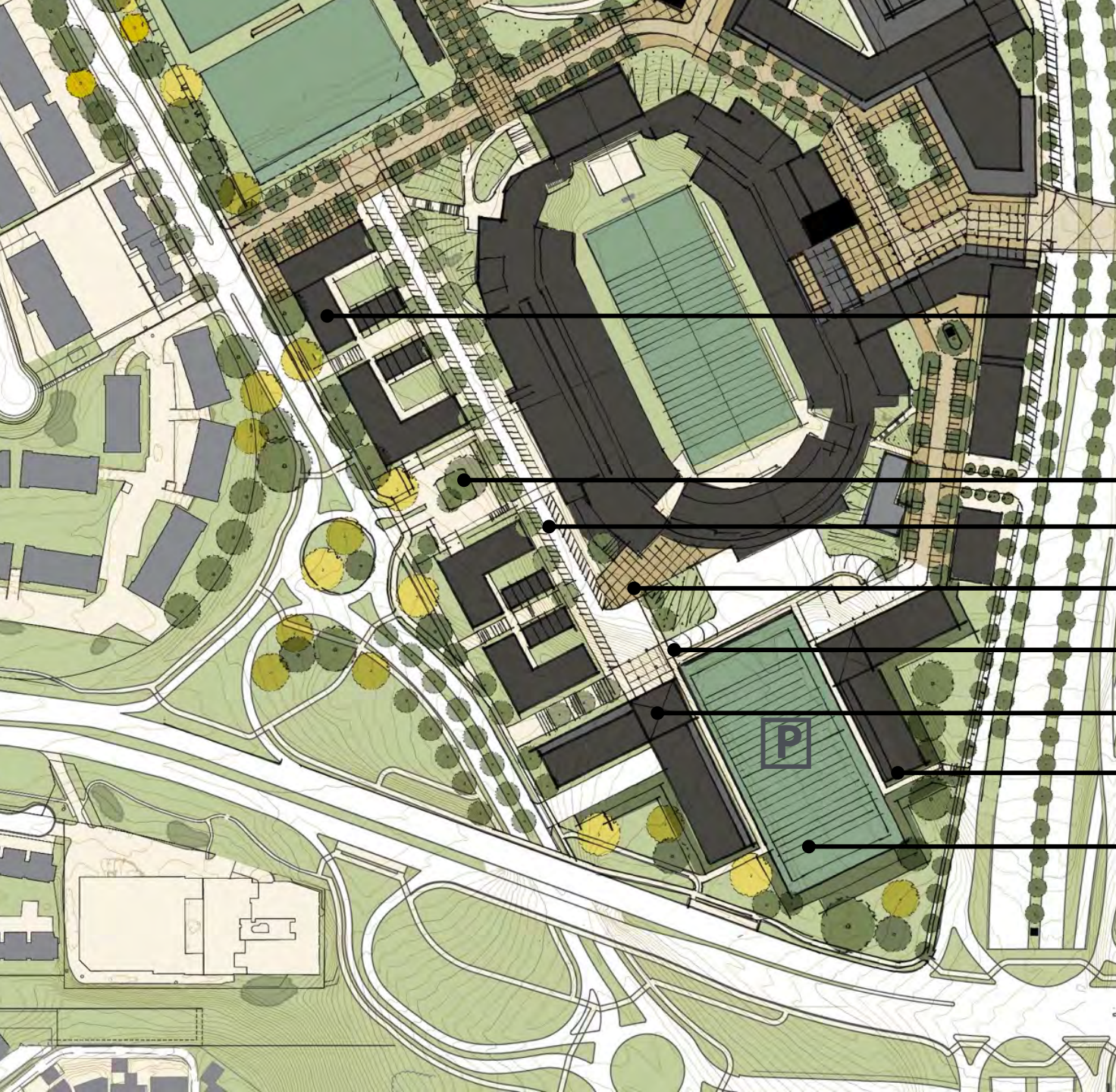


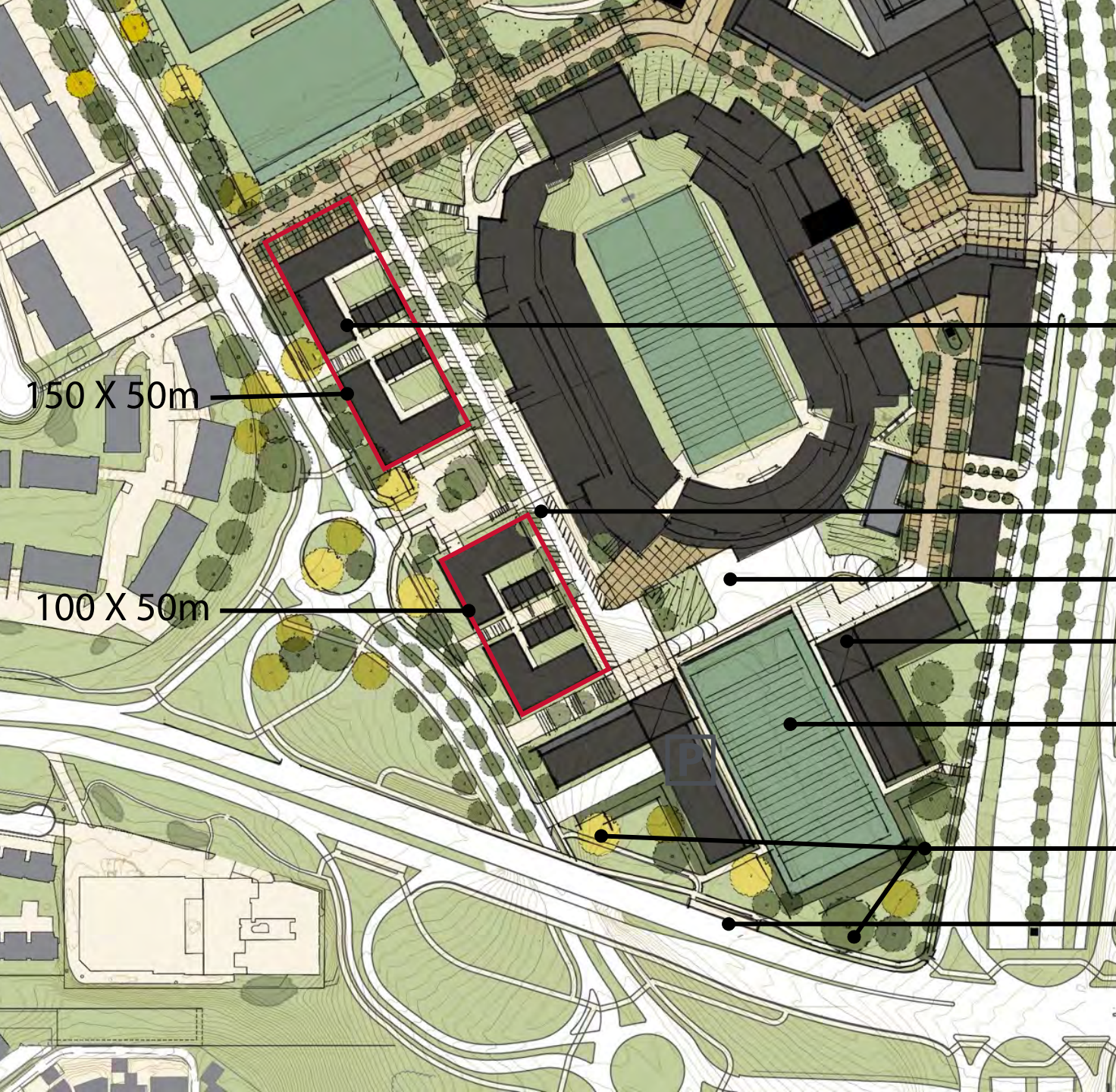
Parking Precedent: SALT Field/Parkade



Southwest Corner

*Final Phase/Long Range

- 
- Avenue Courtyard Buildings
Up to 12 Stories
Future Office Possibility
 - View/Future Access Possibility
 - Define Upper Street
 - Potential New Entry Gateway
 - Stadium Service Entry
 - Upper Parking Access
 - 5-12 Storey Future Uses
 - Sunken Parking Below CFL
Practice Field. 5-6 Levels of
Parking, 250/level



Identify Redevelopment Future Blocks
Retain Parking for Now (Tailgate/University)

