

Background and Planning Evaluation

Background and Site Context

On 2020 September 03, the application was submitted to the CPC and was referred back to Administration to review the following items:

1. Resolve access/egress condition details;
2. Explore entry sequence into the residential project, seeking increased separation between commercial/fire and residential uses;
3. Integrate the site with surrounding streets, pathways, and fire truck operations;
4. Evaluate access conditions on 37 Street NW and/or the adjacent south site, and provide a comprehensive site access plan;
5. Evaluate mechanisms for fire truck exit safety; and
6. Explore opportunities for improved signal control at the 37 Street NW and 32 Avenue NW intersection, for implementation in conjunction with the proposed development.

The applicant has continued to work with Administration to make significant changes to the proposal to address the items above. The previous report to CPC (CPC2020-0927) is included as Attachment 2. The applicant has provided a Design Brief outlining the evolution of the project including the current submission, which is included in Attachment 8.

The subject site is located at the northeast corner 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 1.49 hectares in area. Fire Station 17, which includes a household hazardous waste drop-off depot, is located on the southeast portion of the site with the emergency service vehicles 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 the 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 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. This portion of the campus includes townhome-style student family housing and a large pay-per-use parking lot.

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 contains 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 three kilometres to the Foothills Medical Centre.

The existing 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. Development of future public park space on the site would occur after the current fire hall is decommissioned.

Community Peak Population Table

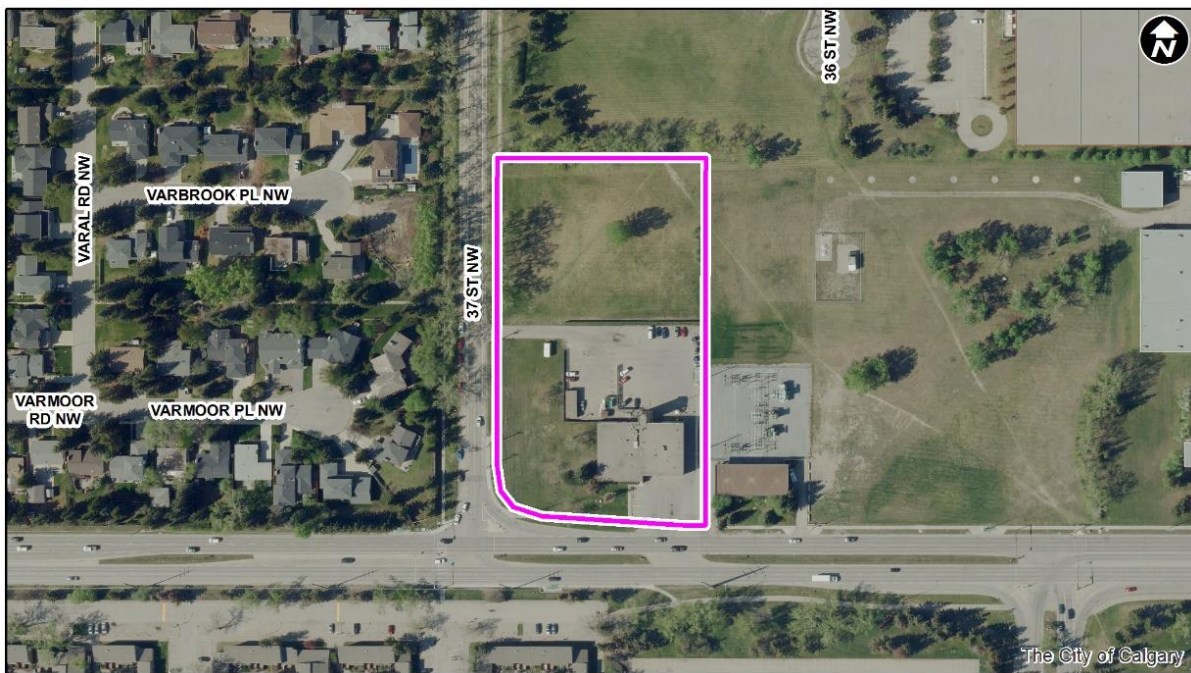
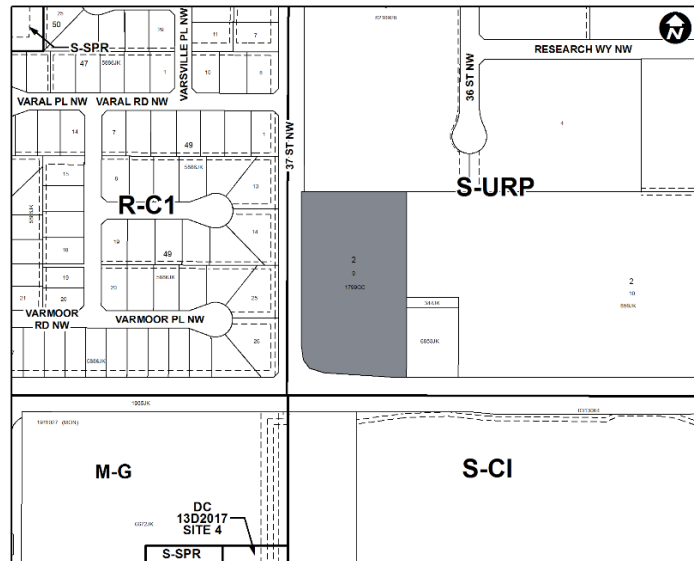
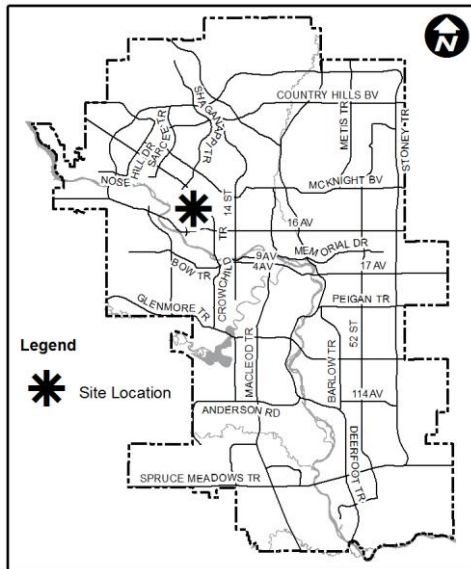
As identified below, the community of Varsity reached its peak population in 1981.

