

Planning & Development Report to
Calgary Planning Commission
2020 September 03

ISC: UNRESTRICTED
CPC2020-0927

Development Permit in Varsity (Ward 1) at 3740 - 32 Avenue NW, DP2019-6254

EXECUTIVE SUMMARY

This development permit application was submitted by the marc boutin architectural collaborative inc (MBAC) on behalf of the landowner, The City of Calgary, on 2019 December 06. This application proposes a new mixed-use development consisting of:

- a 6-storey building with the uses of Protective and Emergency Services, Child Care Service, and Office uses on the first two floors, with the Multi-Residential Development use on the upper four floors;
- 48 affordable housing units operated by Calgary Housing (8 studio, 21 1-bedroom, 15 2-bedroom, 4 3-bedroom);
- a Floor Area Ratio (FAR) of 0.8;
- 89 parking stalls, and one flex loading stall; and
- electric vehicle-ready wiring, low water landscaping options, and photovoltaic panels.

A land use amendment is required to accommodate the proposed development. An application to redesignate the site has been received proposing to change the parcel from the Special Purpose – University Research Park (S-URP) District to multiple districts to allow for relocating the existing fire hall to the north portion of the site, allow for future development of the remaining portion, and to account for municipal reserve requirements at the time of future subdivision (LOC2019-0189 / CPC2020-0926). Both the land use and development permit applications are on the same Calgary Planning Commission agenda.

Subject to the conditions attached, the proposal aligns with the Land Use Bylaw (subject to some relatively minor relaxations) and applicable policies of the *Municipal Development Plan* (MDP) and *South Shaganappi Communities Area Plan* (SSCAP) (Attachment 1).

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission:

1. Receive and accept this report and attachments for information; and
2. Recommend the Development Authority, without having to return to Calgary Planning Commission, approve Development Permit DP2019-6254 of a New: Protective and Emergency Services, Multi Residential Development, Office, Child Care Service (60), Sign - Class B (Fascia Signs - 1), Sign - Class C (Freestanding Sign - 1) at 3740 – 32 Avenue NW (Plan 1799GC; Block 2; Lot 9), with conditions (Attachment 2), subject to the approval of the bylaw amendment associated with LOC2019-0189 by Council.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

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BACKGROUND

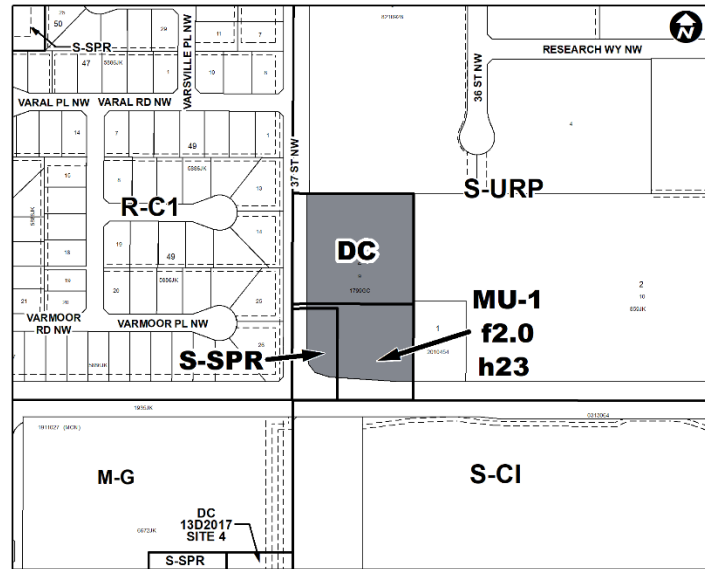
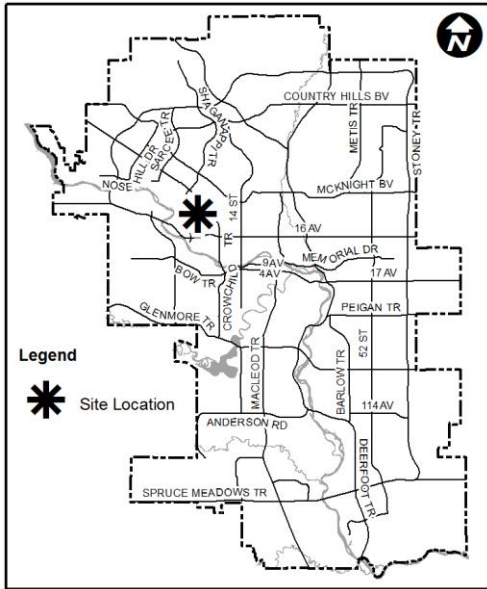
This development permit application was submitted by the marc boutin architectural collaborative inc (MBAC) on behalf of the landowner, The City of Calgary, on 2019 December 06. A land use amendment application (LOC2019-0189 / CPC2020-0926) was also submitted at the same time. The land use amendment application proposes to change the designation of the entire parcel to accommodate this development permit, as well as to prepare the site for a future subdivision and redevelopment on the remainder of the parcel. This development permit proposes the construction of a six-storey integrated mixed-use building, which will include a fire hall, child care service, office space for The City of Calgary corporate accommodation, and affordable housing units managed by Calgary Housing. Additional details can be found in the Applicant Design Brief in Attachment 3.

