

Previous CPC Report (CPC2020-0927)

Item # 7.1.2

**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.

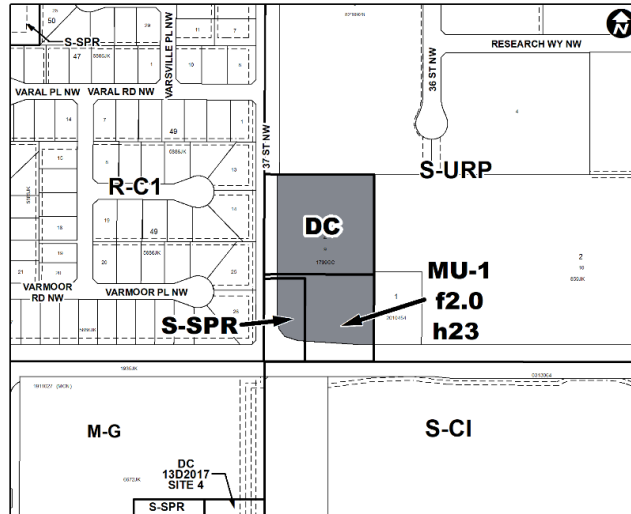
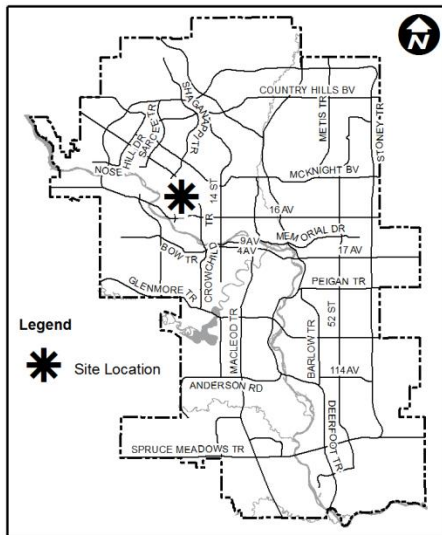
BACKGROUND

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.

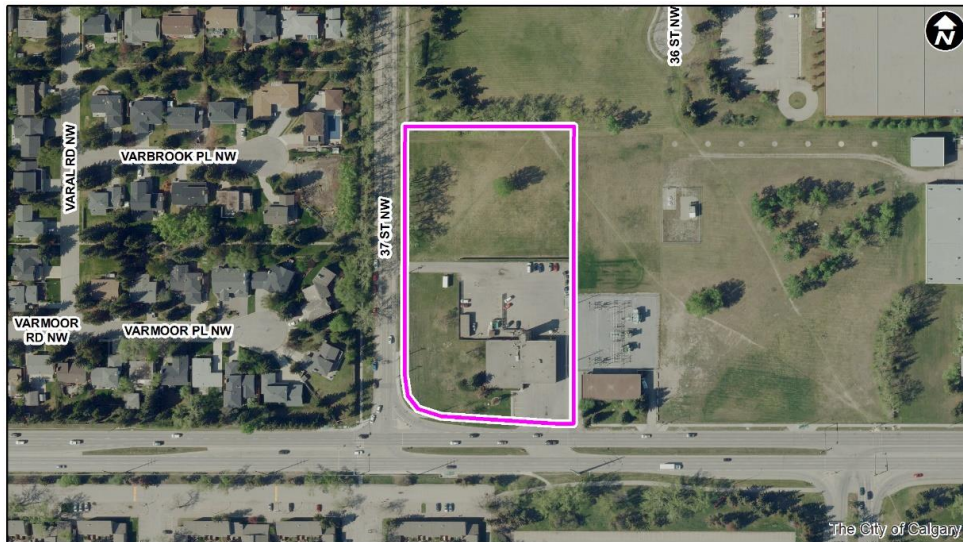
Fire Station 17 was built in 1970 and is nearing the end of its lifecycle. This proposal allows the fire station to remain operational at its current location on the southeastern portion of the site, and allows for a new mixed-use facility, including child care and affordable housing units, to be constructed 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.

Location Maps



Proposed Land Use Districts (LOC2019-0189)





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.

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

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.

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

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.

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.

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](https://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

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

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.

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.

Bylaw Relaxations		
Regulation	Standard	Provided
551 and 553 Landscaped Area Provided	37% (Low H2O reduction applied) or 3306.78m2 required landscaping.	Plans indicate 35.28% (-1.72%) or 3153.33m2 (-153.45m2) 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.

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



VARSITY MULTI-SERVICE REDEVELOPMENT | ISSUED FOR DP | AUGUST 13, 2020

SHEET LIST

ARCHITECTURAL

DP-000	COVER SHEET
DP-001	PERMIT SCHEDULES
DP-002	GRAPHIC LEGEND AND ABBREVIATIONS
DP-003	ASSEMBLIES
DP-004	ASSEMBLIES
DP-023	KEY PLAN - GRID LINES
DP-096	CONTEXT PLAN
DP-097	SITE PHOTOS
DP-098	EXISTING AND DEMO SITE PLAN
DP-099	EXISTING STATION 17 ELEVATION
DP-100	SITE PLAN
DP-102	SITE PLAN - FIRE FIGHTING PROVISIONS
DP-103	SITE DETAILS
DP-110	RAISED LANDSCAPE PLANS
DP-111	RAISED LANDSCAPE ELEVATIONS
DP-112	RAISED LANDSCAPE ELEVATIONS
DP-113	RAISED LANDSCAPE SECTIONS
DP-114	RAISED LANDSCAPE SECTIONS
DP-115	RAISED LANDSCAPE SECTIONS
DP-200	LEVEL 0 PLAN
DP-201	LEVEL 1 PLAN
DP-202	LEVEL 1 PLAN
DP-203	LEVEL 2 PLAN
DP-204	LEVEL 4 PLAN
DP-207	ROOF PLAN
DP-300	BUILDING ELEVATION - WEST
DP-301	BUILDING ELEVATION - EAST
DP-302	BUILDING ELEVATIONS - SOUTH
DP-303	BUILDING ELEVATIONS - NORTH
DP-304	WEST SIDE SIGNAGE ELEVATION
DP-305	MECHANICAL/DRINK FOUNTAIN

SURVEY

S-101	SURVEY
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GML

C-1	SITE GRADING PLAN
C-2	SITE SERVICING PLAN
C-3	REMOVALS PLAN

TREE REMOVALS

TRPF-01	SITE GRADING PLAN
---------	-------------------

LANDSCAPE

L-01	PLANTING PLAN
L-02	DETAILS

ELECTRICAL

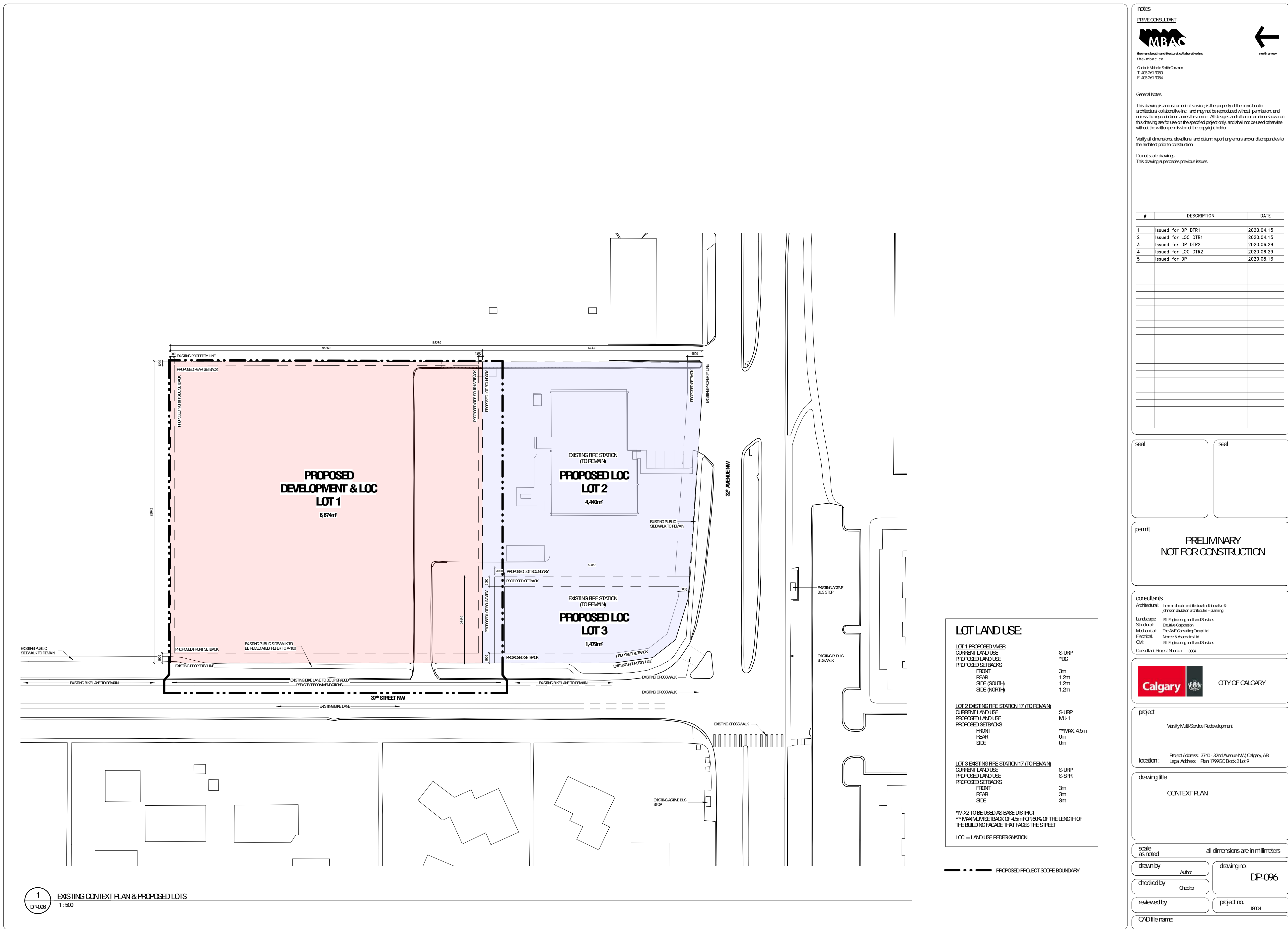
DF-E-1.01	DP SITE PLAN
DF-E-1.01a	DP SITE NOTES AND DETAILS
DF-E-1.02	PHOTOMETRIC LIGHTING & CALCULATION PLAN
DF-E-1.03	LUMINAIRE SCHEDULE
DF-E-1.04	CUTSHEETS 1 OF 6
DF-E-1.05	CUTSHEETS 2 OF 6
DF-E-1.06	CUTSHEETS 3 OF 6
DF-E-1.07	CUTSHEETS 4 OF 6
DF-E-1.08	CUTSHEETS 5 OF 6
DF-E-1.09	CUTSHEETS 6 OF 6
DF-E-1.10	SYMBOL SCHEDULE

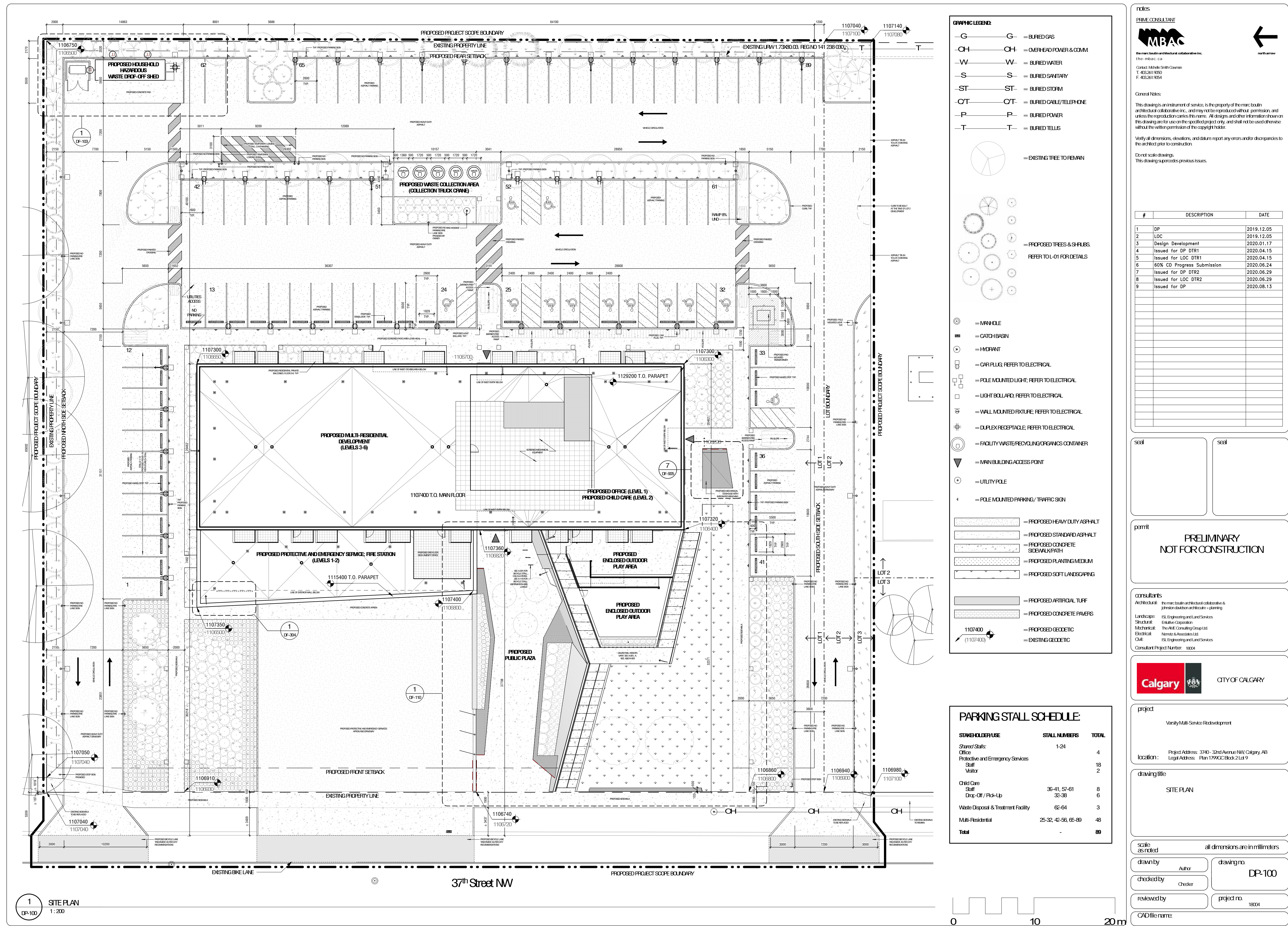
TRANSPORTATION

T-101	VEHICLE SWEEP PATHS FIRE TRUCK CIRCULATION
T-102	VEHICLE SWEEP PATHS WASTE COLLECTION
T-103	VEHICLE SWEEP PATHS MOLOK WASTE COLLECTION
T-104	VEHICLE SWEEP PATHS CLEANING SERVICE VEHICLE
T-105	VEHICLE SWEEP PATHS AMBULANCE MANEUVERING
T-106	VEHICLE SWEEP PATHS FIRE TRUCK & AMBULANCE MANEUVERING

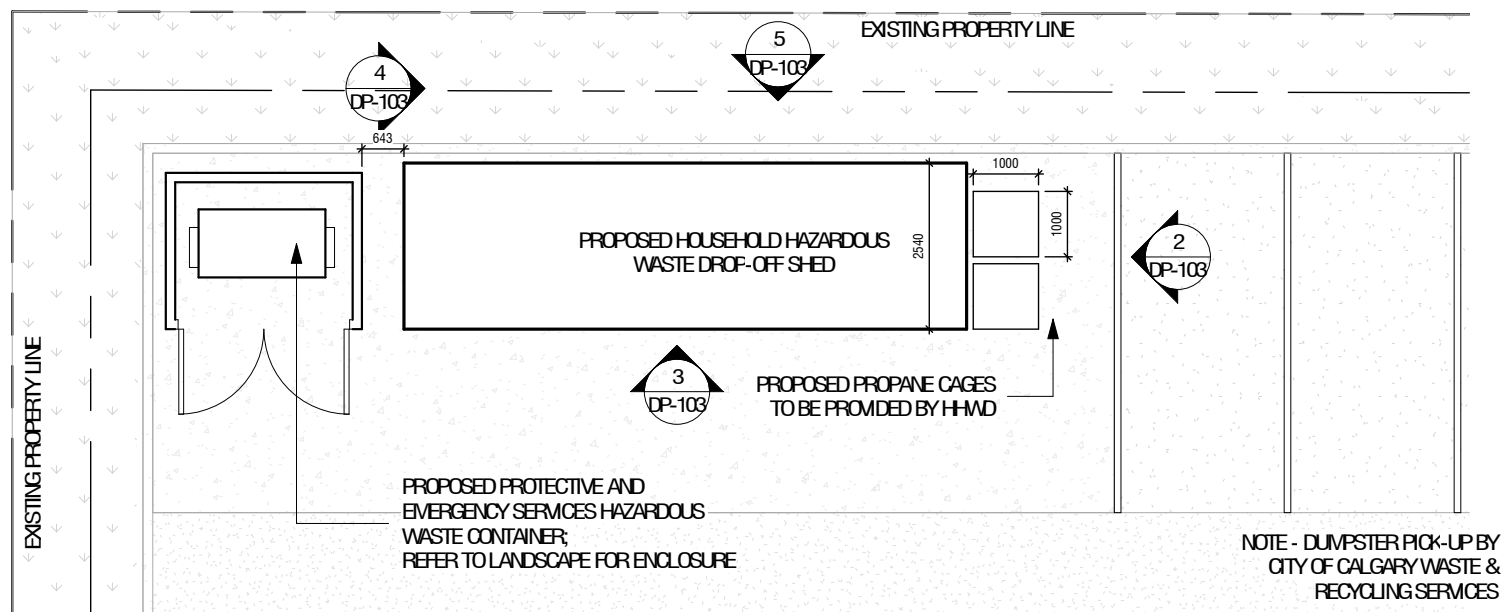
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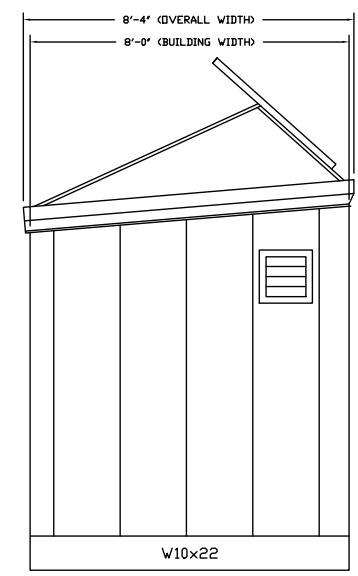




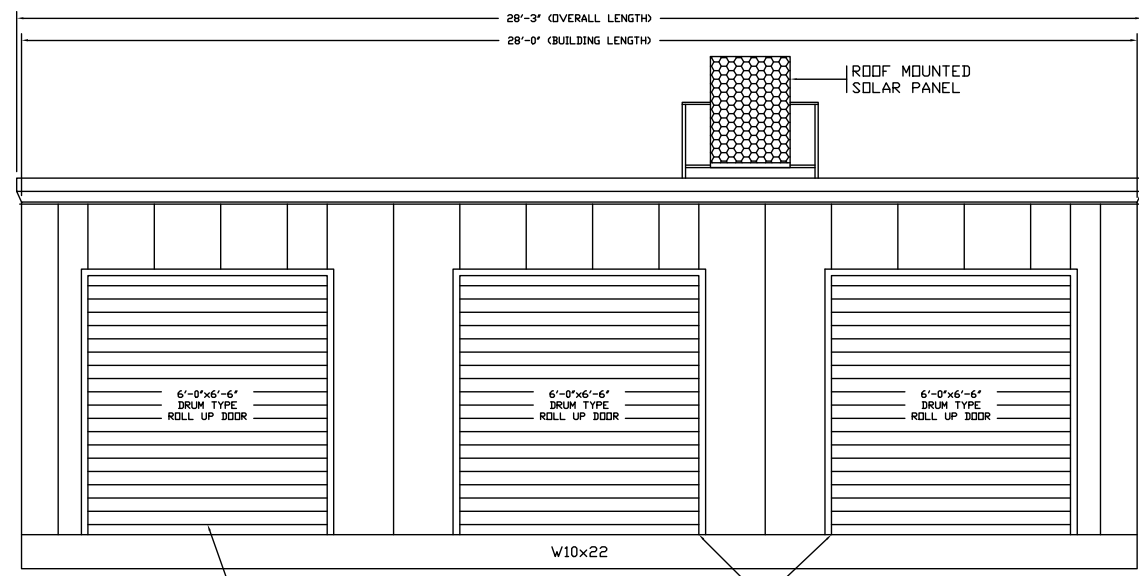
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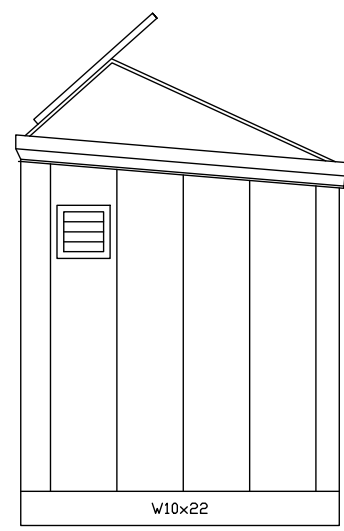
1
DP-103
PROPOSED HOUSEHOLD HAZARDOUS WASTE DROP-OFF SHED
1: 100



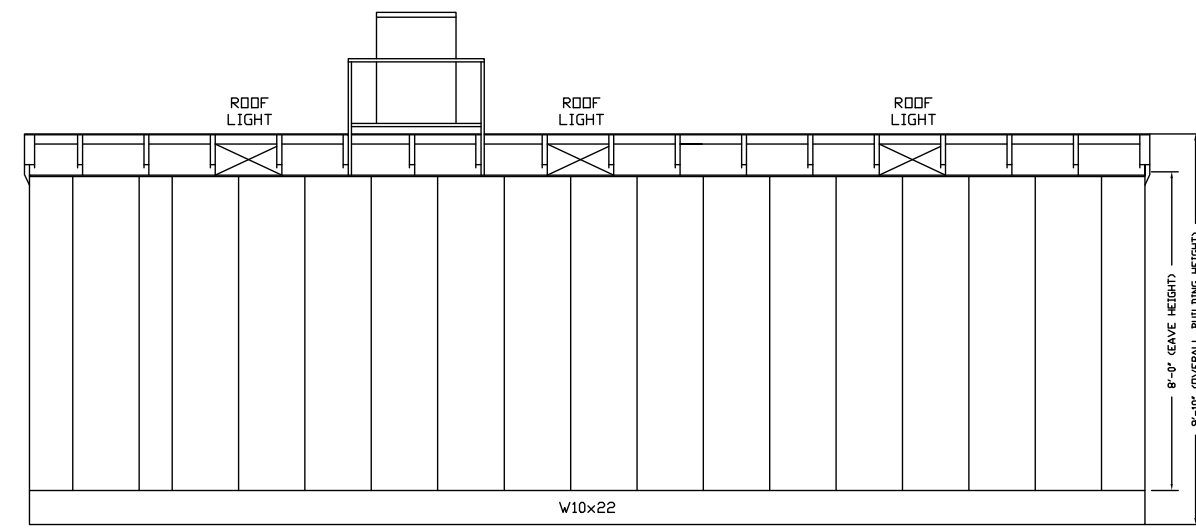
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DP-103
HHWD SOUTH ELEVATION
1: 50



3
DP-103
HHWD WEST ELEVATION
1: 50

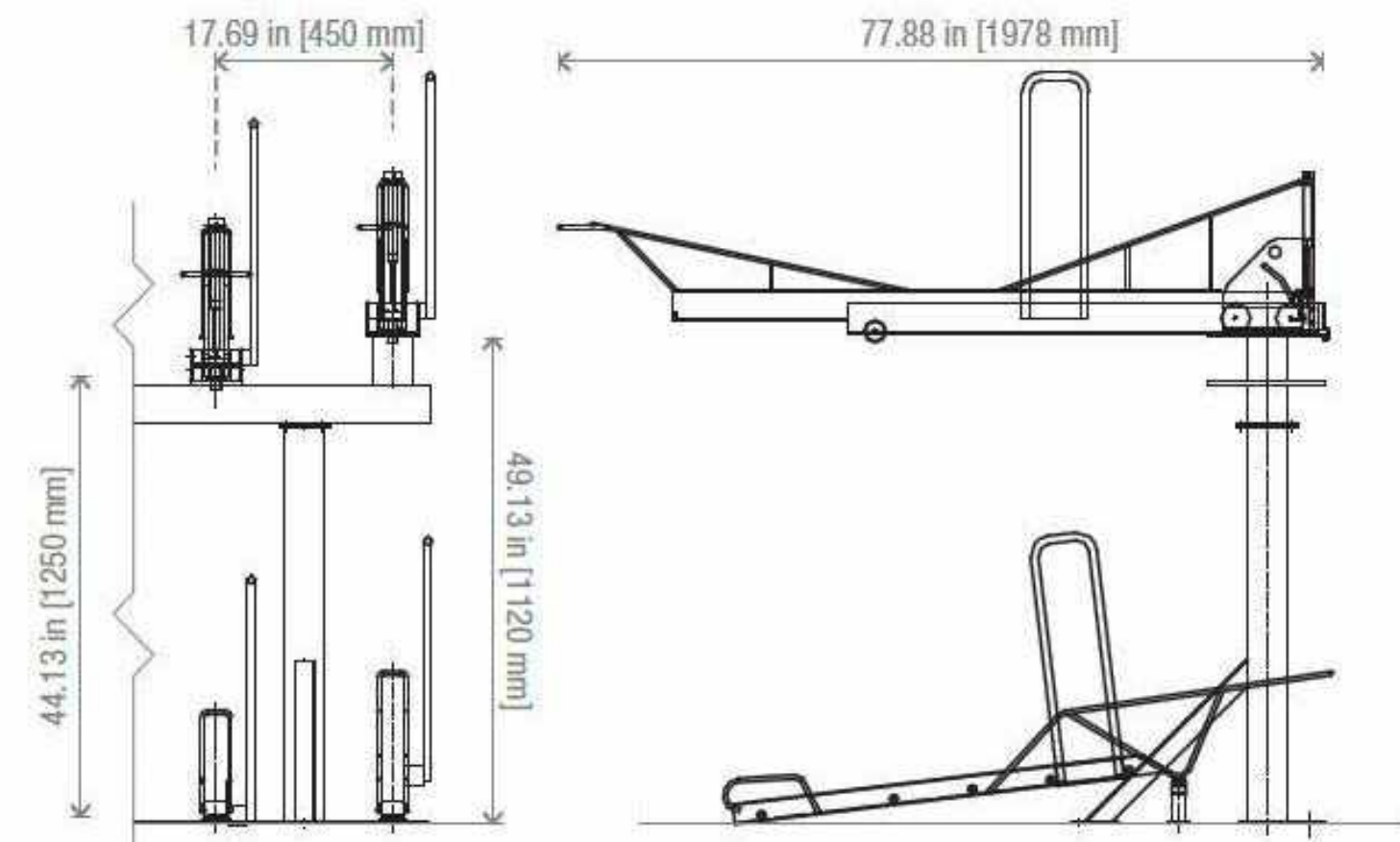


4
DP-103
HHWD NORTH ELEVATION
1: 50

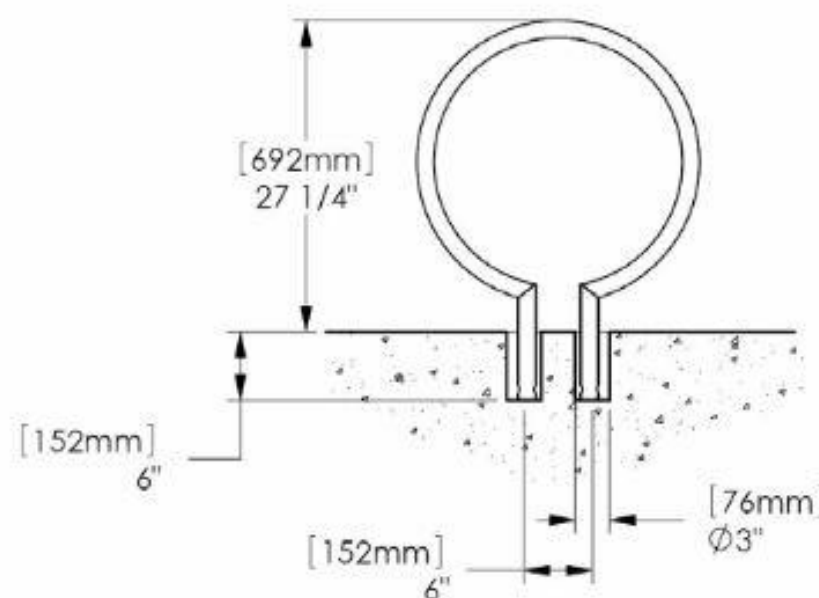


5
DP-103
HHWD EAST ELEVATION
1: 50

HHWD (HOUSEHOLD HAZARDOUS WASTE DROP-OFF) ELEVATIONS WERE GENERATED BY A THIRD PARTY AND PROVIDED BY THE CITY OF CALGARY, WASTE & RECYCLING SERVICES DEPARTMENT. THE HOUSEHOLD HAZARDOUS WASTE DROP-OFF SHED WILL BE SUPPLIED AND INSTALLED BY THE CITY OF CALGARY, WASTE & RECYCLING SERVICES DEPARTMENT AT THE TIME OF CONSTRUCTION.



6
DP-103
BIKE RACK (CLASS 1)
1: 10



7
DP-103
BIKE RACK (CLASS 2)
1: 10

notes

PRIME CONSULTANT



the marcobain architectural collaborative inc.
the marcobain collaborative
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#	DESCRIPTION	DATE
1	DP	2019.12.05
2	Design Development	2020.01.17
3	Issued for DP DTR1	2020.04.15
4	60% CD Progress Submission	2020.06.24
5	Issued for DP DTR2	2020.06.29
6	Issued for DP	2020.08.13

seal

seal

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

Architectural: the marcobain architectural collaborative & jordan jordan architecture - planning
Landscape: CS Engineering and Land Services
Structural: Enbridge Corporation
Mechanical: The AWE Consulting Group Ltd.
Electrical: Hensel & Associates Ltd.
Civil: CS Engineering and Land Services
Consultant Project Number: 18001



CITY OF CALGARY

project

Varsity Multi-Service Redevelopment

location:

Project Address: 3740 - 32nd Avenue NW Calgary, AB
Legal Address: Plan 1799302 Block 2 Lot 9

drawing title

SITE DETAILS

scale

as noted

all dimensions are in millimeters

drawn by

Author

drawing no.

DP-103

checked by

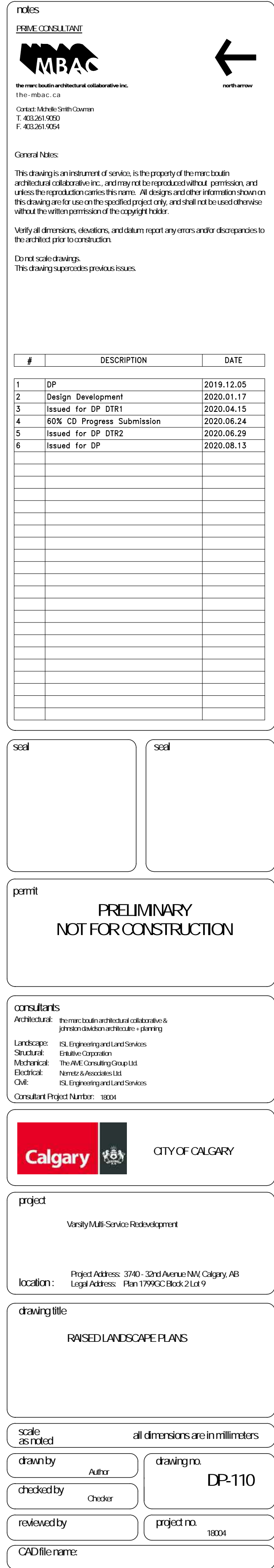
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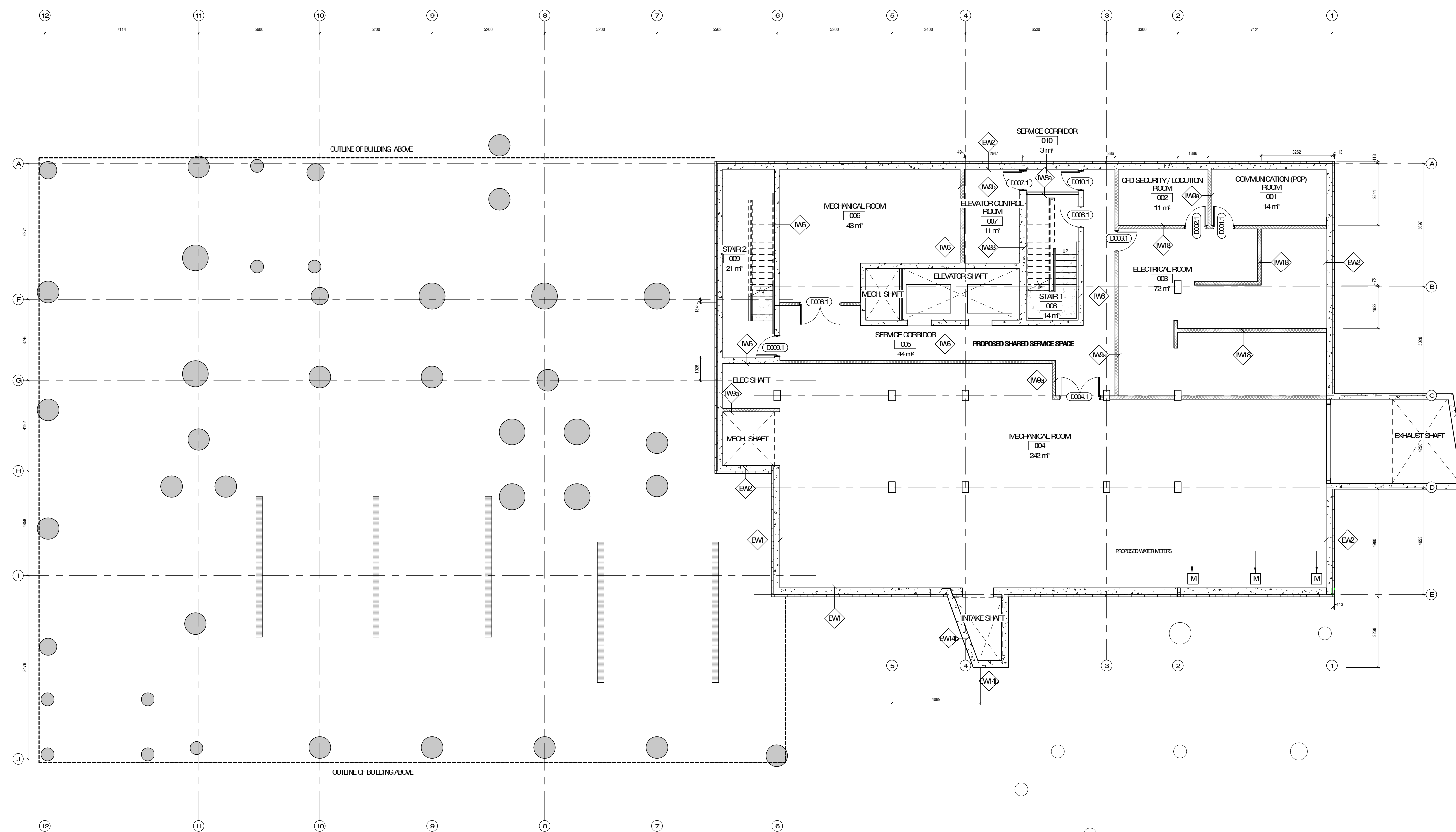
reviewed by

project no.

18001

CAD file name:





1 LEVEL 0
DP-200 1:100

notes

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This drawing supercedes previous issues.

[illegible]

seal

seal

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

consultants

Architectural: the mercer/boulton architectural collaborative & jordan/seddon architecture + planning

Landscape: ISL Engineering and Land Services

Structural: Ertivate Corporation

Mechanical: The AVE Consulting Group Ltd

Electrical: Nemtz & Associates Ltd

Civil: ISL Engineering and Land Services

Consultant Project Number: 2000

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CITY OF CALGARY

project

Varsity Multi-Service Redevelopment

location.