Define Upper Street

Protect Back of House/Access

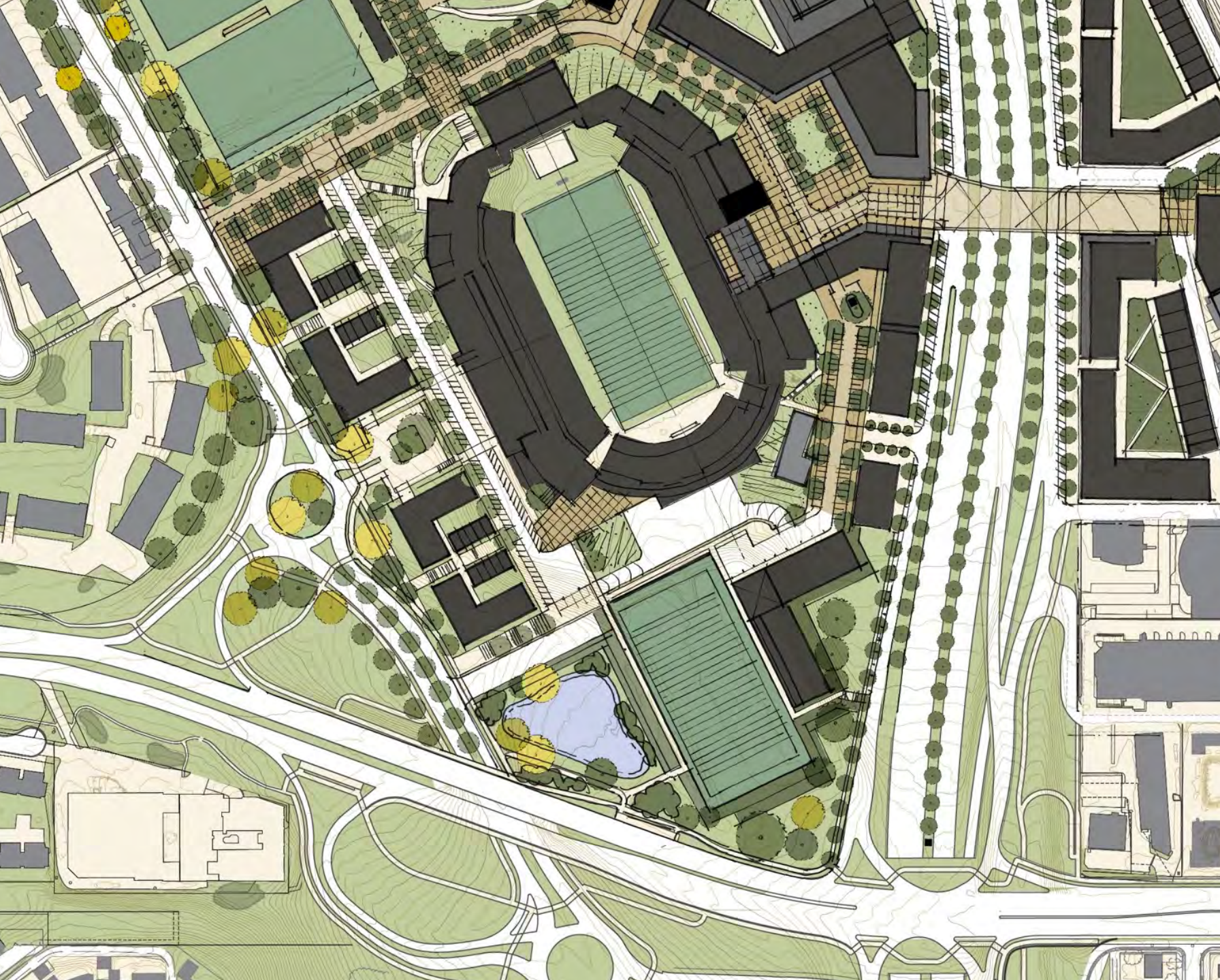
Multiple Options for Future Buildings

Future Parking in Hillside with Possible
Upper/Lower Access