Fire Station 17 was built in 1970 and is nearing the end of its lifecycle. This proposal allows the fire station to remain operational at its current location on the southeastern portion of the site, and allows for a new mixed-use facility, including child care and affordable housing units, to be constructed on the northern portion of the site as an integrated facility. Further development of the site would occur after the current fire hall is decommissioned. This proposal is in alignment with the direction given by Council in 2015 to coordinate The City's approach to facility planning, which resulted in the Integrated Civic Facilities Planning (ICFP) Program. This program discourages the development of standalone facilities where possible, and encourages an integrated approach, which can have efficiencies for programming, improving services for citizens, and being cost effective in comparison to standalone facilities.

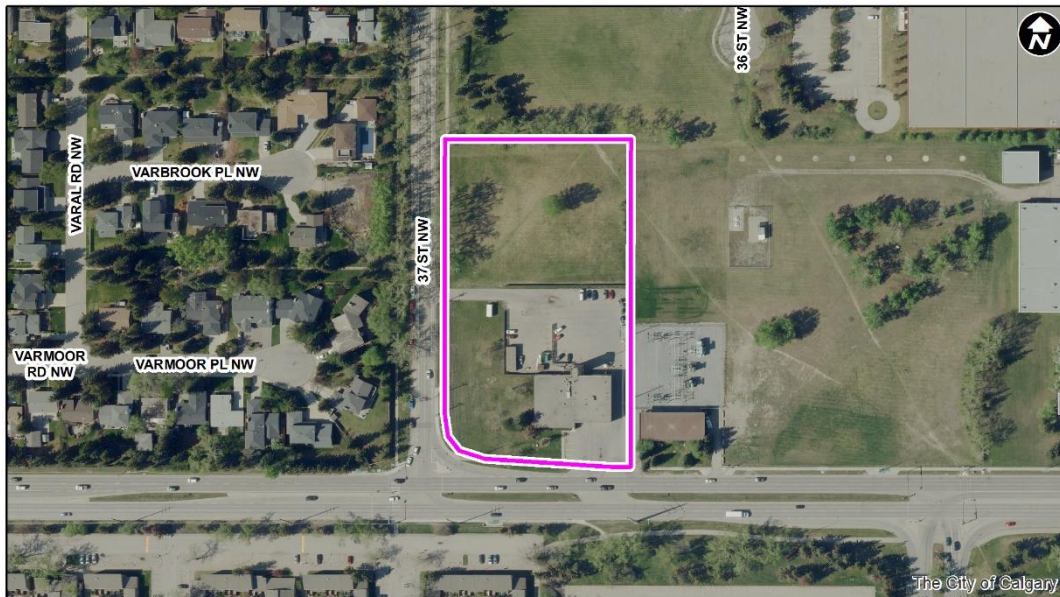
Prior to submission, Administration recommended a joint review of the land use amendment and development permit applications for the DC portion of the site in order to provide stakeholders with a clear understanding of the proposed outcome as the building form is strongly related to the DC Direct Control. Administration is ready to approve the development pending Council's decision on this redesignation application. The proposed development permit plans can be found in Attachment 1.