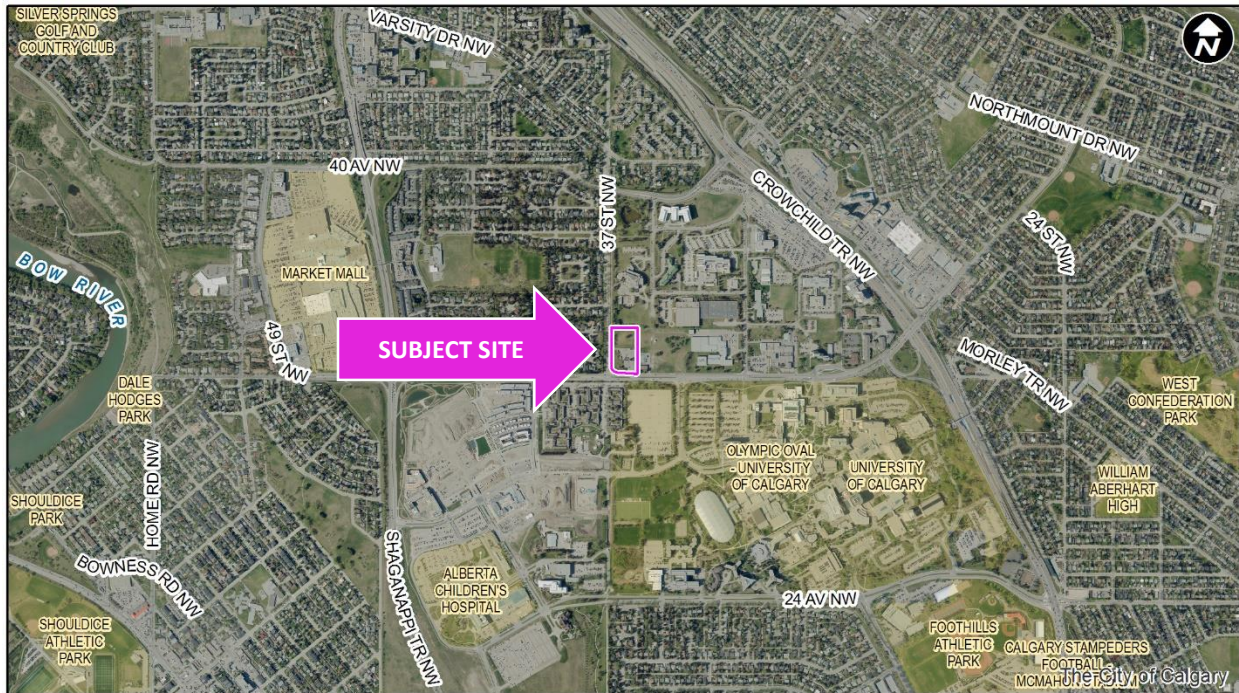
Varsity	
Peak Population Year	1981
Peak Population	13,645
2019 Current Population	12,874
Difference in Population (Number)	- 771
Difference in Population (Percent)	- 5.65%