Tree Analysis/Integration/Planning

BRT Integration/Access

F+M



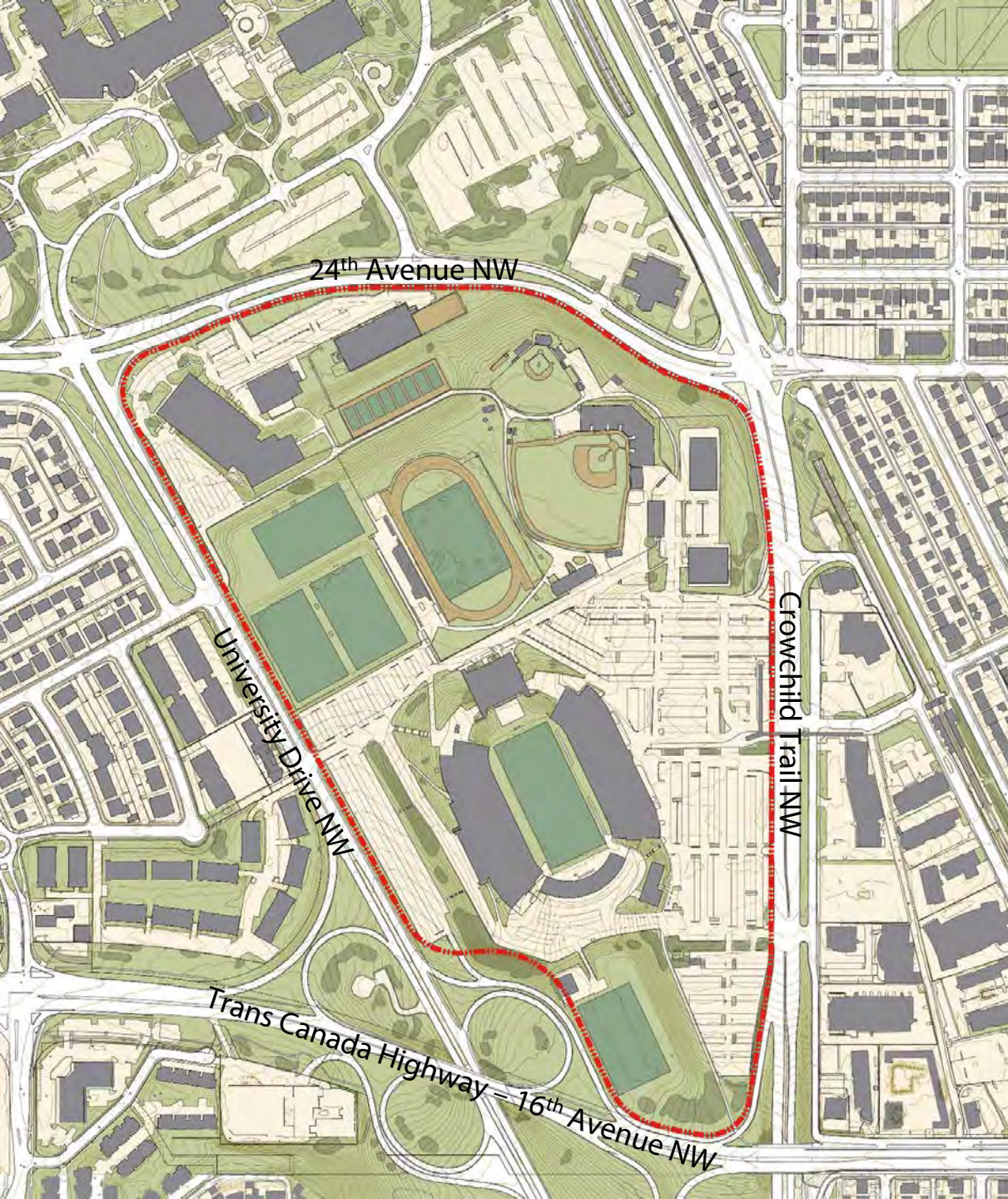
Storm Pond Option



Phasing Review

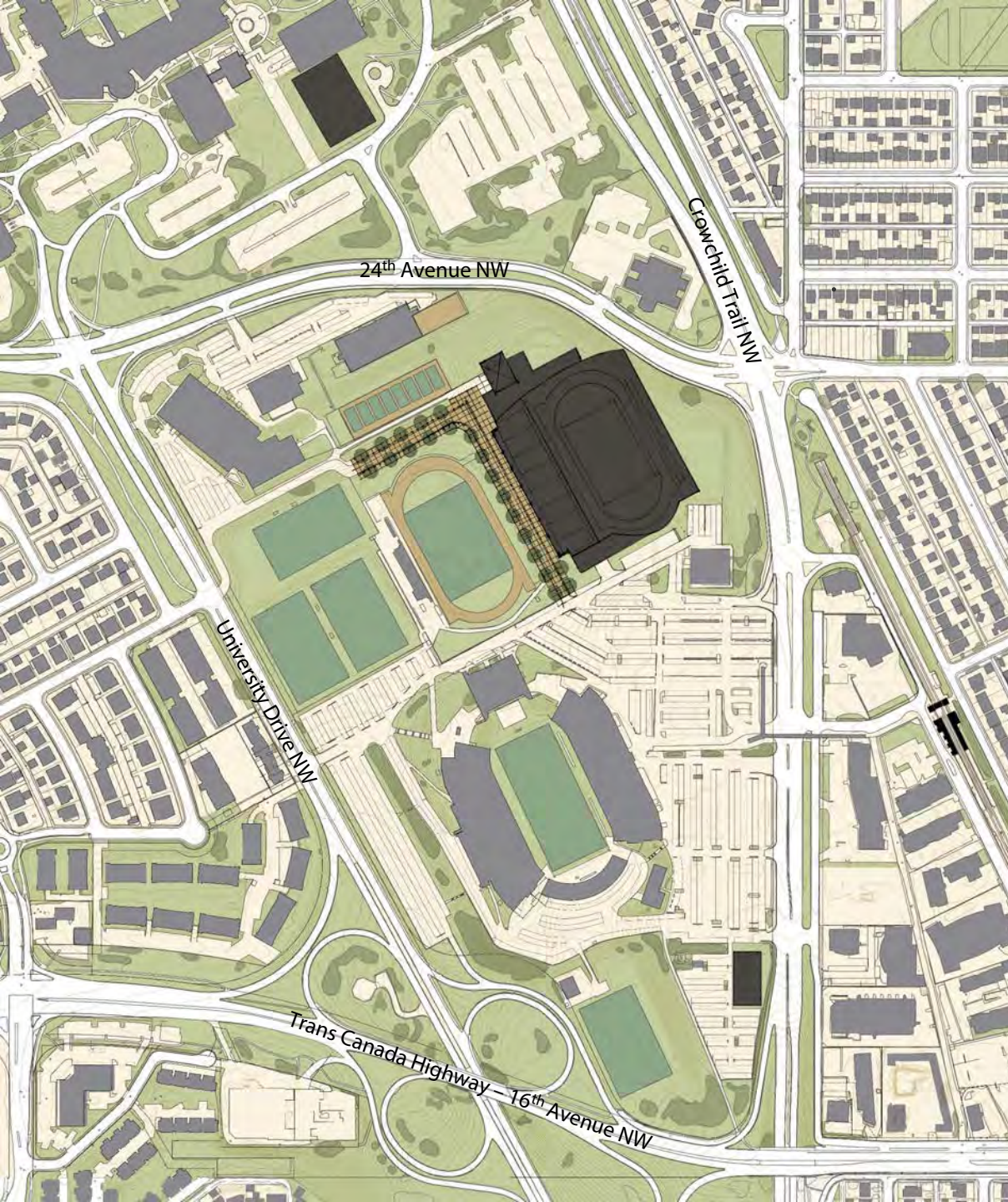