Legal Address: Plan 1799GC Block 21 of 9

drawing title

LEVEL PLAN

scale
as noted

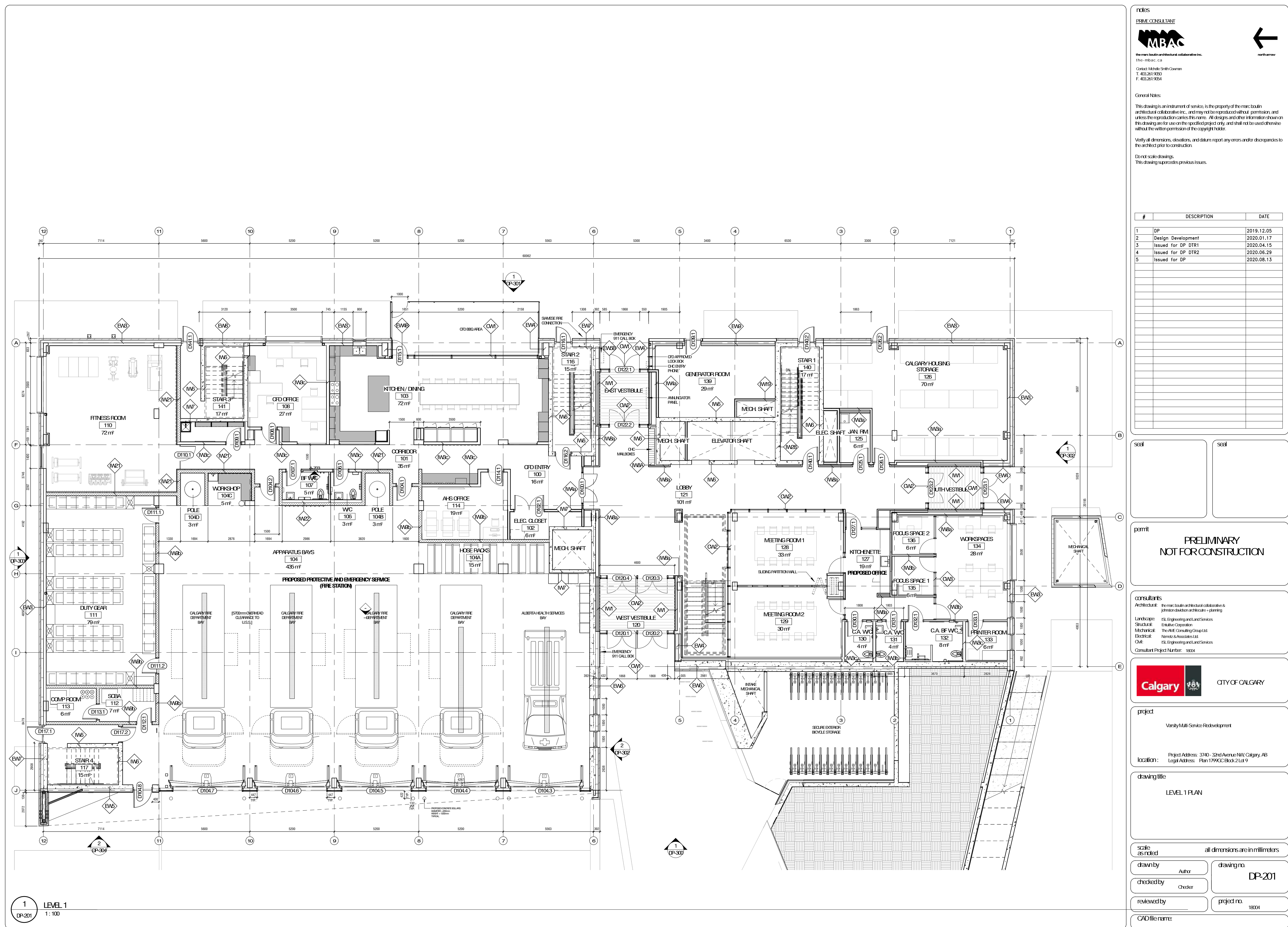
all dimensions are in millimeters

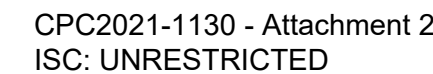
drawn by

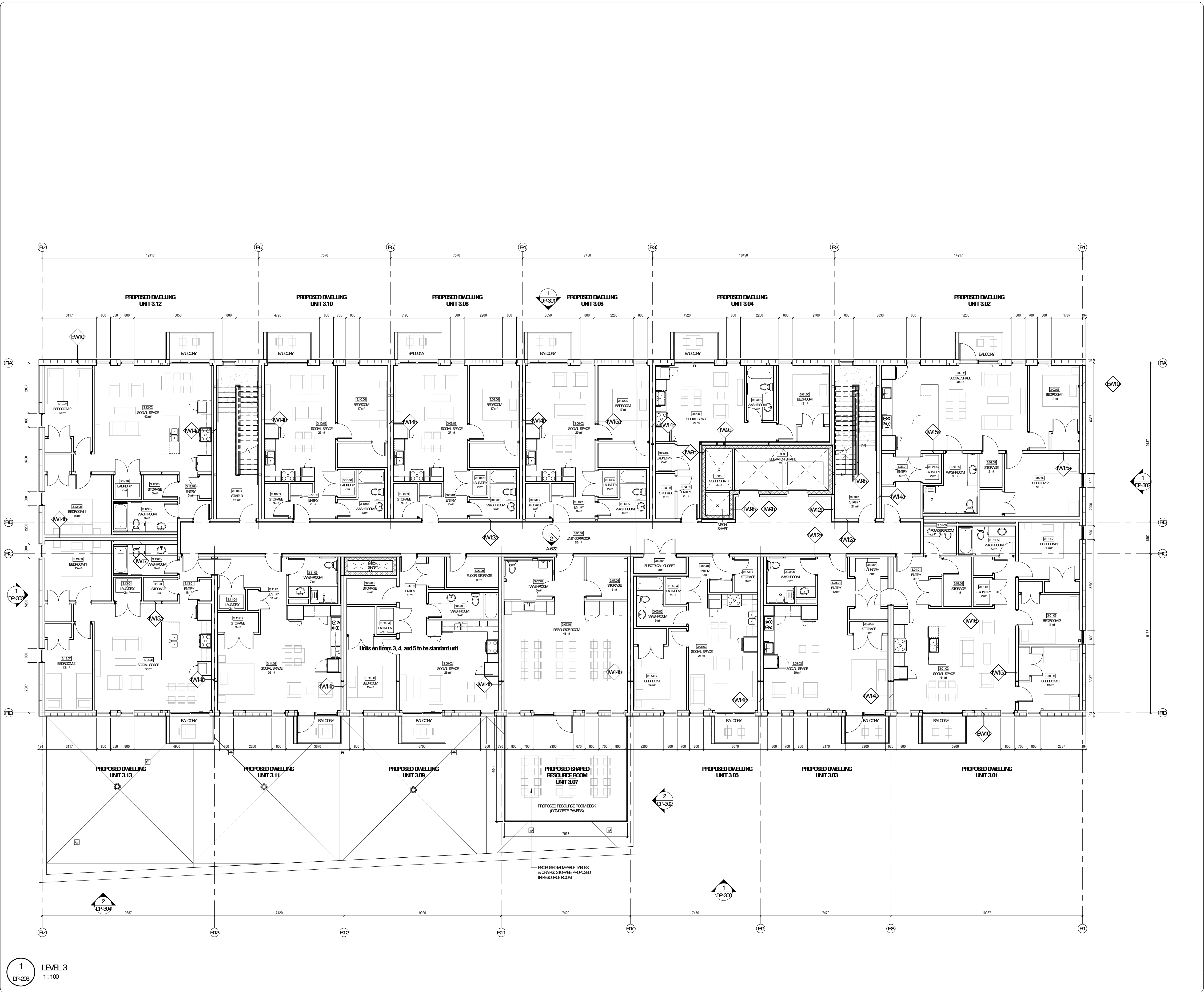
checked by

reviewed by

CAD file name:







notes

PRIME CONSULTANT

MBAC

the mercer town architectural collaborative inc.

the mercer town architectural collaborative inc.

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1	DP	2019.12.05
2	Design Development	2020.01.17
3	Issued for DP DTR1	2020.04.15
4	Issued for DP DTR2	2020.06.29
5	Issued for DP	2020.08.13

seal

seal

permit

**PRELIMINARY
NOT FOR CONSTRUCTION**

consultants

Architect: mercer town architectural collaborative & prime consultant architectural planning

Landscape: CS Engineering and Services

Structural: Enbridge Corporation

Mechanical: The MVE Consulting Group Ltd.

Electrical: Name & Associates Ltd.

Civil: CS Engineering and Services

Consultant Project Number: 1804

Calgary **city of** CITY OF CALGARY

project

Varsity Multi-Service Redevelopment

location: Project Address: 3740 - 33rd Avenue NW Calgary, AB
Legal Address: Plan 1799GC Block 2 Lot 9

drawing title

LEVEL 3 PLAN

scale
as noted

all dimensions are in millimeters

drawn by: Author

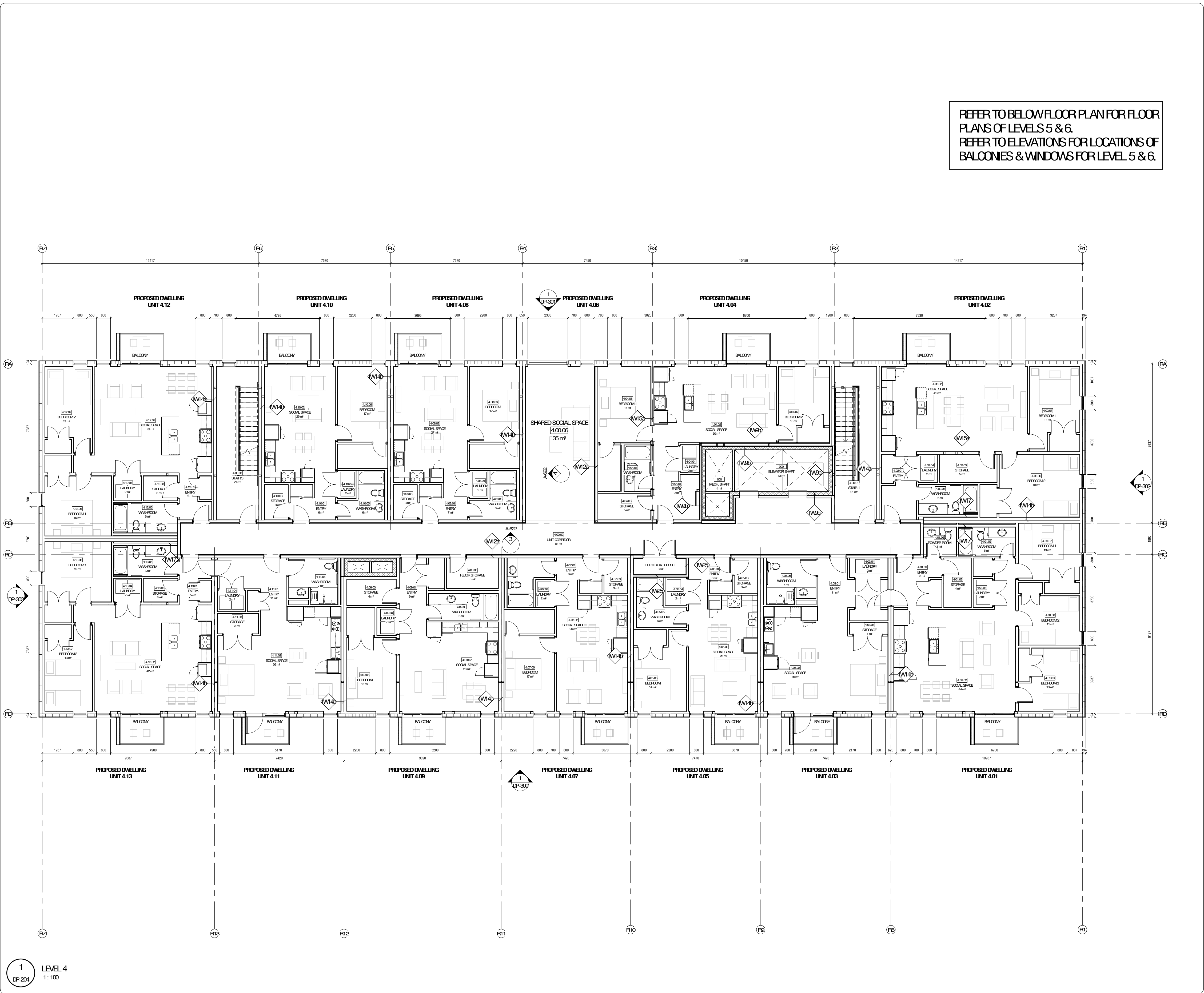
drawing no: DP-302

checked by: Checker

project no: 1804

reviewed by:

CAD file name:



notes

PRIME CONSULTANT



the mercer town architectural collaborative inc.

the mercer town

Contact: Michelle Smith-Coxon
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F: 403.261.9054

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Do not scale drawings.

This drawing supersedes previous issues.

#	DESCRIPTION	DATE
1	DP	2019.12.05
2	Design Development	2020.01.17
3	Issued for DP DTR1	2020.04.15
4	Issued for DP DTR2	2020.06.29
5	Issued for DP	2020.08.13

seal

seal

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

Architectural: the mercer town architectural collaborative inc.

Interior Design: the mercer town architectural collaborative inc.

Landscape: CS Engineering and Land Services

Structural: Enbridge Corporation

Mechanical: The MVE Consulting Group Ltd.

Electrical: Nemo & Associates Ltd.

Civil: CS Engineering and Land Services

Consultant Project Number: 18001



CITY OF CALGARY

project

Varsity Multi-Service Redevelopment

location:

Project Address: 3740 - 32nd Avenue NW Calgary, AB
Legal Address: Plan 1799GC Block 2 Lot 9

drawing title

LEVEL 4 PLAN

scale

as noted

all dimensions are in millimeters

drawn by

Author

drawing no.

DP-204

checked by

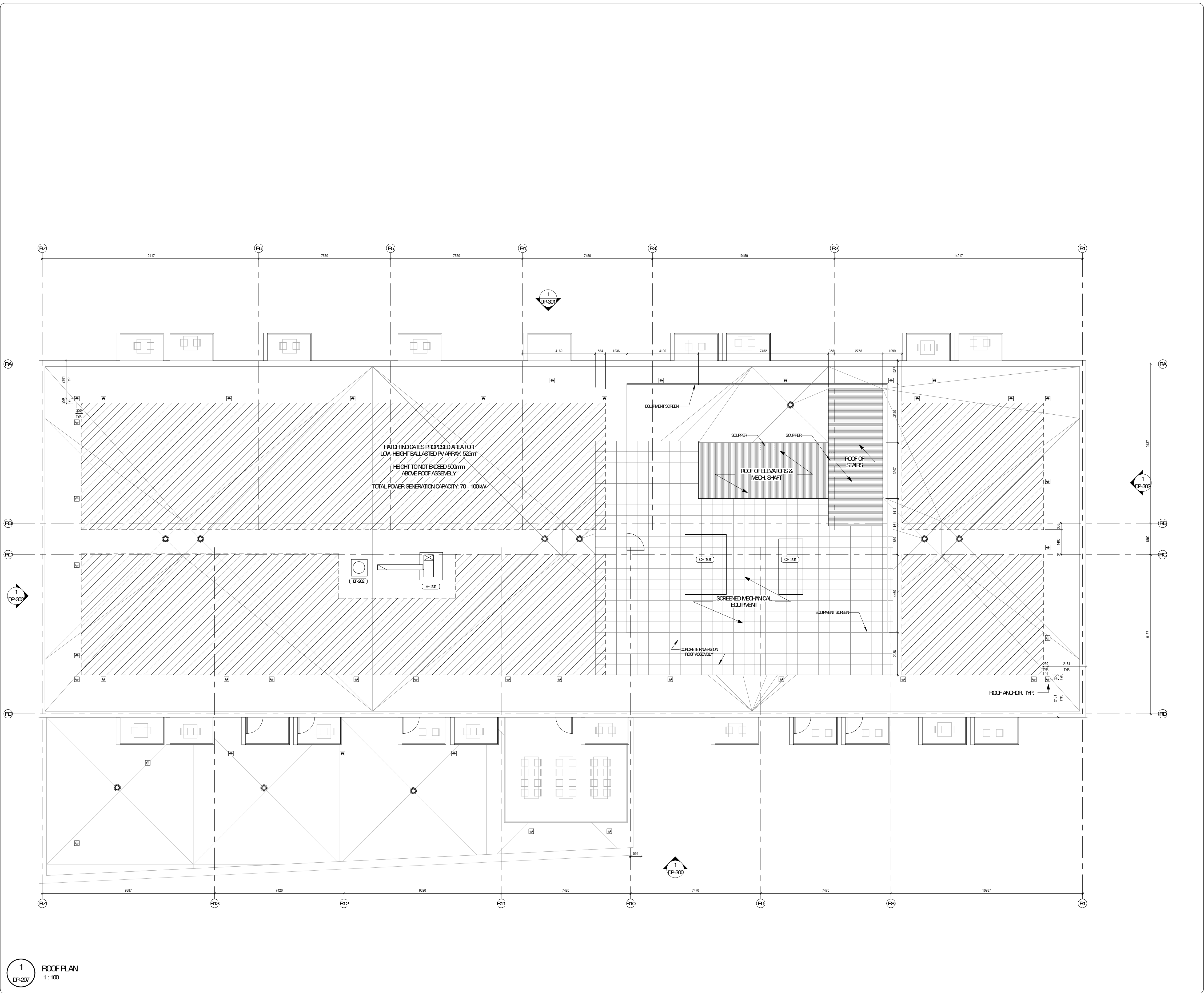
Checker

reviewed by

project no.

18001

CAD file name:



notes

PRIME CONSULTANT



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the mercatoun.ca

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Do not scale drawings.
This drawing supersedes previous issues.

#	DESCRIPTION	DATE
1	DP	2019.12.05
2	Design Development	2020.01.17
3	Issued for DP DTR1	2020.04.15
4	Issued for DP DTR2	2020.06.29
5	Issued for DP	2020.08.13

seal

seal

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

Architectural: the mercatoun architectural collaborative & jennifer jackson architecture - planning

Landscape: CS Engineering and Land Services

Structural: Brulive Corporation

Mechanical: The AWE Consulting Group Ltd.

Electrical: Nemo & Associates Ltd.

Civil: CS Engineering and Land Services

Consultant Project Number: 18001



CITY OF CALGARY

project

Varsity Multi-Service Redevelopment

Project Address: 3740 - 32nd Avenue NW Calgary, AB
Legal Address: Plan 1799GC Block 2 Lot 9

drawing title

ROOF PLAN

scale

as noted

all dimensions are in millimeters

drawn by

Author

drawing no.

DP-207

checked by

Checker

reviewed by

project no.

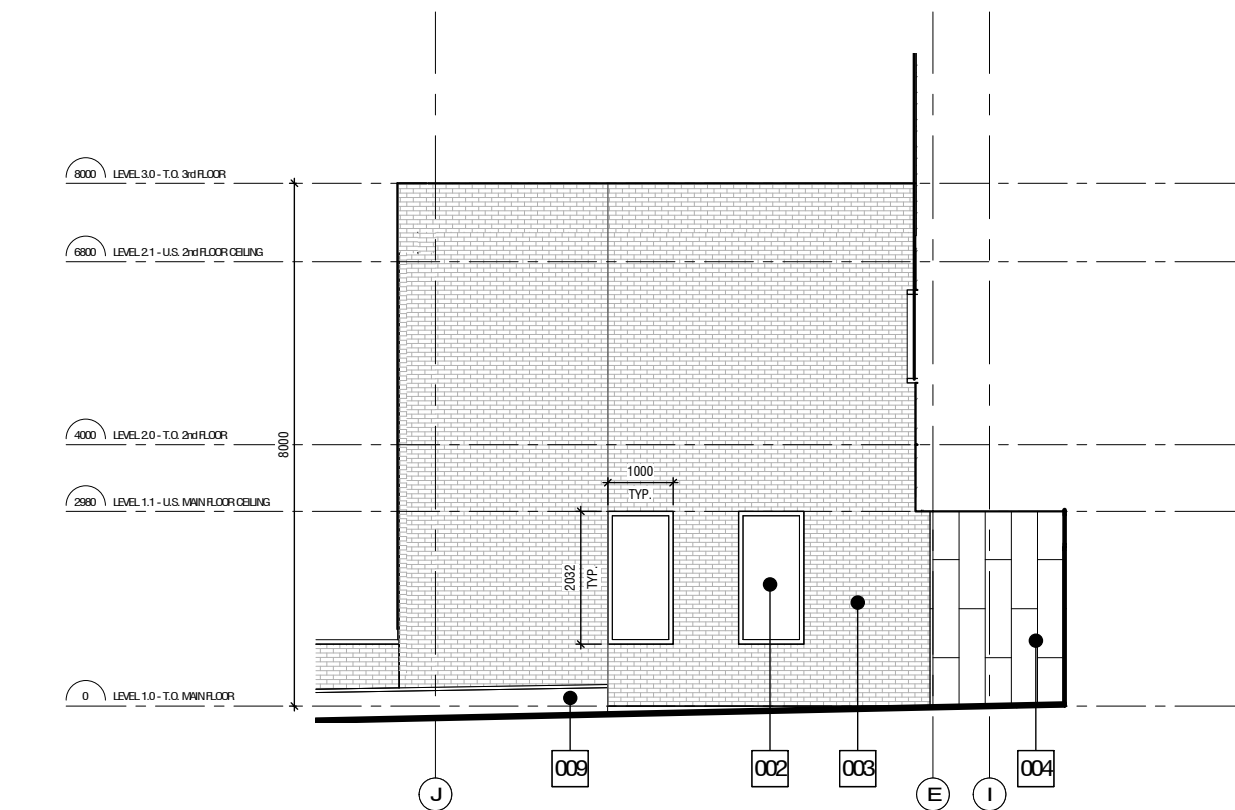
18001

CAD file name:

001	FIBRE CEMENT SIDING; CHARCOAL	013	FIBREGLASS OPERABLE WINDOW:	028	38mm Ø STEEL PIPE HANDRAIL; GALVANIZED: BLACK	046	BLACK ANODIZED ALUMINUM BRAKE SHAPE: 2MM UNO	064	GLAZED ALUMINUM FRAME DOOR; BLACK FRAME	079	STICK PIN	096	CONCRETE PAVER	112	38mm x 89mm BALAU	128	NON-SHRINK GROUT
002	FIBREGLASS CURTAIN WALL GLAZING; BLACK FRAME	014	SIGNAGE; CUSTOM FABRICATED METAL LETTERS; BRONZE FINISH	031	PLYWOOD	047	VOID FORM; REFER TO STRUCTURAL	065	FIBREGLASS OUTSWING DOOR;	081	RIGID MINERAL WOOL INSULATION	103	GEOTEXTILE FABRIC	113	PAVER DEOSTAL	129	ANCHOR BOLT
003	BRICK; CHARCOAL	015	ALUMINUM FLAGPOLE; FINISH ANODIZED	032	SELF ADHERED AIR/VAPOUR BARRIER	048	RIGID INSULATION	066	DOOR FRAME; ANCHORS AS REQUIRED	082	MOFT	104	SKATESTOP	114	FIRE GUARD TAPE	130	TRACTION STRIP
004	TERRAZCOTTA; OXIDE RED	016	BELL; BRONZE	033	VAPOUR RETARDER	049	PSE PLATE; REFER TO STRUCTURAL	067	SPRAY FOAM INSULATION	083	CANT STRIP	105	KNIFE PLATE/GUSSET; REFER TO STRUCTURAL	115	STEEL CURB BY ROOF SUPPLIER - GUAGE AS REQUIRED	131	CONCRETE FILL
005	PERFORATED ALUMINUM SCREEN; CLEAR ANODIZED	017	WOOD BLOOMING	034	WOOD BLOOMING	050	SELF ADHERED WATERPROOFING MEMBRANE	068	WOOD BLOCKING	084	RAMP ANCHOR	106	WEEPING TILE C/W GEOTEXTILE FABRIC AND 150MM DRAINAGE ROCK; REFER TO MECHANICAL	116	PVC FILM ADHESIVE	132	STEEL PAN AND GRILLE
006	MECHANICAL ROOFTOP SCREEN - PV SOLAR PANELS; BLACK	018	BLOCK; HIT AND MISS APPLICATION; CHARCOAL	035	BRICK TIE; ANCHOR TO SUBSTRATE AS REQUIRED	051	SEALANT; C/W FOAM BACKER AS REQUIRED	069	CURTAIN WALL ANCHOR AND/OR REINFORCEMENT; AS REQUIRED; BY CURTAIN WALL SUPPLIER	085	RPOF DRAIN	107	PVC DECK MEMBRANE	117	STEEL WOOD RISER C/W BLACK WOOD BACKER	133	LINEAL PAN AND GRILLE
007	C.I.P CONCRETE STAIRS	019	BRICK; HIT AND MISS APPLICATION; CHARCOAL	036	SBS ROOFING MEMBRANE	052	STEEL STUD	070	MEMBER; REFER TO STRUCTURAL	086	REINFORCEMENT MEMBRANE	108	MASONRY CONTROL JOINT	118	BLACK ANODIZED ALUMINUM EXTRUSION; REFER TO EXTRUSION SCHEDULE	134	WOOD TREAD
008	FOUR FOLD GLAZED DOORS; BLACK	020	CORRUGATED METAL PANEL SCREEN; BLACK	037	PREFINISHED FLASHING; BLACK UNO	053	CALGARY FIRE DEPARTMENT MALTESE CROSS; PIN MOUNTED ACRYLIC PANEL C/W DIGITAL PRINT	071	DRAINAGE MAT	087	REINFORCEMENT MEMBRANE	109	ARTIFICIAL TURF	119	EXPANSION ANCHOR	135	REFRSTO SEALANT
009	CONCRETE WITH WOOD SURFACE FINISH/PLANTER	021	WOOD ROOF SURFACE	038	SEMI RIGID INSULATION	054	WEEP HOLE	072	BRAKE SHAPE; 5MM UNO	088	STEEL STUD	110	REINFORCEMENT; REFER TO STRUCTURAL	120	STEEL PLATE	136	BLACK HEAVY DUTY 15/16" MAIN T-BAR
010	DRAINABLE ALUMINUM COVER; BLACK	022	GLAZED FIBRE-GLASS FRAME DOOR; BLACK SEAMING	039	FIBRE CEMENT PANEL TRIM	055	VAPOUR RADIAN BARRIER MEMBRANE	073	LOUVER SUPPORT; AS REQUIRED	089	CLOSURE STRIP	111	ANGLE CONNECTOR	121	ANGLE CONNECTOR	137	PERIMETER METAL TRIM; BLACK
011	CUSTOM FABRICATED GUARDRAIL; 50mm x 13mm FLATBAR; 100mm Ø C; GALVANIZED; BLACK; UNO; REFER TO STRUCTURAL	023	REVERSED	040	WOOD FURNING	056	VAPOUR PERMEABLE MEMBRANE	074	LIQUID BREAK	090	TYPE I GYPSUM WALL BOARD; 15.9MM	112	WALK OFF GRILLE; C/W DRIP PAN	122	INSPECT SCREEN	138	ACQUATIC BARRIER
012	FIBREGLASS SLIDING GLASS DOOR;	024	HPL PANEL; COLOUR TO MATCH TERRA COTTA	041	COUNTERSUNK STAINLESS STEEL SCREW WITH FILLER TO MATCH PANEL COLOUR	057	CITY OF CALGARY LOGO; PIN MOUNTED ACRYLIC PANEL C/W DIGITAL PRINT	075	TERRACOTTA 2 PART WALL ANCHOR SYSTEM	091	OPERABLE PARTITION; C/W ACOUSTICAL POCKET DOOR	113	JOINT CHASSEL	123	HANDRAIL SUPPORTS AS REQUIRED; SOLID SQUARE SECTIONS; BLACK	139	WOOD TRIM TO MATCH LINEAL WOOD GRILLE
		025	HOLLOW METAL DOOR; BLACK	042	Z-GIRT	058	CITY OF CALGARY GAS METER	076	ASPHALT IMPREGNATED FIBRE BOARD	092	REVEAL	114	JOINT CLOSURE	124	VAPOUR BARRIER	140	LINEAR SUPPLY DIFFUSER; REFER TO MECHANICAL
		026	BOLLARD; RED					077	EMBED; REFER TO STRUCTURAL	093	J BEAD	115	CEILING MOUNTED WINDOW COVERING				

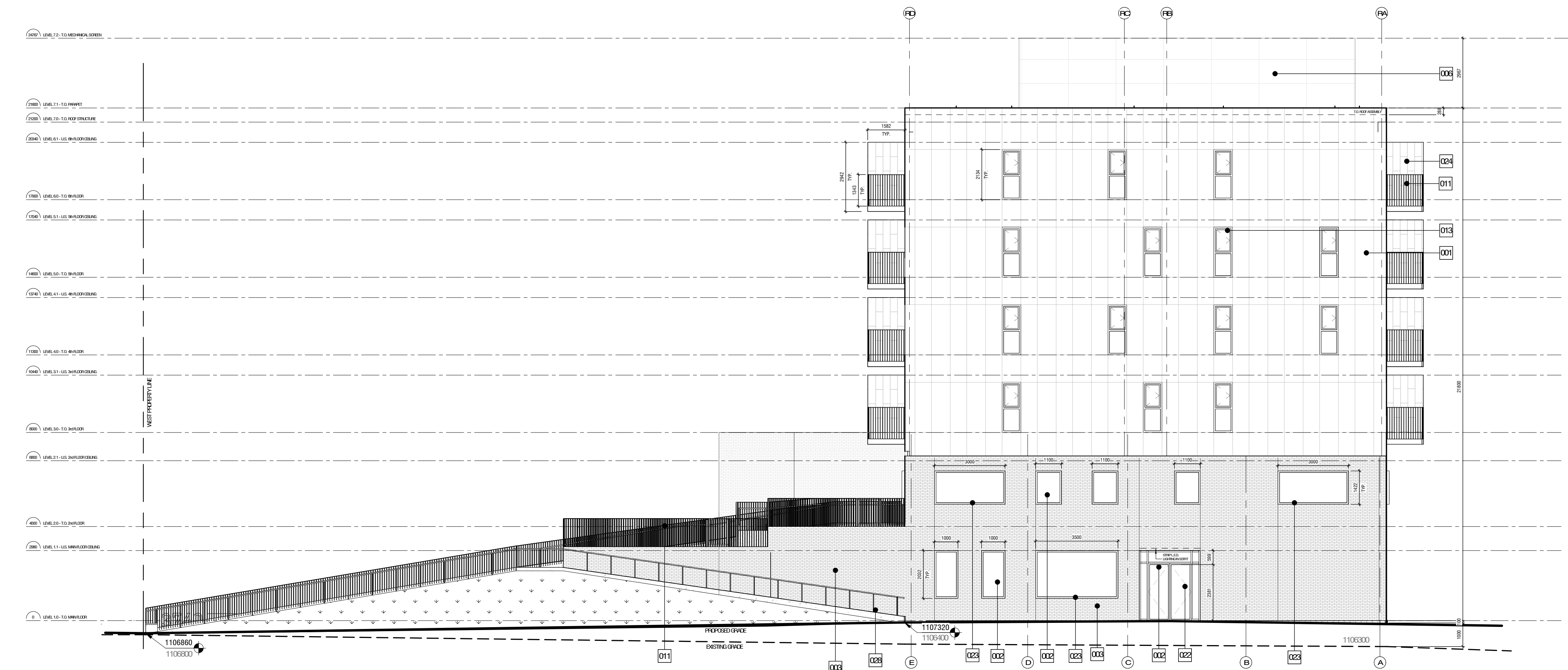
Page 35 of 120

001 FIBRE CEMENT SIDING; CHARCOAL	013 FIBREGLASS OPERABLE WINDOW:	028 38mm Ø STEEL PIPE HANDRAIL; GALVANIZED: BLACK	046 BLACK ANODIZED ALUMINUM BRAKE SHAPE: 2MM UNO	064 GLAZED ALUMINUM FRAME DOOR; BLACK FRAME	079 STICK PIN	096 CONCRETE PAVER	112 38mm x 89mm BALAU	128 NON-SHRINK GROUT
002 FIBREGLASS CURTAIN WALL GLAZING; BLACK FRAME	014 SIGNAGE; CUSTOM FABRICATED METAL LETTERS; BRONZE FINISH	031 PLYWOOD	047 VOID FORM; REFER TO STRUCTURAL	065 FIBREGLASS OUTSWING DOOR:	081 RIGID MINERAL WOOL INSULATION	097 PAVER DEESTAL	113 GEOTEXTILE FABRIC	129 ANCHOR BOLT
003 BRICK; CHARCOAL	015 ALUMINUM FLAGPOLE; CLEAR ANODIZED	032 SELF ADHERED AIR-VAPOUR BARRIER	048 DOOR FRAME; ANCHORS AS REQUIRED	066 DOOR FRAME; ANCHORS AS REQUIRED	082 MDF	098 SKATESTOP	114 STEEL CURB BY ROOF SUPPLIER - GUAGE AS REQUIRED	130 TRACTION STRIP
004 TERRAZCOTTA; OXIDE RED	016 BELL; BRONZE	033 VAPOUR RETARDER	049 PILE; REFER TO STRUCTURAL	067 SPRAY FOAM INSULATION	083 CANT STRIP	099 DOOR THRESHOLD	115 FIRE GUARD TAPE	131 CONCRETE FILL
005 PERFORATED ALUMINUM SCREEN; CLEAR ANODIZED	017 BONE BLOCK	034 WOOD BLOOMING	050 SELF ADHERED WATERPROOFING MEMBRANE	068 GYPSUM WALL BOARD; 12.7MM UNO	084 ROUN ANCHOR	100 KNIFE PLATE/GUSSET; REFER TO STRUCTURAL	116 STEEL PAND GRILLER	132 STEEL PAND AND RISER
006 MECHANICAL; ROOFTOP SCREEN - PV SOLAR PANELS; BLACK	018 BELL; BRONZE	035 BRICK TIE; ANCHOR TO SUBSTRATE AS REQUIRED	051 SEALANT; C/F FOAM BACKER AS REQUIRED	069 CURTAIN WALL ANCHOR AND/OR REINFORCEMENT; AS REQUIRED; BY CURTAIN WALL SUPPLIER	085 GASKET	101 WEEPING TIE; C/W GEOTEXTILE FABRIC AND 150MM DRAINAGE ROCK; REFER TO MECHANICAL	117 100% FILM ADHESIVE	133 LINE WOOD GRILLER C/W BLACK WOOD BACKER
007 C.P. CONCRETE STAIRS	019 BRICK; HT AND MISS APPLICATION; CHARCOAL	036 S8S ROOFING MEMBRANE	052 STEEL STUD	070 MEMBER; REFER TO STRUCTURAL	086 ROOF DRAIN	102 WATERSTOP	118 MASONRY CONTROL JOINT	136 WOOD TREAD
008 FOUR FOLD GLAZED DOORS; BLACK FRAME	020 CORRUGATED METAL PANEL SCREEN; BLACK	037 PREFINISHED FLASHING; BLACK UNO	053 CALGARY FIRE DEPARTMENT MALTESE CROSS; PIN MOUNTED ACRYLIC PANEL C/W DIGITAL PRINT	071 DRAINAGE MAT	087 REINFORCEMENT MEMBRANE	103 BLINDSIDE WATERPROOFING MEMBRANE	120 BLACK ANODIZED ALUMINUM EXTRUSION; REFER TO EXTRUSION SCHEDULE	137 JACKETED INSULATED AIR SEAL DUCT COVER; REFER TO SEALANT
009 STAINLESS/PLANTER	021 WOOD ROOF SURFACE	038 SEMI RIGID INSULATION	054 FIBRE CEMENT PANEL TRIM	072 BRAKE SHAPE; 5MM UNO	088 WOOD STUD	104 ARTIFICIAL TURF	121 EXPANSION ANCHOR	138 FIRESTOP MECHANICAL
010 DRABING ALUMINUM LOUVER; BLACK	022 GLAZED FIBRE-GLASS FRAME DOOR; BLACK SEAMING/PLANTER	039 FIBRE CEMENT PANEL TRIM	055 VAPOUR RADIAN BARRIER MEMBRANE	073 LOUVER SUPPORT; AS REQUIRED	089 CLOSURE STRIP	105 REINFORCEMENT; REFER TO STRUCTURAL	122 STEEL PLATE	139 BLACK HEAVY DUTY 1516" MAIN T-BAR
011 CUSTOM FABRICATED GUARDRAIL; 50mm x 13mm FLATBAR; 100mm Ø C.; GALVANIZED; UNO; REFER TO STRUCTURAL	023 REVERSED	040 WOOD FURNING	056 VAPOUR PERMEABLE MEMBRANE	074 THUMPER BREAK	090 TYPE I GYPSUM WALL BOARD; 15.9MM	106 LIGHT FIXTURE; REFER TO ELECTRICAL	123 INSPECT SCREEN	140 PERIMETER METAL TRIM; BLACK
	024 H/P PANEL; COLOUR TO MATCH TERRA COTTA	041 COUNTERSUNK STAINLESS STEEL SCREW WITH FILLER TO MATCH PANEL COLOUR	057 WEEP HOLE	075 TERRACOTTA SUPPORT CLIP AND PROFILE	091 ACUSTIC INSULATION	107 WALK OFF GRILLE; C/W DRIP PAN	124 INSPECT SCREEN	141 PERIMETER METAL TRIM; BLACK
	025 HOLLOW METAL DOOR; MATCH	042 Z-GIRT	058 CITY OF CALGARY LOGO; PIN MOUNTED ACRYLIC PANEL C/W DIGITAL PRINT	076 TERRACOTTA 2 PART WALL ANCHOR SYSTEM	092 OPERABLE PARTITION; C/W ACUSTICAL POCKET DOOR	108 IN SLAB FAN COIL; REFER TO MECHANICAL	125 HANDRAIL SUPPORTS AS REQUIRED; SOLID SQUARE SECTIONS; BLACK	142 ACUSTIC BARRIER
	026 BOLLARD; RED		059 CITY OF CALGARY GAS METER	077 ASPHALT IMPREGNATED FIBRE BOARD	093 REVEAL	109 HAT CHANNEL	126 VAPOUR BARRIER	143 WOOD TRIM TO MATCH LINE WOOD GRILLE
012 FIBREGLASS SLIDING GLASS DOOR;				078 INTERIOR SHEATHING	094 REVEAL	110 JOINT CLOSURE	127 CEILING MOUNTED WINDOW COVERING	144 LINEAR SUPPLY DIFFUSER; REFER TO MECHANICAL



2
DP-302

CFD SOUTH ELEVATION
1:100



1 SOUTH ELEVATION
DP-302 1:100

notes

PRIME CONSULTANT

the marc boutin architectural collaborative inc.

Contact: Michelle Smith Cowman
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F. 403.261.9054

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[illegible]

seal

seal

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

Architectural: The merc brouin architectural collaborative
johnston davidson architecture + planning

Landscape: ISL Engineering and Land Services

Structural: Entuitive Corporation

Mechanical: The AVE Consulting Group Ltd.

Electrical: Nemetz & Associates Ltd.