Source: *The City of Calgary 2019 Civic Census*

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

Location Maps





Previous Council Direction

On 2020 October 05 at the Combined Meeting of Council, report CPC2020-0926 for LOC2019-0189 was presented for a proposed land use redesignation of the subject parcel from the current S-URP District to a combination of S-SPR District, Mixed Use - General (MU-1) District and Direct Control District. The redesignation was to facilitate the integrated civic facility through a DC District, and to allow the remainder of the site to be subdivided to accommodate a mixed-use development and a public park in the future. Council held a public hearing and gave first reading of Proposed Bylaw 130D2020 and withheld second and third readings pending a recommendation of approval of this development permit application by CPC:

That Council:

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 Direct Control District;
2. Give first reading to Proposed Bylaw 130D2020; and
3. WITHHOLD second and third readings until:
 - a. the applicant addresses the matters identified by Calgary Planning Commission (CPC) as well as the comprehensive land use matters including the Concept Plan and arrangement of uses on the site;
 - b. the applicant work with Transportation Planning to consider amending the egress away from 37 Street NW and on to 32 Avenue NW; and
 - c. Development Permit has been reviewed by and received conditional approval from CPC.

Planning Evaluation

Land Use

The site is currently designated as the S-URP District, which 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 (FAR). 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.

The original submission, as reviewed by CPC and Council, proposed to redesignate the parcel into three districts: a DC District to accommodate the integrated facility, the MU-1 District to accommodate possible future development, and the S-SPR District to accommodate future municipal reserve through a public park. The amended submission has expanded the DC and the S-SPR portions of the site and removed the MU-1 District in order to accommodate the needs of the various user groups and address the concerns of CPC and Council. The adjustment to the proposed land use map will be presented through an amendment to Schedule B of Proposed Bylaw 130D2020 (Attachment 9) before second and third readings are considered by Council.

The proposed DC District (Attachment 2, pages 117-120) remains on the northern portion of the site and has been expanded towards the south and along the eastern property line. This increases the DC area from 0.89 hectares to 1.16 hectares to provide additional room to separate the sensitive uses on the site, and allows for the addition of at-grade amenity space for the residents and users of the facility. The inclusion of the DC along the eastern property line would accommodate the emergency service access and drive aisle, now oriented towards 32 Avenue NW.

With the expansion of the DC and S-SPR portions on the site, the originally proposed MU-1 District is no longer required. The applicant explored various design options to accommodate the users of the integrated facility and address CPC's design, technical, and use concerns and determined that additional space was needed within the DC area. This decreased the viability of the future/possible mixed-use development. Removal also created a new opportunity to further expand the proposed park space, adding an additional public amenity for the users of the civic facility and the community.