Existing Conditions



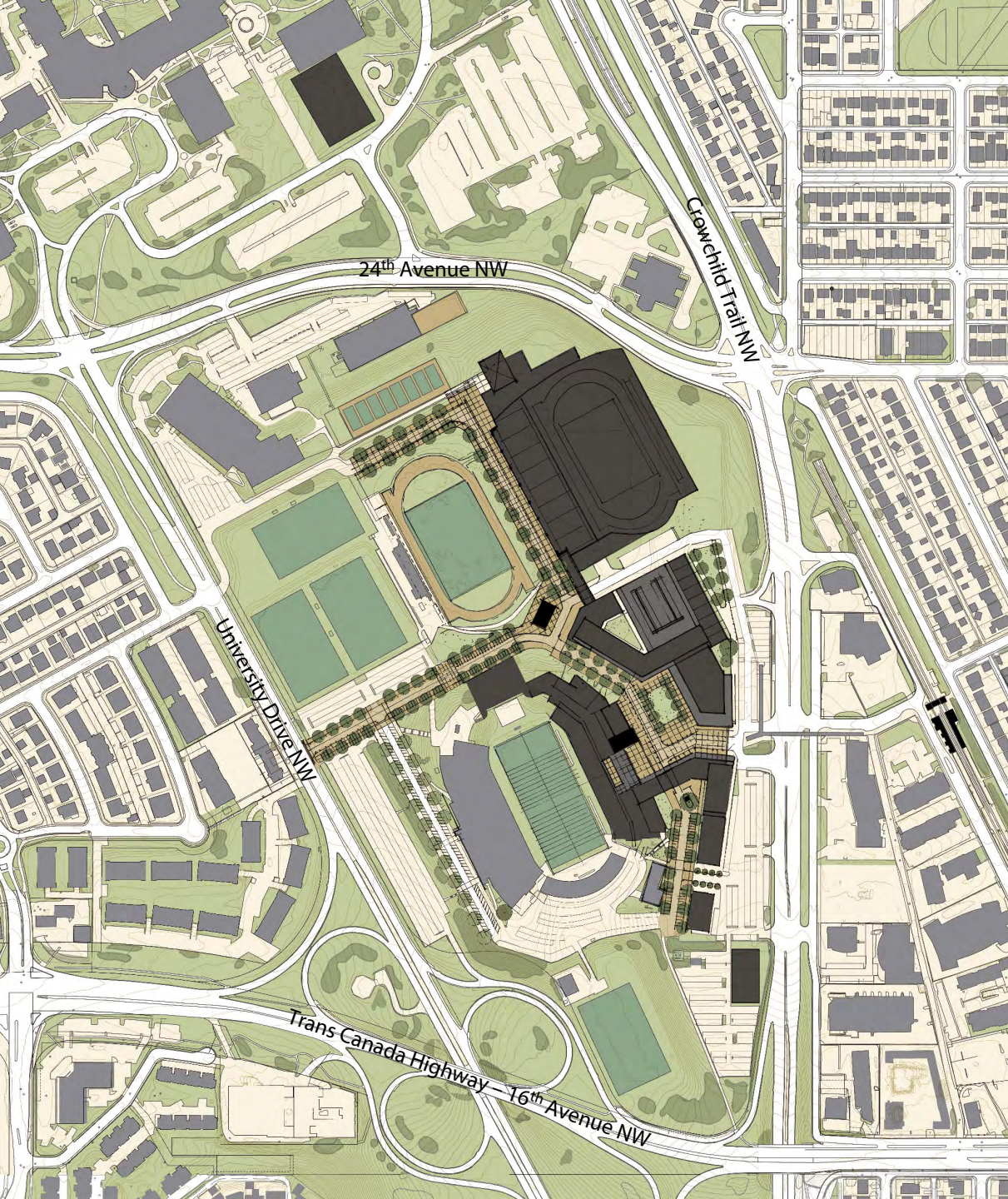
PHASE 1

- Tower Element/Entry Assembly
- Woonerf/Parking Access
- Back-Of House Established
- Relocated Displaced Buildings?