Civil: ISL Engineering and Land Services

Consultant Project Number: 18001

Consultant Project Number: 18004



CITY OF CALGARY

project

Varsity Multi-Service Redevelopment

location: Project Address: 3740 - 32nd Avenue NW, Calgary, AB
Legal Address: Plan 1799GC Block 2 Lot 9

drawing title

BUILDING ELEVATIONS - SOUTH

scale

all dimensions are in millimeters

drawn by

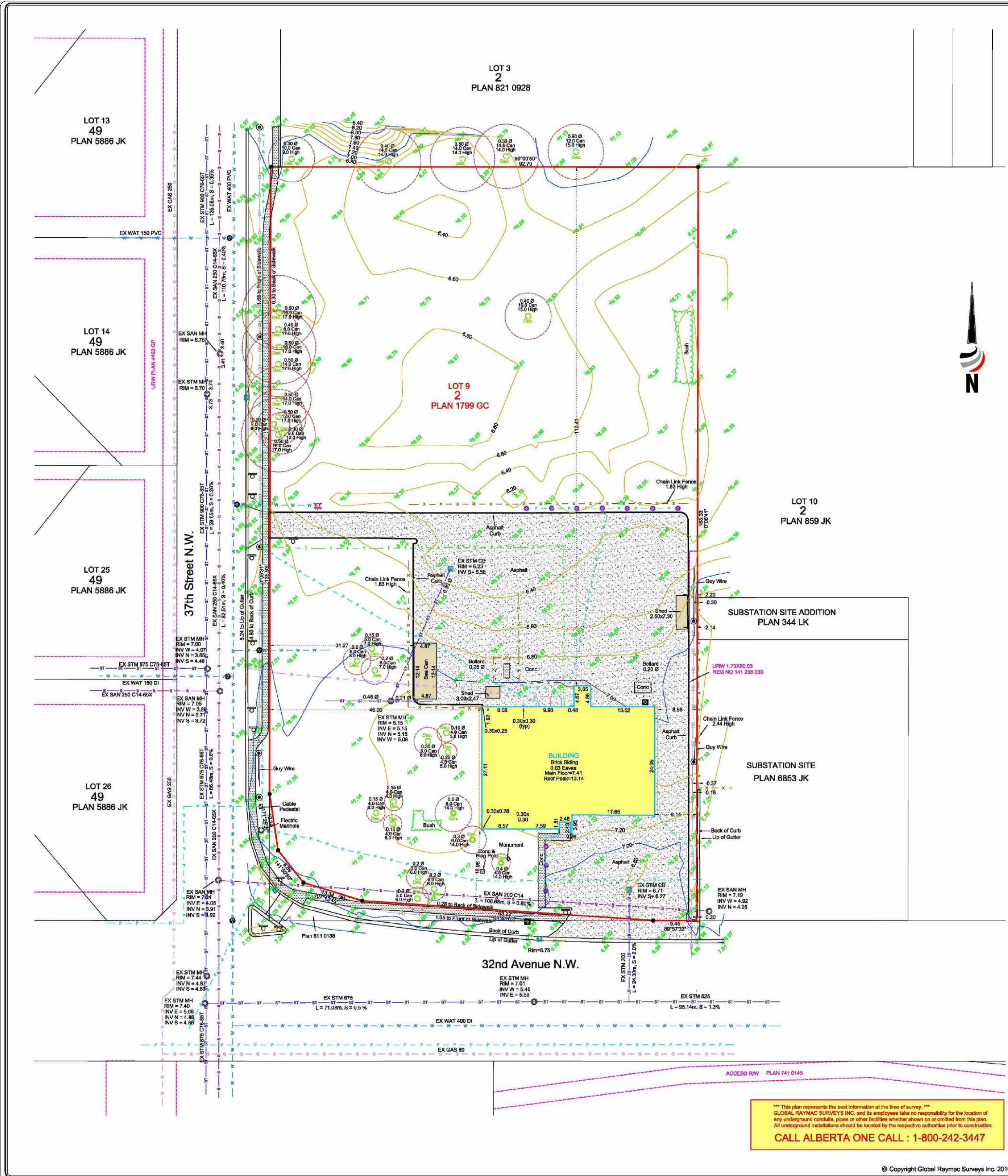
drawing no.

checked by

0000-0000-0000-0000

reviewed by

CAD file name:



THE CITY OF CALGARY
PLAN
SHOWING
SITE SURVEY
AFFECTING
LOT 9, BLOCK 2, PLAN 1799 GC
WITHIN THE
W 1/2 SEC 31 TWP 24 RGE 1 W5M
ALBERTA
2016

0 2 4 6 8 10 15 20 25 30 35 40 METRES

SCALE: 1:400

LEGEND
Statutory iron survey post found shown thus
Statutory iron survey post placed shown thus
Drill hole found shown thus
Drill hole placed shown thus
Metal plug found shown thus
Temporary point shown thus
Iron bar found shown thus
Alberta Survey Control Marker (ASCM) shown thus
Delta (Centre) angle of arc shown thus
Eave Fascia are shown thus
Fences are shown thus
Building foundation shown thus
Gas line shown thus
Power Lines shown thus
Overhead Utilities shown thus
Sanitary Lines shown thus
Storm Lines shown thus
Water Lines shown thus
Talus Lines shown thus
Coniferous trees are shown thus
Deciduous trees are shown thus
Shrubs are shown thus
Tree Canopy shown thus
Catch Basins shown thus
Manholes shown thus
Catch Basin Manholes shown thus
Power Poles shown thus
Fire Hydrant shown thus
Street Lights shown thus
Water valves shown thus
Spot Elevations are shown thus
Concrete surfaces are shown thus
Asphalt Pathway shown thus
Utility Rights of Way are shown thus
Subjected Property is shown thus
Gas Valve shown thus
Sign shown thus

ABBREVIATIONS
A Arc
AC Access Cover
AG Above Ground
ALS Alberta Land Surveyor
ARW Access Right of Way
ASCM Alberta Survey Control Marker
BLK Block
C Short Curve
C of T Certificate of Title
calc Calculated
Card Cardboard
CB Chord Bearing
ck m Check measured
Conc Concrete
ck Counter sunk
E East
ER Environmental Reserve
Est Established
FC Filler Cap
FJ Found
GNSS Global Navigation Satellite System
H Hardware
L Statutory Iron Post
L Short Line
M Mound or Meridian
MK Mark
Mtd Marked
Mo Marker Post
MR Municipal Reserve
MWC Monitoring Well Cap
N North
NAD North American Datum
No Number
NT Non-Tangent
(NTS) Not to Scale
ODRW Overhead Drainage RW
P Brass Cap
Ped Pedestal
PL 4 Pins
Pl Placed
Pos Position
PUL Pipeline
PUL Public Utility Lot
R Radius
Re-est Re-established
Ref Reference
Res Restored
RGE Range
RJ Right of Way
S South
SEC Section
TCD Top Cut Off
TWP Township
URW Utility RW
W West
STM S' Transverse Mercator
Δ Central Delta Angle

NOTE
Distances are shown in metres and decimals thereof.
Elevations are geodetic and derived from ASCM 197416, elevation = 1107.856.
To obtain actual elevation add 1100 to spot elevations.
Fences are within 0.10m of property line unless otherwise noted.
Eave dimensioned to the line of the fascia.
Actual locations of all facilities are to be confirmed prior to excavation.
Any subsequent users of this plan or digital file cannot rely on the information contained herein without the expressed consent and authority of Gordon M. Linnell, A.L.S.

ENCUMBRANCES, LIENS & INTERESTS
TITLE: 160 H 170 (Searched October 27th, 2016)
Owner (s): The City of Calgary
PLAN 1799 GC
BLOCK 2
LOT 9
EXCEPTING:
PLAN
REPLOTTING SCHEME
SUBJECT TO:
UTILITY Right of Way:
NUMBER
811 0138
HECTARES
0.17
ACRES
0.427
141 238 030

SURVEYOR
GORDON M. LINNELL, A.L.S.
Date of Survey: October 31st and November 1st, 2016
Certified Correct this 23th day of November, 2016
Gordon M. Linnell, A.L.S.

MUNICIPAL ADDRESS:
3740 - 32nd Avenue N.W.
Calgary, Alberta
Client: MPE Engineering Ltd.
File No.: 16CC0387
JOB NO.: 16CC0387_v2
Drawn By: Lin Shi

global raymac
312, 4000-40 Street S.E.
Calgary, Alberta T2C 0V9
Phone (403) 263-9458
Email: survey@globalraymac.ca

notes
PRIME CONSULTANT
MBAC
the meridian architectural collaborative inc.
the mbac.ca
Contact: Michelle Smith-Coxon
T: 403.261.9000
F: 403.261.9054
General Notes:
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Verify all dimensions, elevations, and datum report any errors and/or discrepancies to the architect prior to construction.
Do not scale drawings.
This drawing supersedes previous issues.

#	DESCRIPTION	DATE
1	DP	2019.12.05
2	Issued for DP DTR1	2020.04.15
3	Issued for LOC DTR1	2020.04.15
4	Issued for DP DTR2	2020.06.29
5	Issued for LOC DTR2	2020.06.29
6	Issued for DP	2020.08.13

PRELIMINARY
NOT FOR CONSTRUCTION

consultants
Architectural: the meridian architectural collaborative inc.
Landscape: CS Engineering and Services
Structural: ERM Engineering and Services
Mechanical: The AME Consulting Group Ltd.
Electrical: Nemo & Associates Ltd.
Civil: CS Engineering and Services
Consultant Project Number: 1804

Calgary **City of Calgary**

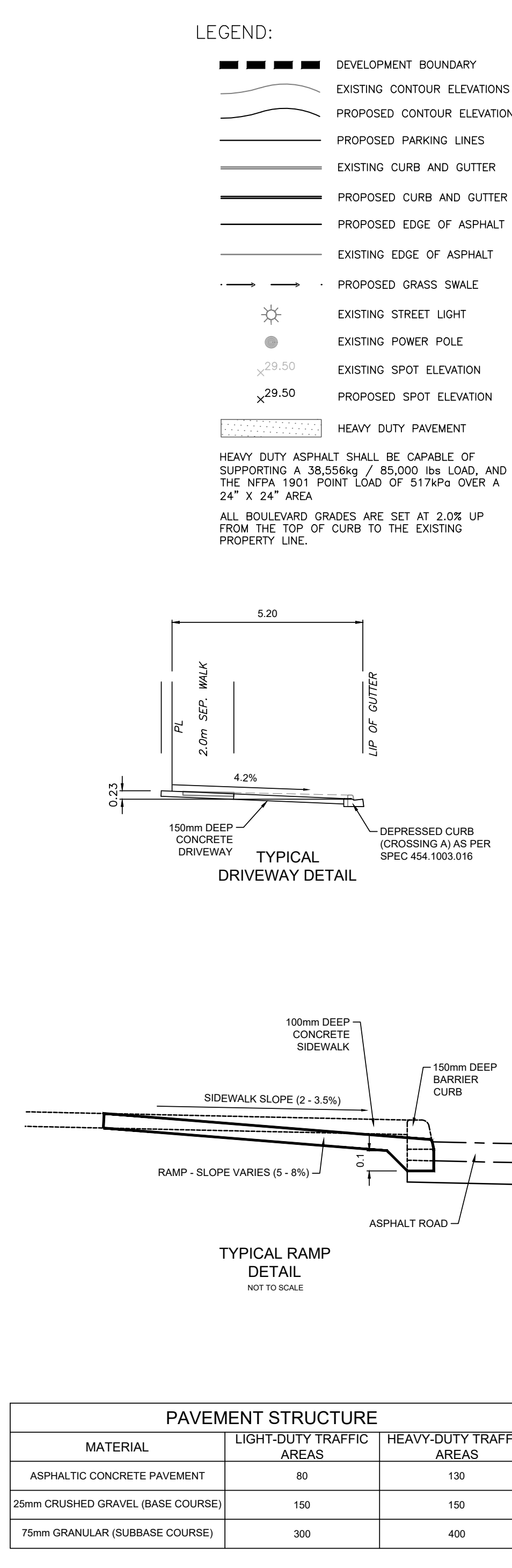
project
Varsity Multi-Service Redevelopment

location:
Project Address: 3740 - 32nd Avenue NW Calgary, AB
Legal Address: Plan 1799 GC Block 2 Lot 9















drawing title
SURVEY

scale
as noted
all dimensions are in millimeters

drawn by
Author
checked by
Checker
reviewed by
project no.
1804
CAD file name:



PAVEMENT STRUCTURE		
MATERIAL	LIGHT-DUTY TRAFFIC AREAS	HEAVY-DUTY TRAFFIC AREAS
ASPHALTIC CONCRETE PAVEMENT	80	130
25mm CRUSHED GRAVEL (BASE COURSE)	150	150
75mm GRANULAR (SUBBASE COURSE)	300	400

	DEVELOPMENT BOUNDARY
	EXISTING CONTOUR ELEVATIONS
	PROPOSED CONTOUR ELEVATIONS
	PROPOSED PARKING LINES
	EXISTING CURB AND GUTTER
	PROPOSED CURB AND GUTTER
	PROPOSED EDGE OF ASPHALT
	EXISTING EDGE OF ASPHALT
	PROPOSED GRASS SWALE
	EXISTING STREET LIGHT
	EXISTING POWER POLE
	EXISTING SPOT ELEVATION
	PROPOSED SPOT ELEVATION
	HEAVY DUTY PAVEMENT

HEAVY DUTY ASPHALT SHALL BE CAPABLE OF SUPPORTING A 38,556kg / 85,000 lbs LOAD, AND THE NFPA 1901 POINT LOAD OF 517kPa OVER A 24" X 24" AREA

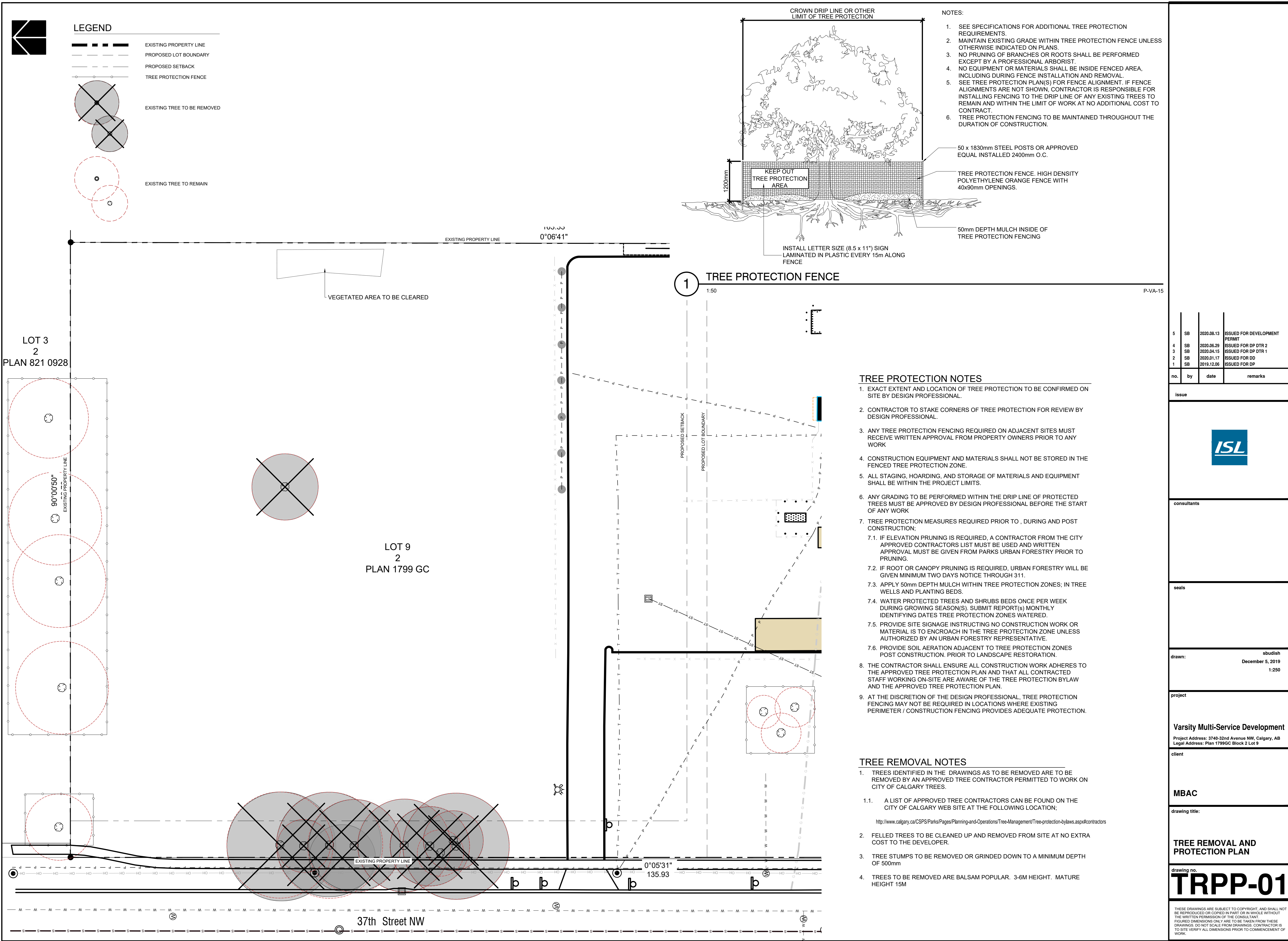
ALL BOULEVARD GRADES ARE SET AT 2.0% UP FROM THE TOP OF CURB TO THE EXISTING PROPERTY LINE.

WAY TYPICAL DRIVEWAY DETAIL

TYPICAL RAMP
DETAIL
NOT TO SCALE

CAD file name

G:\Project\2020\2720\2729_Varsity_Multi-Use_Site\02_CAD\020_Landscape\020-Drawing\2729_TREE_REMOVAL_PROTECTION_PLAN.dwg





REFERENCE NOTES SCHEDULE DEVELOPMENT

SYMBOL	DEVELOPMENT PERMIT DESCRIPTION	QTY	DETAIL	SYMBOL	DEVELOPMENT PERMIT DESCRIPTION	QTY	DETAIL
	SAW CUT	220.9 m			WOOD CUSTOM BENCH	61.5 m²	
SYMBOL	DEVELOPMENT PERMIT DESCRIPTION	QTY	DETAIL		SIDEWALK	800.6 m²	
	TREE GRATE	3	2/L-02		ARTIFICIAL TURF	138.2 m²	5/L-02
	OUTDOOR CHAIR	4	1/L-02		HARDSCAPE	227.4 m²	
	3m ORGANIC CONTAINER	1	3/L-02		LIMESTONE FINES	2.6 m²	
	5m WASTE AND RECYCLING CONTAINER	4	4/L-02		ASPHALT	4,287 m²	

PLANT SCHEDULE

CONIFEROUS TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	REMARKS	SIZE
	PC	3	Picea pungens	Colorado Spruce (Green)	Ball & Burlap	2000mm HT.
	PL	9	Pinus contorta latifolia	Lodgepole Pine	Ball & Burlap	3000mm HT.
	PG	9	Pinus ponderosa	Ponderosa Pine	Ball & Burlap	2000mm HT.
DECIDUOUS TREES	CODE	QTY	BOTANICAL NAME	COMMON NAME	REMARKS	SIZE
	PT2	9	Populus tremuloides	Trembling Aspen	Ball & Burlap	50mm Cal.
	PT	27	Populus tremuloides	Trembling Aspen	Ball & Burlap	75mm Cal.
	AG	11	Prunus padus commutata	Mayday	Ball & Burlap	50mm Cal.
	PM	6	Prunus virginiana var. melanocarpa	Chokecherry	Ball & Burlap	50mm Cal.
	UA	2	Ulmus americana	American Elm	Ball & Burlap	75mm Cal.
SHRUBS	CODE	QTY	BOTANICAL NAME	COMMON NAME	REMARKS	SIZE
	CR	60	Cornus sericea	Red Twig Dogwood	#1 Container	600mm HT.
	JC	74	Juniperus communis 'Effusa'	Common effusa Juniper	#2 Container	600 mm HT.
	RG	7	Ribes aureum	Golden Flowering Currant	#2 Container	600 mm HT.
	RW	157	Rosa woodsii	Wood Rose	#2 Container	600 mm HT.
	RK	8	Rubus sp.	Raspberry	#2 Container	600 mm HT.
	SO	46	Symphoricarpos occidentalis	Western Snowberry	#1 Container	600 mm HT.
GRASSES	CODE	QTY	BOTANICAL NAME	COMMON NAME	REMARKS	SIZE
	CK	62	Calamagrostis x acutiflora	Karl Foester Reed Grass	#2 Container	1000mm HT.
	EB2	635	Elymus arenarius Blue Dune	Blue Dune Lyme Grass	#1 Container	600 mm HT.
GROUND COVERS	CODE	QTY	BOTANICAL NAME	COMMON NAME	REMARKS	SIZE
	BM	200.9 m²	Bark Mulch	Mulch	Mulch	
	TS	998.4 m²	Sod	Sod	Sod	

SUMMARY OF LANDSCAPE DATA

TOTAL LANDSCAPE AREA: 3053 m² (34.4%)
TOTAL SOFT LANDSCAPE: 1703 m²
TOTAL HARD LANDSCAPE: 1350 m²

NO.	ITEM	REQUIRED BY BYLAW	PROVIDED ON PLAN
1	# OF TREES	68 (3053 ÷ 45)	73 (+3 outside of scope)
2	# OF SHRUBS	136 (3053 ÷ 45) x 2	352
3	# OF CONIFEROUS TREES (25% of total)	17	18 (+3 outside of scope)
4	# OF DECIDUOUS TREES	51	55
5	# OF 3m HIGH CONIFERS (50%)	9	9
6	# OF 2m HIGH CONIFERS	9	9
7	# OF 75mm DECIDUOUS TREES (50%)	26	29
8	# OF 50mm DECIDUOUS TREES	26	26

- LAYOUT NOTES
- THE CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR DIMENSIONS AND CONDITIONS ON SITE.
 - STAKEOUT DESIGN AND CONFIRM LAYOUT WITH THE LANDSCAPE ARCHITECT PRIOR TO INSTALLING SURFACES AND MATERIAL FINISHES.
 - CONTRACTOR TO CONSTRUCT ALL CURVILINEAR SITE ELEMENTS WITH SMOOTH, CONTINUOUS, UNBROKEN CURVES.
 - DIGITAL FILES WILL BE MADE AVAILABLE FOR LAYOUT.
 - CONTRACTOR TO CONFIRM NORTHING AND EASTING POINTS WITH SURVEYOR. LANDSCAPE ARCHITECT TAKES NO RESPONSIBILITY FOR INCORRECT INFORMATION.
 - REFER TO CIVIL DRAWING C-01 FOR SITE GRADING INFORMATION.
 - REFER TO ARCHITECTURE PLANS FOR BIKE RACK REQUIREMENTS.
 - THE CITY OF CALGARY BYLAW PART 6 DIVISION 1 SECTION 556 TO BE EXERCISED: LOW WATER LANDSCAPING OPTION (3%).
 - EXISTING LAND USE: S-URP
 - PROPOSED LAND USE: S-SRP
- CURB LINEWORK DISCLAIMER
- ALL CURBS AND CURB RAMPS LINEWORK SHOWN OUTSIDE OF SITE PROPERTY LINE. PROVIDED BY OTHERS. ISL ASSUMES NO RESPONSIBILITY FOR TRAFFIC TURNING MOVEMENTS AND PEDESTRIAN ACCOMMODATION OF LINEWORK SHOWN OUTSIDE OF PROPERTY LINE.

no.	by	date	remarks
5	SB	2020.08.13	ISSUED FOR DEVELOPMENT PERMIT
4	SB	2020.06.29	ISSUED FOR DP DTR 2
3	SB	2020.04.15	ISSUED FOR DP DTR 1
2	SB	2020.01.17	ISSUED FOR DP
1	SB	2019.12.06	ISSUED FOR DP

issue



consultants

seals

drawn: **studiesh**
August 18, 2020
1:250

project

Varsity Multi-Service Development
Project Address: 3740-32nd Avenue NW, Calgary, AB
Legal Address: Plan 1799GC Block 2 Lot 9

client

MBAC

drawing title:

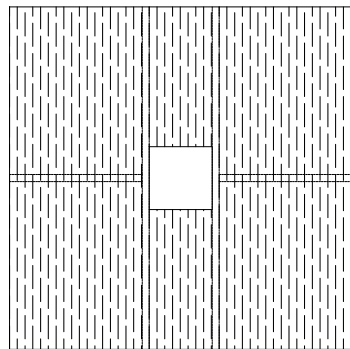
PLANTING PLAN

drawing no. **L-01**

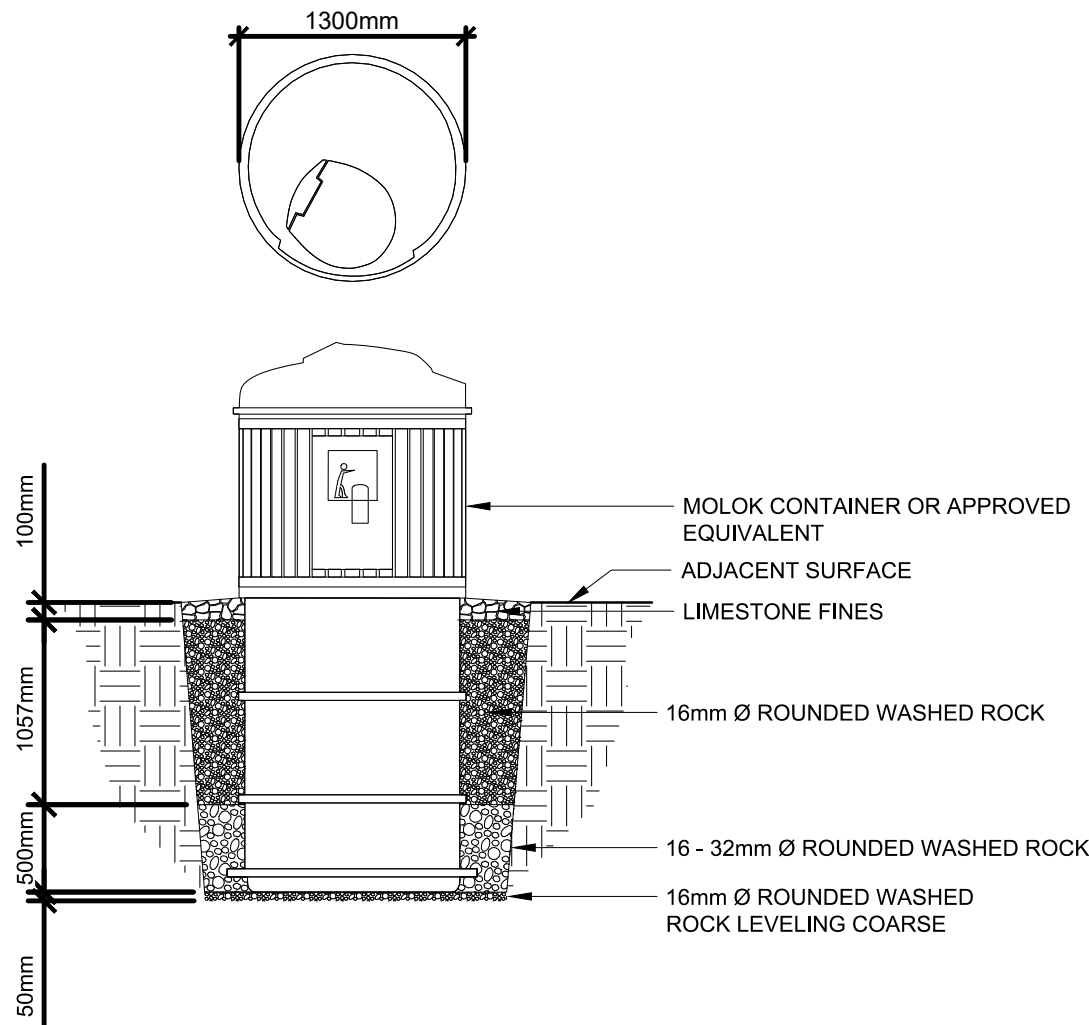
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NOTE: CHAIR TO BE LOLL TALL ADIRONDACK OR APPROVED EQUIVALENT



NOTE: TREE GRATE TO BE IRON AGE "RAIN"
TREE GRATE OR APPROVED EQUIVALENT



- 1

OUTDOOR CHAIR

1:20

P-VA-04
- 2

TREE GRATE

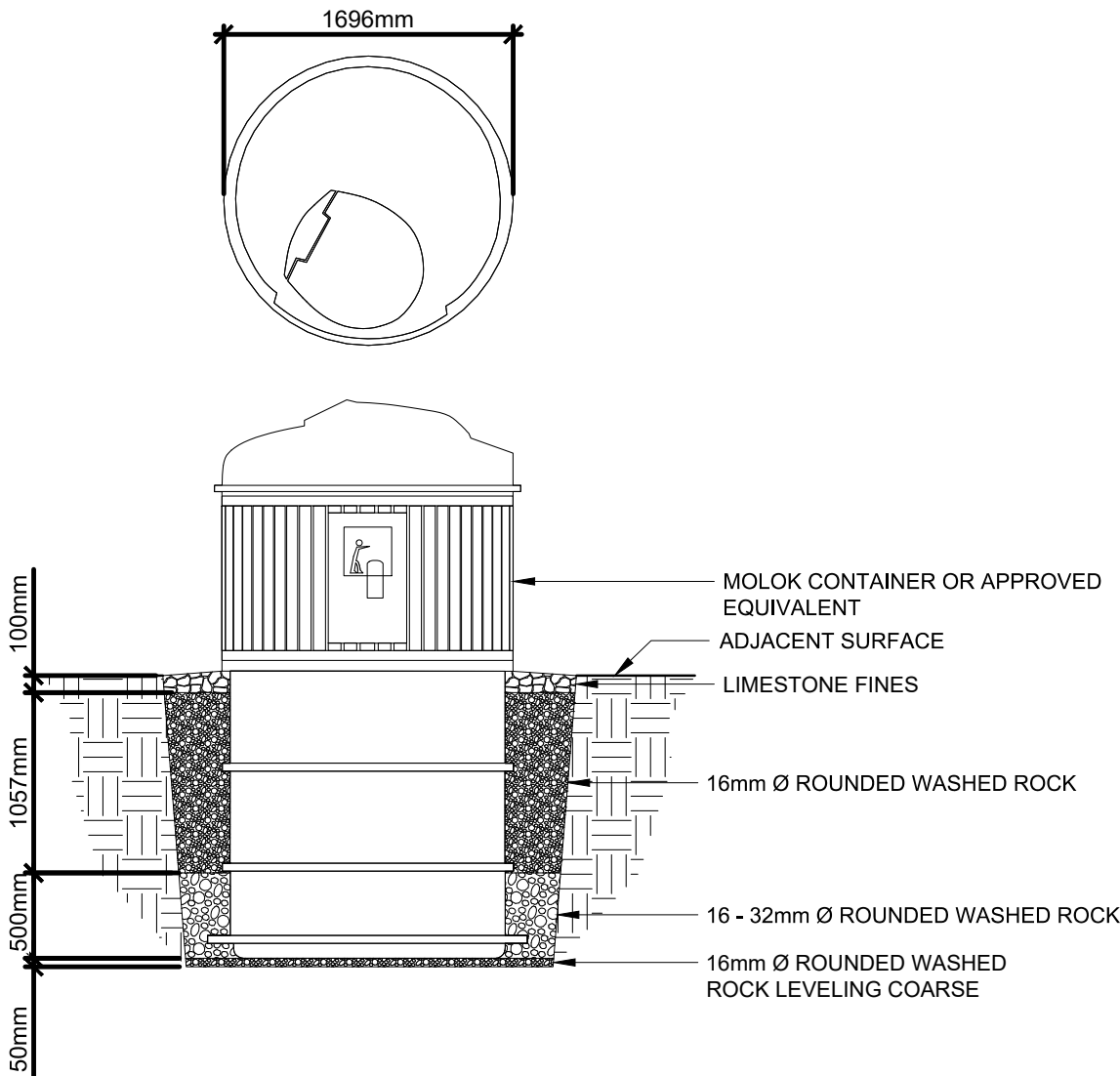
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P-VA-02
- 3

3M³ ORGANIC CONTAINER

1:40

P-VA-11

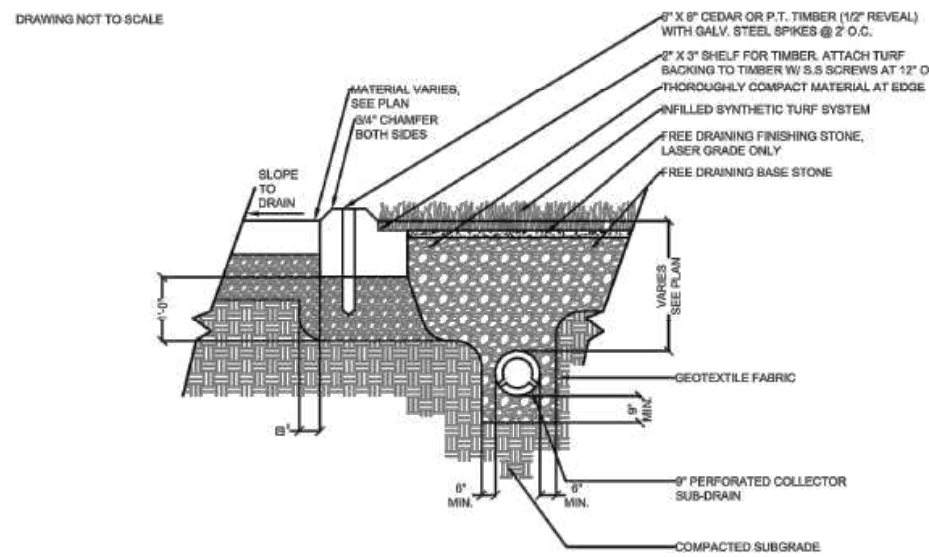


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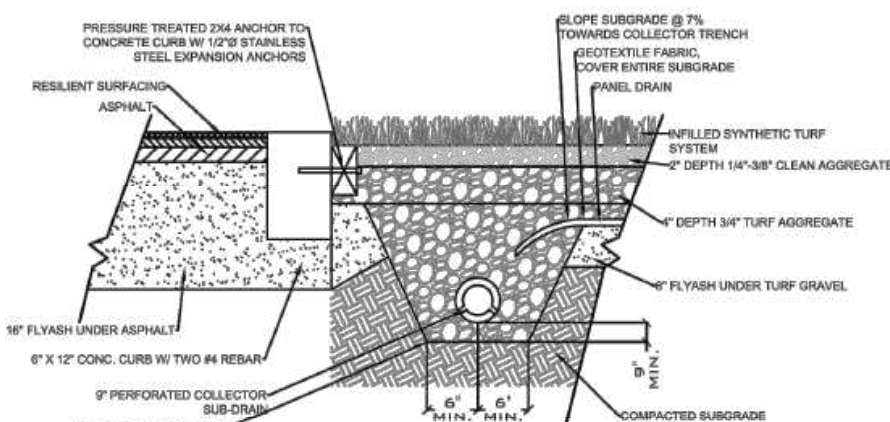
5M³ WASTE AND RECYCLING CONTAINER

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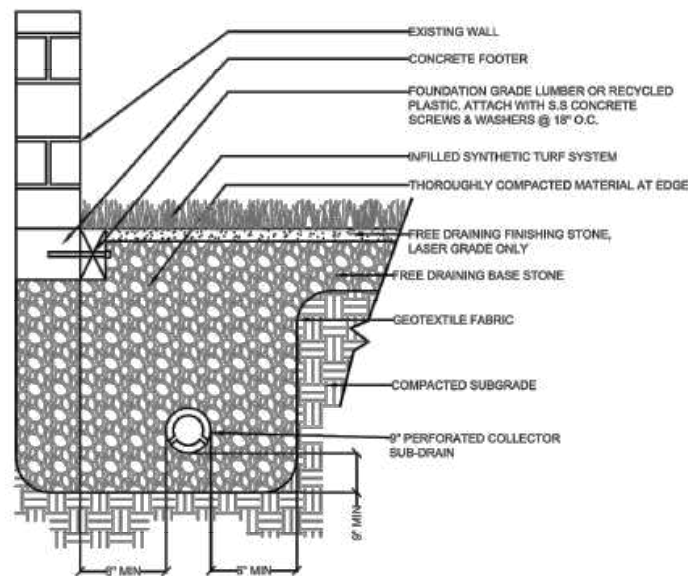
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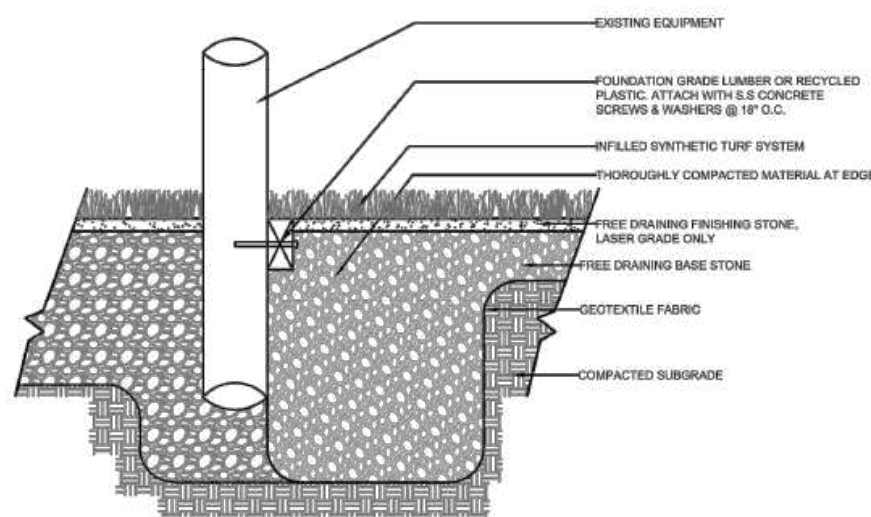
NAILER BOARD



CURB



WALL



EQUIPMENT

NOTE: ARTIFICIAL TURF TO BE SPORT TURF OR APPROVED EQUIVALENT

- 5

FRESH GRASS ARTIFICIAL TURF

1:10

P-VA-17

- LAYOUT NOTES
- THE CONTRACTOR SHALL VERIFY AND BE RESPONSIBLE FOR DIMENSIONS AND CONDITIONS ON SITE.
 - STAKEOUT DESIGN AND CONFIRM LAYOUT WITH THE LANDSCAPE ARCHITECT PRIOR TO INSTALLING SURFACES AND MATERIAL FINISHES.
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no.	by	date	remarks
5	SB	2020.08.13	ISSUED FOR DEVELOPMENT PERMIT
4	SB	2020.06.29	ISSUED FOR DP DTR 2
3	SB	2020.04.15	ISSUED FOR DP DTR 1
2	SB	2020.01.17	ISSUED FOR DP
1	SB	2019.12.06	ISSUED FOR DP



consultants

seals

drawn: **studiesh**
July 24, 2020

project

Varsity Multi-Service Development
Project Address: 3740-32nd Avenue NW, Calgary, AB
Legal Address: Plan 1799GC Block 2 Lot 9

client

MBAC








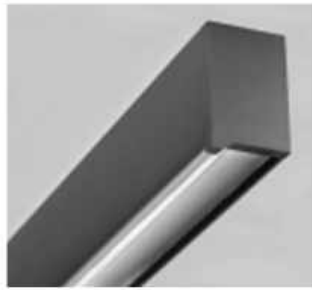

drawing title:

DETAILS

drawing no.

L-02

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LUMINAIRE SCHEDULE					
	Nemetz Type	Description	Location	Lamp	Mounting
LANDSCAPE AND EXTERIOR					
Landscape Type					
	HH	BEGA 84 667K35 (CONFIRM FINISH WITH ARCHITECT)	LANDSCAPE LIGHTING	27W LED 2,000 LUMENS 3500K	SURFACE/JB
	DD	LITHONIA LIGHTING DSX1 LED-P2-40K-BLC-MVOLT-SPA-NLTAIR2-PIRHN-XX (CONFIRM FINISH WITH ARCHITECT)	SITE LIGHTING	70W LED 7,293 LUMENS 4000K	6096mm POLE (20')
	DD1	LITHONIA LIGHTING DSX1 LED-P2-40K-T4M-MVOLT-SPA-NLTAIR2-PIRHN-XX; 2 HEADS PER POLE (CONFIRM FINISH WITH ARCHITECT)	SITE LIGHTING	70W LED 8,707 LUMENS PER HEAD 4000K	6096mm POLE (20')
	JJ	LITHONIA LIGHTING WDGE2 LED-P1SW-40K-90CRI-VW-MVOLT-SRM-NLTAIR2 PIR-XX (CONFIRM FINISH WITH ARCHITECT) NOTE: PERFORMANCE RECOMMENDATION. FIXTURE BY OWNER.	HHWD SHED (EXTERIOR)	10W LED 4000K 1284 LUMENS	SURFACE/WALL
 	LL	DIFFUSION LIGHTING SL6-XX-24V-3500 K c/w SLC-065R EXTRUSION (CONFIRM MOUNTING DETAILS AND FINISH WITH ARCHITECT)	BENCH LIGHTING	14.4 W/m LED 297 LUMENS 3500K	RECESSED/UNDER BENCH
 	LL1	DIFFUSION LIGHTING SL1-XX-24V-3500 K c/w SLC-002S EXTRUSION (CONFIRM MOUNTING DETAILS AND FINISH WITH ARCHITECT)	RAILING LIGHTING	4.8 W/m LED 99 LUMENS 3500K	RECESSED/RAILING
	LL2	A LIGHT ACL8-XX-LH-35-U-TF-F-XX-D-XX-Q-CRI (CONFIRM MOUNTING DETAILS AND FINISH WITH ARCHITECT)	APRON CANOPY	38.4W LED 1,655 LUMENS 3500K	SURFACE/SOFFIT
	LL3	SELUX LIGHTING M60-L60W-1B30-35-NB-XX-14-BK-UNV-XX-XX-XX	ENTRY CANOPY (FRONT ENTRY)	23 W/m LED 6737 LM/m 3500K	RECESSED/SOFFIT
	LL3a	SELUX LIGHTING M60-L60W-1B30-35-NB-XX-8-BK-UNV-XX-XX-XX	ENTRY CANOPY (SIDE ENTRY)		
	LL3b	SELUX LIGHTING M60-L60W-1B30-35-NB-XX-9-BK-UNV-XX-XX-XX	ENTRY CANOPY (REAR ENTRY)		
	LL3c	SELUX LIGHTING M60-L60W-1B30-35-NB-XX-29-BK-UNV-XX-XX-XX	CFD CANOPY (REAR)		

notes

PRIME CONSULTANT



the mac boudin architectural collaborative inc.
t h e - m b a c . c a

Contact: Michelle Smith Cowman
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north arrow

CONSULTANT

 **NEMETZ (S/A) & ASSOCIATES LTD.**
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525 11th AVENUE SW, SUITE 305, CALGARY, AB T2R 0C9
TEL: (403) 294-9027 FAX: (403) 294-9028
214 KING ST. WEST, SUITE 214 TORONTO, ON M5H3S6
TEL: (647) 253-0086 FAX: (647) 253-2085
2009 WEST 4TH AVENUE, VANCOUVER, BC V6J1N3
TEL: (604) 736-6562 FAX: (604) 736-9805
E-MAIL: ENGINEERS@NEMETZ.COM

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engineer's written consent.