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Location Maps



Proposed Land Use Districts (LOC2019-0189)



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Site Context

The subject site is located at the northeast corner of the intersection of 32 Avenue NW and 37 Street NW in the community of Varsity and is part of the University Research Park. The site is approximately 160 metres by 90 metres and is approximately 1.49 hectares in area. Fire Station 17, which includes household hazardous waste drop-off, is located on the southeast portion of the site, with the emergency services exiting onto 32 Avenue NW. Passenger vehicles may enter the site from westbound 32 Avenue NW or from 37 Street NW. A bicycle lane is adjacent to the site on 37 Street NW, and bus stops are located along 32 Avenue NW. The remainder of the parcel is undeveloped, with a cluster of mature trees in the centre of the parcel and along the west property line.

This parcel is surrounded by a variety of land use districts and developments. Low density residential homes are located to the west, backing onto 37 Street NW. These lots do not have lanes or rear vehicle access and are accessed from a residential standard street (Varmoor Place NW). Parcels to the north and east are part of the University Research Park. They are designated as S-URP District and are developed with a variety of research and support commercial uses. The University of Calgary is located directly south across 32 Avenue NW, with pedestrian access available via a sidewalk and crosswalk at the intersection of 32 Avenue NW and 37 Street NW. The portion of the campus directly across from subject site includes townhome style student family housing and a large pay-per-use University public parking lot.

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In addition to the variety of uses in the immediate context, the subject site is located near many local and regional amenities. It is located 300 metres (5-minute walk) from the University District, which will contain many retail and service options including a grocery store. Market Mall is 1 kilometre (13-minute walk) from the site and also contains a variety of shopping and professional services. Brentwood LRT station is 1.2 kilometres (15-minute walk) to the northeast providing links to other areas in Calgary. The site is also 1.3 kilometres (17-minute walk) to the Alberta Children’s Hospital, and 3 kilometres to the Foothills Medical Centre.

As identified in *Figure 1*, the community of Varsity reached its peak population in 1981.

Figure 1: Community Peak Population

Varsity	
Peak Population Year	1981
Peak Population	13,645
2019 Current Population	12,874
Difference in Population (Number)	-771
Difference in Population (Percent)	-5.65%

Source: The City of Calgary 2019 Census

Additional demographic and socio-economic information may be obtained online through the [Varsity](#) community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Application Review

This application is proposing a six storey (21.82 metres) mixed-use civic facility with a FAR of 0.8 (7488.51 square metres). The proposal integrates Fire Station 17 with affordable housing, City of Calgary office space, and child care services. This is in alignment with the direction given by Council in 2015 to coordinate the City’s approach to facility planning, which resulted in the Integrated Civic Facilities Planning (ICFP) Program. This program encourages the integration of uses to increase programming efficiencies, improve services for citizens and create high quality developments. In addition to the development permit drawings, the applicant has provided a design brief outlining the programming and evolution of the project (Attachment 3).

Fire Station 17 is currently located on the southeastern portion of the site and was constructed in 1970. The station remains operational but is at the end of its lifecycle. The development permit proposes relocating Fire Station 17 to the northern portion of the parcel, upgrading the facility from three bays to five bays and provides sixteen dorm rooms for staff on site. The Calgary Fire Department will occupy four bays with Alberta Health Services occupying the fifth with ambulance services. The apron for the emergency services will exit onto 37 Street NW and meets the specifications of the Calgary Fire Department. The household hazardous waste drop-off activities will remain and will be located on the northeastern corner of the site to facilitate pick-up and drop-off and ensure separation from the rest of the parcel. The proposal allows the

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current fire station to remain operational throughout the construction to ensure response times and services are not disrupted.