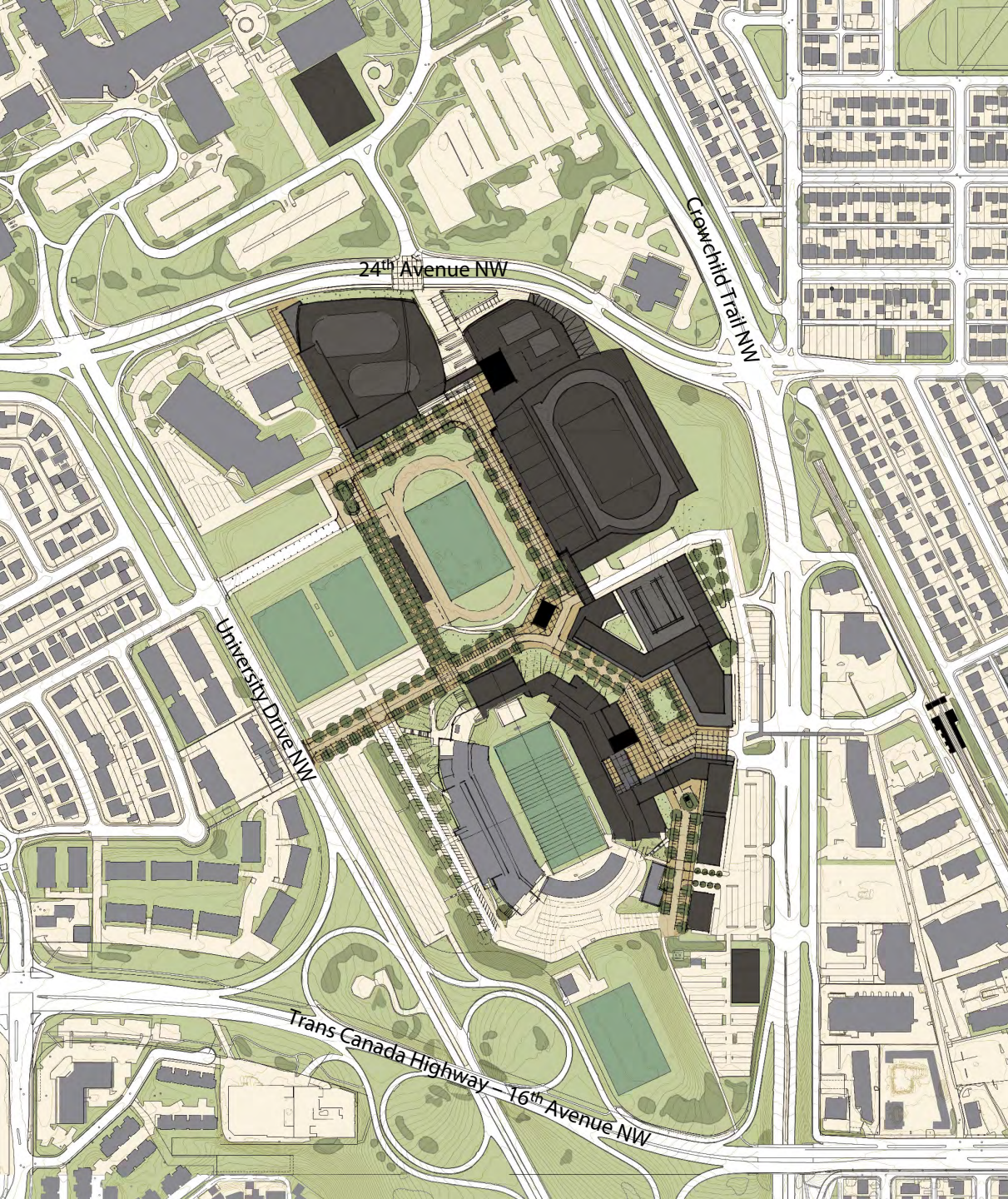
PHASE 2

- Mixed-Use Wrapped Parking Deck
- Define Street+Tailgate Woonerf
- Four Season Plaza+ New Front Door
- Hotel+Entertainment Retail