Revision

no.	description	date	checked
1	DP DTR 1	2020-03-12	

issue data	date
ISSUED FOR DEVELOPMENT PERMIT	2019-10-09
RE-ISSUED FOR DEVELOPMENT PERMIT	2019-12-03
ISSUED FOR DTR 1 AMENDMENTS	2020-03-12
ISSUED FOR DP DTR 1	2020-04-15
ISSUED FOR DP DTR 2	2020-06-29

seal

seal

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

Architectural:

Landscape:

Structural:

Mechanical:

Electrical:

Civil:

Consultant Project Number:



CITY OF CALGARY

project

VARSITY MULTI-SERVICE
REDEVELOPMENT

location :

3740 32 AVENUE NW, CALGARY, ALBERTA
T2N 1N6

drawing title

LUMINAIRE SCHEDULE

scale

as noted

all dimensions are in millimeters

drawn by

MDA

drawing no.

DP-E-1.03

checked by

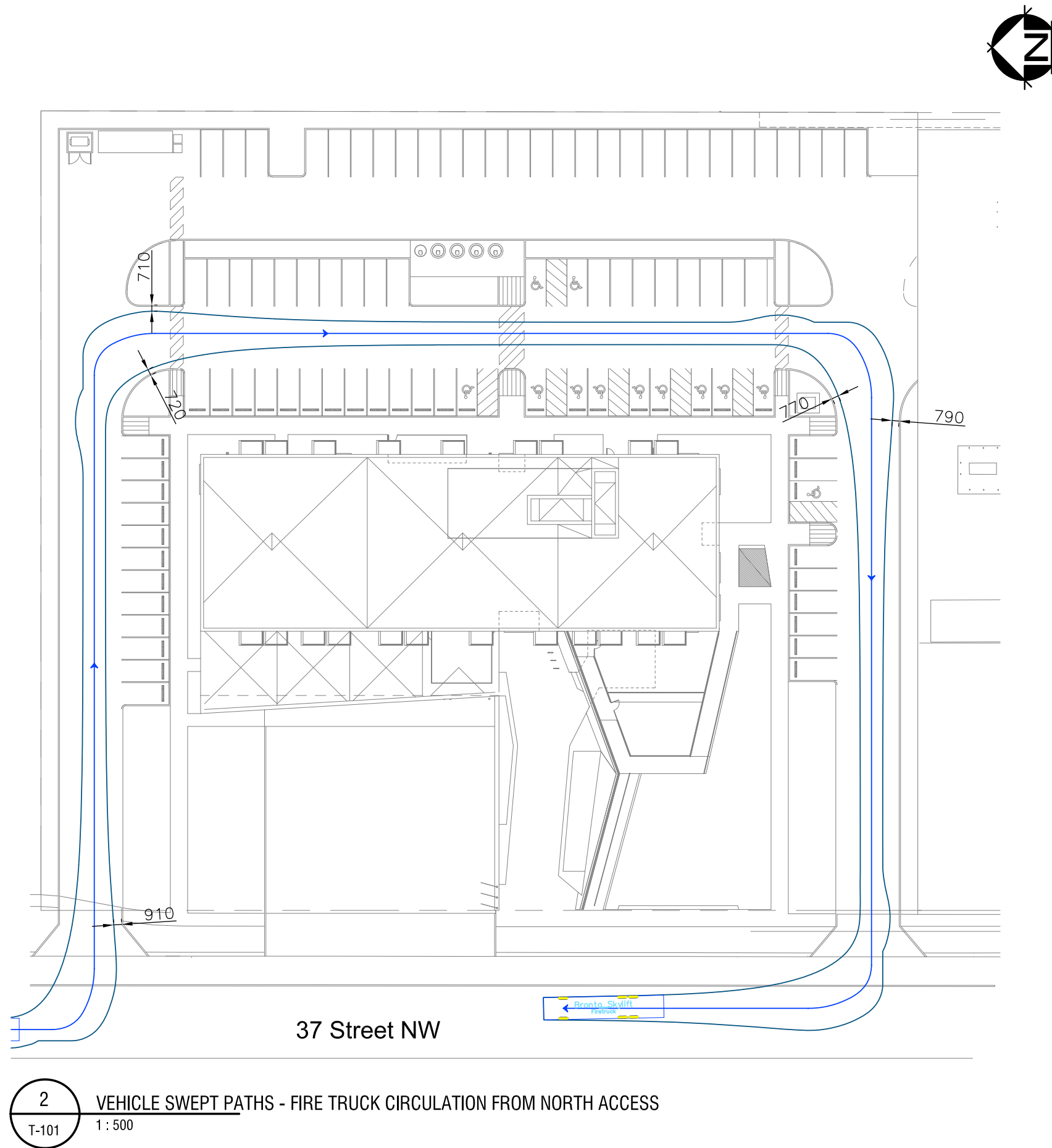
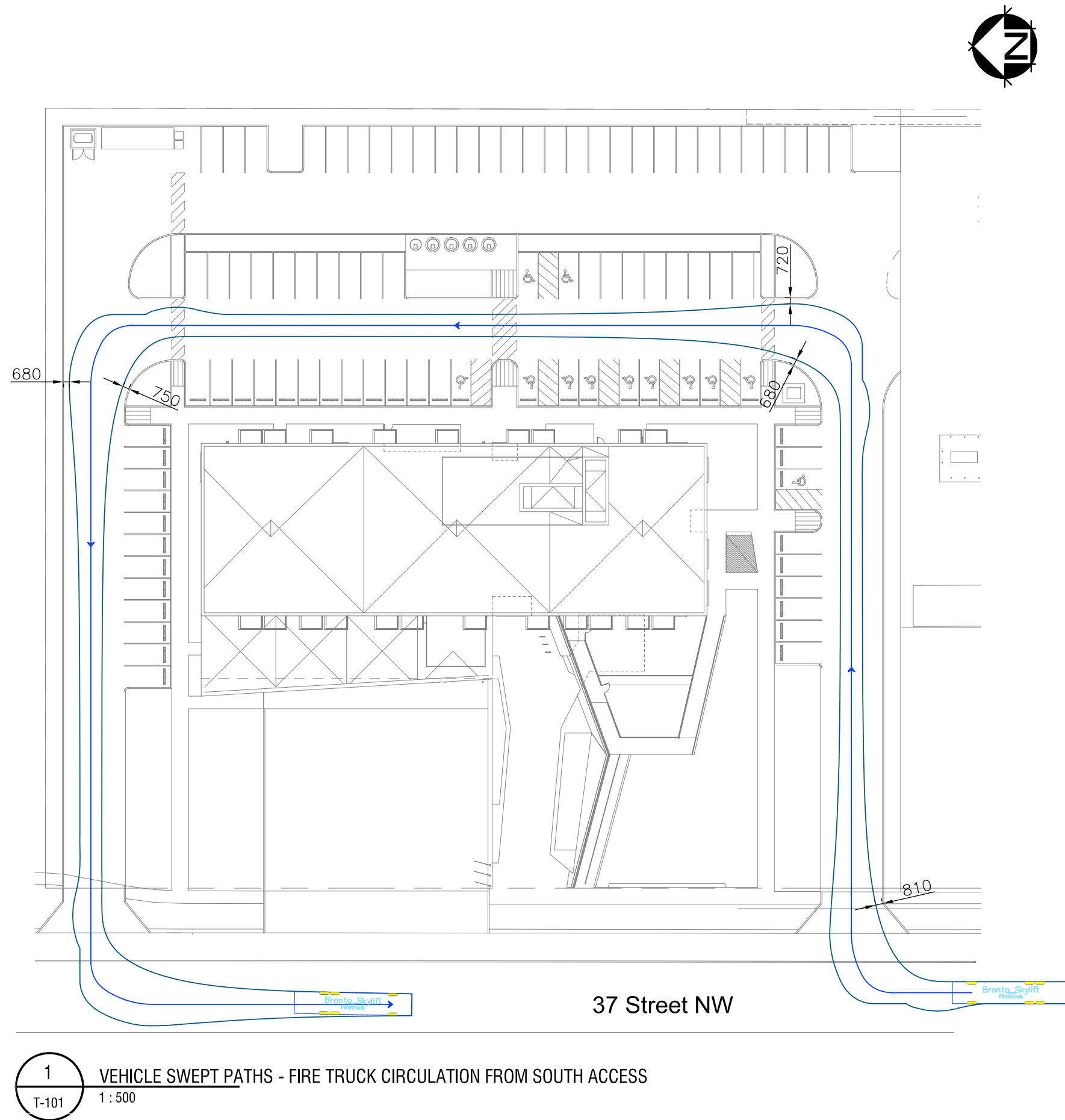
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reviewed by

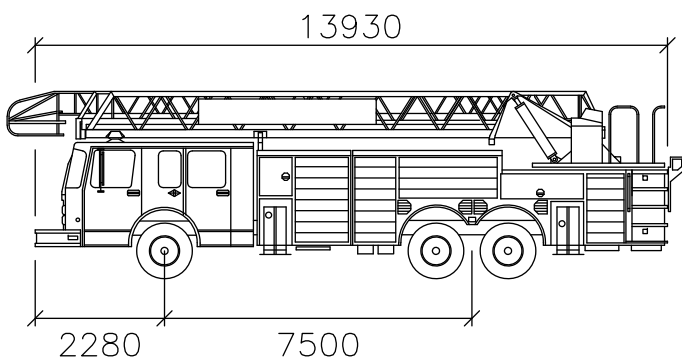
project no.

C136

CAD file name:



Design Vehicle




Bronto Skylift	
mm	
Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 47.3



notes

PRIME CONSULTANT



the marc boulin architectural collaborative inc.
l h e - m b a c, c a

Contact: Michelle Smith Cowman
T. 403.281.9050
F. 403.281.9054

←

north arrow

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This drawing supercedes previous issues.

revisions

no.	description	date	checked

issue data	date
ISSUED FOR DEVELOPMENT PERMIT	2019/10/01
ISSUED FOR DP DTR1	2020/04/15

seal


seal

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

Architectural: the marc boulin architectural collaborative & johnston daniels architecture + planning
Landscape: ISL Engineering and Land Services
Structural: Enlative Corporation
Mechanical: The AME Consulting Group Ltd.
Electrical: Nemets & Associates Ltd.
Civil: ISL Engineering and Land Services
Transportation: Bunt & Associates Engineering Ltd.
Consultant Project Number: 02-19-0002



CITY OF CALGARY

project

Varsity Integrated Facility

location :

Project Address: 3740 - 32nd Avenue NW, Calgary, AB
Legal Address: SW 31-24-1 W5M

drawing title

VEHICLE SWEPT PATHS
FIRE TRUCK CIRCULATION

scale
as noted

all dimensions are in millimeters

drawn by
BM

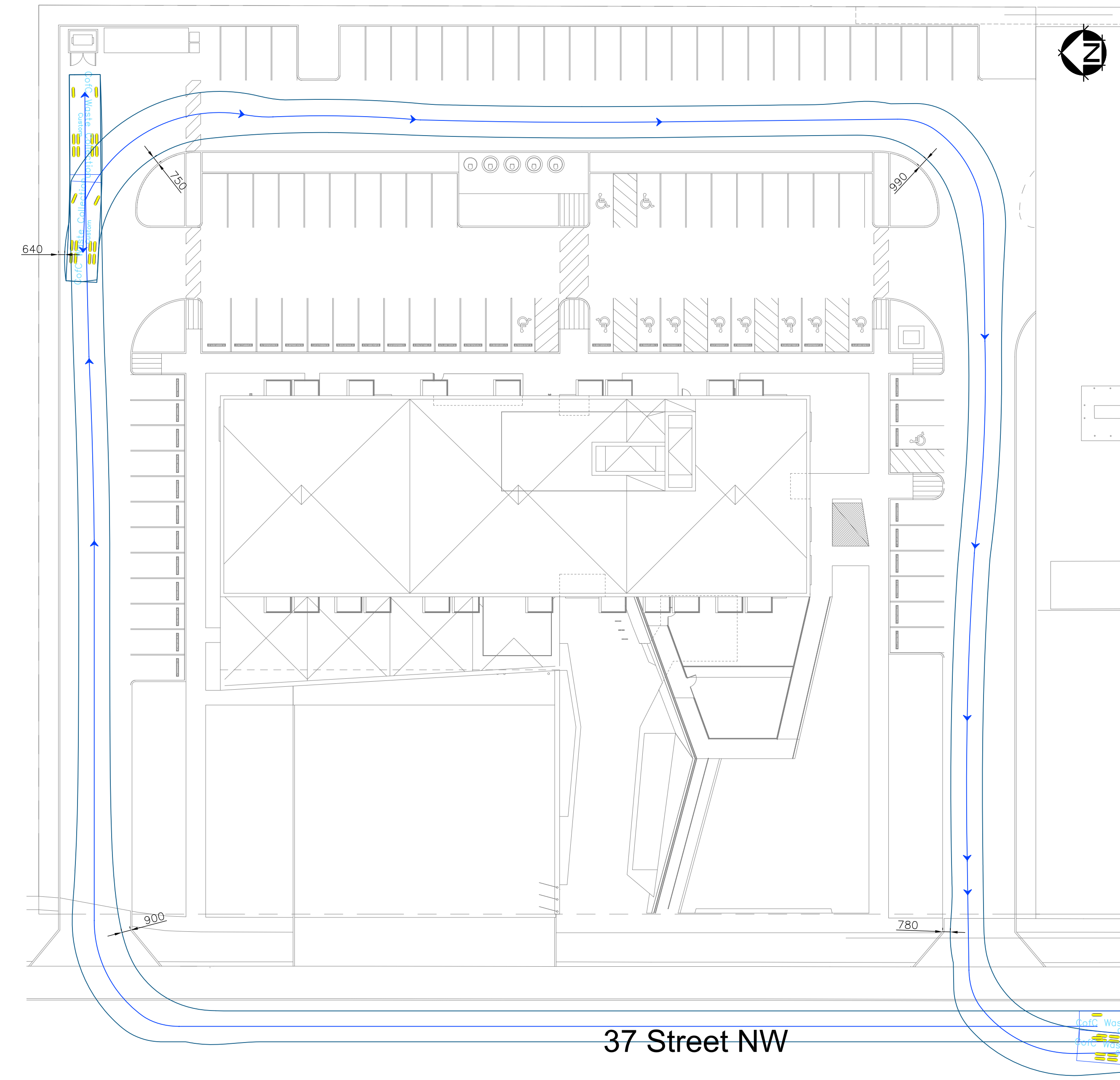
checked by
KM

reviewed by
KM

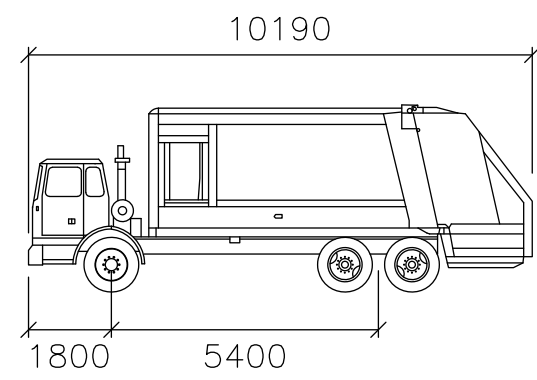
CAD file name:
02-19-0002_D0815_A1

drawing no.
T-101

project no.
15-1694



Design Vehicle



CofC Waste Collection
mm
Width : 3150
Track : 2600
Lock to Lock Time : 6.0
Steering Angle : 26.8

1
T-102
VEHICLE SWEPT PATHS - WASTE COLLECTION
1 : 300

notes

PRIME CONSULTANT



the marc boulin architectural collaborative inc.
t h e - m b a c , c a

Contact: Michelle Smith-Cowan
T. 403.261.9050
F. 403.261.9054



north arrow

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This drawing supercedes previous issues.

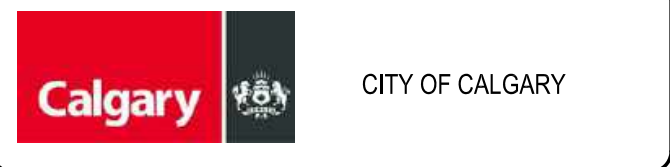
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no.	description	date	checked

issue data	date
ISSUED FOR DEVELOPMENT PERMIT	2019/10/01
ISSUED FOR DP DTR1	2020/04/15

seal	seal

permit
**PRELIMINARY
NOT FOR CONSTRUCTION**

consultants
Architectural: the marc boulin architectural collaborative & johnson daniels architecture + planning
Landscape: ISL Engineering and Land Services
Structural: Enlative Corporation
Mechanical: The AME Consulting Group Ltd.
Electrical: Nemets & Associates Ltd.
Civil: ISL Engineering and Land Services
Transportation: Bunt & Associates Engineering Ltd.
Consultant Project Number: 02-19-0002

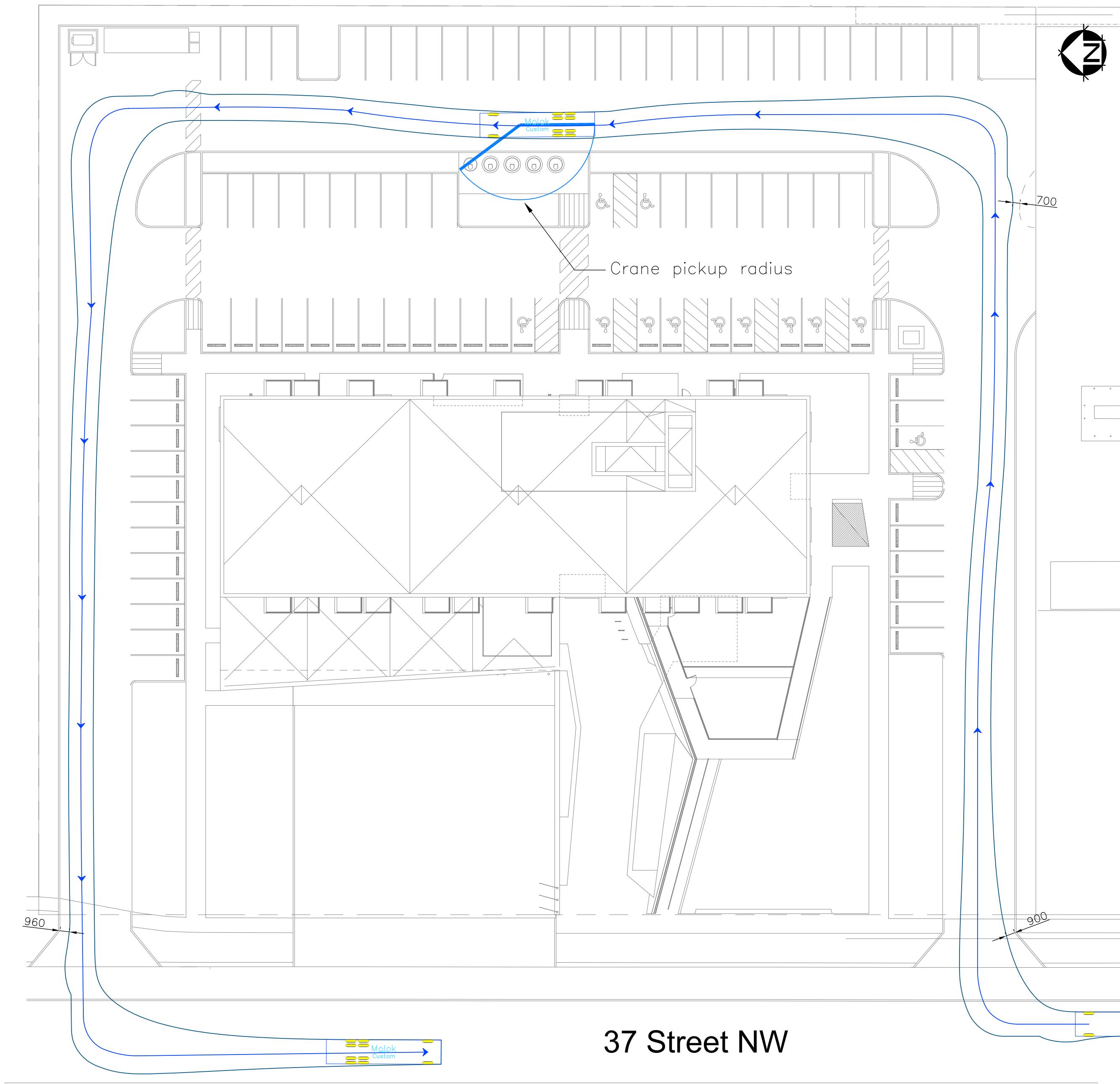


project
Varsity Integrated Facility
location : Project Address: 3740 - 32nd Avenue NW, Calgary, AB
Legal Address: SW 31-24-1 WSM

drawing title
**VEHICLE SWEPT PATHS
WASTE COLLECTION**

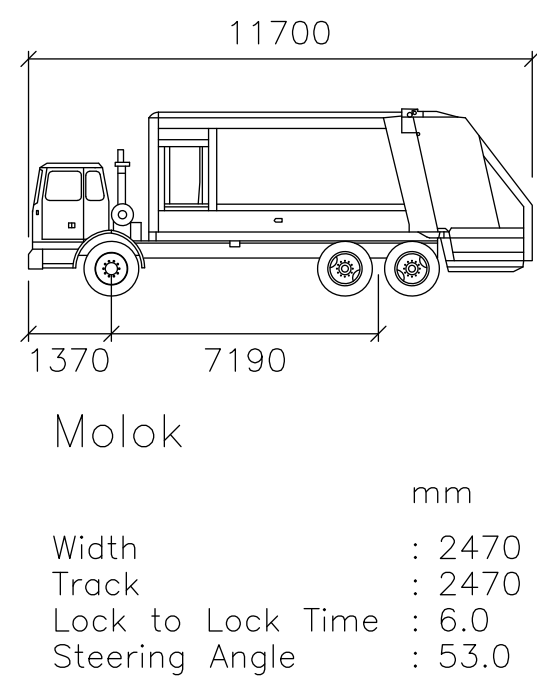
scale as noted	all dimensions are in millimeters		
drawn by BM	checked by KM	reviewed by KM	drawing no. T-102
CAD file name: 02-19-0002_D0815_A1			project no. 15-1694






1 VEHICLE SWEEP PATHS - MOLOK WASTE COLLECTION
T-103 1:300

Design Vehicle




notes

PRIME CONSULTANT



the marc boulin architectural collaborative inc.
l t e e - m b a c i c a

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F. 403.261.9054



north arrow

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revisions			
no.	description	date	checked

issue data		date
ISSUED FOR DEVELOPMENT PERMIT		2019/10/01
ISSUED FOR DP DTR1		2020/04/15

seal	seal

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

Architectural:

the marc boulin architectural collaborative & johnston daniels architecture + planning

Landscape:

ISL Engineering and Land Services

Structural:

Enlative Corporation

Mechanical:

The AME Consulting Group Ltd.

Electrical:

Nemets & Associates Ltd.

Civil:


ISL Engineering and Land Services

Transportation:

Bunt & Associates Engineering Ltd.

Consultant Project Number:

02-19-0002



CITY OF CALGARY

project

Varsity Integrated Facility

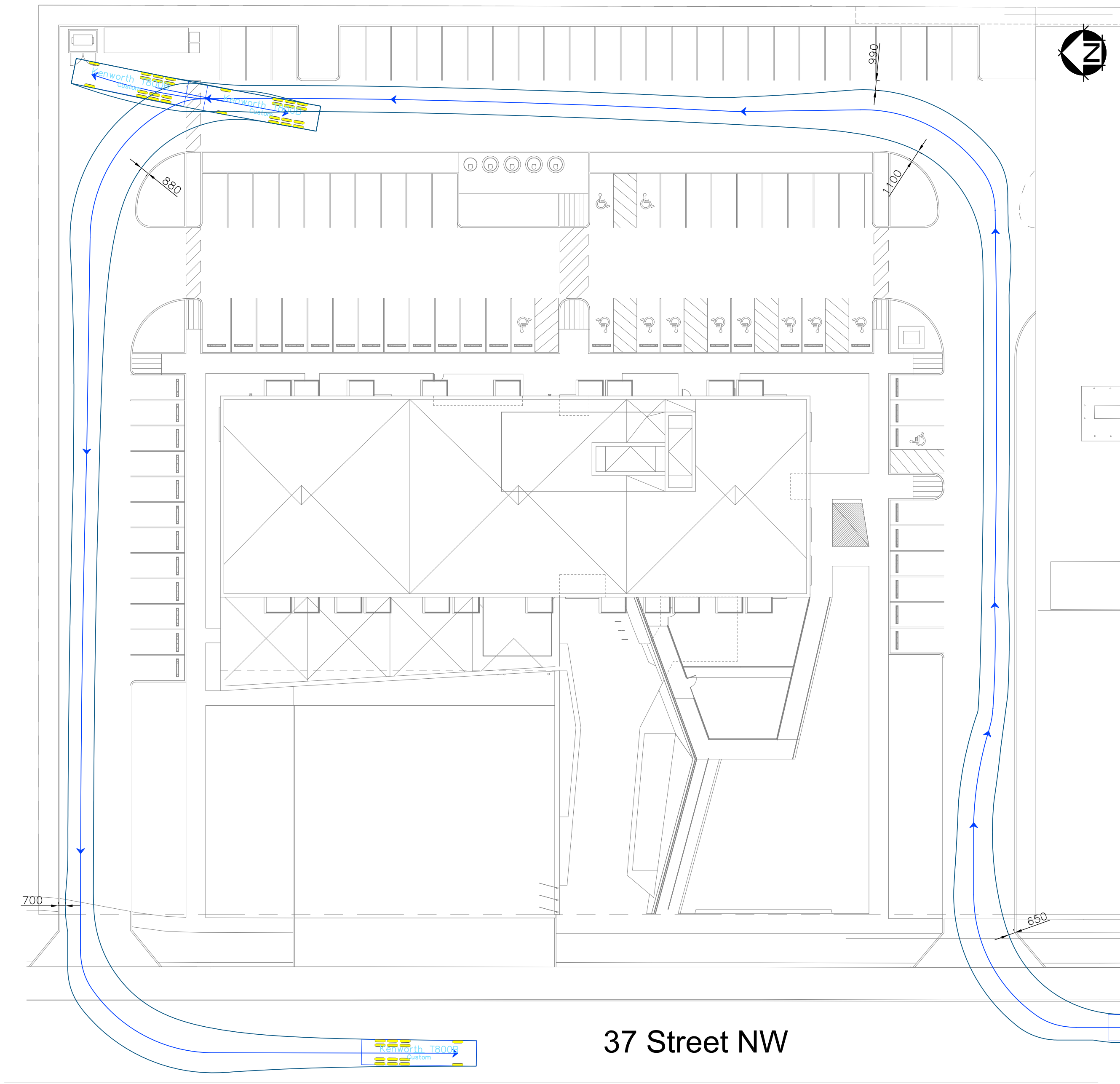
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Legal Address: SW 31-24-1 WSM

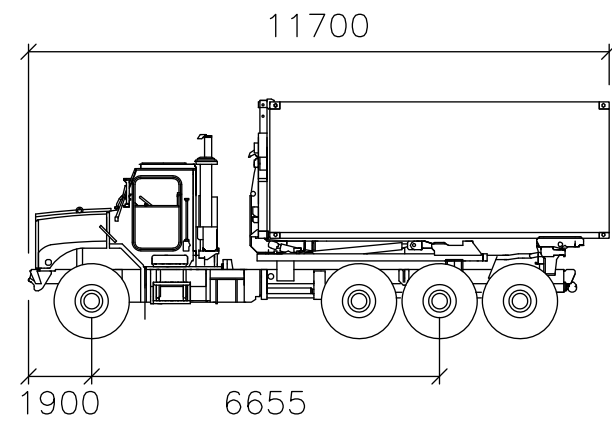
drawing title

VEHICLE SWEEP PATHS
MOLOK WASTE COLLECTION

scale as noted	all dimensions are in millimeters	
drawn by BM	checked by KM	drawing no. T-103
reviewed by KM	project no. 15-1694	
CAD file name: 02-19-0002_D0815_A1		

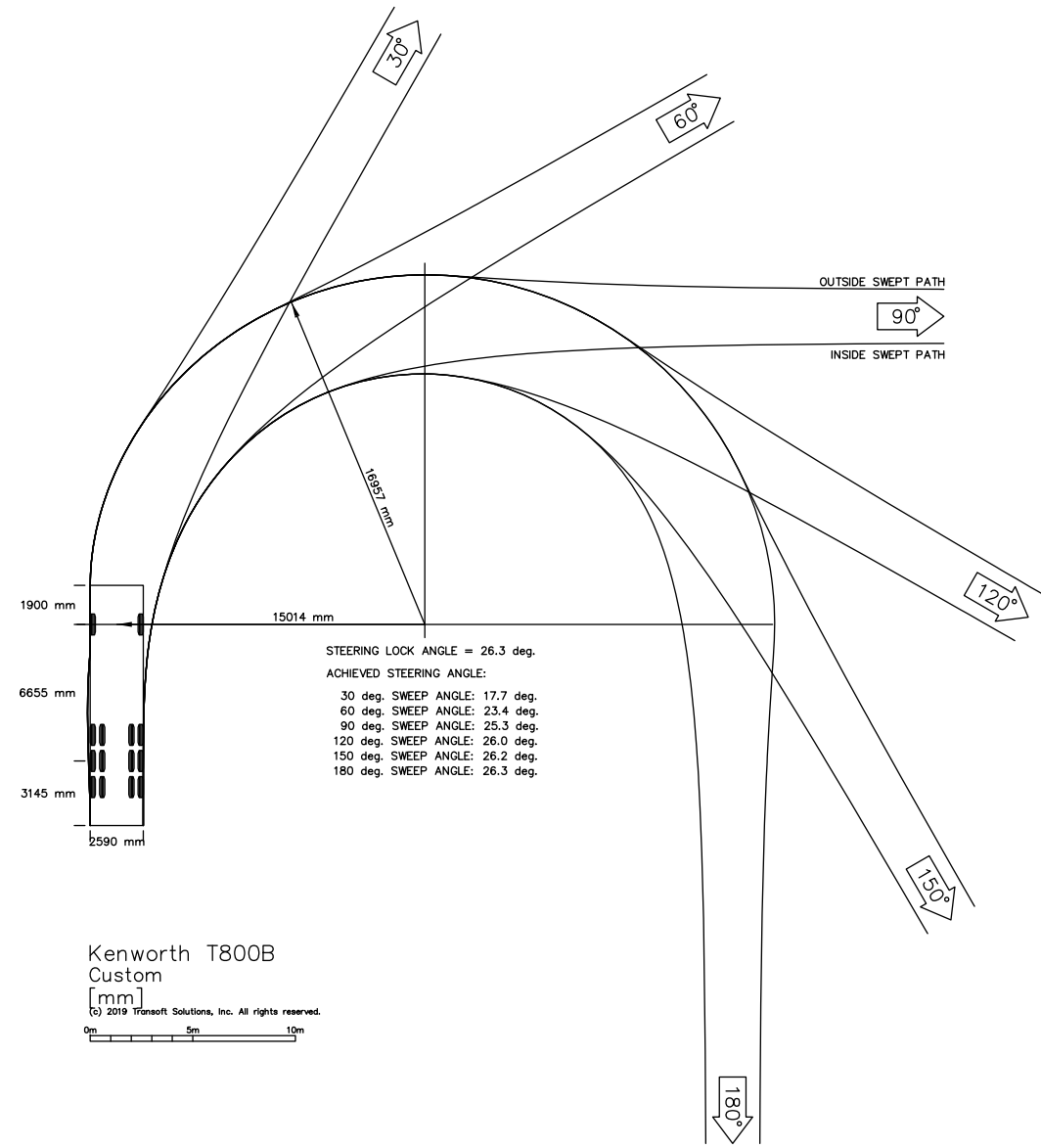


Design Vehicle



Kenworth T800B

mm
Width : 2590
Track : 2590
Lock to Lock Time : 6.0
Steering Angle : 26.3



1 VEHICLE SWEEP PATHS - CLEANING SERVICE VEHICLE
T-104 1:300

notes

PRIME CONSULTANT



the marc boulin architectural collaborative inc.
t h e - m b a c , c a

Contact: Michelle Smith-Cowan
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F. 403.261.9054



north arrow

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revisions			
no.	description	date	checked



issue data		date
ISSUED FOR DEVELOPMENT PERMIT		2019/10/01
ISSUED FOR DP DTR1		2020/04/15

seal	seal

permit
PRELIMINARY NOT FOR CONSTRUCTION

consultants

Architectural: the marc boulin architectural collaborative & johnson shawson architecture + planning
Landscape: ISL Engineering and Land Services
Structural: Enlative Corporation
Mechanical: The AME Consulting Group Ltd.
Electrical: Nemets & Associates Ltd.
Civil: ISL Engineering and Land Services
Transportation: Bunt & Associates Engineering Ltd.
Consultant Project Number: 02-19-0002

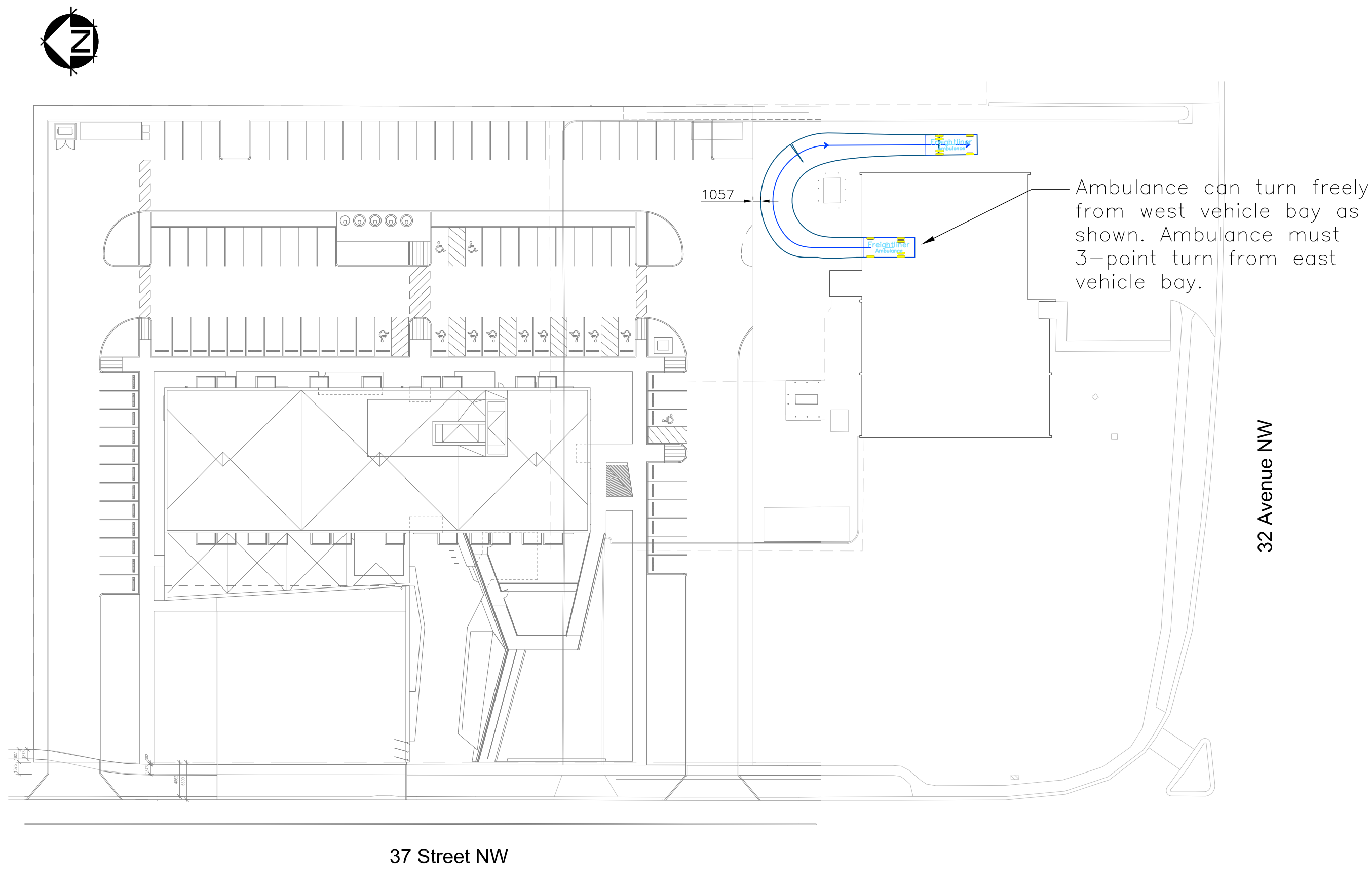
	
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project
Varsity Integrated Facility
location :
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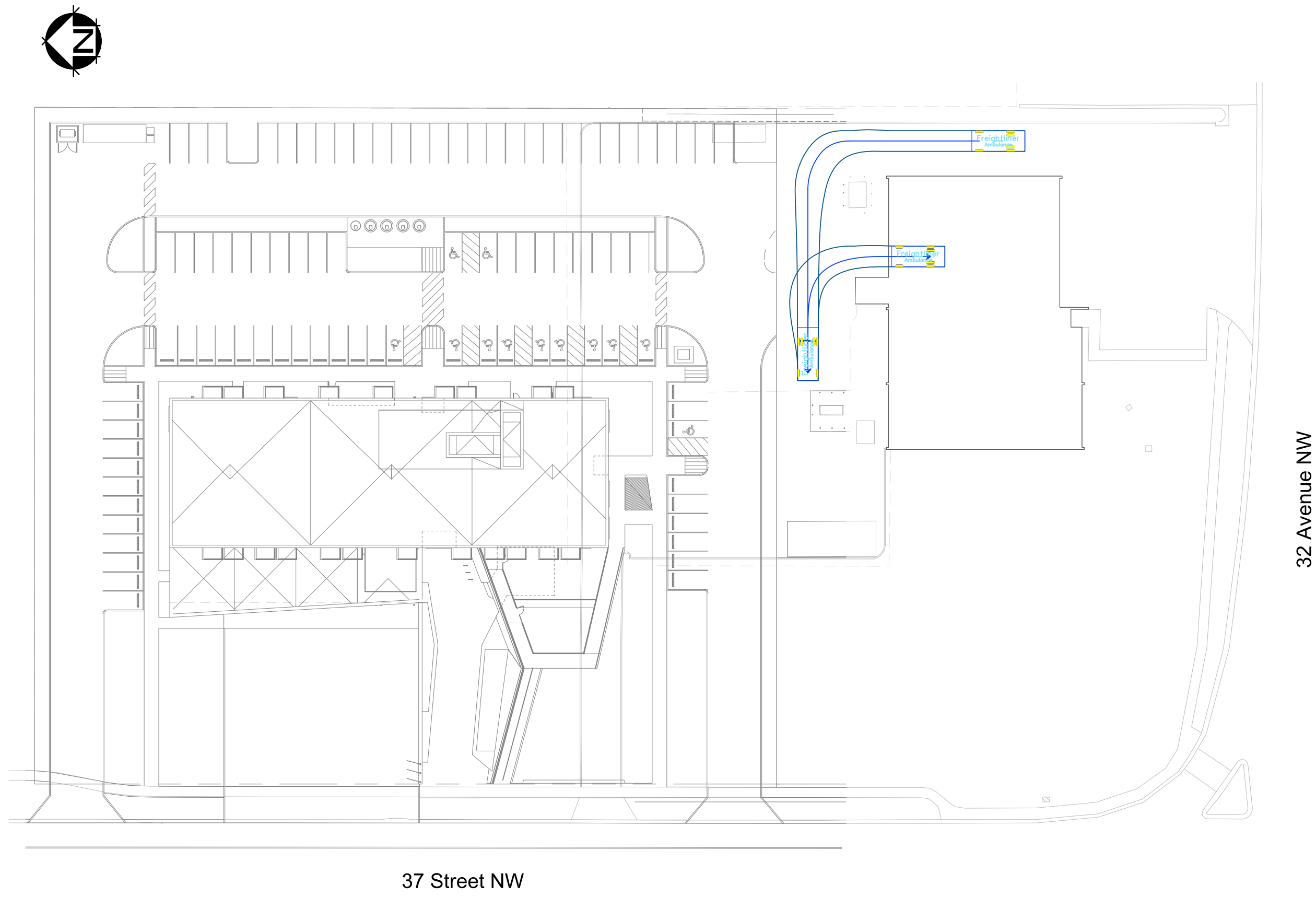
drawing title
VEHICLE SWEEP PATHS CLEANING SERVICE VEHICLE

scale as noted	all dimensions are in millimeters		
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checked by	KM	project no.	15-1694
reviewed by	KM	CAD file name:	02-19-0002_D0815_A1



