

Planning & Development Report to
Calgary Planning Commission
2020 September 03

ISC: UNRESTRICTED
CPC2020-0926

Land Use Amendment in Varsity (Ward 1) at 3740 - 32 Avenue NW, LOC2019-0189

EXECUTIVE SUMMARY

This land use amendment 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 to change the designation of the subject site to allow for the relocation of Fire Station 17 to the north portion of the site as part of a mixed-use development. It also enables the redevelopment of the remainder of the site, which will allow for a future park and mixed-use development on the southern portion of the site. This redesignation will allow for:

- mixed-use buildings with a maximum building floor area of approximately 8,400 square metres and maximum height of 23 metres, approximately 6 storeys (decrease of 2 metres for the maximum height) (MU-1f2.0h23);
- mixed-use buildings with a maximum building floor area of approximately 8,800 square metres and a maximum building height of 23 metres (decrease of 2 metres for the maximum height) (DC Direct Control with M-X2 District base);
- future dedication of municipal reserve through development such as a park, which will be owing upon subdivision (S-SPR); and
- the uses listed in the S-SPR, M-X2 and MU-1 Districts.

The proposed land use amendment aligns with the applicable policies of the *Municipal Development Plan* (MDP) and the *South Shaganappi Communities Area Plan* (SSCAP) and is compatible with adjacent land uses.

A separate report for the concurrent development permit (DP2019-6254 / CPC2020-0927) is included as part of 2020 September 03 CPC agenda (Attachment 3). Administration is ready to approve the development pending Council's decision on this redesignation application.

ADMINISTRATION RECOMMENDATION:

That Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 1.49 hectares ± (3.69 acres ±) located at 3740 - 32 Avenue NW (Plan 1799GC, Block 2, Lot 9) from Special Purpose – University Research Park (S-URP) District to Mixed Use – General (MU-1f2.0h23) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and DC Direct Control District to accommodate a mixed-use development, with guidelines (Attachment 2); and
2. Give three readings to the proposed Bylaw.

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RECOMMENDATION OF THE CALGARY PLANNING COMMISSION, 2020 SEPTEMBER 03:

That Council hold a Public Hearing; and

1. Adopt, by bylaw, the proposed redesignation of 1.49 hectares \pm (3.69 acres \pm) located at 3740 - 32 Avenue NW (Plan 1799GC, Block 2, Lot 9) from Special Purpose – University Research Park (S-URP) District to Mixed Use – General (MU-1f2.0h23) District, Special Purpose – School, Park and Community Reserve (S-SPR) District, and DC Direct Control District to accommodate a mixed-use development, with guidelines (Attachment 2); and
2. Give three readings to **Proposed Bylaw 130D2020**.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment 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 land use redesignation includes three districts to allow for the comprehensive development of the site. The DC Direct Control portion of the site is intended to allow for 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. An anticipated future subdivision to split the site will trigger a requirement for ten percent of the total area to be dedicated as Municipal Reserve, which will be accommodated by the proposed S-SPR District. The remaining portion is proposing the MU-1 District, which will be able to accommodate a potential mixed-use building. More information on the intended developments can be seen in the Applicant Submission (Attachment 1).

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. More detailed information on this program, the future development of the site, and the evolution of the proposal can be seen in the Applicant Design Brief provided in Attachment 4.

Administration recommended a joint review of the land use amendment and development permit applications for the DC Direct Control 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