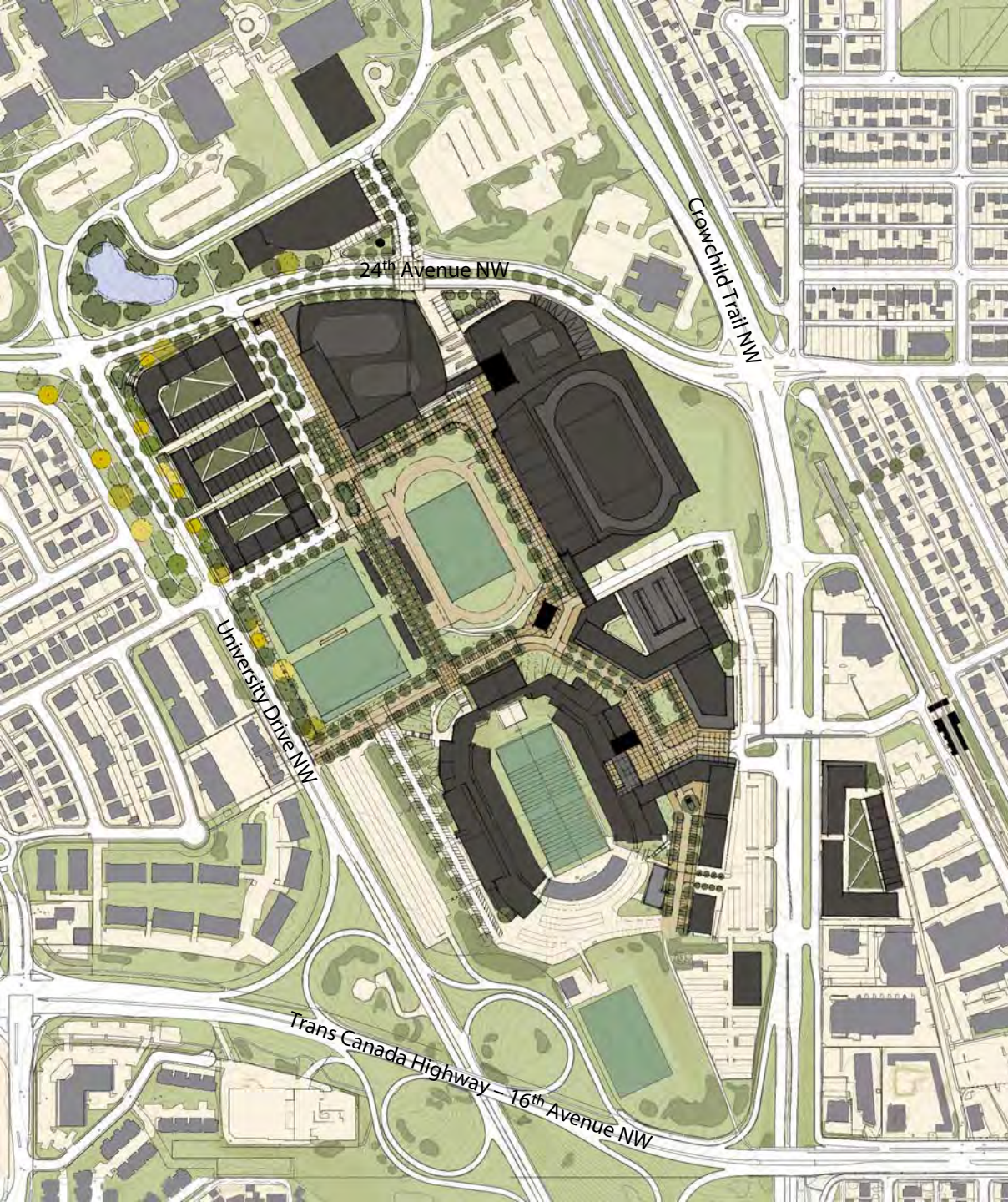
PHASE 3

- Aquatics/Fitness/Meeting Rooms
- Arenas
- “Bike Plaza”
- Stair/Ramp Connection
- 24th Street Considerations
- The “Parade”



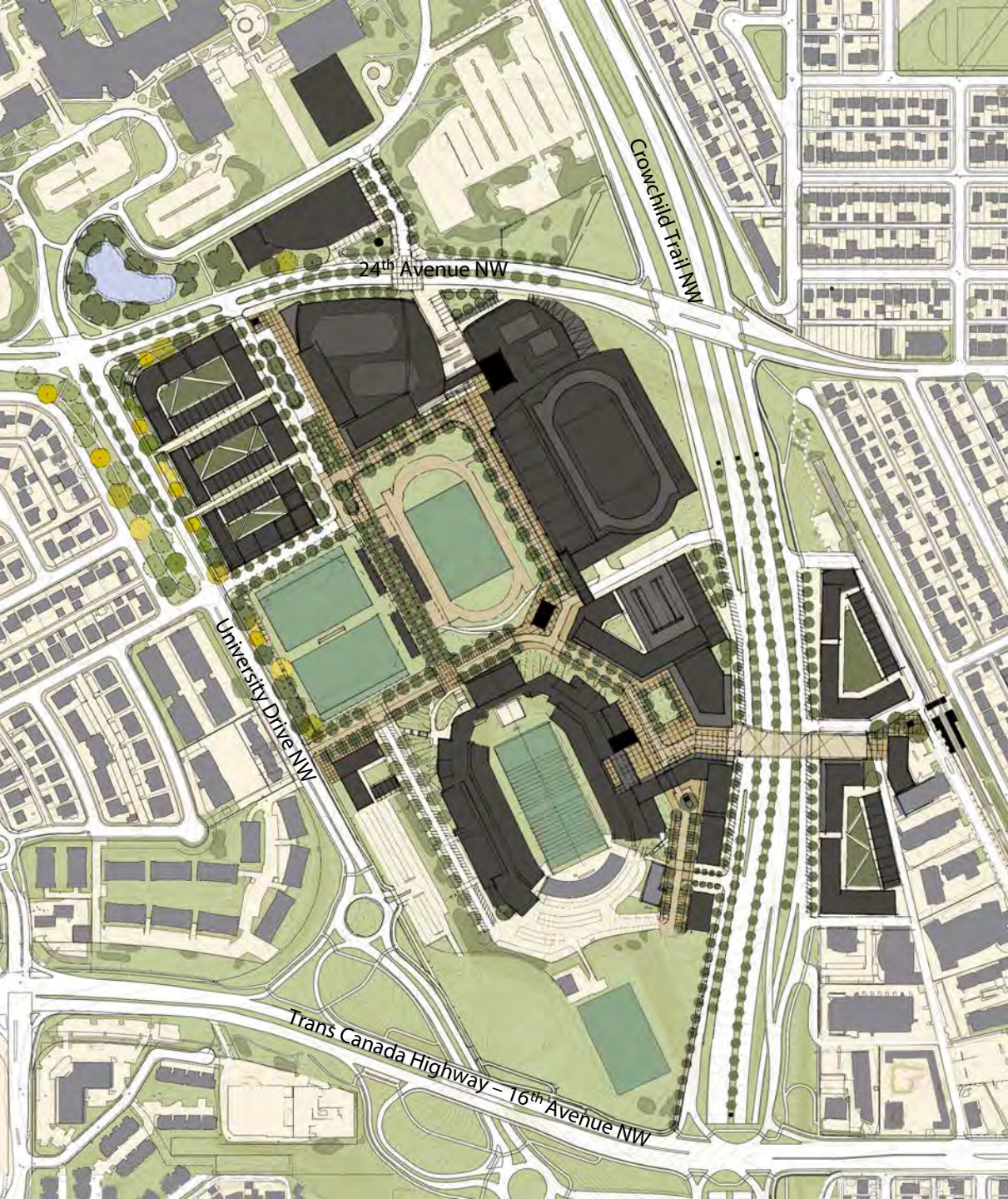
PHASE 4

- Northwest Residential
- Arena Dropoff/Main Entry
- Field Redevelopment
- Possible University Building/Pond
- University Drive Considerations