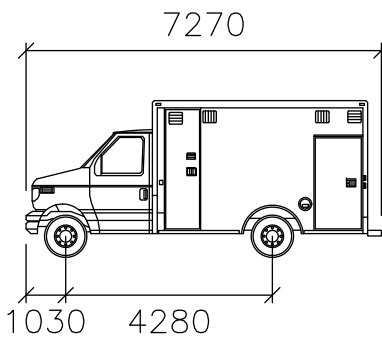


1 VEHICLE SWEEP PATHS - AMBULANCE MANEUVERING OUTBOUND
T-105 1:500



2 VEHICLE SWEEP PATHS - AMBULANCE MANEUVERING INBOUND
T-105 1:500

Design Vehicle



Freightliner

mm
Width : 2820
Track : 2820
Lock to Lock Time : 6.0
Steering Angle : 33.3

notes

PRIME CONSULTANT



the marc boutin architectural collaborative inc.
t h e - m b a c , c a

Contact: Michelle Smith-Cowan
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F. 403.261.9054



north arrow

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revisions			
no.	description	date	checked

issue data		date
ISSUED FOR DEVELOPMENT PERMIT		2019/10/01
ISSUED FOR DP DTR1		2020/04/15

seal	seal

permit
PRELIMINARY NOT FOR CONSTRUCTION

consultants

Architectural: the marc boutin architectural collaborative & johnson daniels architecture + planning
Landscape: ISL Engineering and Land Services
Structural: Enlative Corporation
Mechanical: The AME Consulting Group Ltd.
Electrical: Nemets & Associates Ltd.
Civil: ISL Engineering and Land Services
Transportation: Bunt & Associates Engineering Ltd.
Consultant Project Number: 02-19-0002

	CITY OF CALGARY
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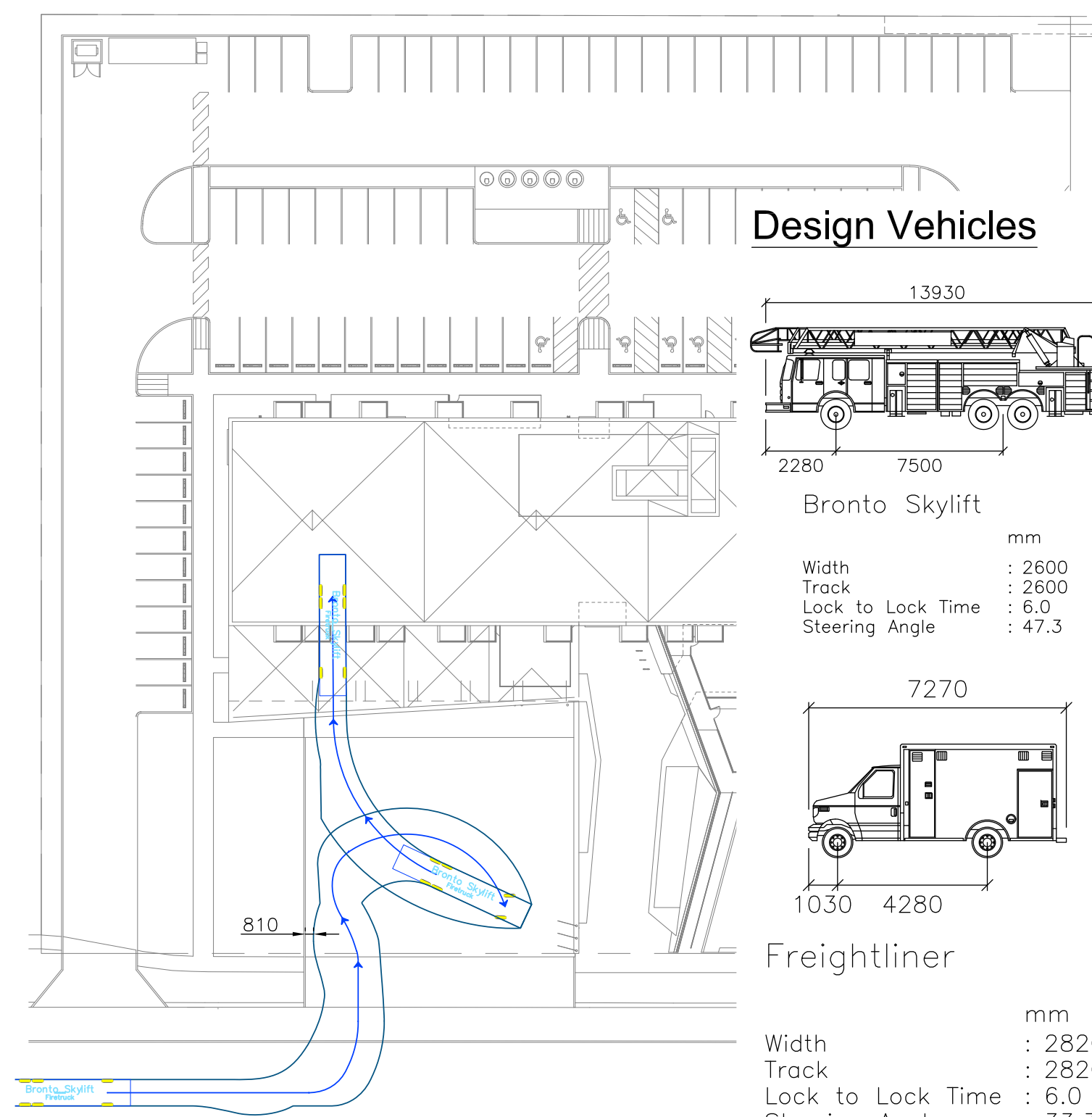
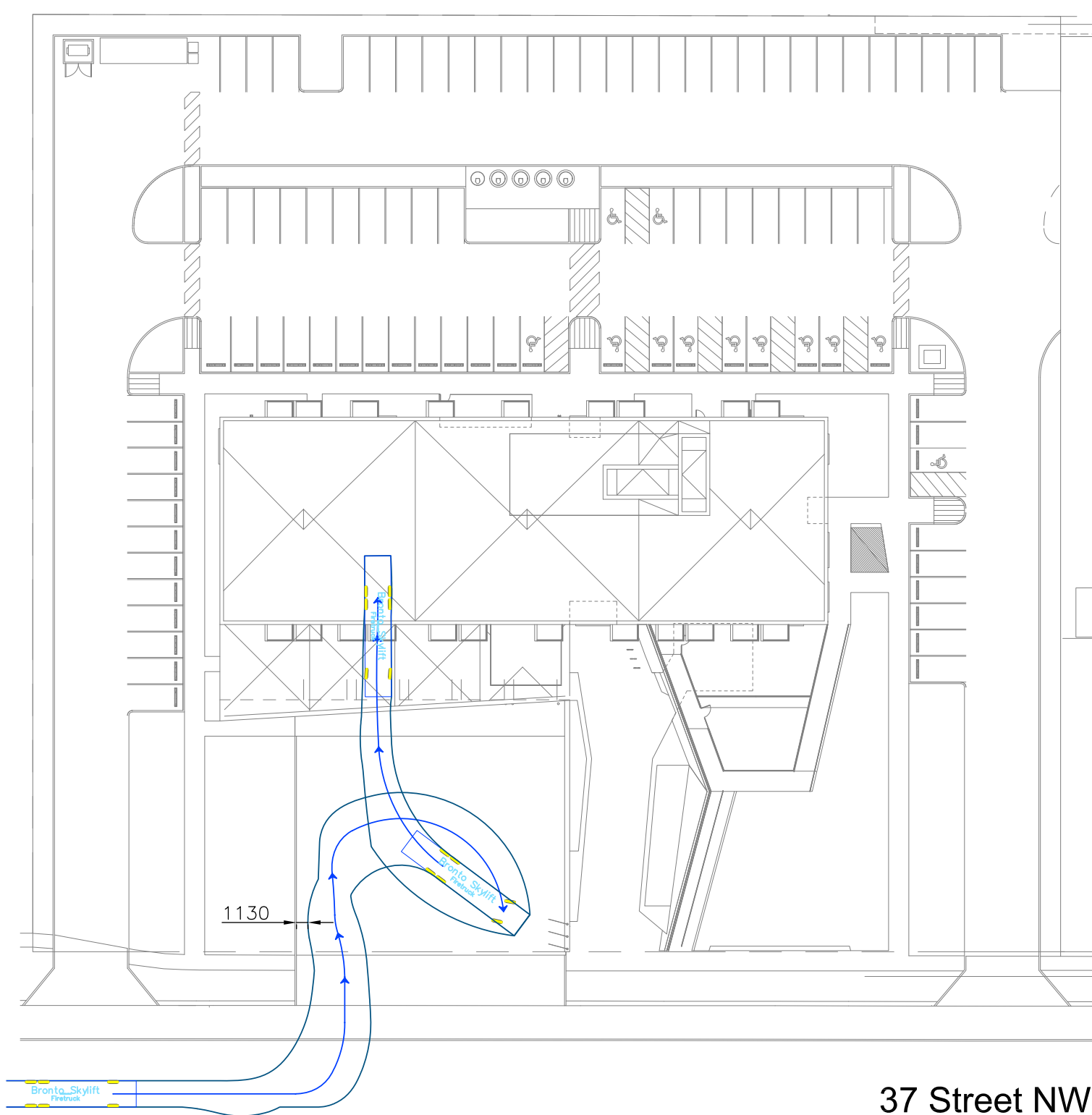
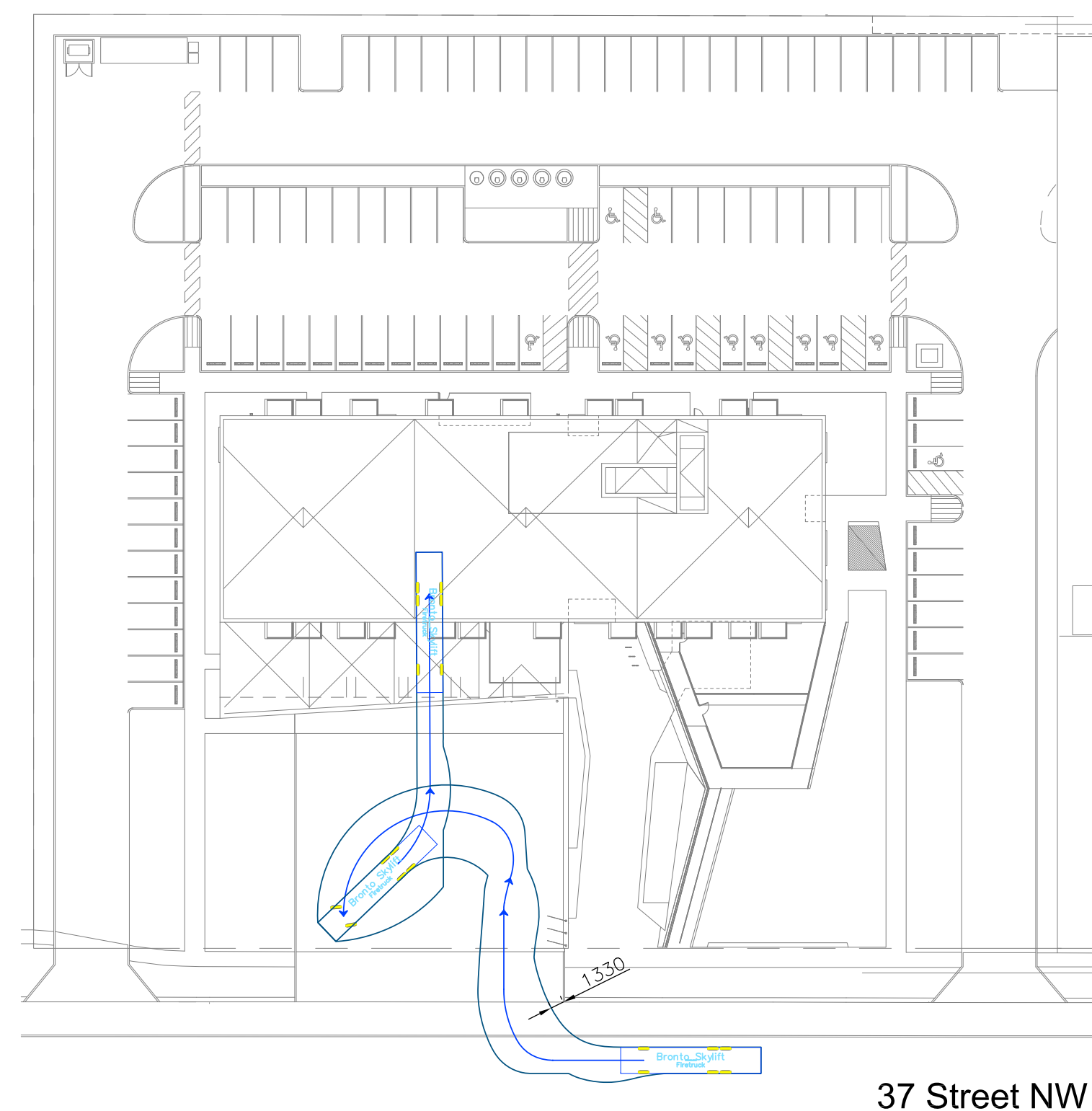
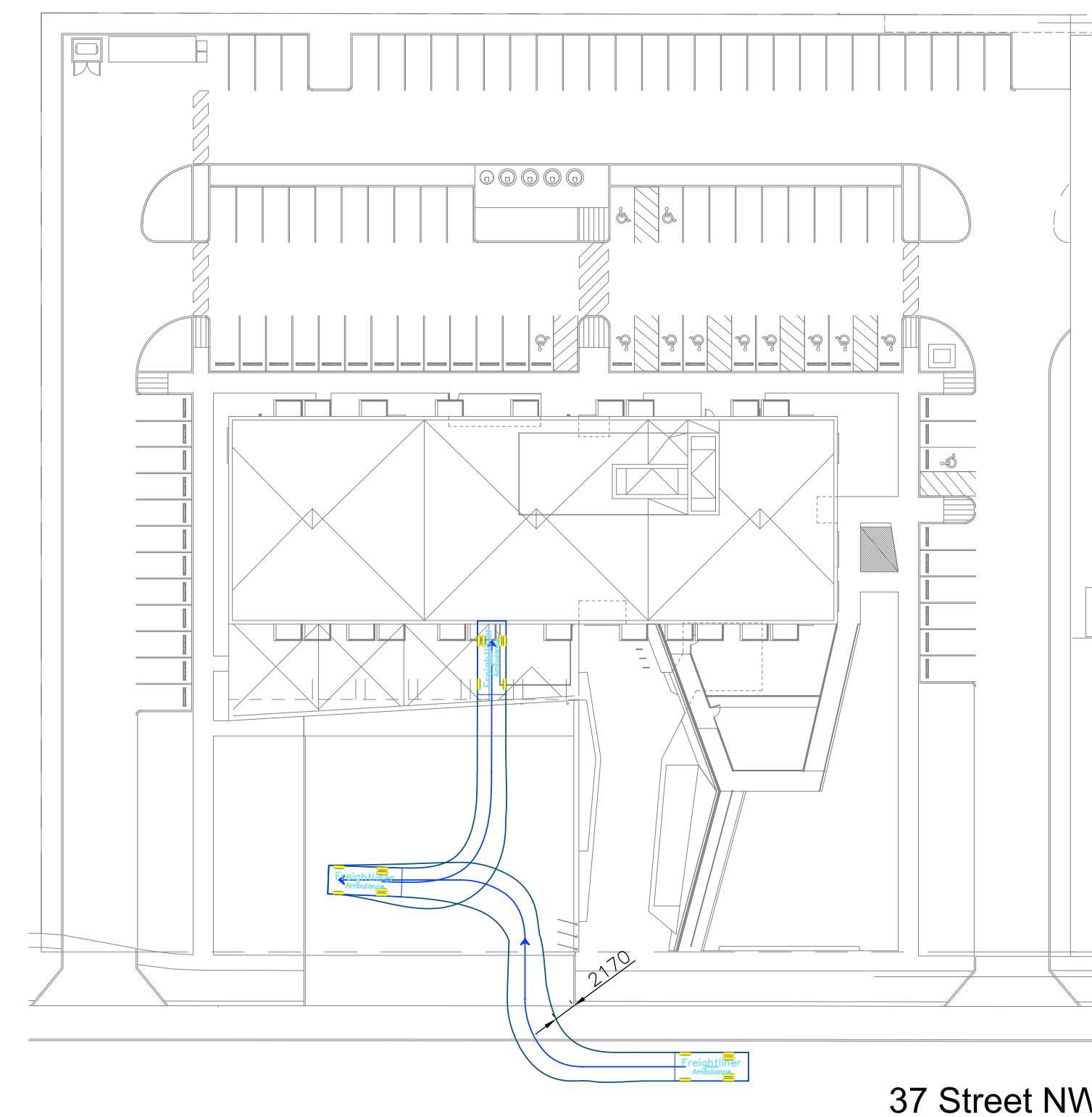
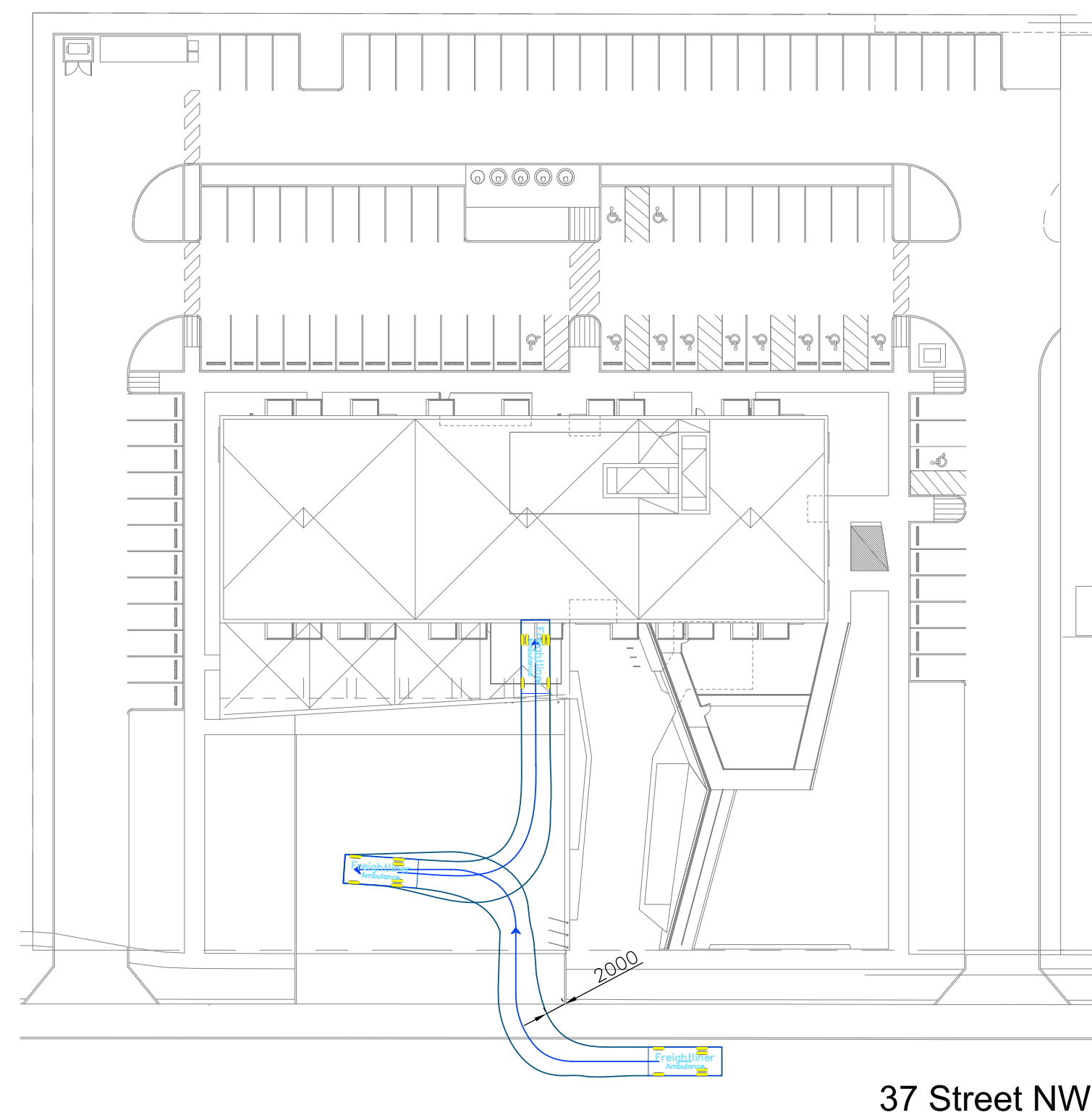
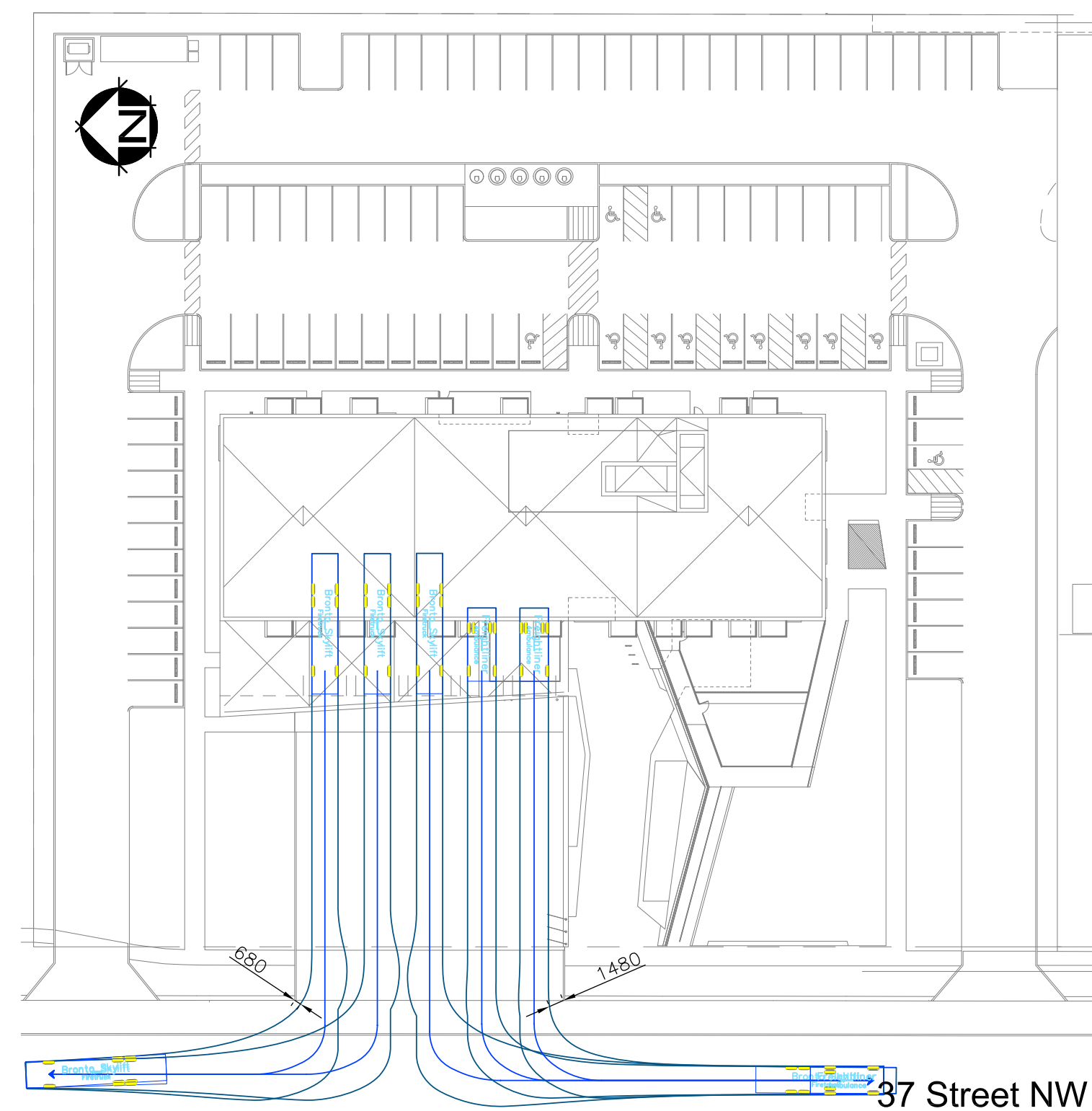
project
Varsity Integrated Facility
location :
Project Address: 3740 - 32nd Avenue NW, Calgary, AB Legal Address: SW 31-24-1 WSM

drawing title
VEHICLE SWEEP PATHS AMBULANCE MANEUVERING

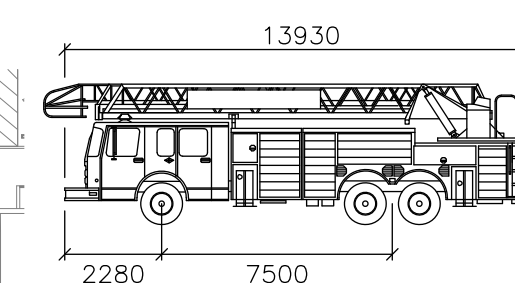
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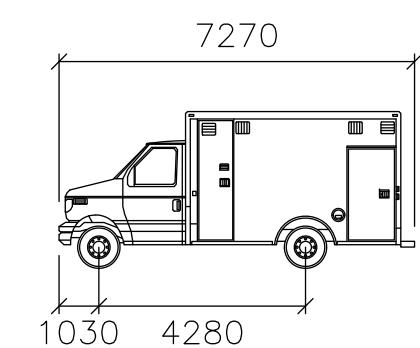
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drawn by	BM	drawing no.
checked by	KM	T-105
reviewed by	KM	project no.
CAD file name:	02-19-0002_D0815_A1	15-1694



Design Vehicles



Width	: 2600
Track	: 2600
Lock to Lock Time	: 6.0
Steering Angle	: 47.3



	mm
Width	: 2820
Track	: 2820
Lock to Lock Time	: 6.0
Steering Angle	: 33.3

Consultant Logo:



notes

PRIME CONSULTANT



the marc bouth architectural collaborative inc.
the_mba.ca

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F. 403.261.9054

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[illegible][illegible]

se:

sea

permit

PRELIMINARY
NOT FOR CONSTRUCTION

consultants

Architectural: the marc bouthin architectural collaborative & johnston davidson architecture + planning
Landscape: ISL Engineering and Land Services
Structural: Enlative Corporation
Mechanical: The AME Consulting Group Ltd.
Electrical: Nemetz & Associates Ltd.
Civil: ISL Engineering and Land Services
Transportation: Bunt & Associates Engineering Ltd.
Consultant Project Number: 02-19-0002



CITY OF CALGARY

project

Varsity Integrated Facility

location : Project Address: 3740 - 32nd Avenue NW, Calgary, AB
Legal Address: SW 31-24-1 W5M

drawing title

VEHICLE SWEEP PATHS
FIRE TRUCK & AMBULANCE MANEUVERING

scale
as noted

all dimensions are in millimeters

drawn by BM

drawing no. T-106

checked by KM

reviewed by KM

project no. 15 1604

CAD file name: 02-19-0002 D0815 A1

Conditions of Approval

Prior to Release Requirements

If this Development Permit is approved, the following requirements shall be met prior to the release of the permit. All requirements shall be resolved to the satisfaction of the Approving Authority:

Planning:

1. Submit a complete digital set of the amended plans in PDF format and a separate PDF that provides a point-by-point explanation as to how each of the Prior to Release conditions were addressed and/or resolved. The submitted plans must comprehensively address the Prior to Release conditions as specified in this document. Ensure that all plans affected by the revisions are amended accordingly. To arrange the digital submission, please contact your File Manager directly.

Development Engineering:

2. Submit three (3) sets of the Development Site Servicing Plan details to Development Servicing, Inspections and Permits, for review and acceptance from Water Resources, as required by Section 5 (2) of the *Utility Site Servicing Bylaw 33M2005*. Contact developmentservicing2@calgary.ca for additional details.

For further information, refer to the following:

Design Guidelines for Development Site Servicing Plans

http://www.calgary.ca/PDA/pd/Documents/urban_development/publications/DSSP2015.pdf

Development Site Servicing Plans CARL (requirement list)

<http://www.calgary.ca/PDA/pd/Documents/development/development-site-servicing-plan.pdf>

3. Follow the submission requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control (Erosion and Sediment Control Reports and Drawings: Technical Requirements) and either submit the required (2) copies of an Erosion and Sediment Control (ESC) Report and Drawings or the required (2) copies of a Written Notice to Development Engineering, for review and acceptance by Stormwater Pollution Prevention (SPP), Water Resources. The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/esc (under Approvals).

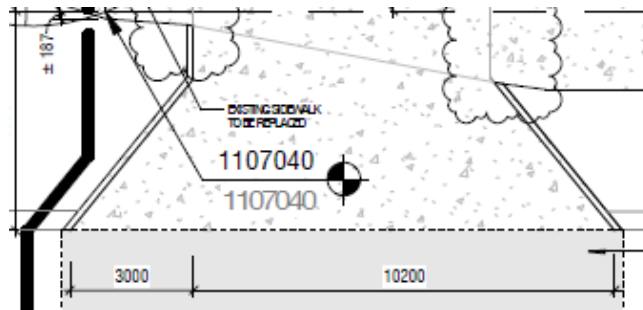
Documents submitted shall conform to the requirements detailed in the current edition of The City of Calgary *Guidelines for Erosion and Sediment Control* and shall be prepared, signed and stamped by a qualified consultant specializing in erosion and sediment control, and holding current professional accreditation as a Professional Engineer (P. Eng.), Professional Licensee (P.L. Eng), Professional Agrologist (P. Ag.) or Certified Professional in Erosion and Sediment Control (CPESC). For each stage of work where soil is disturbed or exposed, documents must clearly specify the location, installation, inspection and maintenance details and requirements for all temporary and permanent controls and practices.

Conditions of Approval

If you have any questions, contact 3-1-1. A Service Request (SR) will be created for the Erosion Control Team in Water Resources.

Transportation:

4. Amend the plans to indicate **all** driveway edges to be single lines (not double lines). Single lines indicate driveway flares while double lines indicate curbs, which are not permitted.



5. Remit a performance security deposit (certified cheque, bank draft, letter of credit) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Unit. The amount of the deposit is calculated by Roads and is based on 100% of the estimated cost of construction. The developer is responsible to arrange for the construction of the infrastructure with their own forces and to enter into an Indemnification Agreement with Roads at the time of construction (the security deposit will be used to secure the work).

Roads

- a. Construction of two new driveway crossings on 37 Street NW,
 - b. Construction of rolled curb along the fire truck apron,
 - c. Construction of new sidewalks along 37 Street NW directly adjacent to the site,
 - d. Rehabilitation of existing driveway crossings, sidewalks, curb and gutter, etc., along the 37 Street NW frontage, should it be deemed necessary through a site inspection by Roads personnel.
6. Remit payment (certified cheque, bank draft) for the proposed infrastructure listed below within the public right-of-way to address the requirements of the Business Units. The amount is calculated by the respective Business Unit and is based on 100% of the estimated cost of construction.

The developer is responsible to coordinate the timing of the construction by City forces. The payment is non-refundable.

Roads

- a. Street lighting along 37 Street NW directly adjacent to the site.

Conditions of Approval

7. Remit payment (certified cheque, bank draft) for provision of conflict (paint) marking and signage along 37 Street NW to provide enhanced definition for the existing bike lanes based on the accesses being constructed to service this development.

Contact Traffic Control and Signage at (403) 268-4426 to confirm payment amount.

Parks:

8. Submit confirmation from Urban Forestry of the approved Tree Protection Plan/removal, as per the Tree Protection Bylaw. Contact Urban Forestry at 311 or tree.protection@calgary.ca to arrange for Tree Protection Plan approval.

Permanent Conditions

If this Development Permit is approved, the following permanent conditions shall apply:

Planning:

9. The development shall be completed in its entirety, in accordance with the approved plans and conditions.
10. No changes to the approved plans shall take place unless authorized by the Development Authority.
11. A Development Completion Permit shall be issued for the development **before the use is commenced or the development occupied**. A Development Completion Permit is independent from the requirements of Building Permit occupancy. Call Development Inspection Services at 403-268-5311 to request a site inspection for the Development Completion Permit.
12. The Child Care Service is restricted to a maximum of 60 children at any one time.
13. All roof top mechanical equipment shall be screened as shown on the approved plans.
14. Upon completion of the main floor (storey) subfloor of each building, proof of the geodetic elevation of the constructed main floor (storey) subfloor must be submitted to and approved by the Development Authority prior to any further construction proceeding. Email confirmation to geodetic.review@calgary.ca.
15. Retaining wall(s) that are 1.2m or greater in height shall be located and constructed as shown on the approved plans released with this permit.
16. All areas of soft landscaping shall be irrigated as shown on the approved plans.
17. Parking and landscaping areas shall be separated by a 150mm (6 inch) continuous, poured in place, concrete curb or equivalent material to the satisfaction of the Development Authority, where the height of the curb is measured from the finished hard surface.

Conditions of Approval

18. Any noise or music shall be contained on the site in accordance with the Community Standards Bylaw.
19. All electrical servicing for freestanding light standards shall be provided from underground.
20. A lighting system to meet a minimum of 22 LUX with a uniformity ratio of 4:1 on pavement shall be provided.
21. Each parking stall, where located next to a sidewalk, shall have a properly anchored concrete wheel stop or equivalent material to the satisfaction of the Development Authority (100mm in height and 600mm from the front of the parking stall).
22. The waste and recycling enclosure(s) shall be kept in a good state of repair at all times.

Development Engineering:

23. Single retaining walls 1.2m in height or greater or terraced retaining walls 1.2m in height or greater with a horizontal separation between walls of less than 3.6m (3x height) require the approval of a Building Permit prior to construction.

For retaining wall(s) that meet these criteria, the developer may either:

- a. Include the retaining walls with the Building Permit for the building, or
- b. Apply for a separate Building Permit for the retaining walls.

It should be noted that the Building Permit for the building on site will not be released until the separate Building Permit for site retaining walls is approved.

24. If during construction of the development, the developer, the owner of the titled parcel, or any of their agents or contractors becomes aware of any contamination,
 - a. the person discovering such contamination shall immediately report the contamination to the appropriate regulatory agency including, but not limited to, Alberta Environment, Alberta Health Services and The City of Calgary (311).
 - b. on City of Calgary lands or utility corridors, The City of Calgary, Environmental and Safety Management division shall be immediately notified (311).
25. The developer / project manager, and their site designates, shall ensure a timely and complete implementation, inspection and maintenance of all practices specified in erosion and sediment control report and/or drawing(s) which comply with Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control. Any amendments to the ESC documents must comply with the requirements outlined in Section 3.0 of The City of Calgary Guidelines for Erosion and Sediment Control.

For other projects where an erosion and sediment control report and/or drawings have not been required at the Prior to Release stage, the developer, or their designates, shall, as a minimum, develop an erosion and sediment control drawing and implement good housekeeping practices to protect onsite and offsite storm drains, and to prevent or mitigate the offsite transport of sediment by the forces of water, wind and construction traffic (mud-tracking) in accordance with the current edition of The City of Calgary Guidelines for Erosion and Sediment Control. Some examples of good housekeeping

Conditions of Approval

include stabilization of stockpiles, stabilized and designated construction entrances and exits, lot logs and perimeter controls, suitable storm inlet protection and dust control.

The City of Calgary Guidelines for Erosion and Sediment Control can be accessed at: www.calgary.ca/ud (under publications).

For **all soil disturbing projects**, the developer, or their representative, shall designate a person to inspect all erosion and sediment control practices a minimum of every seven (7) days and during, or within 24 hours of, the onset of significant precipitation (> 12 mm of rain in 24 hours, or rain on wet or thawing soils) or snowmelt events. Note that some practices may require daily or more frequent inspection. Erosion and sediment control practices shall be adjusted to meet changing site and winter conditions.

26. Contact the Erosion Control Inspector, Water Resources, with at least two business day's notice, to set up a pre-construction meeting prior to commencement of stripping and grading. Locations north of 17 Avenue S should contact 403-268-5271. Sites south of 17 Avenue S should contact 403-268-1847.
27. Stormwater runoff must be contained and managed in accordance with the "Stormwater Management & Design Manual" all to the satisfaction of the Director of Water Resources.
28. The grades indicated on the approved Development Site Servicing Plan(s) must match the grades on the approved Development Permit plans. Upon a request from the Development Authority, the developer or owner of the titled parcel must confirm under seal from a Consulting Engineer or Alberta Land Surveyor, that the development was constructed in accordance with the grades submitted on the Development Permit and Development Site Servicing Plan.

Transportation:

29. The developer shall be responsible for the cost of public work and any damage during construction in City road right-of-ways, as required by the Manager, Transportation Planning. All work performed on public property shall be done in accordance with City standards.
30. Indemnification Agreements are required for any work to be undertaken adjacent to or within City rights-of-way, bylawed setbacks and corner cut areas for the purposes of crane operation, shoring, tie-backs, piles, surface improvements, lay-bys, utility work, +15 bridges, culverts, etc. All temporary shoring, etc., installed in the City rights-of-way, bylawed setbacks and corner cut areas must be removed to the satisfaction of the Manager of Transportation Planning, at the applicant's expense, upon completion of the foundation. Prior to permission to construct, contact the Indemnification Agreement Coordinator, Roads at 403-268-3505.
31. The approved driveway(s) required for this development must be constructed to the ramp grades as shown on the approved Development Permit plans. Negative sloping of the driveway within the City boulevard is not acceptable. If actual grades do not match the approved grades, the developer/owner shall be responsible for all costs to remove and reconstruct the entire driveway ramp in accordance with approved grades.