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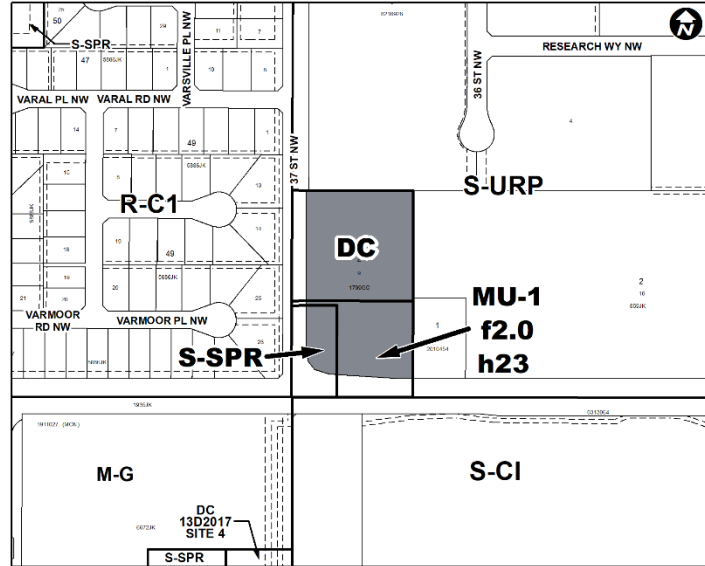
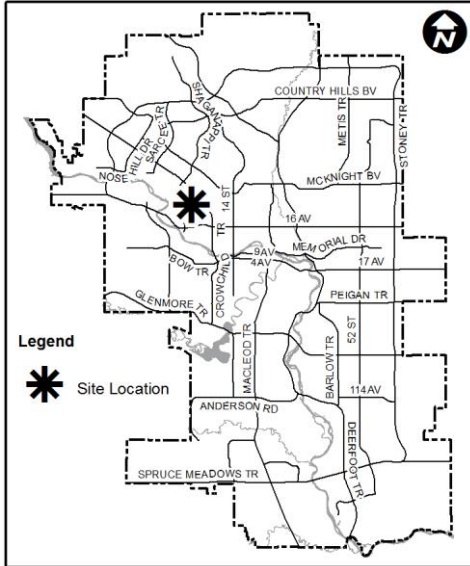
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Direct Control. A development permit, DP2019-6254, was applied for along with this land use redesignation application on 2019 December 06 (Attachment 3). Administration is ready to approve the development pending Council's decision on this redesignation application.

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Location Maps



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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 Special Purpose – University Research Park (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 km (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

The proposal allows for the comprehensive redevelopment of the parcel. Fire Station 17 is proposed to be relocated to the north portion of the site, and combined with affordable housing, childcare service and office uses in an integrated civic facility. This allows the existing fire station to remain operational through the buildout and prepares the parcel for the decommissioning and demolition of the existing fire hall and redevelopment of the south portion of the site later on. The proposal anticipates a subdivision, which will require municipal reserve dedication, which can be accommodated by the S-SPR portion on the corner of the site. The applicant has provided a concept for the future build out of the site within their design brief (Attachment 4).

Land Use

The site is currently designated as the S-URP District. The S-URP District is intended to accommodate a limited range of research uses along with support commercial uses in association with the University of Calgary, the Province of Alberta, and the Government of Canada. It allows for buildings with a maximum height of 25 metres with no maximum floor area ratio. The S-URP District provides large setbacks of 6-15 metres depending on the designation of the immediate adjacent parcel. It can accommodate emergency services, child care, and office uses, but does not allow for residential uses and the amount of support commercial options are limited.

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DC Direct Control District – 0.89 hectares ± (2.19 acres ±)

A DC Direct Control District is proposed on the northern portion of the site and is intended to allow for integrated mixed-use development. A DC District is required as stock districts within [Land Use Bylaw 1P2007](#) do not accommodate a building with the desired form, intensity, and mix of uses. The M-X2 District was chosen as the base district for the DC District as the purpose most closely aligns with the intended development. Alternative base districts were explored and rejected as they did not meet the intent and intensity of the proposal.

The M-X2 District is intended for multi-residential developments with support commercial uses that have a medium height and medium density. It is intended to be adjacent to low density residential developments. It contains a mix of uses that is compatible with the neighbouring University Research Park, University student family housing, and low density residential developments.