The southern portion of the site is proposed to be developed as a future park space, expanding the previously proposed S-SPR District from 0.15 hectares to 0.32 hectares in the amended submission. The S-SPR District allows for schools, parks, open space, and recreation facilities. The final park buildout would be reviewed through landscape construction drawings once the existing fire station has been decommissioned and removed.

Development and Site Design

The original submission was for a six-storey (22 metres tall) development with an FAR of 0.8 (7,489 square metres). The proposal included two vehicle access points along 37 Street NW as well as the apron for Fire Station 17 emergency vehicles to access the site. Full details of the proposal can be found in Attachment 2.

The specific direction received on this previous proposal from CPC is highlighted below, with a general overview of how each item has been addressed. Additional details are found in the following sections.

CPC Direction	Response
Resolve access/egress condition details	Access has been refined and reoriented to allow for one access point on 37 Street NW and one on 32 Avenue NW.
Explore entry sequence into the residential project, seeking increased separation between commercial/fire and residential uses	The horizontal separation of uses separates the residential use from the emergency services and commercial operations, allowing for some shared entrances, and some private entrances.
Integrate the site with surrounding streets, pathways, and fire truck operations	The decrease of access points along 37 Street NW allows for better integration with the existing streetscape, including the bike lane. The reorientation of the building with the at-grade amenity space on the south allows for interaction and integration with the park space on the S-SPR portion of the site.
Evaluate access conditions on 37 Street NW and/or the adjacent south site, and provide a comprehensive site access plan	Access to the site has been refined, reorienting the emergency access to 32 Avenue NW and reducing the number of access points along 37 Street NW from three to one.
Evaluate mechanisms for fire truck exit safety	The proposed emergency services apron and access allows for emergency vehicles to be separated from residential uses and general users on the site.
Explore opportunities for improved signal control at the 37 Street and 32 Avenue intersection, for implementation in conjunction with the proposed development	The reorientation of the site does not require signalization at this time. However, this may be triggered with future developments in the area.

Site and Building Design

The proposed residential portion of the building is shown on the western part of the site and would be four storeys in height (15 metres), containing 48 housing units operated by Calgary Housing Company with a variety of studio (eight), one-bedroom (21), two-bedroom (15), and three-bedroom (four) units. The four three-bedroom units and four of the two-bedroom units will allow direct interior access to the adjacent studio suites, creating additional flexibility. Ground floor units are proposed to have exterior private at-grade entrances in addition to the interior hallway access. Each floor includes a common amenity space. Entrances for the multi-residential units would be available along 37 Avenue NW, from the courtyard on the eastern portion of the building, and from the parking lot on the northern portion of the site.

The City of Calgary corporate office space and child care service is proposed to be located in the middle portion of the building, acting as a bridge between the housing block and fire station. This portion of the building would be one storey and would include an outdoor amenity area on the roof. The middle block would be accessed through the shared entrance from the parking lot on the northern portion of the site and through an entrance facing the southern courtyard amenity space, allowing people to access these uses from either side of the building. The office use would allow for satellite workspaces and meeting rooms for City of Calgary employees. The child care service has been designed to accommodate up to 60 children and includes a dedicated outdoor place space as part of the rooftop amenity area. Once a final tenant has been confirmed, improvements will be completed by the future 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 new proposed Fire Station 17 would be located on the eastern portion of the site, north of the existing fire station. The proposed emergency vehicle apron would be located between the existing and proposed buildings, and has been designed to be large enough to allow emergency vehicles to maneuver entirely within the site. This apron would ultimately access 32 Avenue NW along a 12-metre wide aisle running along the eastern property line. This proposed orientation and access condition is a significant reduction from the originally proposed access, which was 26 metres for the emergency services apron directly on 37 Street NW. This arrangement reduces the number of curb cuts from the original proposal from three along 37 Street NW to one to access the parking area and household hazardous waste depot. The public may use the parking lot on the north side of the building and access the fire station through the public entrance on the north side of the building or pedestrians may access this portion of the building through the entrance off of the courtyard on the south portion of the building. The upgraded facility also proposes to increase the number of vehicle bays from three to five.