The southern portion of the first two floors will be used for City of Calgary corporate accommodation (office use) and a child care service. The office use allows for satellite work spaces and meeting rooms for City of Calgary employees. The child care service will be located on the second floor and is designed to accommodate up to 60 children and includes two outdoor terraced play spaces. The applicant has indicated that at the time of writing this report a tenant has not been secured for the space, so final tenant improvements will be completed by the child care service provider and may require additional permits depending on the scope of work. The space has been designed to be flexible should an alternative use be desired in the future.

The upper four floors of the building will be used for 48 affordable housing units operated by Calgary Housing. A variety of studio (8), 1-bedroom (21), 2-bedroom (15), and 3-bedroom (4) units are provided, allowing flexibility for family sizes and needs. There are ten barrier free units, and the four 3-bedroom units provide direct interior access to adjacent studio suites, allowing for a focus on multi-generational housing options as well. Interior common amenity spaces have been included on each floor and a larger common resource room with outdoor amenity space has been included for resident use. Each unit also includes a balcony for private use.

City Wide Urban Design

The proposed development was reviewed by the City Wide Urban Design team, and the Urban Design Review Panel (UDRP) throughout the CPAG review process. A number of revisions were suggested regarding the site design and building orientation, especially the 'flip' of the building aligning the public spaces and uses towards the southern portion of the site, further outlined in the building orientation section below. The applicant's rationale and revisions regarding the UDRP were deemed acceptable by Administration.

Urban Design Review Panel

This application was presented to UDRP twice prior to the formal development permit submission, first on 2017 October 04 under a separate consultant and the second on 2019 June 26 under the current Applicant. The UDRP recommended further review of the application with comments. Key comments from the UDRP include:

- the project should be informed by a master plan of the site;
- the edge condition along 37 Street NW should be reviewed and refined;
- surface parking may be excessive, and the drive aisles may be redundant; and
- greater consideration for pedestrian connectivity must be considered.

The full comments from UDRP are included with the applicant's response in Attachment 4. The applicant's rationale and revisions were deemed acceptable by Administration, and so the application did not return to UDRP.

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Site Circulation

Concerns were raised by Administration, UDRP and the public regarding access off 37 Street NW and the resulting site circulation including the number of access points, impact on pedestrians and cyclists, and overall connectivity to the larger context. Administration worked with the applicant through the review process to balance the operational needs of the programing with the experience of the users. The design was refined to reorient the uses on the site, reduce the size of the drive aisles, ensure appropriate vehicle access for the development of the remainder of the site, and enhance pedestrian connections through the site. Administration is supportive of these refinements, which have resulted in the configuration presented in Attachment 1, balancing the design and operation needs.

Two drive aisles allow for vehicle access off 37 Street NW. This accommodates vehicles for residents, employees, and visitors, as well as waste and recycling pick-up for the Molok bins and the hazardous household waste. In addition to servicing this portion of the site, the southern drive aisle will provide an internal private connection to the remainder of the parcel, which will be required for future developments. The emergency service apron connection to 37 Street NW is separated from the drive aisle ensuring that vehicles visiting the site do not conflict with the firetrucks and ambulance entering or leaving the site. This apron is large enough to accommodate a Bronto fire truck turning radius so that they will not need to maneuver on 37 Street NW. It will also allow for maintenance and cleaning, which is often done outdoors.

Vehicle parking is located at the side and rear of the site, behind the building. This allows the main entrance of the building to have a direct connection to the sidewalk along 37 Street NW, continue through the building and connect to the rear parking area as well. A public bicycle rack for up to ten bicycles is located in front of the entrance off 37 Street NW and there are 56 secure indoor bike parking stalls available as well. Eighty-nine vehicle parking stalls are provided for users of the site, which is over the required 85 stalls as per the Land Use Bylaw. Cumulatively there is more parking than required, although the distribution of the stalls amongst the uses deviates from the Land Use Bylaw requirements, providing less stalls for the affordable housing, and more for the other uses than the Land Use Bylaw dictates is required. The distribution has been reviewed and is supported by Administration.

Pedestrian circulation is provided within the site, and connects the fire hall to the University, transit, and University Research Park. A sidewalk is provided along 37 Street NW and walkways lead into the site providing access to the central main entrance as well as along each side of the building towards other entrances and the rear of the site. There are additional walkways behind the building, which allow pedestrians to be comfortable within the site.