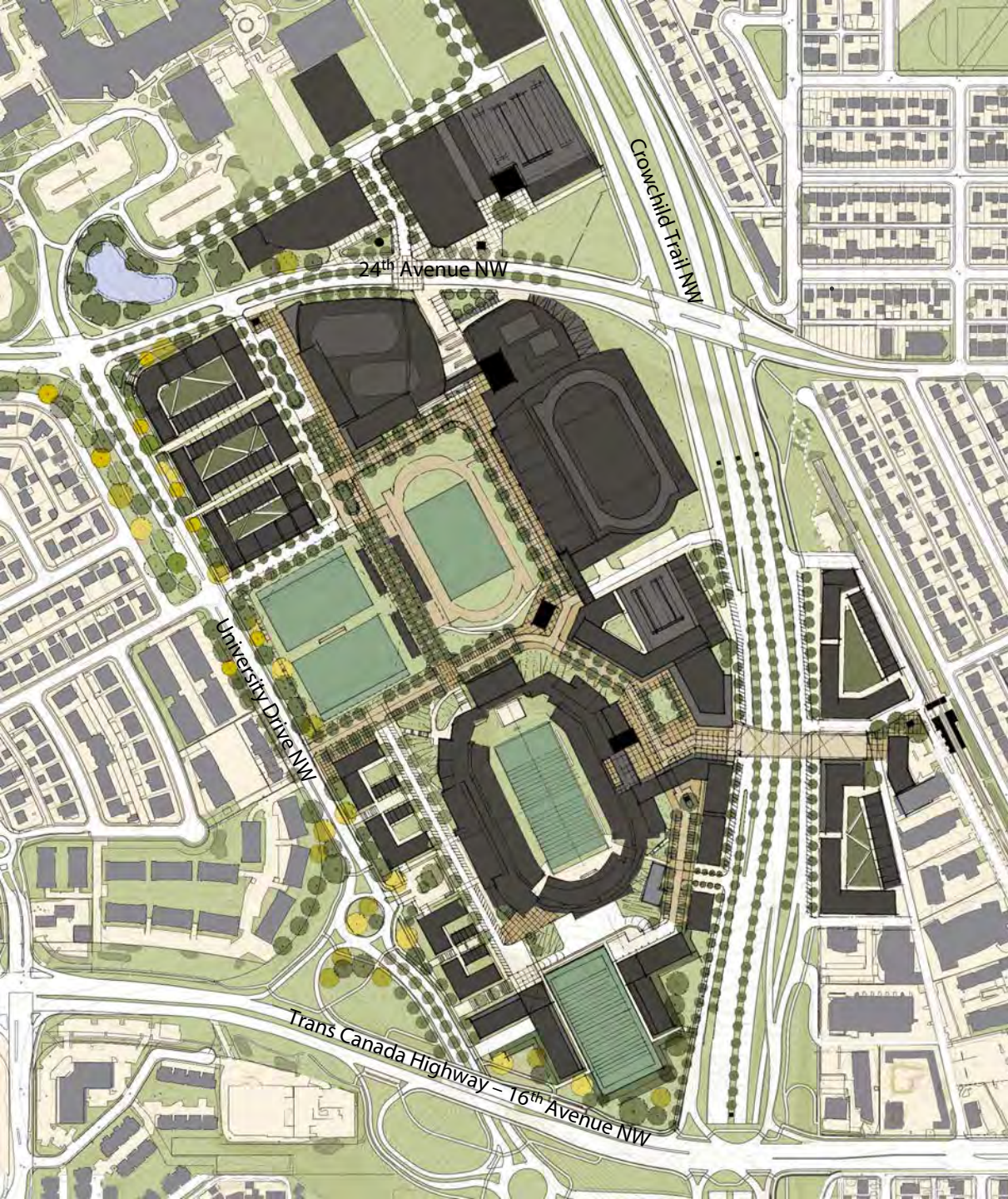
PHASE 5

- Crowchild
- Transit Interface
- University Drive Mixed Use



PHASE 6

- University Buildings
- Southeast Focus Area









<https://engage.calgary.ca/Foothills-McMahon>





F+M

Thank You

FOOTHILLS + McMAHON

Foothills Athletic Park and McMahon Lands
Redevelopment Plan

<https://engage.calgary.ca/Foothills-McMahon>

Geoff Dyer MEDes (Urban Design)

Partner | Master Planning and Urban Design Strategic Lead, CNUa

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e | gdyer@bapg.ca

follow | @gdurbanist

S9ARCHITECTURE



RETHINK



SCATLIFF + MILLER + MURRAY