Building Orientation and Site Circulation

The integrated civic facility would be located on the northern portion of the site with a parking area north of the building and public amenity spaces on the southern portion, including the park space on the proposed S-SPR portion of the site. Walkways have been proposed throughout the site to facilitate pedestrian circulation within the site, and along 37 Street NW and 32 Avenue NW. Pedestrian circulation would be available through the central portion of the building as well, ensuring that users will not have to go around the building to reach the other side.

The parking lot on the north side of the building would allow for general vehicle access and would include the household hazardous waste depot in the north east corner of the site. This separates the use from the child care and residential areas while maintaining a visual and close connection with Fire Station 17, who operate the depot. Walkways are included throughout the parking lot to allow pedestrian circulation here as well.

Building Materials

A variety of high-quality durable materials are used within the proposal to orient users on the site, acknowledge the history of the existing fire station, and provide delineation of the uses within a cohesive framework. Clay brick masonry is shown throughout the building as a unifying feature and is reminiscent of the existing Fire Station 17. The housing block includes accents with high-density cement panels that highlight individual units. Additionally, semi-transparent colored railings have been added to each units' Juliet balcony, providing additional identifying features. The proposed central commercial block uses a transparent curtain wall to allow for floor to ceiling glazing for visual permeability from the northern parking area to the southern amenity space. In addition to promoting connectivity through the site, the glazing allows for high

thermal performance and noise reduction. The fire station includes the same masonry as the residential block and uses similar glazing as the central block for the overhead doors into the apparatus bays. This creates a visual connection for the fire station with the remainder of the site.

Public Realm and Outdoor Amenity Spaces

The integrated civic facility proposal includes multiple outdoor amenity spaces for residents and users of the site including an outdoor plaza, rooftop amenity area, and two phases of public park spaces on the southern portion of the site.

The L-shape of the building creates a publicly accessible amenity space on the southern portion of the building. This plaza area would include a variety of seating options and allows for active and passive recreation options. Benches have been shown along the pathways and moveable seating options within the grassed area. A multi-use surface has been also included in the central area which would be a poured rubber surface often used for play spaces. The inclusion of the 1.2 metre partition wall on the southern perimeter of this space would allow for a backdrop for play and ensures that stray sports balls do not disrupt other nearby users. A similar wall has been included to delineate and separate the emergency service apron area from this area. Landscaping and benches would provide additional physical separation between the plaza and emergency service users while allowing a visual connection as fire trucks are often cleaned and maintained outdoors.

The proposed courtyard includes walkways that connect to a large exterior stairway located on the southern façade of the central commercial portion of the building next to the fire station. This stairway would provide functional access to the rooftop amenity space and has been designed to be extra wide on one side to provide additional seating opportunities for users to relax and enjoy the area, and typical width on the other side.

The rooftop amenity space on the central commercial block would be available for all users and would be accessed externally by the stairway or internally through the flanking residential and emergency service blocks. This rooftop amenity space includes an area for a dedicated outdoor play space for the child care centre. Final buildout of the outdoor play area would be completed by the future tenant. The remainder of the space is intended to be used by residents and users of the site. BBQ hook ups and movable seating are available to help animate the space.

The S-SPR District on the southern portion of the site has proposed a phased approach to achieve full development as a public park space. The first phase would proceed during the construction of the new integrated civic facility, before the existing fire hall has been demolished. At the initial stage the space would remain as is, a grassed area with mature public trees. Final buildout and enhancement of the park would occur after the current fire station is decommissioned and demolished. This would be achieved through the submission of landscape construction drawings to Calgary Parks, who would then review the proposal against current design guidelines and standards. Administration is supportive of the phased approach as it allows the space to be immediately usable for residents and allows for further enhancements to be completed by Facilities Management when funding is confirmed and available.

Landscaping

The original proposal required the boulevard trees along 37 Street NW to be removed while the reorientation of the site allows for these mature trees to remain and be incorporated into the development. Plantings are proposed to be dispersed throughout the site, including within the parking area in a center island between parking aisles, as well as around the building and the

perimeter of the site. The proposed southern plaza space includes a variety of trees and shrubs in addition to the plantings around the residential block next to the at-grade entrances. The mature trees on the southern proposed park space are to remain in the interim and would be protected during construction. This area would not to be used for construction staging space. The final landscaping plan for the full build out of the park would be reviewed through the landscape construction drawings and the existing trees would be evaluated again at that time.