Building Orientation

The orientation of uses within the building focuses the active uses on the south, facing the future park and mixed-use portions of the site providing direct connection for future developments, the University of Calgary, and the bus stops on 32 Avenue NW. This orientation allows the landscaped hill feature along with the child care service to be next to the future park as well as providing a visual and experiential continuity as pedestrians walk north from

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32 Avenue NW along 37 Street NW. Pedestrians will experience a transition from the recreational and public portions of the site to the emergency and protective service area without having to cross the emergency vehicle apron to enter the building. The orientation allows the hazardous household waste depot to be located in the northeast corner of the site. This allows for distance between the household hazardous waste area and the residential and child care uses, as well as provides an area for optimal pickup and drop-off that will not disrupt users on the site.

Administration raised concerns over the original orientation of uses on the site and in the building, noting that they conflicted with the pedestrian movement and connections with the remainder of the site. The applicant worked with Administration to provide the orientation outlined above, and essentially 'flipped' the uses. This allowed for a better experience for users through enhanced connections within the site and beyond.

Public Amenities

The proposal includes several amenities that can be used by residents and the public alike. A landscaped hill feature has been provided with shade trees and moveable seating. This feature also includes a stairway that connects the outdoor child care areas with the sidewalk running along 37 Street NW. A bench is also provided along the edge of the hill feature facing 37 Street NW next to the main entrance. This main entrance area includes planters and several additional seating options for those waiting or wishing to enjoy the space. Bicycle parking and trees are also located in this area. On the south of the building an addition bench has been provided as part of a mechanical screening apparatus.

Transportation

The parcel is located at the intersection of 32 Avenue NW and 37 Street NW, which are an Urban Boulevard and Collector respectively as per the [Calgary Transportation Plan](#). Vehicular access to the site is currently available from 32 Avenue NW via a right-in-right-out access and on 37 Street NW via an all-turns access. There is no lane.

The proposed redesignation and development permit anticipate the current fire station remaining operational while a new mixed-use development, including an upgraded and expanded fire hall is built on the north portion of the site. This relocation would move the emergency and protective service access from 32 Avenue NW to 37 Street NW. This change would maintain response times and ensure that emergency vehicles can enter 32 Avenue NW at the 37 Street NW intersection, instead of crossing several lanes of traffic mid-block to travel east along 32 Avenue NW. The intersection of 32 Avenue NW and 37 Street NW will ultimately be signalized. Administration has identified a potential conflict for emergency vehicle egress in instances where queues have formed along westbound 32 Avenue NW. The relocated access addresses this issue. The change in location is anticipated to have minimal acoustical impacts as there are protocols in place for siren use. A Transportation Impact Assessment was reviewed and accepted as part of this application.

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There are several transportation options near the site for users. The site is within walking distance to Market Mall, the University of Calgary Campus, the Alberta Children's Hospital and Brentwood LRT Station. Bicycle lanes are located along 37 Street NW and connect the site to cycling networks across the city. Bus stops are located across the street along 32 Avenue NW and are less than 100 metres from the site. These stops include routes that connect riders to the University of Calgary, Market Mall, the Alberta Children's Hospital, Foothills Medical Centre and other local amenities in addition to the Brentwood LRT Station, which helps connect riders to other areas in Calgary.

Environmental Site Considerations

A Phase II Environmental Site Assessment report was submitted and approved. There are no known environmental concerns associated with the proposal and/or the site at this time.

Utilities and Servicing

Water, sanitary and storm sewer mains are available and can accommodate the potential redevelopment of the subject site without the need for off-site improvements at this time. A Development Site Servicing Plan (DSSP) is required to be submitted prior to the release of the development permit.