Conditions of Approval

32. If Fire/Emergency Services or any other party requests signalization of the intersection of 32 Avenue and 37 Street NW in advance of the time it's warranted at the discretion of the City Traffic Engineer (Calgary Roads), then the signalization is to be funded in full by the requesting party.

Parks:

33. Any damage to public parks, boulevards or trees resulting from development activity, construction staging or materials storage, or construction access will require restoration at the developer's expense. The disturbed area shall be maintained until planting is established and approved by the Parks Development Inspector. Contact 311 for an inspection.
34. A minimum 1.2 m high fence shall remain on the property line along all shared boundaries with adjacent municipal reserve.
35. Public trees located on the boulevard and open space of the development site shall be retained and protected unless otherwise authorized by Urban Forestry. Prior to construction, install a temporary fence around the extent of the branches ("drip line") and ensure no construction materials are stored inside this fence.
36. Tree protection information given as per the approved development permit does not constitute Tree Protection Plan approval. Tree Protection Plan approval must be obtained separately through Urban Forestry. Visit www.calgary.ca or call 311 for more information.
37. The submitted plans indicate that the removal of existing public trees along property frontage is necessary. As per the City of Calgary Tree Protection By-law, a letter of authorization to remove public trees is required from Parks Urban Forestry. The applicant is to contact Urban Forestry at 311 or tree.protection@calgary.ca to make arrangements for the letter and compensation.



VARSITY MULTI-SERVICE REDEVELOPMENT
DESIGN BRIEF



2020.08.13

PROJECT OVERVIEW

INTRODUCTION

The marc boutin architectural collaborative inc. (MBAC) was retained by The City of Calgary to deliver the Varsity Multi-Service Redevelopment (VMSR) project in September 2018 following a Conceptual Exploratory Master Plan completed in July 2018 by Group2. The VMSR is to be an integrated facility where several stakeholders will be hosted within a single site. It will be one of the first projects of its kind constructed by the City of Calgary. In contrast to historic City of Calgary projects that are typically single-use facilities, the aspirations of this multi-service facility include the creation of flexible spaces with maximized efficiency through the avoidance of redundancy and duplication of effort.

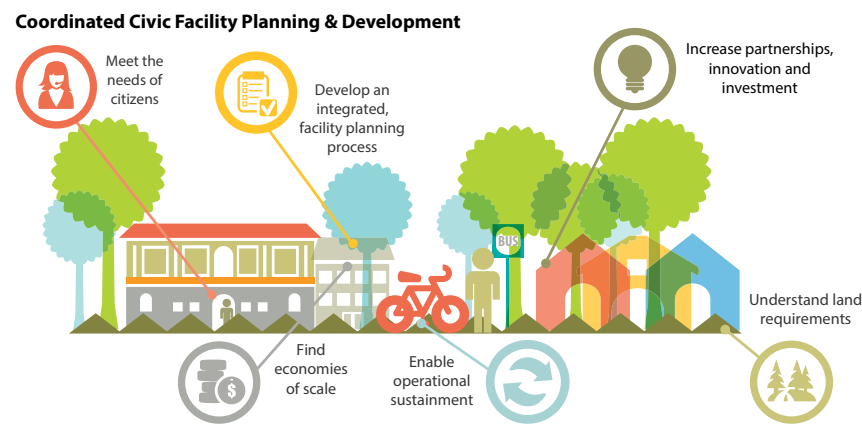
COUNCIL INITIATIVE

In 2015, Council initiated the Integrated Civic Facility Planning (ICFP) program as an initiative designed to transform the way The City plans and delivers facilities by more efficiently utilizing City land, optimizing capital and operational dollars and designing facilities that support the goals of the Municipal Development Plan. The VMSR project is one of the first projects resulting from this program. Going forward, this approach to planning and delivering facilities is a valuable Council Policy and will be The City’s standard approach for providing best value for investment.

MULTI-USE FACILITIES

This strategy reduces the duplication of physical space and creates greater efficiencies for facility users and maintenance requirements. Although the VMSR project might be the first of its kind for the City of Calgary, it is not the first example of a combined facility. There are examples of similar pairings within Calgary and other major cities:

- Vancouver Fire Hall #5, is Fire and Housing
- Tuscany Fire Hall #42 is Fire, Corporate and Community Space
- Seton Multi Service Facility is Fire, Bylaw, Parks, Police and Community Space
- Douglas Glen is Fire and Corporate
- Mindapore, Country Hills and Saddle ridge are all Fire, Police and Bylaw



- Royal Vista is Fire, Police and Corporate
- Eau Claire is Fire and Residential
- McKenzie Towne is Fire and Corporate

PROJECT OVERVIEW

The VMSR project is located on a parcel at the corner of 37 Street NW and 32 Avenue NW at 3740 32 Avenue NW. The site is situated north of the University of Calgary Campus and on the edge of the University Research Park and the Varsity community residential area. The total site parcel is 14,800 square metres with Fire Station No. 17 and a Household Hazardous Waste Drop-Off currently located on the southern portion of the site. The proposed integrated facility is to be located on the northern portion of the site so that the fire station can remain operational with no disruption in response time or service during the development of the new facility.

The stakeholders involved in this project are:

- The Calgary Fire Department
- Calgary Housing
- City of Calgary Corporate Accommodation
- A Commercial Retail Unit (designed to accommodate a future child care centre)
- Household Hazardous Waste Drop-Off

The Calgary Fire Department (CFD) portion of the facility is to be the new upgraded Fire Station No. 17. Serving the community for over 45 years, the existing fire station is at the end of its lifecycle and a new station is required to meet the increasing needs of a growing and redeveloping community. The existing station will maintain servicing during construction of the new facility on the northern portion of the site, and will be vacated once the new integrated facility is operational. The new fire station will provide 16 dorm rooms and increase the number of apparatus bays from the current three bays to five bays. CFD will occupy four out of the five bays and Alberta Health Services (AHS) ambulance service will occupy the fifth bay.

Calgary Housing (CH) administers safe and affordable housing to families and individuals throughout the City and as part of the VMSR, will provide 48 residential units which includes studio units, 1-bedroom units, 2-bedroom units, and 3-bedroom units with a specific focus on providing homes for multi-generational families. Also designed for flexibility and families with greater needs, 10 barrier free units are proposed and four of the three-bedroom units include direct interior access to adjacent studio units to allow for more convenient multi-generational living. The Calgary Housing program includes amenities for residential use, such as private balconies for each unit, a Resource Room with exterior deck and shared social spaces on each level of the Calgary Housing to provide ease of access to people of all abilities.

The Corporate Accommodation (CA) program will act as satellite working spaces for City of Calgary employees and provide an alternative to having to travel to City Hall downtown. The spaces include individual offices, workstations, meeting rooms, and crush space. There is also the potential for the meeting rooms to be rented out and function as community spaces.

The Commercial Retail Unit (CRU) space is currently being designed to accommodate 60 children for a child care space. The space will be constructed to base-building requirements including services and systems infrastructure and the future tenant will be required to provide complete tenant improvement for the interior spaces. Embedded into the terraced landscape feature, exterior spaces are included to meet child care outdoor play space licensing requirements should a child care provider pursue the space.

A City-operated Household Hazardous Waste Drop-Off (HHWD) site is currently located on the Fire Station No. 17 property. This location is one of the most popular HHWD sites in Calgary and is a highly valued community service by surrounding residents. One of the project mandates is to incorporate a relocated HHWD on the integrated facility site with specific considerations for site circulation and access.

As an integrated facility, the project is dependent upon long-term development strategies, a holistic integration of sustainability, and an intelligent approach to urban living. This building initiative is dedicated to the improvement of the public realm and through the optimized and integrated use of facility assets, the future-proofing of City buildings.

PROPOSED LAND USE OVERVIEW

The parcel is proposed to be divided into three lots, separated by lot boundary lines:

- **LOT 1:** Located on the north portion of the parcel, Lot 1 will include the Varsity Multi-Service Redevelopment project, and is proposed to be zoned as a Direct Control District with Multi-Residential - Medium Profile Support Commercial District (M-X2) land use as a base district.
- **LOT 2:** Located on the southeast portion of the parcel, this part of the site is the current location of the existing Fire Station 17 and the Household Hazardous Waste Drop-Off. Lot 2 is proposed to be zoned as a Mixed Use - General District (MU-1), which will provide a high degree of flexibility for its future development and allow for street oriented mixed-use development adjacent to 32 Avenue NW.
- **LOT 3:** Located in the southwest corner of the parcel, Lot 3 is proposed to be redesignated as Special Purpose - School, Park and Community Reserve (S-SPR) District. As 10% of the parcel will be required to be dedicated as municipal reserve at the time of subdivision per the Municipal Government Act and the City's Municipal Development Plan, this land use is applicable as it is only to be applied to land dedicated as school reserve, municipal school reserve, community reserve, and reserve pursuant to the Municipal Government Act. As a future park, the municipal reserve is intended to become a new community amenity to serve the public as an active and passive recreation space.

CONCEPTUAL DRIVERS & INTEGRATED PROGRAM

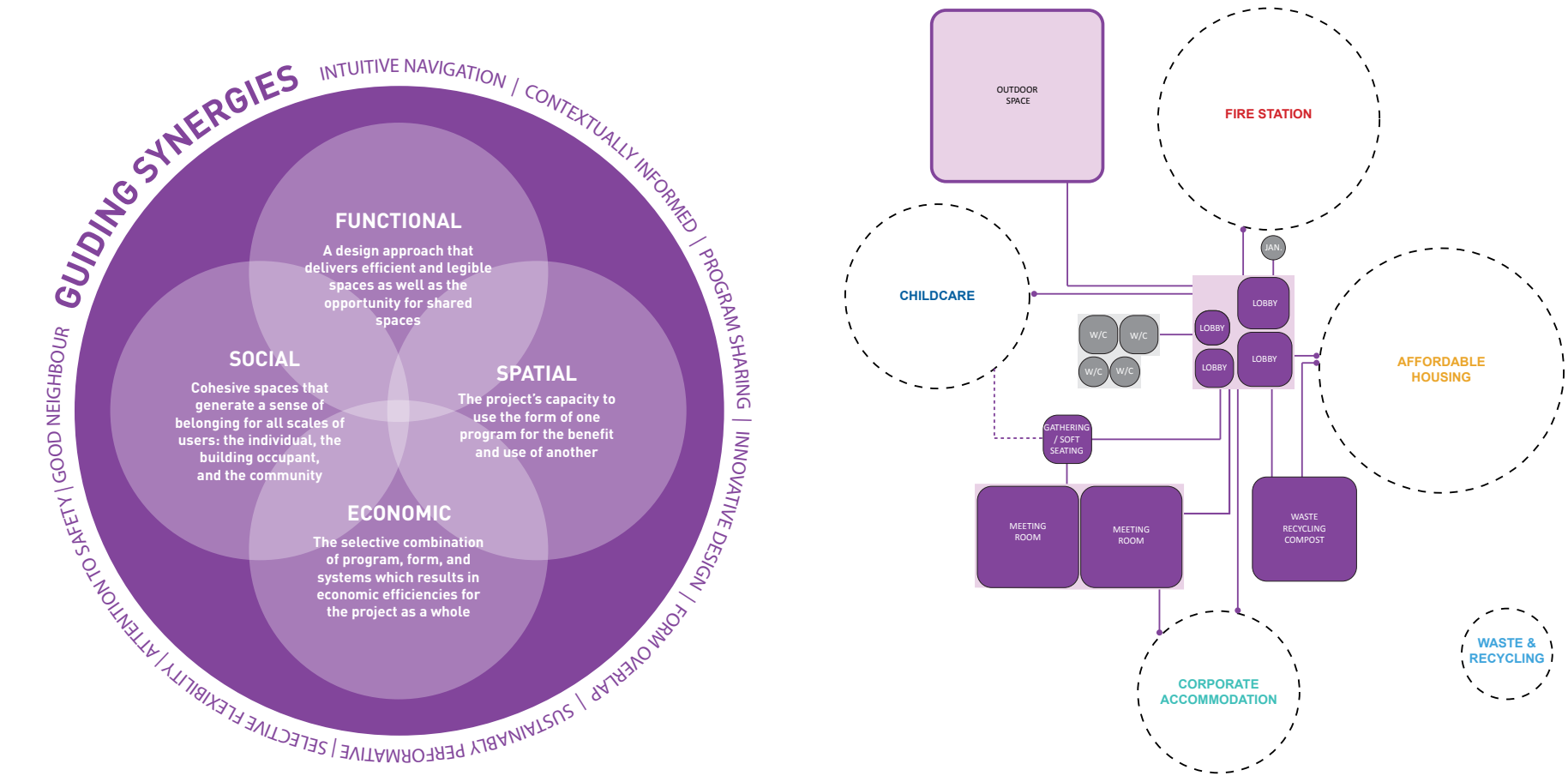
GUIDING SYNERGIES

Illustrated in the diagram on the right, the guiding synergies diagram was developed at the outset of the project to capture the project's integration mandate.

Integration at its core involves the combination of elements in a precise and conscious manner, where the result is a functional program and architectural form that is more beneficial than if each individual program has been designed separately. This is the concept of synergy. By studying the unique and similar requirements of each individual program, the design team arrived at the understanding that synergies could be produced in four different methods and function as guiding drivers for the project's design.

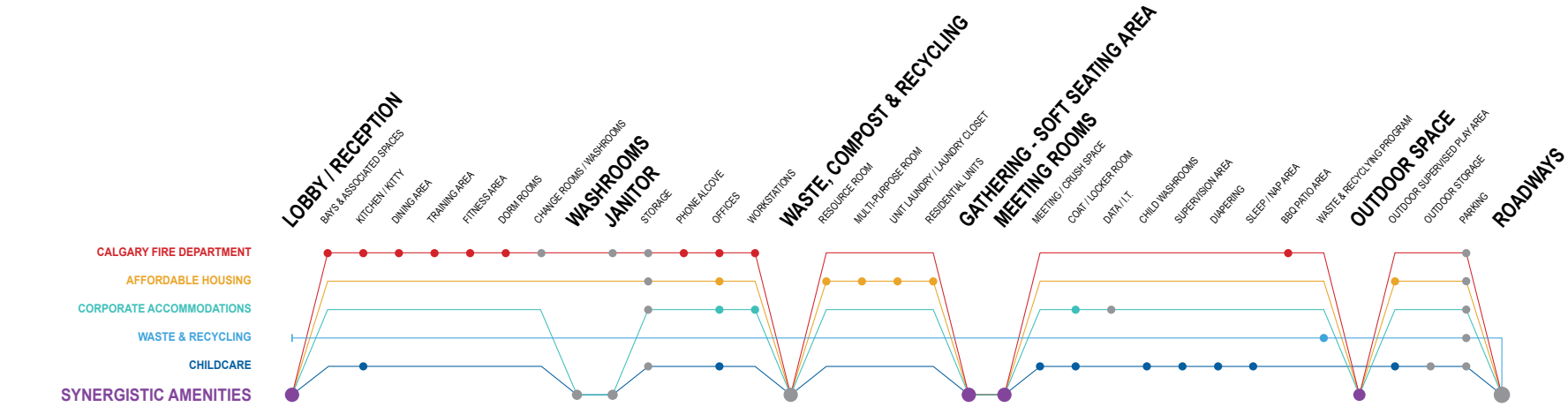
INTEGRATED FUNCTIONAL PROGRAM

Building on the guiding synergies, the project's integrated program was developed with the primary goal to identify the different synergistic opportunities. The diagram on the bottom illustrates the programmatic outcome of this analysis: synergistic amenities - spaces that could be shared, reduced in size, or could benefit from other program types. This allowed the program to align with its mandate for optimizing and integrating use of facility assets and guide the development of the architectural design. The adjacency diagram was a key step in arranging the program diagrammatically whereby spacial synergies and planning logic could then be realized through architectural form and massing.



GUIDING SYNERGIES

HIGH LEVEL ADJACENCY DIAGRAM



PROGRAM SYNERGIES DIAGRAM

CONTEXT OVERVIEW

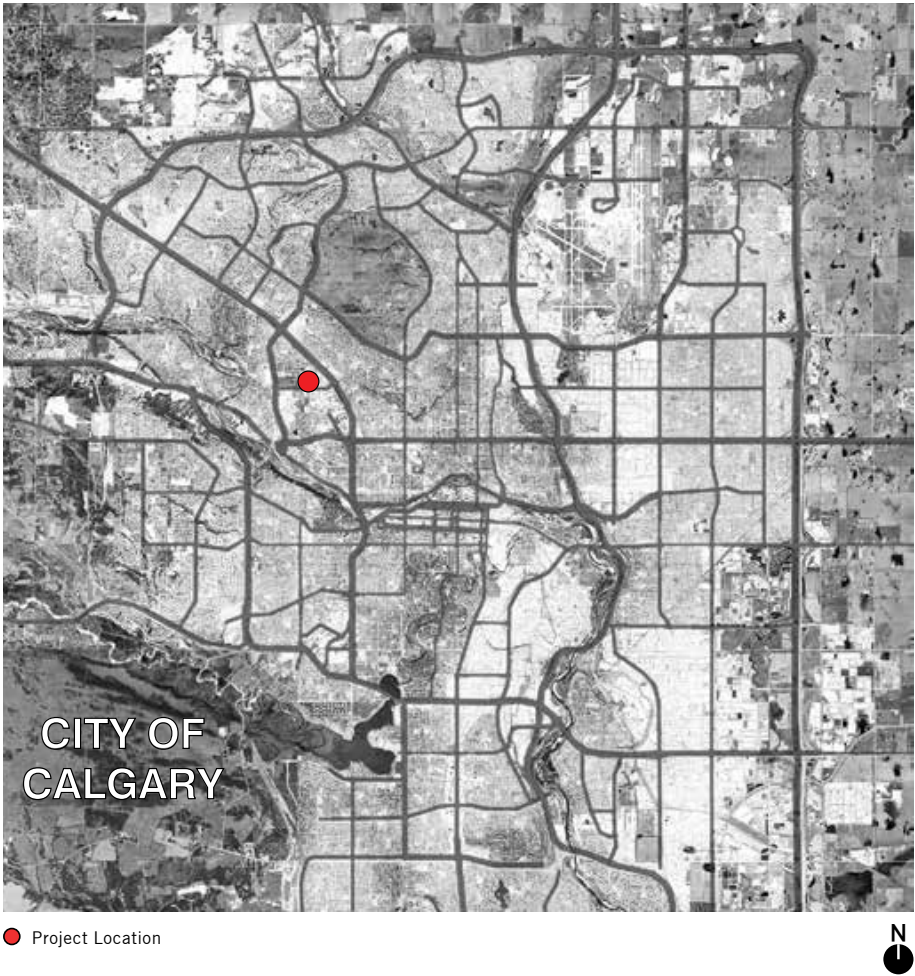
THREE DISTINCT CONTEXTS

The subject parcel for the VMSR project is located within three distinct adjacent contexts: the University Research Park to the north and east, the University of Calgary to the south and the Varsity residential community to the west. The prevailing typologies include:

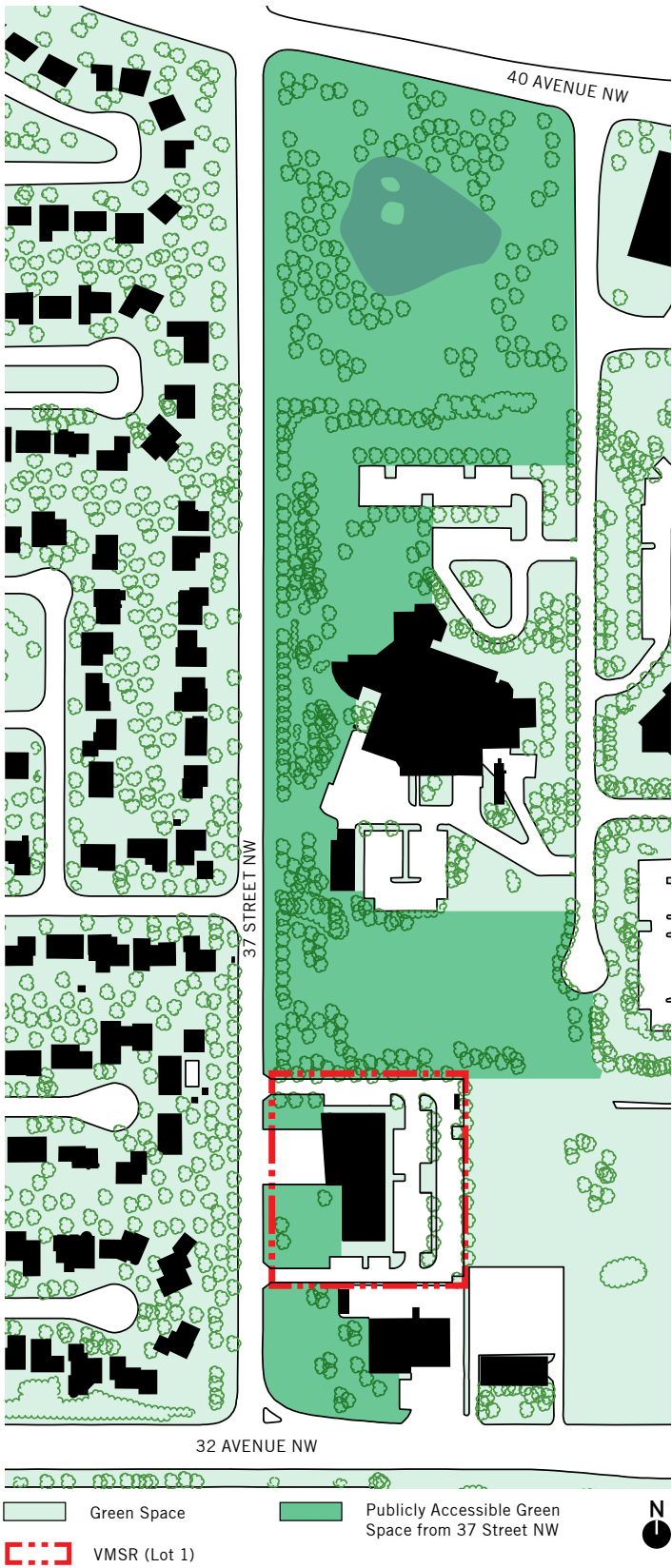
- ‘Objects in the landscape’ (University of Calgary & Research Park)
- Front porch condition (Varsity community)

37 STREET NW: A PARK STREET

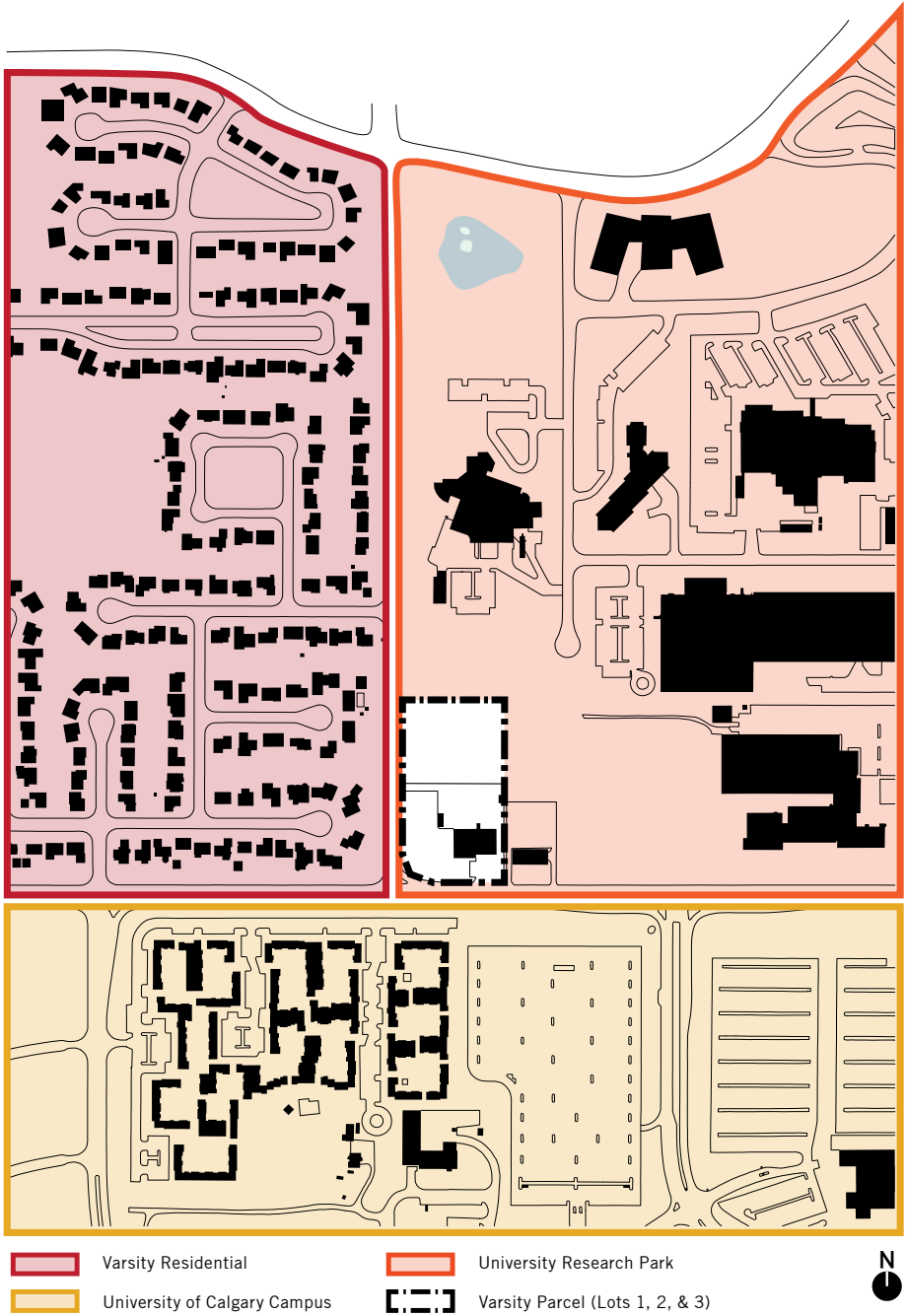
Within the three contexts is the predominant feature of 37 Street NW as a Park Street. This is characterized by a matured treed canopy along either side of the street with a large green setback along the east edge. The set back functions as a buffer to the existing structures of University Research Park, creating the ‘objects in the landscape’ quality of the area while providing an enjoyable green corridor for pedestrians and cyclists.



LOCATION KEY PLAN



37 ST NW: PARK STREET



THREE DISTINCT CONTEXTS



VARSITY RESIDENTIAL: FRONT PORCH CONDITION



UNIVERSITY RESEARCH PARK: “OBJECTS IN A LANDSCAPE”



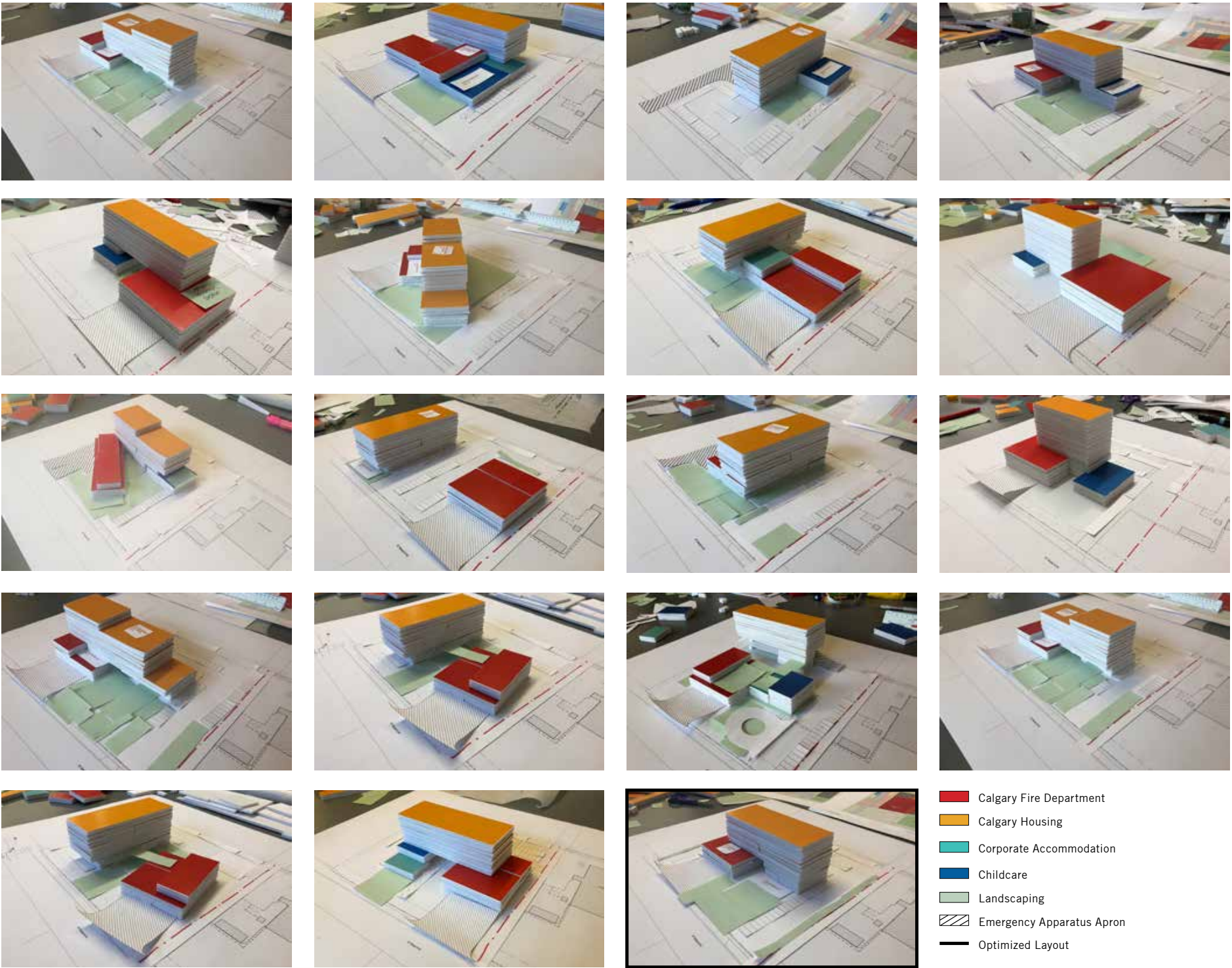
UNIVERSITY OF CALGARY CAMPUS: “OBJECTS IN A LANDSCAPE”



MASSING & SITE EXPLORATIONS

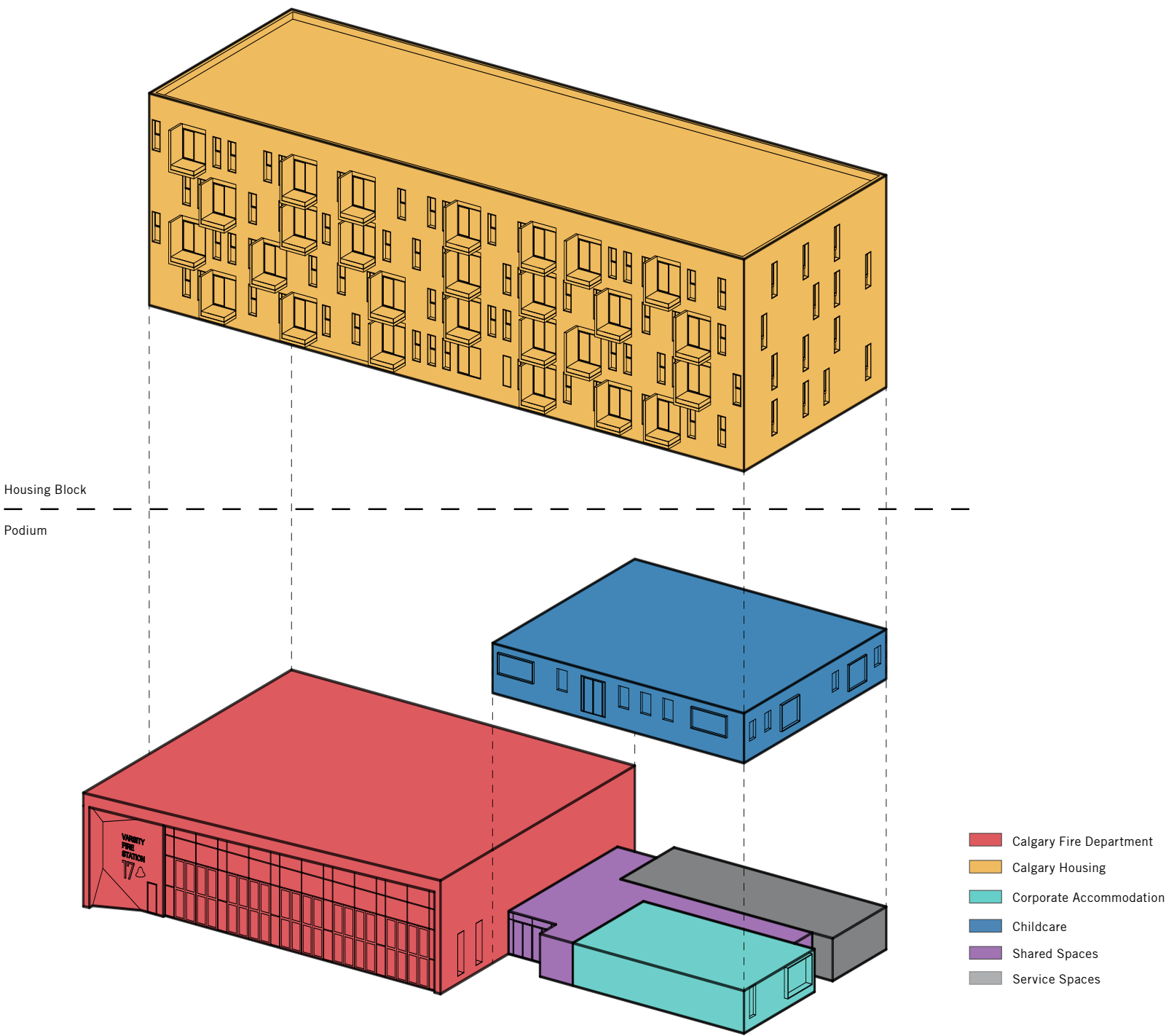
Through a series of layout and massing explorations, an optimized site layout emerged. Compact and efficient in design, the layout featured many of the project’s objectives:

- **REDUCTION OF OVERALL AREA:** Stacking the program together maximizes efficiency through the avoidance of redundancy and duplication of effort, achieving the synergistic project drivers
- **EMULATES CONTEXT:** Centrally locating the building emulates the surrounding ‘objects in the landscape’ and front porch typologies
- **SUPPORTS PARK STREET:** Building setback creates a publicly fronted green space onto 37 Street NW, further enhancing the Park Street identity
- **GOOD NEIGHBOUR:** Building setback acts as a good neighbour to the single family residences across 37 Street NW
- **RIGHT TO LIGHT:** The north / south bar orientation allows natural daylight into all residential units on the west and east elevations
- **EFFECTIVE PEDESTRIAN WAYFINDING:** Intuitive pedestrian circulation can be located on each edge of the building
- **DISCREET PARKING:** Facility parking is located away from 37 Street NW behind the facility
- **SAFETY & EMERGENCY RESPONSE APRON SEPARATION:** Calgary Fire Department emergency response apron is separated from other programs to provide quick and efficient egress from the facility as well as create a safe environment for the other uses



PROGRAM DISTRIBUTION

As an efficient stacked mass, the building is conceptualized as a two-storey podium consisting of the shared lobby and services, Calgary Fire Department, Corporate Accommodation offices, and Commercial Retail Unit with the four-storey Calgary Housing situated above. This generates a vertical gradient of public to private with the most public program located on the ground floor of the building and the private program located on the highest floors.



COMMUNITY ENGAGEMENT TIMELINE & OUTCOMES SUMMARY

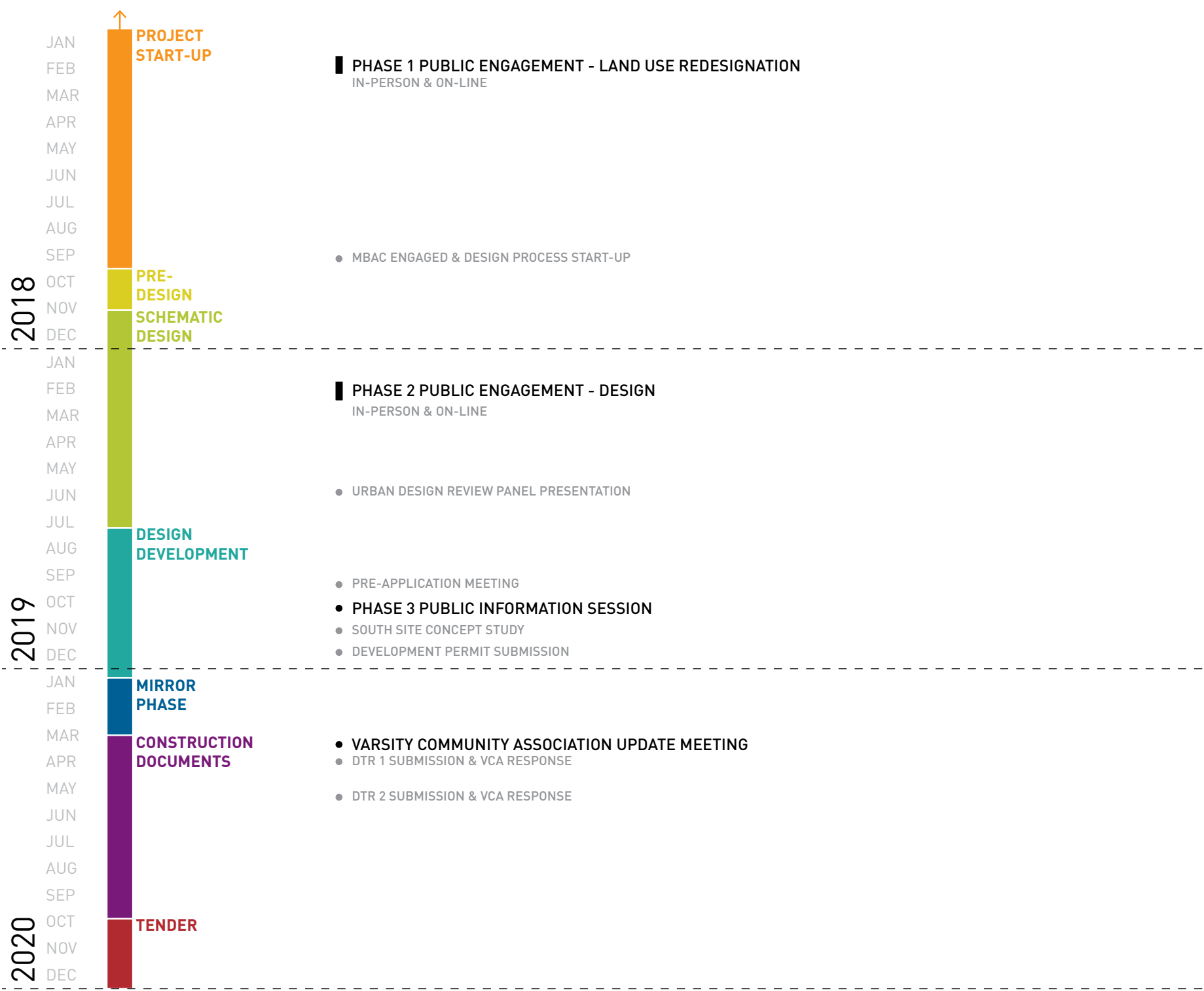
In addition to the continued and ongoing communications conducted by The City of Calgary with the Varsity Community Association throughout the project, the Public Engagement strategy included three major engagement phases.