City Wide Urban Design

Following the 2020 September 03 CPC meeting, the proposed development continued to be 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 with regard to wayfinding and pedestrian circulation of the site, the interim relationship of the new development with the existing firehall, articulation of the residential entrances and units, and consideration for possible locations for future 5G antennas and attached cable hardware.

Through submission of amended plans, the applicant was able to address the comments raised by City Wide Urban Design. The applicant demonstrated wayfinding opportunities for users throughout the site through the uses of lighting, materiality, and landscaping. They further called attention to the unifying architectural elements of the design that featured strategic differences to clearly highlight the residential, commercial, and emergency service portions of the project. They also confirmed that 5G antenna could be supported on the housing block should it be required in the future.

Urban Design Review Panel

Due to the significant departure from the design reviewed previously on 2017 October 04 and 2019 June 26, the application was presented for a third time to the UDRP on 2021 May 12. The panel endorsed the amended proposal and provided some comments for consideration, outlined below:

- extension of the connection from the exterior stair to the intersection of 32 Avenue NW and 37 Street NW;
- potential for a more direct connection (visual and access) from the parking to the courtyard; and
- careful consideration of the security and access as the exterior stair and adjacent roof top spaces could be a Crime Prevention Through Environmental Design (CPTED) concern if not properly monitored / programmed.

The full comments from UDRP and the applicant's response can be seen in Attachment 7. The applicant's rationale and revisions were deemed acceptable by Administration and the application did not return to UDRP.

Transportation

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

The proposed development permit anticipates the current fire station remaining operational while the new integrated civic facility is built on the northern portion of the site. The amended submission would allow the emergency and protective services to use the existing access off 32 Avenue NW for site access for emergency vehicles only. This would maintain current response

times and would allow the new development to use the current median break and infrastructure to travel east and west along 32 Avenue NW. No adjustments to 32 Avenue NW are needed to allow this.

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 Calgary. Bus stops are located 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, 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.

A Transportation Impact Assessment was reviewed and accepted as part of this application with updates being submitted since the 2020 September 03 CPC meeting evaluating the impacts of the amended submission. While the intersection of 32 Avenue NW and 37 Street NW will ultimately be signalized in the future, this updated development proposal does not require or trigger this upgrade. The Calgary Fire Department has also confirmed that signalization is not required to maintain their operations and provide continued services at this location.

Bicycle Parking Facilities

The proposed development would provide a total of 56 class 1 – bicycle parking stalls, which is well over the 25 stalls required to service the project as per Land Use Bylaw 1P2007. These are proposed to be located inside the building, accessible from the northwest public entrance off the parking area. These racks would allow for a stacked configuration where pneumatic lift assist provide easy access to the upper racks for users. In addition, 20 class 2 – bicycle parking stalls would be located in various locations near the entrances of the building for visitors. This is also well above the required six stalls as per the Land Use Bylaw.

Motor Vehicle Parking

Vehicle parking is proposed to be located on the northern portion of the parcel on a surface parking lot. The submission proposes 88 motor vehicle parking stalls for users of the site, which include six pick-up and drop-off stalls for the childcare service and 48 stalls for the housing component. The remainder of the stalls are intended for the visitors and general users of the development on an as needed basis. The City would have ongoing flexibility to modify the way these stalls are allotted and assigned, which was considered when determining the proposed parking supply and during the site design. The overall distribution has been reviewed and is supported by Administration.

Environmental Site Considerations

A Phase II Environmental Site Assessment report was submitted and accepted. 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 is required to be submitted prior to the release of the development permit.

Legislation and Policy

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](#) 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 Calgary Metropolitan Region Board's [Interim Growth Plan](#) (IGP). The proposed development builds on the principles of the IGP by promoting efficient use of land and 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 considered the entire site, including connections to a future development on the remaining portion of the parcel. The proposal would provide a variety of uses and would help 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 to meet daily needs.