Climate Resilience

Administration has reviewed this application in relation to the objectives of the *Climate Resilience Strategy* programs and actions. The applicant has included the following climate resilience measures on the concurrent development permit application:

- additional indoor secure bike storage (beyond LUB 1P2007 requirements);
- the provision of ten electric vehicle ready parking stalls;
- solar photovoltaic panels on the roof (total capacity of 70-100kW); and
- in comparison to the 2011, 2015 and 2017 NECB the development has achieved the following in energy savings and efficiencies:
 - NECB 2011 – 40 percent better in energy performance and energy costs (for Calgary Fire Department, corporate accommodation and child care uses);
 - NECB 2015 – 26 percent better in energy performance and GHG emission reduction (for affordable housing); and
 - NECB 2017 – 27 percent better in terms of whole building energy savings.

Stakeholder Engagement, Research and Communication

In keeping with Administration's practices, this application was circulated to external stakeholders and notice posted on-site. Notification letters were sent to adjacent landowners and the application was advertised online.

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In addition to these standard practices, a robust engagement process occurred with this application. The applicant has provided a summary of their outreach strategies, the feedback received, and the response to these concerns, which has been summarised in Attachment 5 and is available on Calgary.ca/varsity including verbatim comments received. The applicant engaged the public through a three-phase approach outlined below:

- Phase 1 – Land use redesignation
 - 2018 January 24 – session held for adjacent property owners (45 attendees)
 - 2018 January 31 – drop-in session for the public (95 attendees)
 - 2018 February 2-16 – online form available for additional comments (175 forms completed)
- Phase 2 – Design concept and report back from previous phase
 - 2019 February 7 – drop-in session for the public (55 attendees)
 - 2019 February 9 – drop-in session for the public (45 attendees)
 - 2019 February 7-24 – online form available for additional comments (136 forms completed)
- Phase 3 – Current design update and report back information session
 - 2019 October 17 – drop-in session for the public (64 attendees), and the presentation boards are available online

The applicant has noted that the feedback received in phase 1 and 2 of the outreach program helped to influence the proposal, and that phase 3 allowed them to highlight this. The Applicant Outreach outlined in Attachment 5 highlights in detail how the feedback was incorporated and includes:

- added movable seating and canopy trees onto the landscaped hill and an integrated public bench along 37 Street NW;
- provided the required parking on site to ensure no spillover into the surrounding residential areas;
- maintained the household hazardous waste drop-off facility on this site;
- clad the exterior in brick as a historical connection to Fire Station 17;
- reduced the height from seven to six storeys; and
- created a larger building setback on 37 Street NW to minimize the building impact on the street.

Administration attended the 2020 February 05 meeting of the South Shaganappi Area Strategic Planning Group to highlight the applications and answer any questions or concerns from the group. There were no major comments received at this meeting, although the Varsity Community Association did provide comments as an individual stakeholder. Administration also attended the 2019 October 17 public open house hosted by the applicant and a digital meeting with the Varsity Community Association and applicant team on 2020 April 02.

Administration received 18 letters of opposition from the public, and a letter of opposition from the Varsity Community Association (Attachment 6). Administration also received a letter from the University of Calgary with no opposition for the development, but outlining concerns related

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to the transportation infrastructure at the intersection 32 Avenue NE and 37 Street NW. Concerns raised by the public and the Varsity Community Association include:

- budget concerns (is this the right time to build? Are there renovation options?);
- comprehensive planning was not completed;
- the use of a DC Direct Control District may not be appropriate;
- concerns that engagement feedback was not implemented;
- fire trucks entering/exiting off 37 Street NW may be unsafe and have an undesirable edge condition (additional traffic, conflicts with pedestrians and bike lanes);
- concerns that the relocation of the fire hall will result in unacceptable levels of noise and light pollution for the neighbouring residents and those within the housing on the site;
- increased traffic on 37 Street NW is undesirable (both fire trucks and passenger vehicles);
- the mix of uses is undesirable (hazardous waste with residential, fire hall with residential, residential near the ENMAX substation, child care with fire hall);
- the location of commercial uses in the building is not confined to the ground level;
- parking provided is not appropriate for the proposal;
- location of the residential component seems to be quite a distance to schools and amenities;
- development on the entire site will increase the carbon footprint of Calgary and decrease the amount of open space currently available; and
- massing is too large, and the architectural details compound this.