The DC District allows for a maximum height of 23 metres and a FAR of 1.0 (Attachment 3). This allows for a six-storey building, which is in alignment with the neighbouring S-URP parcels (maximum height of 25 metres). While the proposed FAR of 1.0 may appear low relative to the proposed building height, it ensures sensitive massing and allows for setbacks compatible with the neighbouring parcels. It also accommodates the operational aspects of the protective and emergency service use, such as the apron for manoeuvring emergency service vehicles and maintenance, as well as the circulation required for the household hazardous waste depot. The DC District removes the rules prohibiting the integration of uses allowing residents, employees, and visitors to share entrances, hallways and parking areas, in order to allow for a more compact and efficient building form. The DC District also adjusts the amenity space rules for the multi-residential component to include indoor amenity space as part of the calculation towards required amenity space, which otherwise is only counted for developments over 100 dwelling units.

MU-1 – 0.44 hectares ± (1.10 acres ±)

The southeast portion of the site is proposed as the MU-1f2.0h23 District to provide flexibility to respond to future market conditions and is compatible with surrounding proposed districts and existing developments. The MU-1 District allows for either or both residential and commercial uses, and encourages ground floor orientation towards 32 Avenue NW, which as per the MDP, is classified as an Urban Boulevard, which typically are destinations in the city, and provide multiple transportation options. The array of uses is also compatible with those within the proposed DC District, and with the neighbouring low density residential and student family housing developments. The proposed MU-1 District, using modifiers, allows for a maximum height of 23 metres, in alignment with the 23-metres proposed in the DC District and a maximum FAR of 2.0.

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S-SPR – 0.15 hectares ± (0.37 acres ±)

The southwest portion of the subject parcel proposes the S-SPR District. Upon future subdivision, ten percent of the land will be required to be dedicated as municipal reserve (0.15 hectares), which is accommodated by this proposed S-SPR District. The district allows for schools, parks, open space and recreation facilities. The corner location allows the potential park to be accessed by the users of the subject site as well as the neighbouring residential lots. It is also located near bus stops on 32 Avenue NW and the bike lane on 37 Street NW, allowing additional users convenient access to the site. The Applicant provided potential buildout options for the site, demonstrating the appropriateness of this location for a park (Attachment 4).

Development and Site Design

The rules of the proposed DC District, MU-1 District and S-SPR District will provide guidance for future site development including appropriate uses, building height and massing, landscaping, parcel coverage and parking.

On 2019 December 06, a development permit was submitted by the marc boutin architectural collaborative inc. (MBAC) proposing a six-storey integrated mixed-use building for the proposed DC portion of the site (DP2019-6254 / CPC2020-0927). The development is proposing to integrate protective and emergency services with office and child care service uses on the first two floors with multi-residential units (dedicated for affordable housing) on the upper four floors. Vehicle access is proposed from 37 Street NW for both the emergency service vehicles and general site access. The development permit also provides for future connections to the proposed MU-1 portion of the site via an easement. This will remove the need for future vehicular access to 32 Avenue NW, allowing for an uninterrupted pedestrian environment along that street. Other key factors that have been considered during the review of the development permit application include the following:

- interface with 37 Street NW and relationship with the neighbouring low density residential parcels;
- appropriate mix of uses;
- orientation of uses within the building, encouraging residential uses and commercial uses to be oriented toward the future municipal reserve and 32 Avenue NW;
- appropriate amenity space for the residents; and
- operational concerns for the protective and emergency services.

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.

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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.

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. Individual servicing connections as well as appropriate stormwater management will be considered and reviewed at the development permit stage.

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

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- 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.

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.

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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 CA and applicant team on 2020 April 02.

Administration received 18 letters of opposition from the public, and a letter of opposition from the Varsity CA (Attachment 6). Administration also received a letter from the University of Calgary with no opposition for the development, but outlining concerns related to the transportation infrastructure at the intersection 32 Avenue NE and 37 Street NW. Concerns raised by the public and the Varsity CA 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

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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.

Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent landowners. In addition, Commission's recommendation, and the date of the Public Hearing will be advertised.

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 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 a future subdivision in alignment with Policy 2.2.5e, which requires sites over one hectare to be comprehensively reviewed. The proposal provides a variety of uses and encourages compact building design and helps to provide a variety of housing options in the area. The specific mix of uses proposed on the DC site, including residential, child care, and a fire hall, help to create a complete community, and provide services for the entire community and surrounding residences and businesses, allowing access to daily services.

The proposed land use amendment allows for a mix of residential, employment, protective services and commercial uses within the three proposed land use districts and is in alignment with the MDP.

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

The [South Shaganappi Communities Area Plan](#) (SSCAP) identifies the site as being within the MAC 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 redesignation and development align with this policy, providing opportunities for sensitive increases in density and housing choice, and a redevelopment proposal for the fire hall, allowing it to be upgraded and expanded. A variety of sustainable design features have been incorporated into the proposed concurrent development permit, and the MU-1 District promotes a mix of uses and compact design.

Location Criteria for Multi-Residential Infill (Non-Statutory - 2016)

The [Location Criteria for Multi-Residential Infill](#) provides preferred conditions where multi-residential development may be considered acceptable near and within low density residential areas. These guidelines are generally intended for developments that are purely residential, however as there is a large residential component within both the DC and MU-1f2.0h23 portions of the site, Administration considered the criteria applicable in considering the proposed redesignation.

The proposal meets the majority of the criteria. This corner parcel is located along an Urban Boulevard (32 Avenue NW) and Collector Road (37 Street NW) as per Map 3 of the MDP, allowing each road to meet the minimum road typology criteria. While the parcel does not have lane access, it has a unique local context with institutional and utility uses directly adjacent to it. This allows for the opportunity to create interior private roads, which allow for sensitive vehicle access and site circulation. There are transit stops within 100 metres at the intersection of 32 Avenue NW and 37 Street NW, and while the Brentwood LRT station is approximately 1.2 kilometres from the site, it is part of a highly integrated transportation network in this area. The parcel is across the street from other multi-residential housing, and the proposal allows for a future park space, providing adjacent outdoor recreational opportunities.

While these criteria are not used as a checklist, they do provide a framework in which Administration evaluates a parcel's appropriateness for intensification. These criteria together indicate that the subject site is an appropriate location for sensitive intensification.

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Climate Resilience Strategy (Non-statutory – 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. Opportunities to enhance the development on this site with applicable climate resilience strategies have been proposed in the concurrent development permit application and these strategies align with Programs 1, 3, 4, 5, and 10 of the Climate Mitigation Action Plan.

Social, Environmental, Economic (External)

The proposed land use amendment helps to ensure a mix of housing options and encourages an integrated, compact form. The proposal also acknowledges the need for Municipal Reserve in the future, providing the opportunity to establish a space that will benefit those living within the parcel, and the wider community. 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.

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.

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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 proposed DC Direct Control District, MU-1f2.0h23 District and S-SPR District provide comprehensive development of the site and considers future subdivision requirements. The proposal provides the opportunity to relocate the existing fire hall and create an integrated mixed-use facility with a variety of support commercial options to ensure flexibility for the future on both the DC and MU-1 portions of the site. Although subdivision has not yet occurred, dedicating a portion of the site as S-SPR allows the opportunity to review the placement of the future municipal reserve early to ensure a placement that will best serve the community. The proposal is also in alignment with the Integrated Civic Facilities Planning Program, improving services for citizens through efficiencies found in combining programming and facilities

ATTACHMENT(S)

1. Applicant Submission
2. **Proposed Bylaw 130D2020**
3. Development Permit (DP2019-6254) Summary
4. Applicant Design Brief
5. Applicant Outreach Summary
6. Community Association Letter
7. **CPC Commissioner Comments**
8. **Public Submissions**