The proposed development permit would allow for a mix of residential, protective and emergency services, supports commercial uses and park space, 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 including solar panels and provisions for electrical vehicles in the future.

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, 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 two electric vehicle charging stations and eight stalls (11 percent) 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 associated land use amendment has received first reading at Council (LOC2019-0189 / CPC2020-0926) and is awaiting conditional approval of this development permit before receiving second and third readings. The amended development permit application submission was reviewed against the revised version of Proposed 130D2020 Bylaw (Attachment 9), that Council has yet to consider. However, this development aligns with the updated land use plan, including the proposed DC District, which can be seen in pages 117-120 of Attachment 2.

The following relaxations have been requested, which have been reviewed individually and considered to be acceptable for the reasons outlined in the table below.

Bylaw Discrepancies		
Regulation	Standard	Provided
550 General Landscaped Area Rules	(5) All soft surfaced landscaped areas must be irrigated by an underground irrigation system, unless a low water irrigation system is provided.	Plans do not indicate an underground irrigation system to be provided. Relaxation Rationale: The landscaping is designed to meet sustainability targets and the requirements of the LEED certification and do not require an irrigation system. The Applicant has confirmed that during construction and until the plantings have set the landscaping will be watered and maintained by the contractor.
551 and 553 Landscaped Area Provided	4633.60m ² required landscaped area (40%)	Plans indicate 4573.63m ² (-59.97m ²) or 39.48% (-0.52%) landscaped area. Relaxation Rationale: High quality landscaping has been provided throughout the project while

		balancing operational requirements, such as the emergency service apron and drive aisle. A public park is also proposed on the southern portion of the parcel, accessible to the community and residents. A minor -0.52% relaxation is supported by Administration.
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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 0m ² (-196.49m ²) or 0% (-30%) landscaped area above grade. Relaxation Rationale: Although no landscaping was provided as part of the roof top amenity space the applicant has shown opportunities to animate and use the space, demonstrating that it can be a vibrant area for users. High-quality landscaping has been provided throughout the project.
	(6) Where a landscaped area above grade is fragmented into isolated spaces, a minimum of 30.0% of each space must be covered with soft surfaced landscaping.	Does not comply. Relaxation Rationale: The rooftop amenity space has been split into areas for the residents, publicly accessible open space for all users and the outdoor play space for the childcare use, none of which provide landscaping. Although no landscaping was provided as part of the roof top amenity space the applicant has shown opportunities to animate and use the space, demonstrating that it can be a vibrant area for users. High-quality landscaping has been provided throughout the project.
551 Specific Rules for Landscaped Areas	(3) The max. hard surfaced landscaped area is: (b) 40.0% of the req. L.S. area, in all other cases.	Plans indicate 2162.97m ² (+309.53m ²) or 46.68% (+6.68%) hard surfaced landscaped area. Relaxation Rationale: The site circulation and courtyard amenity space require additional hard landscaping space. The applicant has demonstrated how this additional hard landscaping benefits users. This relaxation is supported by Administration.
557 Amenity Space	DC(11)(7)(c) must have a contiguous area of not less than 30.0m ² .	Plans indicate a contiguous area less than 30m ² being proposed for common amenity space – indoors. Relaxation Rationale: The applicant has demonstrated that the spaces are viable gathering

		options for small groups. Administration is supportive of this relaxation.
Bicycle / Loading / Motor Vehicle Parking Stalls (min.)	60 residential stalls required.	Plans indicate 48 (-12) residential stalls. Relaxation Rationale: The Applicant has demonstrated that one stall per unit satisfies the program requirements for the affordable housing provider. Administration is supportive of the parking allocation on the site.
	8 visitor stalls required.	Plans do not indicate any visitor stalls (-8). Relaxation Rationale: The Applicant has demonstrated that visitors and users of the site may share stalls instead of having dedicated visitor parking. Administration is supportive of the parking allocation on the site.
	2 loading stalls required.	Plans indicate 1 (-1) loading stall required. Relaxation Rationale: Administration is supportive of having 1 loading stall for the development.