Administration considered the relevant planning issues specific to the proposed redesignation and development permit and have determined the proposal to be appropriate. The relocation of the emergency services to the north portion of the site allows emergency vehicles to exit on 37 Street NW, and access 32 Avenue NW at the intersection resulting in fewer conflict points relative to the current arrangement which requires emergency vehicles to cross several lanes of traffic to access 32 Avenue NW.

The proposed DC District and MU-1 Districts allow for a similar building height but lower FAR in comparison to the current S-URP District, allowing for an appropriate massing and transition from the low density residential lots to east to the remainder of the University Research Park. The applicant also provided a shadow study showing the impacts would be minimal (Attachment 4). In response to concerns over acoustical impacts from relocating the emergency services, the applicant noted that there are protocols in place for siren use, and that sirens are used when entering and existing only when necessary for safety. The relocation on the parcel is unlikely to change the current routing of the fire trucks but allows them to more safely use 32 Avenue NW at the intersection instead of crossing midblock. Specifics of the mix of uses and building design and parking layout are reviewed through the development permit.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the [South Saskatchewan Regional Plan](#) (SSRP) which directs population

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growth in the region to Cities and Towns and promotes the efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the [Interim Growth Plan](#). The proposed land use amendment builds on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Major Activity Centre (MAC) typology as identified on [Map 1: Urban Structure](#) in the [Municipal Development Plan](#) (MDP). This MAC includes the University of Calgary and the University of Calgary Research Park. Activity centres act as priority locations for a variety of housing choices within or near residential communities, and typically have higher density housing and employment opportunities compared to other typologies. Concentrations of jobs and people are anticipated, and mixed-use developments are encouraged.

This proposal is in alignment with Part 2 – City Wide Policies. The proposal has included consideration of the entire site, including connections to a future development on the remaining portion of the parcel. The proposal provides a variety of uses and helps to provide housing options in the area. The specific mix of uses including residential, child care, and emergency services help create a complete community, and provide services for the surrounding residences and businesses, allowing access to services to meet daily needs.

The proposed development permit allows for a mix of residential, employment, protective services and commercial uses, and is in alignment with the MDP.

South Shaganappi Communities Area Plan (Non-Statutory – 2011)

The [South Shaganappi Communities Area Plan](#) (SSCAP) identifies the site as being within the Major Activity Centre on Map 2: Major Features of the SSCAP Area and notes the site is a part of the Established Residential typology on Map 3: Development Strategy and Urban Structure. The applicable policies within the SSCAP encourage new residential development in a variety of forms from single detached dwellings to high rise multi-residential, placing an emphasis on compact design and high standards for privacy, amenity spaces, and access to sunlight. The plan encourages affordability, as well as incorporating commercial and employment opportunities, especially within MACs. The SSCAP also has policies relating to the existing fire hall, noting that it should be expanded and upgraded. Sustainable infrastructure and green initiatives are encouraged, including providing opportunities for alternate modes of transportation, efficient building design, and innovative developments.

The proposed development aligns with this policy, providing for an increase in housing choice, and expansion of the fire hall. A variety of sustainable design features have also been incorporated.

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Climate Resilience Strategy (2018)

The [Climate Resilience Strategy](#) contains the Climate Mitigation Action Plan (CMAP) and the Climate Adaptation Action Plan (CAAP), which identify actions that will reduce Calgary's greenhouse gas emissions and manage climate risks. This application proposes:

- the proposed development will be 40 percent better in energy performance and energy costs compared to NECB 2011, 26 percent better in energy performance and GHG emission reduction compared to NECB 2015, 27.1 percent better in terms of whole building energy savings compared to NECB 2017, supporting Program 1: Energy performance standards;
- Photovoltaic panels on the roof provide alternate energy systems supporting Program 3: Renewable and low-carbon energy systems;
- This application proposes stalls 1-12 as being pre-wired for electric vehicle charging stations supporting Program 4: Electric and low emissions vehicles;
- A bicycle parking surplus combined with the nearby transit stops, cycling routes, and near the Brentwood LRT station, encourage residents to use transit and active modes of transportation supporting Program 5: Low or zero-emissions transportation mode; and
- This civic integrated facility leads by example by incorporating sustainability practices and going well above and beyond minimum standards supporting Program 10: The City of Calgary as a leader in climate change mitigation.