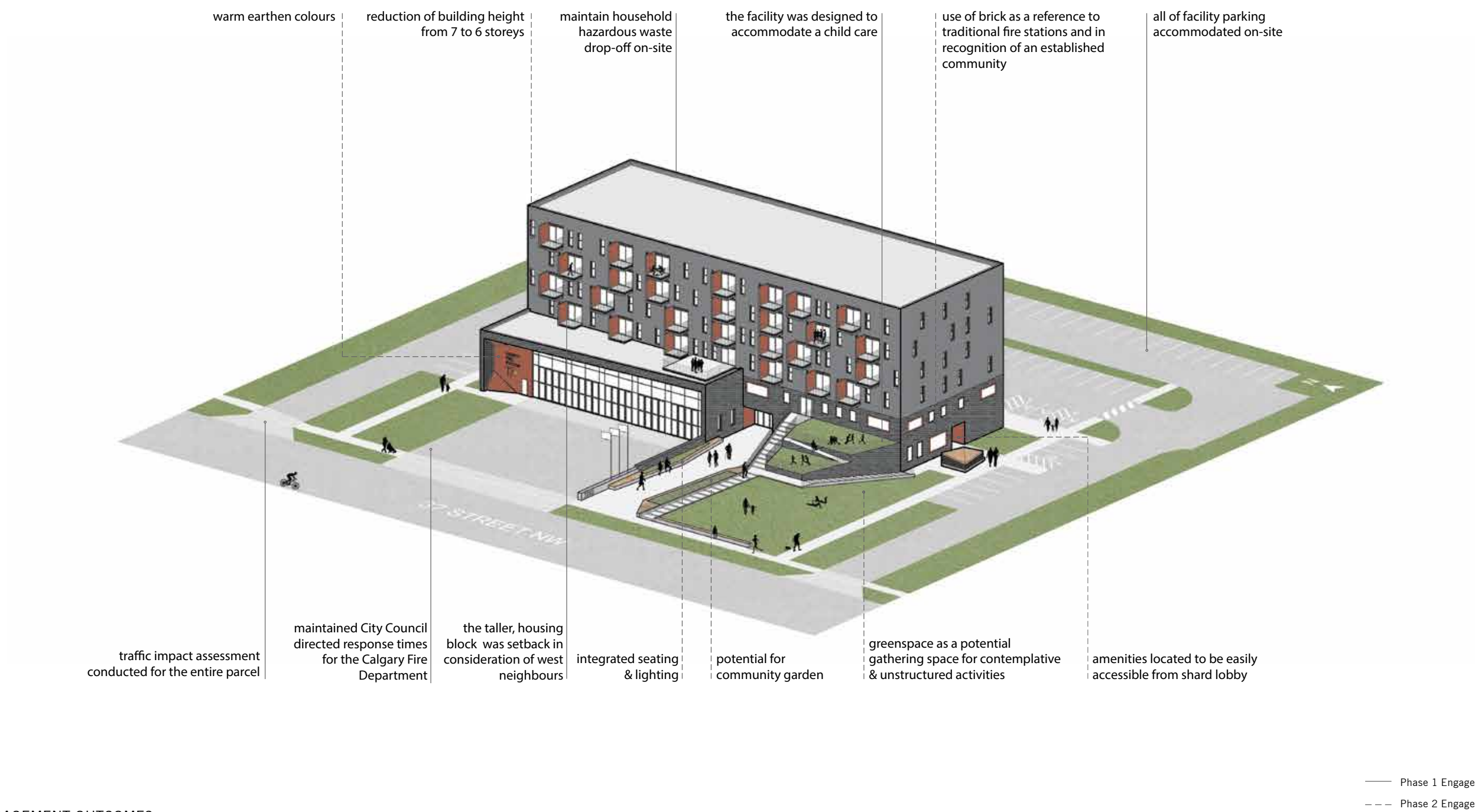
Phase 1 Public Engagement focused on the proposed land use re-designation, which proposed the inclusion of a residential component and other services and amenities in addition to the existing emergency services use. An in-person session was held for adjacent property owners on January 24, 2018 and a drop-in session on January 31, 2018 for all Varsity residents. The on-line feedback form was available February 2 - 16, 2018. Four high-level themes came out of the discussions and comments: project site, potential amenities or services, traffic, and design elements along with other general comments about the project.

Phase 2 Public Engagement focused on the design of the new site (Lot 1) as well as report back from Phase 1 and showed the progress of the design. Two drop-in sessions open for all Varsity residents were held on February 7, 2019 and February 9, 2019. The on-line feedback from was available from February 7 - 24, 2019. High level themes arose from the discussion and comments including the preference for the Fire Station to be a traditional, brick exterior, the proposed greenspace seen as potential gathering for contemplative and unstructured activities, preference for integrated seating style, and generally participants wanted to see good design of the facility to mesh with the community.

Phase 3 Public Engagement included a Public Information Session, held on October 17, 2019. This in-person session showed the public where the project was in the design process prior to submission of the development permit, as well as illustrated outcomes of integrated community feedback from the previous sessions. The majority of the responses received in person or from feedback forms reflected a positive response to the current design presented and to the process that was followed to reach this stage of the design.

The Public Engagement process connected with Varsity residents with additional targeted communications with adjacent land owners, the Ward Councilor and the VCA. The engagement resulted in positive impacts to the project including design changes, such as the type of exterior materials proposed, the lowering of the height by one story, and conducting a traffic impact assessment.





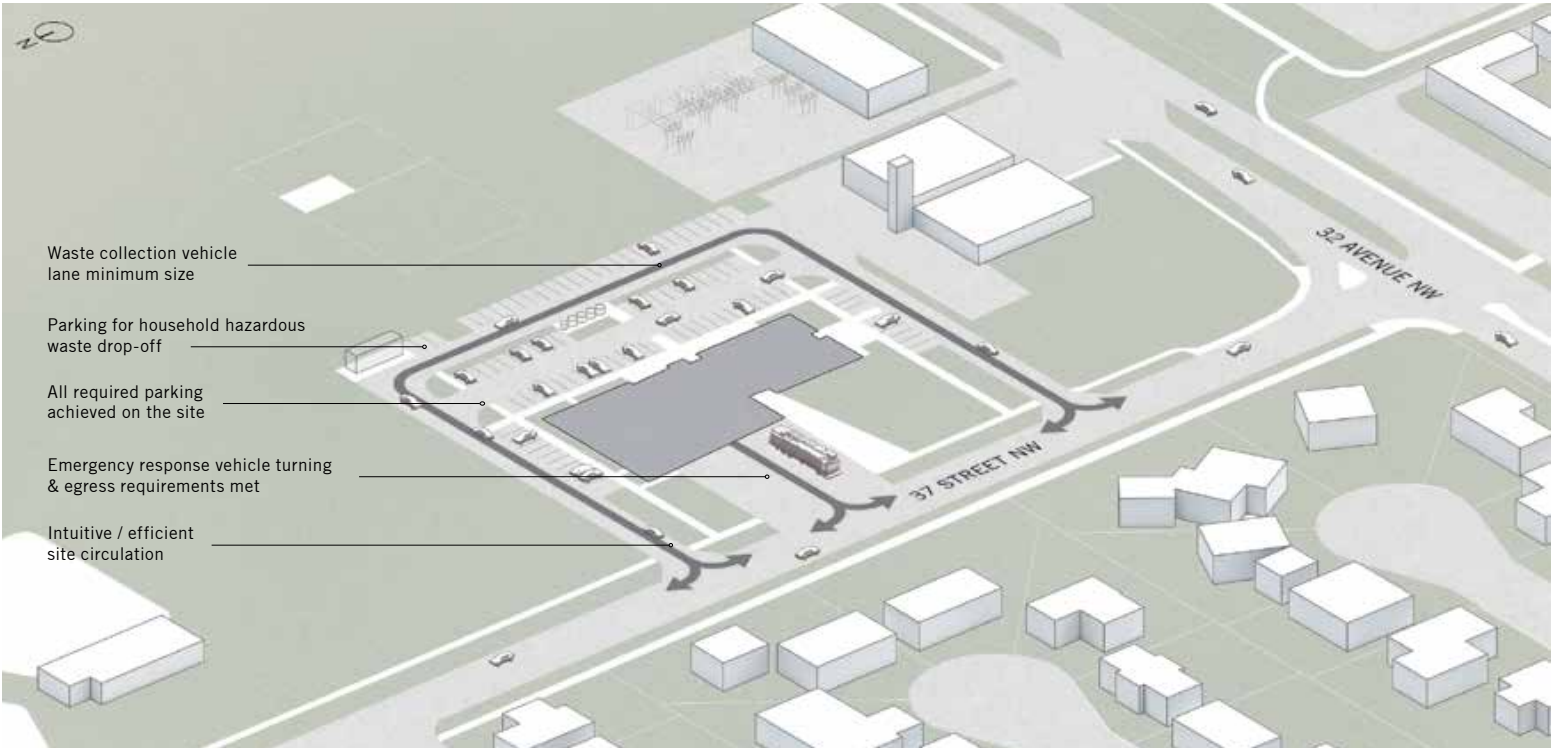
PUBLIC ENGAGEMENT OUTCOMES

DESIGN OVERVIEW

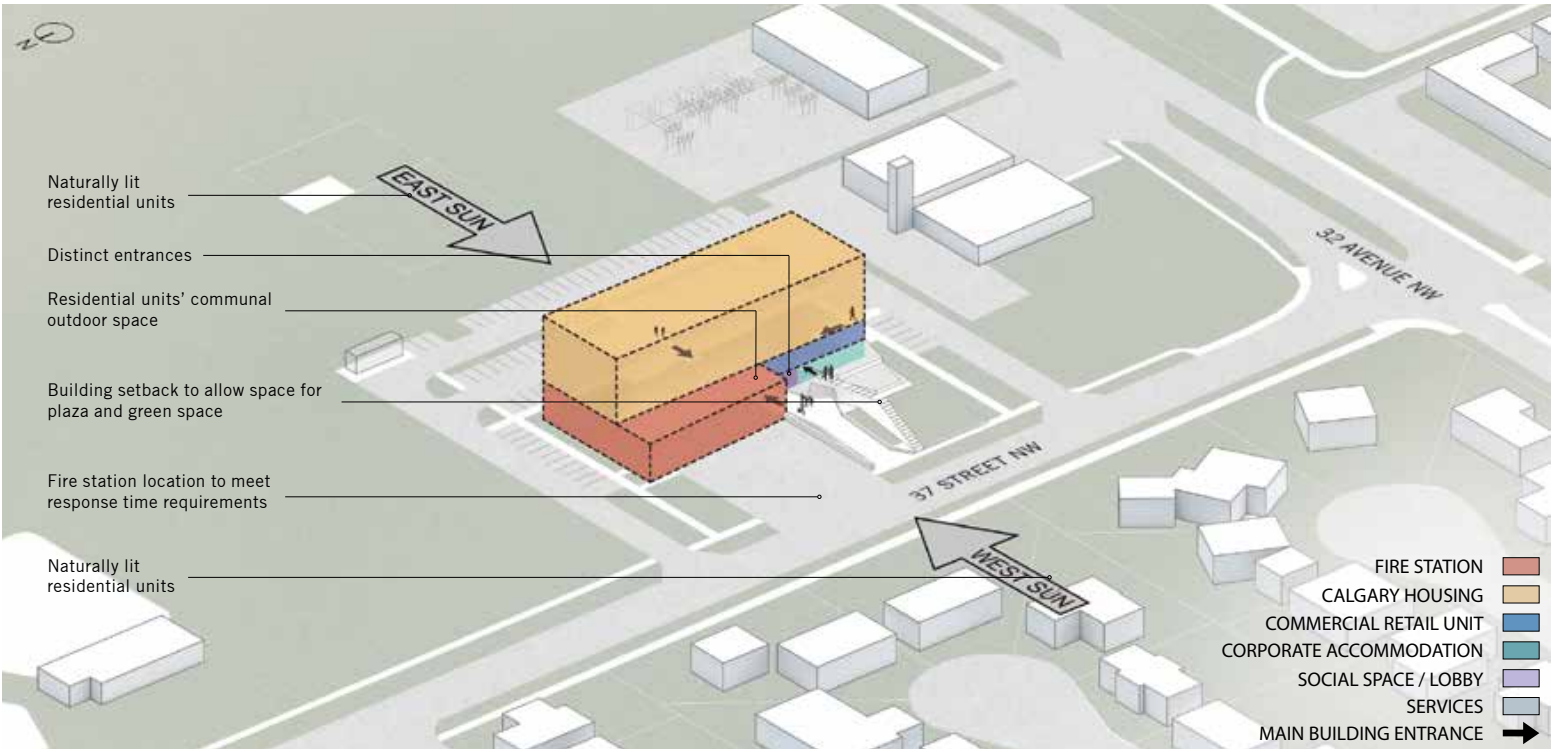
From a site planning perspective, the design creates a formal, public front that is characterized by the absence of parking, the presence of formal and informal soft and hardscapes, and honorific urban and architectural elements that signal the presence of different programmes. The front public green space is understood as a continuation and extension of the large street trees and green space along 37th Street, an informal social space that can be occupied by the adjacent community and building users, but also acts as a buffer to the adjacent small-scale suburban fabric. This softscape area connects to the daycare outdoor play areas, the semi-public roof deck for the affordable housing, the main entry plaza and entry, and various forms of outdoor seating conducive to an animated public realm.

The site planning on the north, east and west sides is optimized based on shared parking, dedicated parking, circulation routes for multiple modes of use, and the public access to the Household Hazardous Waste Drop-Off. The design is compact and efficient, with dedicated parking adjacent to the related uses, including childcare drop-off connected to both interior and exterior access to the childcare space. The facility's garbage and recycling area is located directly across from a facility entry and screened by landscaping. The site design also features two accesses, due to the complexity of circulation, with the secondary drive aisle to the south designed to be shared with the development of the south parcel.

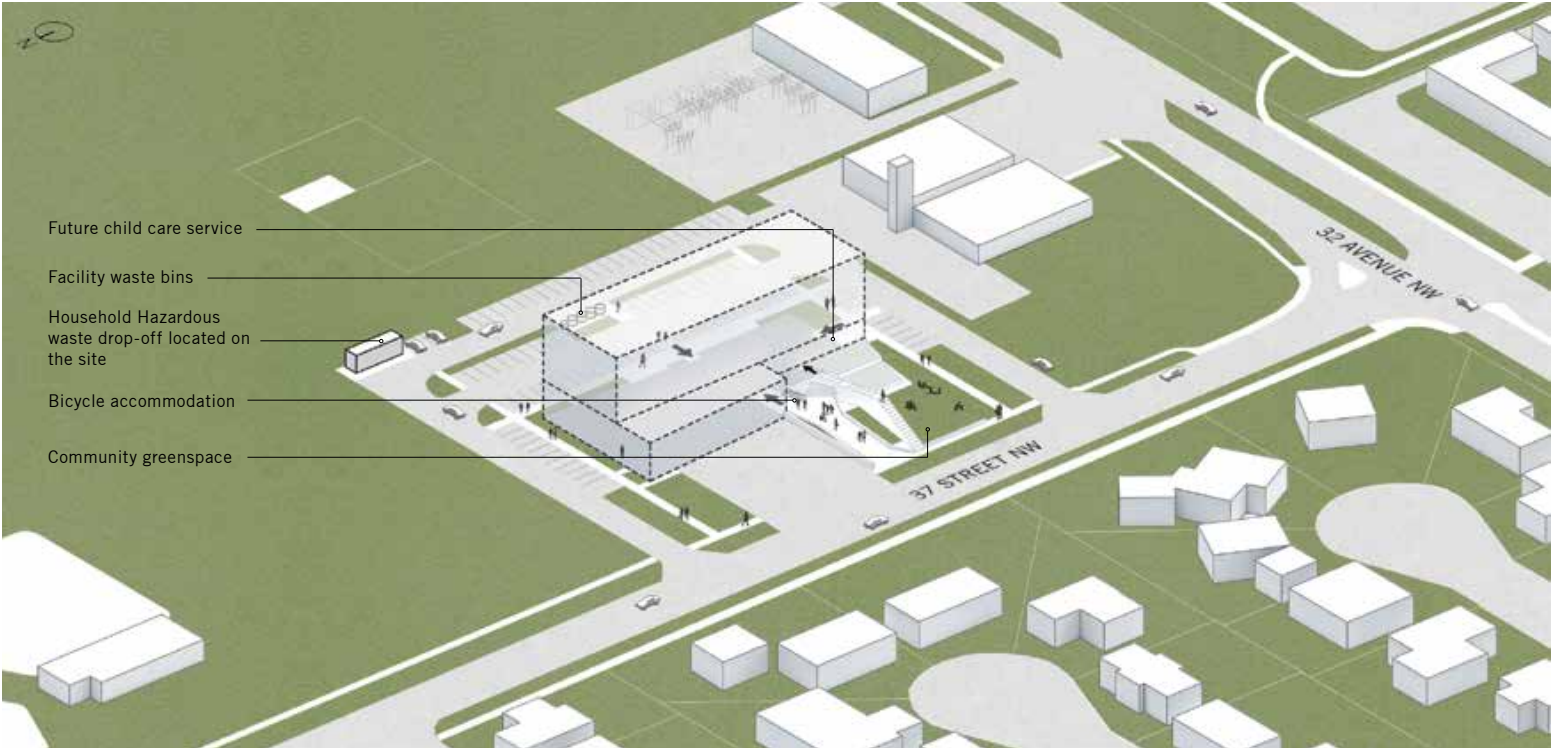
As an urban form, the building mass is a manifestation of the three adjacent contexts and their primary typologies. Specifically, the building mass echoes the 'objects in a landscape' typical in the University Research Park and the University of Calgary, but also emulates the front yard condition typical of the residential fabric of Varsity. This urban form pushes the major mass to the 'back' of the site, away from the small-scale residences to the west, and uses the public podium and related landscape development as a scalar threshold and 'front porch' area, providing a gradation of public to private appropriate to the context as well as the building's uses. Critical to the development of the 'front yard' was the legibility of the facility and its programmes from both the pedestrian experience as well as the vehicular trajectory. Finally, in terms of urban form, it was key that the residential block be oriented north-south in order to provide the most equitable access to natural light.



ROAD & PARKING LAYOUT



BUILDING LAYOUT



FACILITY AMENITIES



SITE LANDSCAPING & PEDESTRIAN ORIENTED DESIGN



SITE PLAN



SOUTH WEST RENDER

the marc boutin architectural collaborative inc.

EXTERIOR DESIGN & MATERIALS

From an architectural perspective, the potential and necessary synergies inherent in an integrated facility are most fully manifested in the two-storey podium, a brick-clad form that transforms to create site-specific and programme-specific spaces and places while maintaining an overall legibility. Specific formal transformations within the brick podium include the heroic cantilever of the fire station within which is nestled the full glazed doors exhibiting the fire trucks inside and symbolic bell outside, the extension of the podium wall into a habitable landscape wall incorporating the building address and emblematic flag poles, the canted brick retaining wall within which is housed the bike parking, the outdoor play areas for the childcare spaces, and entry deformations that protect the user from inclement weather. Specific formal ‘ruptures’ within the podium are clad in terracotta coloured masonry to highlight key programmes or symbols: for example, the bike parking and the emblematic bell. The materials of the podium, brick and curtainwall, are robust and of institutional quality, appropriate for high-use public areas.

Alongside these primary form-based transformations, there are two families of fenestration. The first type is a base-line window that is compositionally connected with the affordable housing fenestration. The second type of window celebrates unique programmatic aspects within the facility (such as the childcare rooms) and are larger and armed with an urban-scale frame that is coloured differently from the podium brick, as a user-centric animation of the façade.

Above the podium is the affordable housing block, a simple volume clad in a residential, fibre cement board panel finished in a complimentary colour to the brick. Within this overall form are the balcony punctuations, expressed as projected additive forms. These balconies, composed in an asymmetrical manner on the facade, are an expression of the individuals and individual families living within the facility and are clad fibre-cement panels, finished in a warm red tone on the interior of the balcony to relate to the warm earthen terracotta within the podium.



A: PODIUM



A1 - BRICK PODIUM



A2 - TERRACOTTA
CLADDING & SOFFIT

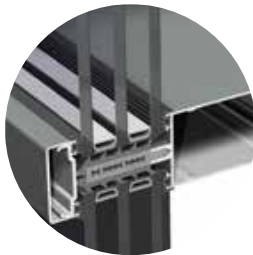


A3 - HIT & MISS BRICK
FEATURE

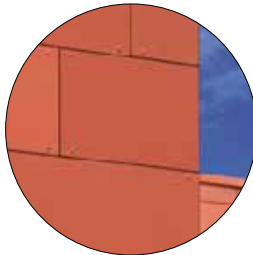
B: HOUSING BLOCK



B1 - FIBRE CEMENT BOARD
CLADDING

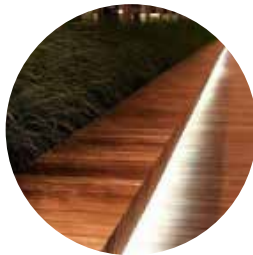


B2 - FIBRE GLASS
CURTAIN WALL



B3 - HIGH PRESSURE
LAMINATE PANELS

C: LANDSCAPE ELEMENTS



C1 - WOOD CLAD LINEAR
SEATING



C2 - SAW-CUT BRUSHED
CONCRETE



C3 - HDPE MOVABLE
FURNITURE



NORTH ELEVATION



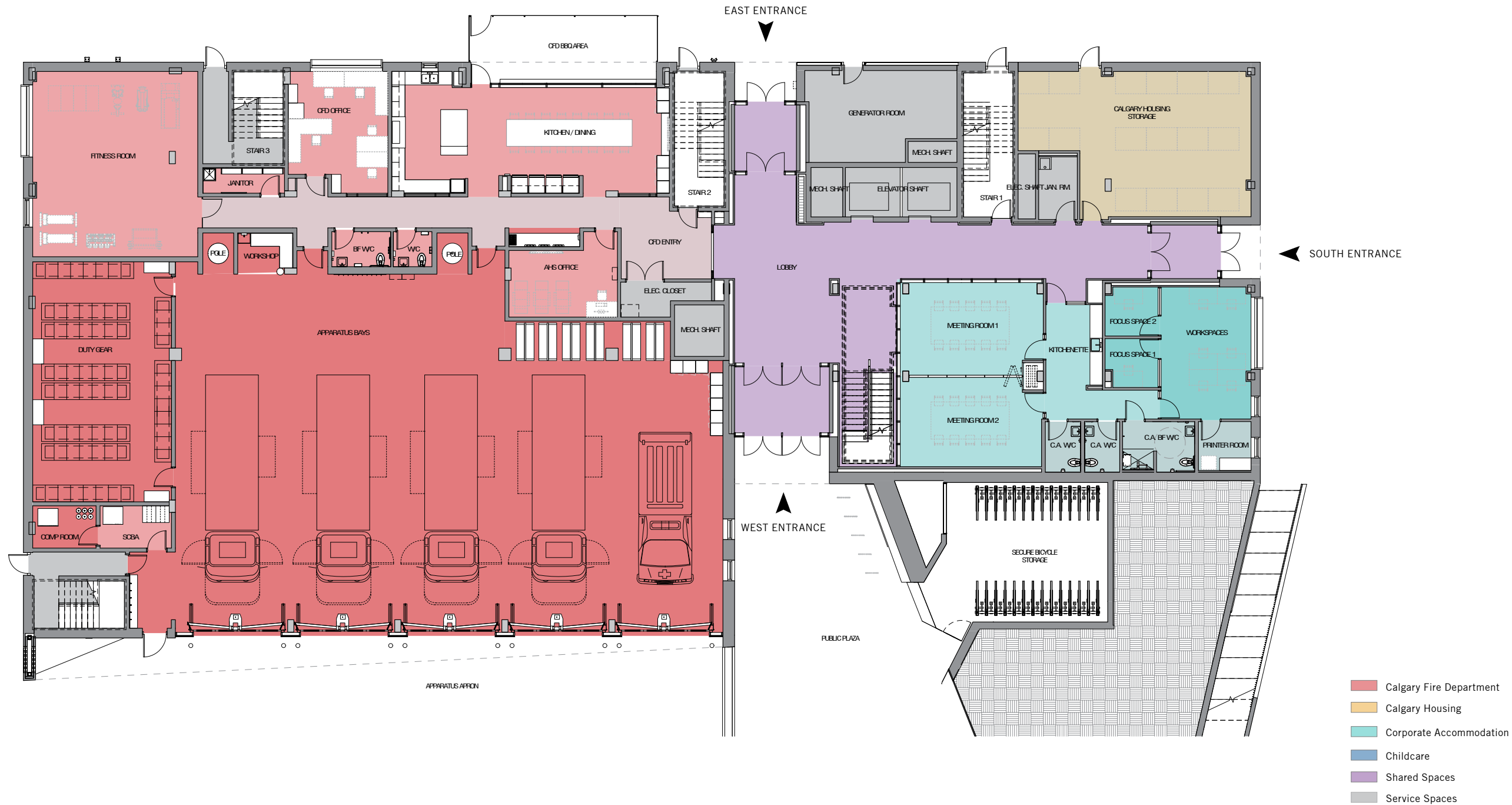
EAST ELEVATION



SOUTH ELEVATION

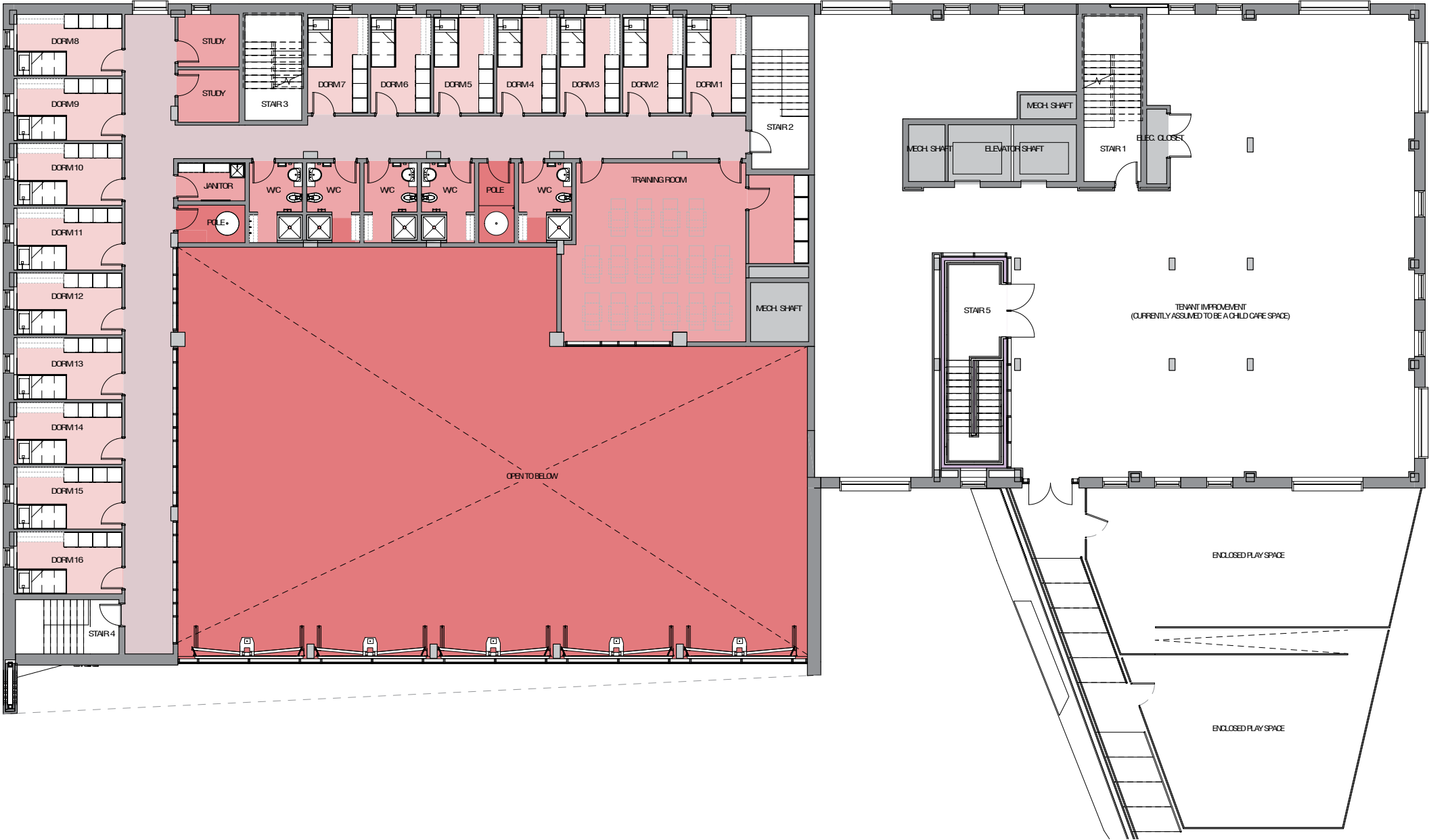


WEST ELEVATION



LEVEL 1 FLOOR PLAN





LEVEL 2 FLOOR PLAN



the marc boutin architectural collaborative inc.

LEVEL 3 QUANTITY SUMMARY:

STUDIO UNITS:	2
1-BEDROOM UNITS:	6
2-BEDROOM UNITS:	3
3-BEDROOM UNITS:	1
RESOURCE ROOM	1



- Calgary Fire Department
- Calgary Housing
- Corporate Accommodation
- Childcare
- Shared Spaces
- Service Spaces

LEVEL 3 FLOOR PLAN



LEVELS 4, 5 & 6 QUANTITY SUMMARY

STUDIO UNITS:	6
1-BEDROOM UNITS:	15
2-BEDROOM UNITS:	12
3-BEDROOM UNITS:	3
SOCIAL SPACE	3



LEVEL 4, 5 & 6 FLOOR PLANS
(BALCONY LOCATIONS DIFFER PER FLOOR, REFER TO ELEVATIONS)

- Calgary Fire Department
- Calgary Housing
- Corporate Accommodation
- Childcare
- Shared Spaces
- Service Spaces



SOUTH SITE CONCEPT STUDY SUMMARY

Following a Pre-Application Meeting (PE2019-01644) held on October 9, 2019 for the Varsity Multi-Service Redevelopment (VMSR) project, the marc boutin architectural collaborative inc. (MBAC) was retained by The City in November 2019 to complete a concept study for the remaining south portion of the parcel, primarily as a response to the Urban Design Review Panel outcomes to address potential future connections and opportunities on the south portion of the parcel. The purpose of this concept study is to illustrate the holistic future development opportunities for the entire parcel located at 3740 - 32 Avenue NW (Plan 1799GC Block 2 Lot 9).

The south portion of the site is proposed to be divided into two lots: Lot 2 and Lot 3. Importantly, the subject parcel is owing 10% of its area to municipal reserve at the time of subdivision. Although subdivision is not being pursued at this time, this area is being proposed to be set aside as a future park to strategically plan for the future and meet the requirements of the owed municipal reserve when subdivision takes place.

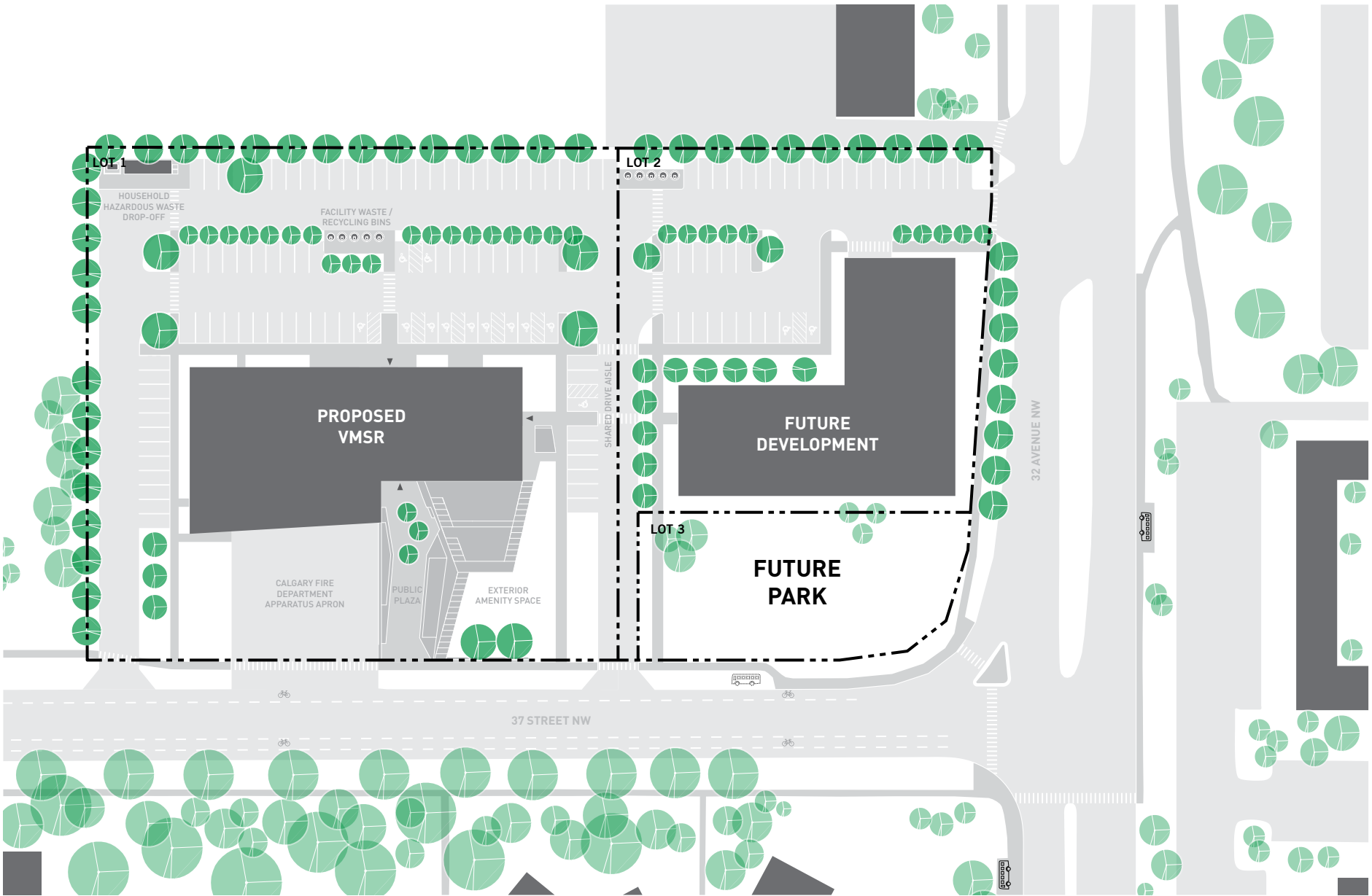
Arising out of the South Site Concept Study, the proposed locations for Lots 2 and 3 are based on a series of objectives:

- To situate the future development of Lot 2 to emulate the surrounding context condition of 'objects in a landscape',
- To create a setback to encourage future development of Lot 2 to act as a good neighbour to the single family residential homes to the west of 37 Street NW,
- To maintain 37 Street NW's park street identify with the proposed park use on Lot 3,
- To allow the continued operations of the existing fire station during the development of Lot 1, and
- To provide the highest development flexibility for Lot 2.

Following this analysis, a series of massing and concept studies test fit potential future development for both lots. Lot 2 assessed a similar scale development to the Varsity development on Lot 1, and resulted in a proposed MU-1 land use redesignation to allow for a mixed-use development but with recommended restrictions on height to minimize impact to the surrounding community. The study for Lot 3 included two park design concepts.

Highlighted Outcomes

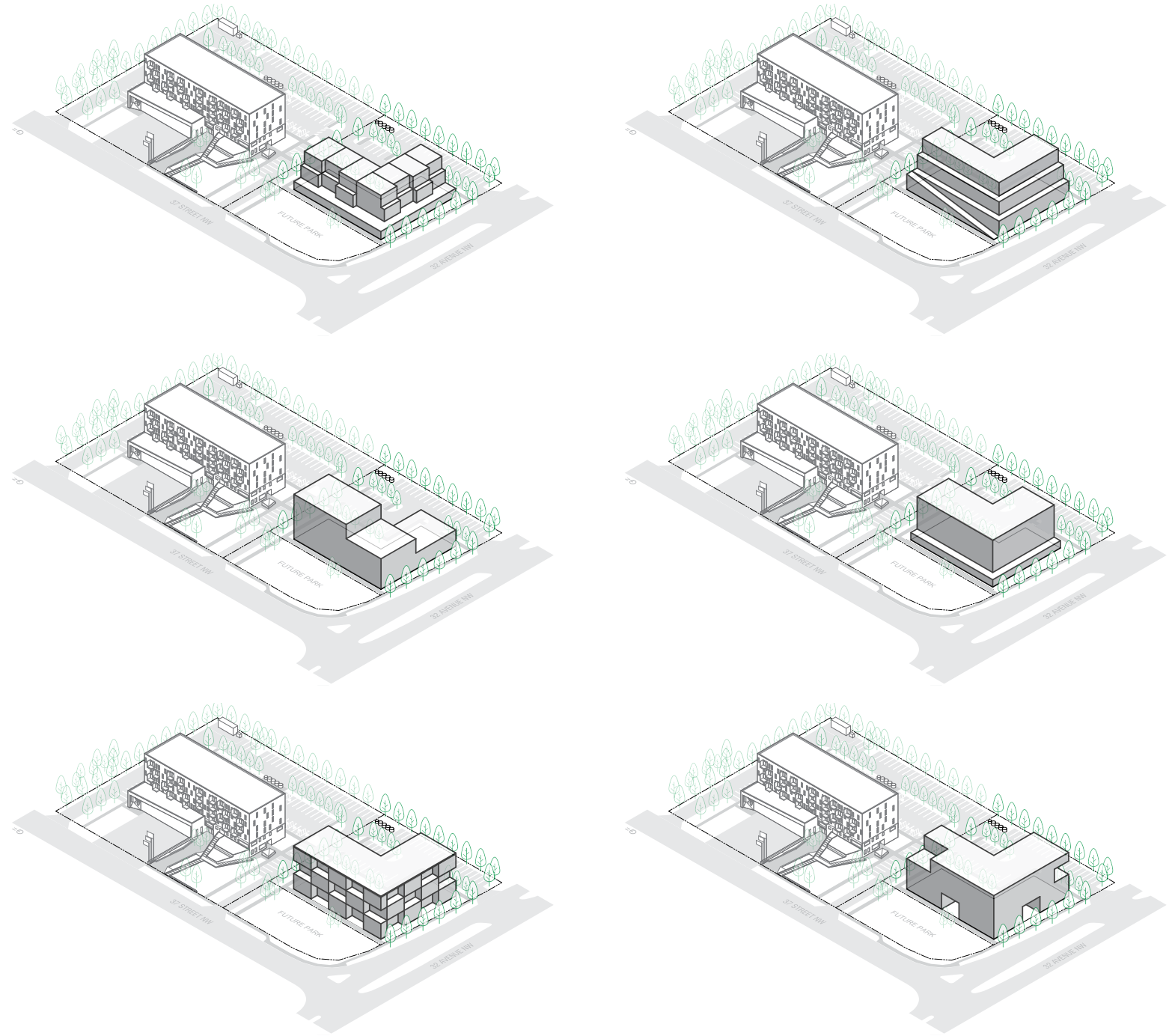
An important result of this concept study was a decision to mirror the project in the north / south orientation while maintaining the overall program. With a better location for CFD emergency response to the northern edge of Lot 1, this allowed for stronger connections of the public uses and pedestrian connections of Lot 1 to the future developments of Lot 2 and Lot 3.