Land Use Bylaw (Statutory – 2007)

The site is currently designated as the S-URP District, which is unable to accommodate the proposed residential component of the proposal. An application to redesignate the site was received proposing to change the parcel from the S-URP District to a DC Direct Control District based on the M-X2 District, (LOC2019-0189 / CPC2020-0926). This proposed development permit was reviewed against the draft DC, and aligns with the overall purpose of the DC and the M-X2 District, and is compatible with the proposed districts on the remainder of the site. The proposed DC Direct Control District can be seen in Attachment 7.

Administration highlights the following relaxations to the Land Use Bylaw, which have been reviewed individually and considered to be acceptable for the reasons outlined in the table below.

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Bylaw Relaxations		
Regulation	Standard	Provided
551 and 553 Landscaped Area Provided	37% (Low H2O reduction applied) or 3306.78m ² required landscaping.	Plans indicate 35.28% (-1.72%) or 3153.33m ² (-153.45m ²) provided landscaping. Relaxation supported: program requirements, such as the fire station apron, hazardous waste collection and the provision of parking remove opportunities to provide landscaping without impacting the functionality of the development.
551 Specific Rules for Landscaped Area	(5) For landscaped areas above grade, a minimum of 30.0% of the area must be covered with soft surfaced landscaping.	Plans indicate portions of the podium is not soft landscaped. Relaxation supported: The podium in this development is the outdoor play space and adding the required soft landscaping would remove the usable space for the children. This rule is intended for larger podium style buildings.
552 Planting Requirements	(3) 25.0% of all trees provided must be coniferous.	Plans indicate 18 (-1) coniferous trees. Relaxation supported: Only trees within the DC Direct Control portion of the site were counted towards the bylaw check. However, three additional trees were included on the southeast corner along the internal drive aisle, so there is a surplus of trees provided, but not counted towards the bylaw check.
123 Loading Stalls (min.)	1 stall required.	Plans do not indicate any loading stalls (-1). Relaxation supported: a temporary loading stall has been provided within a drive aisle allowing for larger scale loading/unloading when needed but is not provided as a permanent stall.

Social, Environmental, Economic (External)

The proposed development will allow for a mixed-use residential and emergency service building to be located in Varsity, increasing the mix of housing options in the area and contributing towards a complete community and the safety of the area. This proposal allows for an increase of development on the site that is compatible with the surrounding area and provides opportunity for a mix of commercial and residential growth.

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Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets at this time.

Current and Future Capital Budget

The Varsity Multi-Service Centre Funding Rationalization, UCS2018-0527 report was reviewed at the Standing Policy Committee on Utilities and Corporate Services on 2018 July 20, and approved at the 2018 July 30 Combined Meeting of Council.

Risk Assessment

Fire Station 17 has been operating for more than 45 years and is nearing the end of its lifecycle. This application allows for the expansion and upgrade of the protective and emergency services along with the allocation of affordable housing units and a child care service, which are in demand and needed through Calgary. Without the proposed redevelopment the level of services required in this area may be inadequate to serve Calgarians.

REASON(S) FOR RECOMMENDATION(S):

The proposal is in keeping with applicable policies of the *Municipal Development Plan* and other City of Calgary plans and strategies. The proposal provides the opportunity to relocate the existing fire hall within the same parcel, maintaining coverage through construction, and expanding to provide enhanced coverage when the development is complete. The proposal includes mixed-use development, consistent with Council direction, as it integrates affordable housing with support commercial uses supporting residents within the building and larger community, which is in alignment with the Integrated Civic Facilities Planning Program.

ATTACHMENT(S)

1. Development Permit Plans
2. Conditions of Approval
3. Applicant Design Brief
4. Urban Design Review Panel Comments
5. Applicant Outreach Summary
6. Community Association Letter
7. Proposed DC Direct Control District