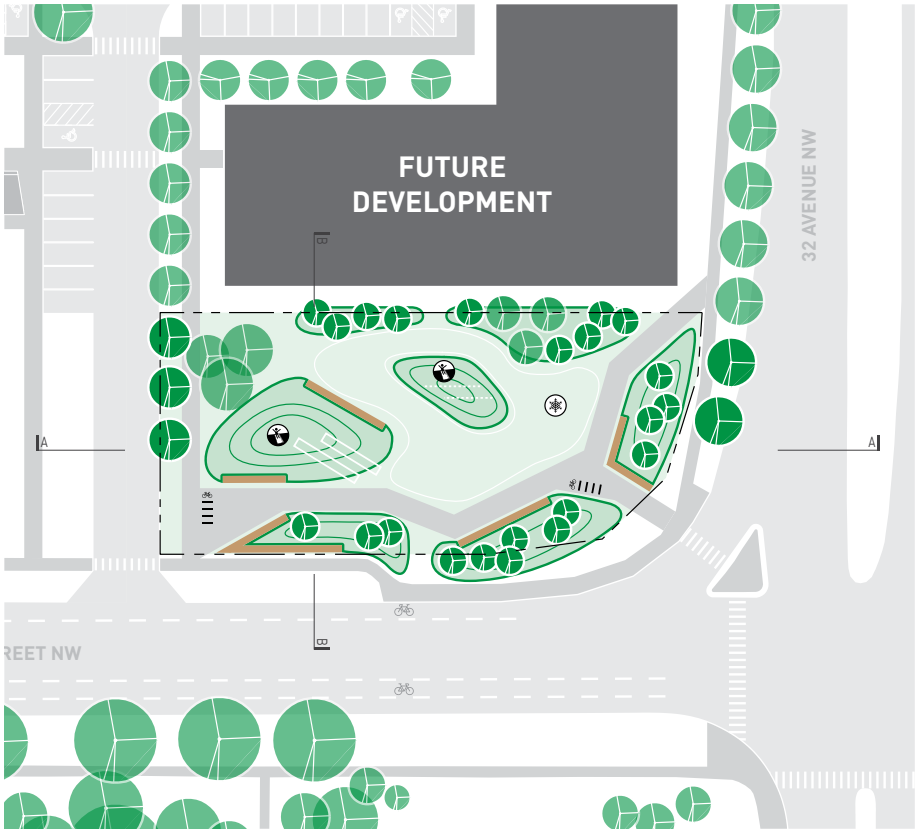
CONCEPT SITE PLAN

LEGEND

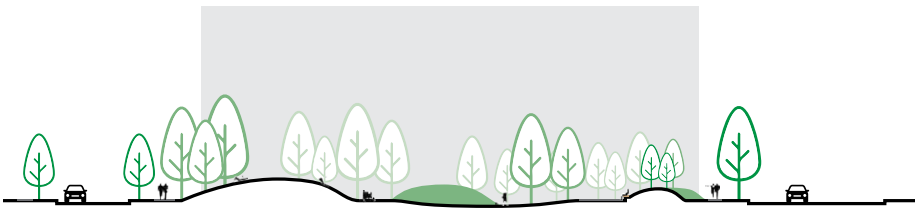
- buildings
- existing trees
- proposed trees
- bike lanes
- active bus stop
- inactive bus stop



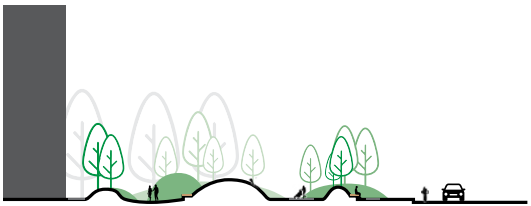
LOT 2: MASSING STUDIES



LOT 3: PARK CONCEPT DESIGN OPTION 1

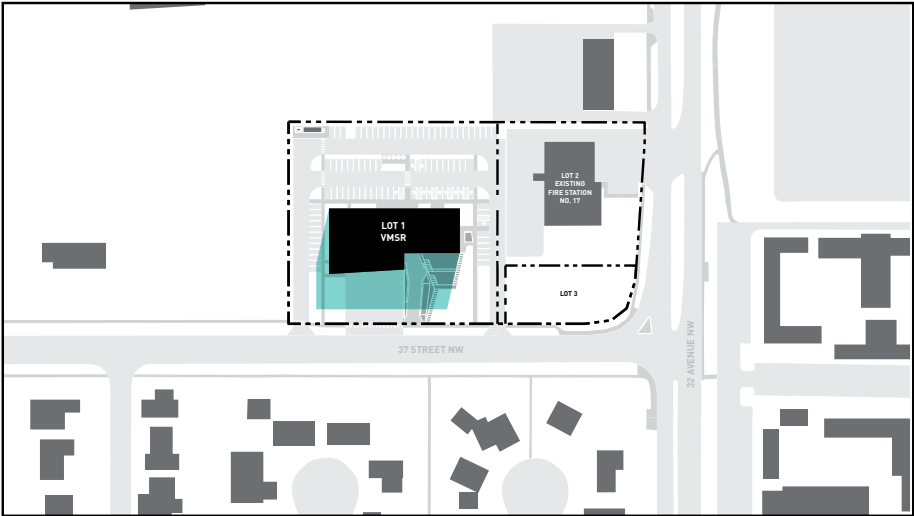


SECTION A

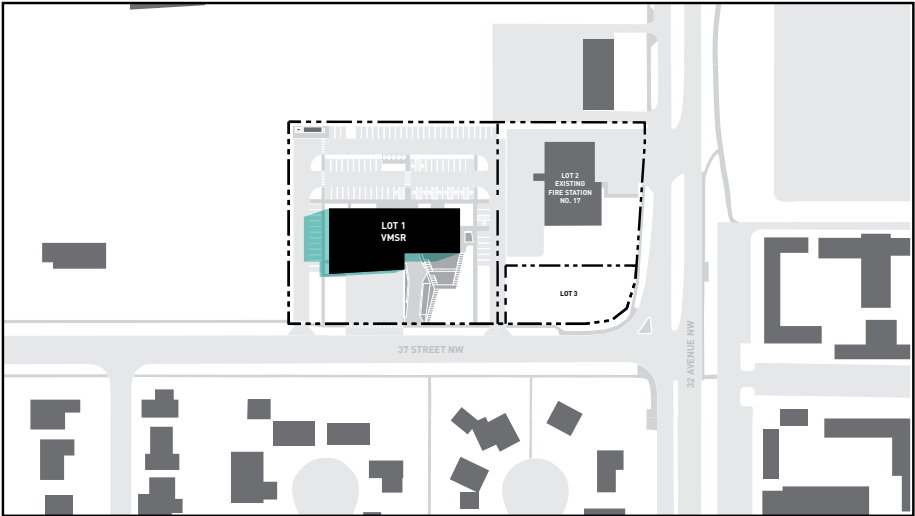


SECTION B

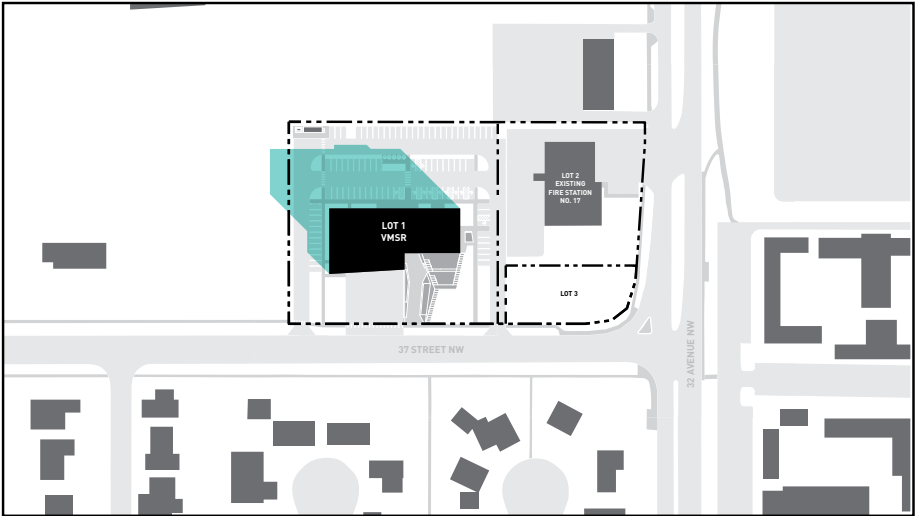
LOT 1 SHADOW STUDIES



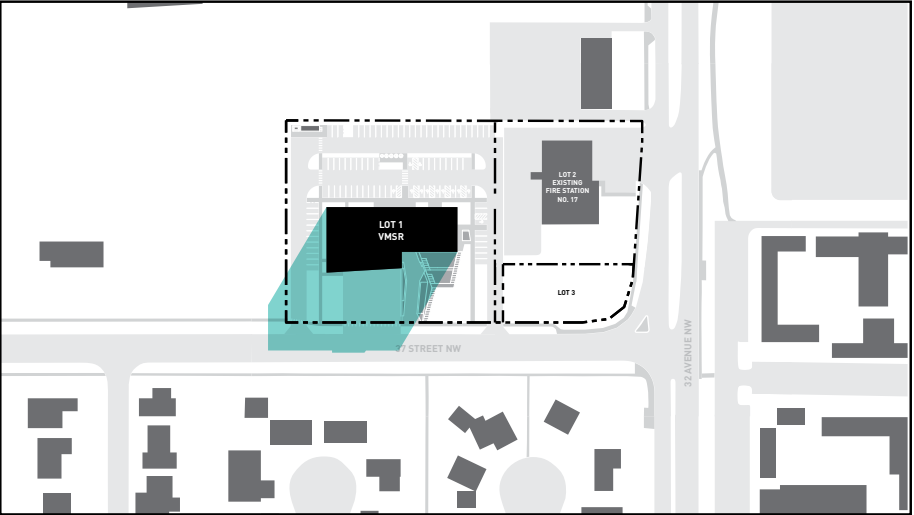
JUNE 21 - 9:00AM



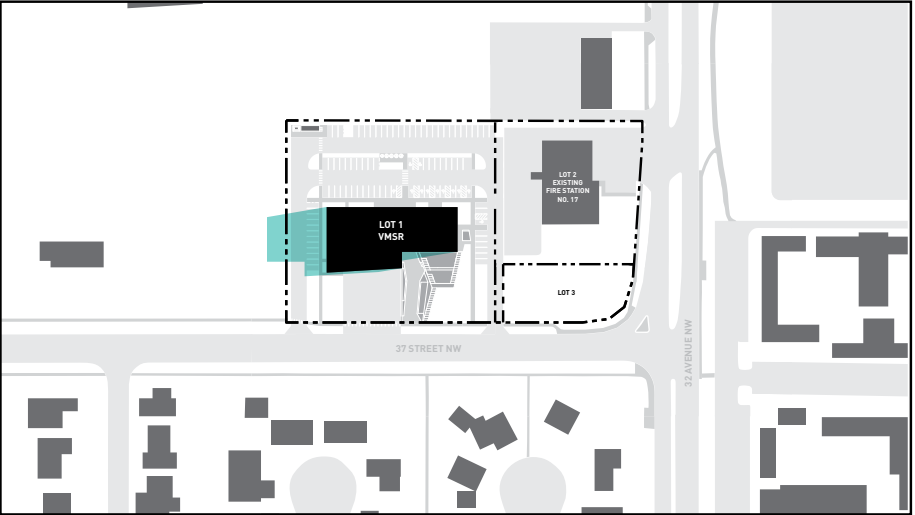
JUNE 21 - 12:00PM



JUNE 21 - 3:00PM



SEPTEMBER 21 - 9:00AM



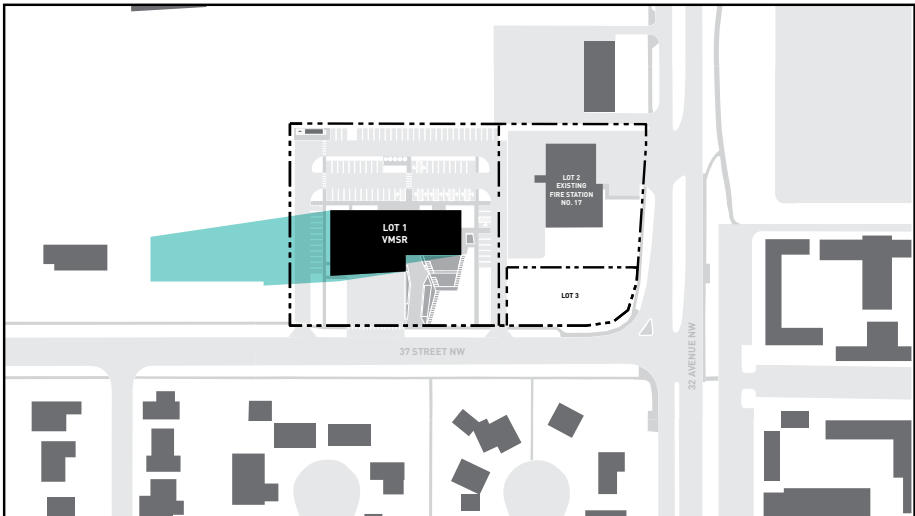
SEPTEMBER 21 - 12:00PM



SEPTEMBER 21 - 3:00PM



DECEMBER 21 - 9:00AM



DECEMBER 21 - 12:00PM



DECEMBER 21 - 3:00PM

Urban Design Review Panel Comments

100, 205 ninth avenue southeast
calgary alberta Canada T2G 0R3t 403 261 9050
f 403 261 9054the marc boutin architectural collaborative inc.
marc boutin, Architect, AAA, Principal
www.the-mbac.ca

UDRP RESPONSES

VARSITY MULTI SERVICE RE-DEVELOPMENT | JUNE 26, 2019

PROJECT + PROJECT NUMBER:	Varsity Multi-Service Redevelopment (VMSR) 18-004
OWNER/OWNER'S REPRESENTATIVE:	Christa Seepish Project Manager, The City of Calgary, Facility Management
PRIME CONSULTANT:	the marc boutin architectural collaborative inc.
DATE	August 20, 2019

UDRP SUMMARY:

After presentation and review of this application, the Panel finds the site design of this project to be challenging in the current arrangement as reviewed. The Panel appreciates various technical requirements of this integrated facility, however other vehicular related aspects appear to substantially drive the layout and sacrifice the urban interface in the process. The project is significantly different (and advanced) from the schematic information presented to the Panel in October of 2017, though a consistent comment is that the subject parcel will be dramatically informed by the ultimate master planning of the entire site. The corner of 37th Street NW and 32nd Avenue NW remains to be determined and could significantly impact the success of this project. While the Panel understands the owner's intention to sell the remaining portion of land on the corner, an indication of how that parcel could be developed should be studied and shown to help ensure a workable, positive master plan of the site can be achieved.

The panel recommends further review of the application; comments are less critical as they relate to the building design and more specific to building placement and site design features that impact the urban realm. Primary aspects are summarized below and reinforced in the rated urban elements:

1. The edge condition along 37th Street NW is negatively impacted by vehicular considerations above that of the pedestrian realm. As proposed, the CFD apron spans a significant width, in addition to two separate driveways, along this frontage.
2. Excessive surface parking is perceived, potentially overparked for the intended building use (as it relates to affordable housing) and the resulting layout isolates the building with a very high degree of asphalt area. Related to above, reduced parking and the elimination of a redundant driveway access is strongly encouraged by the Panel.
3. Due to context, greater consideration for pedestrian connectivity must be considered. An adjustment to move the building massing towards 37th Street NW should be studied as part of this analysis.

RESPONSE SUMMARY:

The project team appreciates the UDRP's review and recommendations, many of which are being incorporated into the project to enhance and augment the urban design realm. Refer to **Diagram #1 – Design Changes to Address UDRP Response**

The study of the South Site is currently not included in the project scope. The City of Calgary has confirmed that a further study will not be provided at this time. However, the integrated site recognizes that the south portion of the parcel will be developed in the future, and as such, has proposed a shared drive aisle to provide access to the south parcel.

The design responses are summarized below and are described further in the responses to each element of urban design:

UDRP PRIMARY RECOMMENDATION:
1. The edge condition along 37th Street NW is negatively impacted by vehicular considerations above that of the pedestrian realm. As proposed, the CFD apron spans a significant width, in addition to two separate driveways, along this frontage.
RESPONSE:
Design Changes to Address UDRP Response:
<ul style="list-style-type: none"> - Enhanced urban design quality of 37th Street NW, including benching along 37th Street NW and further refinement to sloped landscape and child care play spaces - Reduced width of drive aisles (north drive aisle reduced from 8m to 7.2m; south drive aisle reduced from 10m to 7.2m; east drive aisle reduced from 8m to 7.2m; reduced asphalt area added to green amenity space and site setbacks)
Clarification of Issues & Design Intentions:
<ul style="list-style-type: none"> - Review of CFD's apron to confirm program requirement, including providing relevant emergency response requirements and best practice apron design
UDRP PRIMARY RECOMMENDATION:
2. Excessive surface parking is perceived, potentially overparked for the intended building use (as it relates to affordable housing) and the resulting layout isolates the building with a very high degree of asphalt area. Related to above, reduced parking and the

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<i>elimination of a redundant driveway access is strongly encouraged by the Panel.</i>
RESPONSE:
Design Changes to Address UDRP Response:
<ul style="list-style-type: none"> - Reduction of surface parking by 8% compared to the June 26th UDRP Presentation Site Plan - Reductions proposed through a further review of programmatic need and sharing potential of an integrated facility
Clarification of Issues & Design Intentions:
<ul style="list-style-type: none"> - A further review of required parking per bylaw and program was conducted. The current provided stalls show an overall parking reduction of 13% when compared to the required parking calculations. <i>Refer to 02 Context, Parking Review Table</i> - Removal of second drive aisle was reviewed and is not being proposed due to two factors: <ul style="list-style-type: none"> o Two drive aisles are proposed for two sites (the north portion of the parcel, and the south portion of the parcel) <i>Refer to Diagram #5 – Site Access</i> o The second drive aisle is a program requirement of Household Hazardous Waste (HHW). The program was reviewed in further detail to substantiate the requirement, including review of safety and customer and service trucks trips. As such, the removal of the drive aisle would result in removing HHW from the project. This is not recommended as the community requested the HHW program be retained during community consultation held in January 2018.
UDRP Primary Recommendation:
3. <i>Due to context, greater consideration for pedestrian connectivity must be considered. An adjustment to move the building massing towards 37th Street NW should be studied as part of this analysis.</i>
RESPONSE:
Design Changes to Address UDRP Response:
<ul style="list-style-type: none"> - Further refinement of a landscaping strategy, including bringing the mature treed canopy along 37th Street NW into the project's green spaces and increased permeability of the design along the project's boundaries by revising the planting strategy to be less dense - Pedestrian connectivity has been enhanced by further programming of the plaza with the inclusion of a community garden, enhanced pedestrian use and movement within the sloped landscape to not bi-sect the daycare terraced play spaces and providing a connection to existing desire lines. The public stairs adjacent to the terraced child care play spaces are located along the edge of the play spaces, and allow for complete public access of the sloped landscape, while maintaining one point of secure access for the exterior child care play spaces. - <i>Refer to Diagram #6 – Landscape Strategy</i>
Clarification of Issues & Design Intentions:
<ul style="list-style-type: none"> - The recommendation to relocate the building massing has been reviewed in detail by the project team and is not being pursued due to four factors: <ul style="list-style-type: none"> o The setback was deemed appropriate within the contextual conditions of University Research Park, the University of Calgary and Varsity o The setback provides a green space amenity, which is in line with the existing residential street condition along 37th Street NW, which includes passive activities and large open areas of accessible green space o The street is assessed to be residential, rather than a commercial or highly urban street o Pulling the building apart will no longer meet the integrated mandate as duplicate spaces will be required (such as the lobby, building services, circulation, etc.)

PLANNING & URBAN DESIGN RATIONALE OVERVIEW

The Big Picture:

The project is located within three distinct contexts of University Research Park, the University of Calgary and the Varsity residential neighborhood. University Research Park and the University of Calgary include large built forms within swaths of green landscaping and green buffered parking lots, while the Varsity neighborhood includes single family homes set back on larger lots with front lawns and large mature treed canopy. *Refer to Diagram #2 - Three Contexts*

Contextual Response:

The project is a hinge condition between these three contexts and as such, the siting of the building mass is well considered for two reasons:

1. The massing is pushed back, away from the street edge along 37th Street NW
2. Referencing a front yard condition, the public edge is softened with a passive green space of the sloped terraced landscape and public plaza

Important to arriving at this gesture is the assessment of 37th Street NW from 32nd Avenue NW to 40th Avenue NW as a residential streetscape, not a commercial or highly urban street condition. The appropriateness of including a passive green space in the design is in tune with the quality of the street due to the large set-back green areas and matured treed canopy. The street includes a west edge condition with Varsity single family residential backyards and fences abutting sod with a concrete sidewalk, trees and on-street parking. The east edge of the street includes a side walk within a substantive perceived green amenity, primarily on private property. Parking is not allowed on the east edge of the street. This is a place where people walk their dogs, students walk or cycle to the University, people make their way towards the LRT, and the public passively uses the green spaces along 37th Street NW. The mature treed canopy has been brought into the project in a more defined manner, particularly along the northwest corner of the proposed development. *Refer to Diagram #3 – A Park Street*

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Site Specific and Program Specific Responses

The architectural articulation of the podium creates site specific and programme specific spaces and places within an overall legibility. The podium is a dynamic form that unfolds to define the sloped landscaping, terraced daycare spaces and public plaza, softening the perceived height of the child care on the second floor. Further south, the podium defines the Calgary Fire Department apron, demising wall and honorific figuration.

Various program requirements of the building tenants are well situated within the dynamic exterior amenity spaces, and will allow for the following:

- Sloped green lawn
- Terraced, secure child care play area
- Bicycle storage
- Community gardens within the public plaza
- Plaza seating and soft landscaping
- Glimpses into the fire station
- Resident rooftop patio
- Landscape & plaza lighting

Refer to **Diagram #4 – Amenity Plan**

The Notion of Integration:

As the first integrated facility of its kind for the City of Calgary, the project brings together five City stakeholder departments: Calgary Housing, Corporate Accommodation, a Corporate Retail Unit (child care), Calgary Fire Department and Alberta Health Services, and Household Hazardous Waste. The integrated model is expected to:

- See reductions in physical space requirements;
- Require less capital spending compared to developing each stakeholder program separately;
- Require less site footprint and have increased density;
- Better steward use of land, materials and systems; and
- Capitalize on shared amenities and services

Through the development of the functional programming during pre-design, the project's program identified synergistic and shared amenities that include a public lobby, public amenities, drive aisles, building services, building envelope and building circulation. Here, the drive aisles are benefiting from an integrated model compared to individually developed sites:

- Two drive aisles are provided for two sites, with a total of 6+ stakeholder groups
- The project acknowledges that in addition to the five stakeholders, the future south portion of the site will have one additional stakeholder at a minimum.

Refer to **Diagram #5 – Site Access**

THE 13 ELEMENTS OF URBAN DESIGN RESPONSES:

The following captures the design team's responses to the comments from the Urban Design Review Panel.

ELEMENT & UDRP COMMENTARY
01 CREATIVITY <i>Encourage Innovation; model best practices</i> <ul style="list-style-type: none">• Overall project approach as it related to the original ideas or innovation UDRP Commentary: <i>The project proposes an integrated facility including a fire station, affordable housing, childcare, and corporate accommodation. While hazardous waste drop-off does not seem to fit as well within the other urban uses, in general it is still well received by the panel. The application is felt to be creative through the form overlap and shared program features, though refinements in site design could make for a dramatically more creative solution.</i>
RESPONSE
Design Changes to Address UDRP Response: Site Design Refinement: <ul style="list-style-type: none">• Refer to Context, Integration, Human Scale and Accessibility Clarification of Issues & Design Intentions: Household Hazardous Waste Drop-off (HHWD) Program Review:

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<ul style="list-style-type: none"> As noted by UDRP, although the HHWD does not seem to fit with the other uses, it is one of the highest requested amenities by the community to be retained on site. It is also the busiest HHWD site in Calgary. As such, retaining this program within the integrated facility is a requirement of the project. Refer to Context
ELEMENT & UDRP COMMENTARY
<p>02 CONTEXT</p> <p><i>Optimize built form with respect to mass and spacing of buildings, placement</i></p> <ul style="list-style-type: none"> Massing relationship to context, distribution on site, and orientation to street edges Shade impact on public realm and adjacent sites <p>UDRP Commentary:</p> <p><i>The project's potential for greatest impact and response to the most notable contextual influence is the street edge. This condition is currently defined by multiple driveway interruptions (see Integration below). Excessive surface parking is perceived for the intended building use and the resulting orientation isolates the building with a sea of asphalt. Reduced parking and the elimination of a redundant driveway access is strongly encouraged by the Panel.</i></p> <p><i>Shading impact is minimal and is not a concern in the context. In fact, moving the building closer to 37th is recommended (also see Human Scale).</i></p>
RESPONSE
<p>Design Changes to Address UDRP Response:</p> <p>Parking Reduction</p> <ul style="list-style-type: none"> Reduction of surface parking by 8% compared to the June 26th UDRP Presentation Site Plan <ul style="list-style-type: none"> The total parking per the June 26th, 2019 UDRP presentation showed 96 stalls Current proposed shows 89 stalls, equating to a reduction of 7 stalls. Reductions were proposed through a further review of programmatic need and sharing potential of an integrated facility Refer to Parking Review Table below <p>Asphalt Reduction:</p> <ul style="list-style-type: none"> Asphalt area has been reduced: <ul style="list-style-type: none"> 8m north drive aisle to be reduced to 7.2m 10m south drive aisle to be reduced to 7.2m 8m east drive aisle to be reduced to 7.2m Additional space to be provided to sloped landscape, public plaza and setbacks Area of reduced asphalt = 460 sq. m <p>Clarification of Issues & Design Intentions:</p> <p>Calgary Fire Department (CFD) Apron Requirement Review:</p> <p>The following CFD apron review has been provided in consultation with the CFD:</p> <ul style="list-style-type: none"> The apron's direct access onto 37th Street NW will have appropriate response times per CFD emergency delivery requirements Apron Size Requirements: <ul style="list-style-type: none"> The apron is required to provide complete turn-around capability for the largest service vehicle. This is a result of CFD design standards evolution whereby existing facilities pose safety concerns. Recently built facilities, including Tuscany, Royal Vista and Seton, have aprons that meet the new requirement for turn-around capability on site. The width and depth of the apparatus apron for Varsity was defined by a sweep path analysis which ensured the complete turn-around of the apparatus could occur within the apron Existing facility apron concerns: <ul style="list-style-type: none"> Per some existing facilities, the apron requires vehicle turn-around onto a public thoroughfare Station No 14 apron is too small and does not provide truck turning capability and required the shut-down of both traffic lanes to safety back the truck into the approach for the station. During this period, fire fighters were at risk as other motorists often failed to yield to them and many drove around them and the CFD vehicle, even though the emergency equipment was activated. This also posed a greater risk during slippery road conditions when citizens attempted to stop and not hit the fire fighters or the CFD vehicle. Issues at Station 14 were addressed over a two year period in order to find resolution: <ul style="list-style-type: none"> Traffic lights and stop lines on either side of Horton Road SW were installed Issues still exist as motorists do not always stop for flashing lights and try to move around apparatus and/or fire fighters This is a safety concern for CFD: for the safety of the fire fighters, safety to citizens motorists and for interruptions to delivery of emergency response services. <p>Parking Review Table:</p> <ul style="list-style-type: none"> A further review of required parking per bylaw and program was conducted. The current provided stalls show an overall parking reduction of 13% when compared to the required parking calculations.

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- The current parking counts and bylaw review are per the chart below.

Stakeholder & Use	Required Parking Stalls	Provided Parking Stalls	Difference	Stall Sharing	Bylaw / Program Requirement
Child Care – Drop Off	6	6	0		Requires min. of 1.0 pick-up/drop-off per 10 children; 55 children = 6 drop-off stalls
Child Care – Staff	8	8	0	Evening Visitor Shared Stalls	Requires min. of 1.0 parking stalls per 2 employees at any given time, or 1.0 stalls per 10 children; 16 staff = 8 stalls
Corporate Accommodation (Office) – Staff	4	4	0	City of Calgary Shared Staff Stalls	Requires min. of 2.0 parking stalls per 100.0 square m of gross usable floor area; 168 m ² = 4.0 stalls
Calgary Housing (Multi-Residential Development) – Tenant	53	48	-5	NA – Designated Tenant Parking	Requires 1.25 stalls when unit has gross floor area greater than 60.0 sq. m; Requires 1.0 stalls when unit has gross floor area equal to or less than 60.0 sq. m; 29.0 residential units > 60.0 sq. m = 37 stalls; 19 units ≤ 60.0 sq. m = 19 stalls; total stalls = 48
Calgary Housing (Multi-Residential Development) – Visitor	8	0	-8	Evening Visitor Shared Stalls	Requires 0.15 visitor parking stalls per unit; 48 units = 8 stalls
Calgary Fire Department (CFD) and Alberta Health Services (AHS) (Protective and Emergency Response Service) – Staff	18*	18	0	City of Calgary Shared Staff Stalls	Bylaw does not require motor vehicle parking Program requires: 16 CFD staff parking for a 16 person shift; 2 AHS staff parking for 2 person shift = 18 stalls
CFD and AHS (Protective and Emergency Response Service) – Visitor	2*	2	-0	City of Calgary Shared Staff Visitor Stalls	Bylaw does not require motor vehicle parking Program requires: 2 visitor stalls Proposed sharing with CA staff parking
Household Hazardous Waste Drop-Off (Waste Disposal & Treatment Facility) – Drop-Off	3*	3	0	NA – Designated HHWD Stalls	Bylaw does not require motor vehicle parking Program requires 3 drop-off stalls due to assessed existing customer usage; the existing site services 75-100 customers per day during spring/summer/fall and 25-50 customers per day during winter; drop-off stalls will be signed as loading stalls
Total	102	89	-13	24 City of Calgary Staff Stalls 8 Shared Child Care Staff and Visitor Stalls	
Percentage	100%	89%	13% Reduction	36% of proposed stalls are shared	

* Calculated per program requirement; refer to table for calculation

Drive Aisle Review:

- Both drive aisles are required:
 - Two drive aisles are proposed for two sites (the north portion of the parcel, and the south portion of the parcel):
 - The north drive aisle will be the primary access for the public, child care, Corporate Accommodation (CA) and Calgary Housing (CH)
 - The south drive aisle will be primarily shared with CFD, AHS, HHW, CH and the future south development
 - Emergency access necessitates two drive aisles if the parcel includes 100+ residential units; at a minimum, the south site may require a second drive aisle to meet this requirement
 - Refer to **Diagram #5 – Site Access**
 - Access off 32nd Ave is not recommended as this would only function as a right-in/right-out due to future left turn bay at 32nd Ave and 37th Street NW intersection
 - Access off of 37th Street NW for the south portion of the site is recommended due to future intersection plans
 - Refer to **Diagram #8 – Future Intersection at 32nd Ave & 37th ST NW**
 - Household Hazardous Waste (HHW) Programmatic Requirement:
 - If the second drive aisle is not provided, HHW will not be able to maintain the drop-off shed on site.
 - Per a public engagement session held in January 2018, the Household Hazardous Waste Drop-off shed (HHWD) was deemed to be one of the highest requested amenities that the community would like to see at the new developed site.
 - The existing HHWD at Station 17 is the busiest of its kind in Calgary:
 - 75-100 customers per day from spring to fall
 - 25-50 customers per day during winter
 - Frequent customer visits require regular removal of material from the site; the service trucks come twice a day

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<p>from spring to fall and once a day in winter and remains on site between 30 – 90 minutes at a time</p> <ul style="list-style-type: none"> (iv) Annual maintenance of the shed is also required, and lasts for 7 – 10 days; during which temporary storage is provided for customers (v) Special events, such as community clean-ups can include 200+ volunteers/participants <ul style="list-style-type: none"> – Two types of servicing is required for the HHWD: <ul style="list-style-type: none"> (i) Daily removal of materials is provided by a large truck (Freightliner 114SD) (ii) Annual cleaning is provided by two large vehicles (Chem truck and a cleaning service truck) <p>During this time, the large truck will block a portion of the drive aisle</p> <ul style="list-style-type: none"> – The requirement of a second drive aisle and secondary loop per the site plan will allow for safe, efficient and direct access to the HHWD, as well as prevent congestion and allow for drop-off/servicing of the shed to happen without impact to any other operations or vehicle usage of the site. The current design also allows for a clear fire-lane access around the building that would not be disrupted by HHW in the event of an emergency. <ul style="list-style-type: none"> o Further study of removing a drive aisle resulted in the following: <ul style="list-style-type: none"> – No turn around capability per the current design, which would require revision to create a loop within the parking area and would result in potential for HHW to block emergency access route during servicing – If a turn-around area were provided, parking reductions would negatively impact operational need from each stakeholder group; this would also require a large asphalt area – Reduction in intuitive movement on the site to entrances, which may result in visitors or building users not being familiar with the site and parking either on the non-parking lane on the east side of the street, in non-designated parking spaces or on the CFD apron o Refer to Diagram #7 – Site Circulation & Parking
<p>ELEMENT & UDRP COMMENTARY</p> <p>03 HUMAN SCALE <i>Defines street edges, ensures height and mass respect context; pay attention to scale;</i></p> <ul style="list-style-type: none"> • <i>massing contribution to public realm at grade.</i> <p>UDRP Commentary: <i>While the fire station massing on the lower level may be fixed (due to functional requirements), the remaining building massing appears to be pushed too far from the public realm. Applicant to review shifting the rest of the building towards the street for an improved interface. This gesture could improve several aspects, including a reduction of distance in regard to the front door and the street. This consideration would also decrease the expanse of the 'plaza' area, which is relatively unprogrammed space and likely to be underutilized in the built form.</i></p> <p><i>A reinforced tree line along the street may help buffer the edge for the adjacent residents, while improving the human scale (also see Integration).</i></p>
<p>RESPONSE</p> <p>Design Changes to Address UDRP Response:</p> <ul style="list-style-type: none"> • Further refinement of a landscaping strategy, including bringing the mature treed canopy along 37th Street NW into the project's green spaces: <ul style="list-style-type: none"> o Continued Treed Line (West): The treed line along 37th Street NW has been continued through the site to the public plaza. The previously proposed public benching which extended the width of the public sidewalk along 37th Street NW has been extended with the treed line continued behind the benching as an effort to create a desirable public amenity along the front of the site. • Refer to Diagram #6 - Landscaping Strategy <p>Clarification of Issues & Design Intentions: Moving the Building Closer to 37th Street NW:</p> <ul style="list-style-type: none"> • The recommendation to relocate the building massing has been reviewed in detail by the project team and is not being pursued due to four factors: <ul style="list-style-type: none"> o The setback was deemed appropriate within the contextual conditions of University Research Park, the University of Calgary and Varsity o The setback provides a green space amenity, which is in line with the existing residential street condition along 37th Street NW that includes passive activities and large open areas of accessible green space o The street was assessed to be residential, rather than commercial or high urban. Programming to support a commercial or urban typology (such as a café, restaurant, retail shop, etc.) is not part of the project o Pulling the building apart will no longer meet the integrated mandate as duplicate spaces will be required (such as the lobby, building services, circulation, etc.) <p>Animation of Overlapping Program within the Podium:</p>

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- The unique overlapping of a variety of programs set-back along 37th Street NW are defined by the formal gesture of the podium and are anticipated to enhance the urban experience
 - An extended public bench and further planted treed canopy along 37th Street NW will be the first point of engagement for passers-by
 - The sloped landscape area with plateaued seating spaces, vegetation and connection to a unique massing element topped with tiered hardscaped secure child play spaces will have a multitude of unique spatial relationships
 - The large public plaza edged with seating, lighting and vegetation will encourage a variety of uses:
 - Addition of community gardens will have more active uses from spring to fall
 - Secure bicycle storage will bring users into the plaza, as well as a unique architectural experience of a sloped delaminated brick surface will have unique texture and light rendering qualities to experience
 - Primary entry of the building within the plaza provides a destination point
 - Plaza functions as a microclimate protected from north west winds by the sloped landscape, retaining walls and vegetation
 - Views into the fire station with large glazed fire bay doors from 37th Street NW as well as carved views from the plaza, also will welcome pedestrians into the plaza to get a closer glimpse of the fire trucks
 - On the south edge of the podium, the honorific configuration celebrating the placeness of the program
 - A low landscape wall signifying the building's identity and address anchors the south edge of the plaza with seating and separates the fire station apron
 - A resident resource room with planter boxes that overlooks the public plaza below will further enhance public use and a combination of a variety of uses day to night
- In developing the above conditions, it is the project team's opinion that a higher quality urban environment is generated by creating exterior public spaces along 37th Street NW as opposed to moving a private building closer to the street side which does not provide public amenities
- Refer to **Diagram #4 – Amenity Plan**

ELEMENT & UDRP COMMENTARY**04 INTEGRATION***The conjunction of land-use, built form, landscaping and public realm design*

- Parking entrances and at-grade parking areas are concealed
- Weather protection at entrances and solar exposure for outdoor public areas
- Winter city response

UDRP Commentary:

Integration of 37th Street NW with the public realm is negatively impacted by previously noted vehicular considerations. It is perceived that over 50% of this edge condition is composed of asphalt. The Panel appreciates CFD requirements for the expansive apron, however, challenge the applicant to review the degree interruption of the sidewalk condition. Applicant/owner to review reduced surface parking requirements and the elimination of a driveway access, which would will significantly improve the integration along this edge.

The landscape plan shows the site surrounded on three sides by a continuous treed edge, which isolates the site from the potential of a shared landscape (as it relates to the adjacent open space areas). Conversely, a continuous treed edge is perceived to be more appropriate along 37th Street for a better interface with the adjacent residential area. Applicant to review the overall landscape strategy for a unified approach to the surrounding edge conditions.

RESPONSE**Design Changes to Address UDRP Response:**

Pedestrian connectivity has been enhanced by further programming of the plaza with the inclusion of a community garden, enhanced pedestrian use and movement within the sloped landscape to better respond to the daycare amenity space and providing a connection to existing desire lines

Permeable Site Edges (North, East, and South):

- The landscaped edge of the site on its north, east, and south property lines has been modified to allow for pedestrian crossing from adjacent green spaces. A pathway has been created from the site sidewalks to the northeast corner of the site to take into consideration the use of the nearby LRT station by the project users. As the pathway to the northeast corner would encourage the trespass of private properties it is proposed that the pathway remain informal, using materials such as crushed gravel. If in the future the surrounding properties are developed and support the pathway to the LRT, it is anticipated the pathway would become formalized.
- The northeast corner was considered to be the ideal location for an informal path in anticipation of future development as it is at the corner of the four abutting properties. If any of these private properties are developed, or if 36th Street NW is extended, the pathway could continue along the property lines east, in an unobtrusive manner.

Landscape Plan Refinement & Continuous Treed Edge:

- Refer to **Human Scale**

Refer to **Diagram #6 - Landscaping Strategy**

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Parking & Asphalt Reductions: <ul style="list-style-type: none"> Refer to Context
ELEMENT & UDRP COMMENTARY
05 CONNECTIVITY Achieve visual and functional connections between buildings and places; ensure connection to existing and future networks. <ul style="list-style-type: none"> Pedestrian first design, walkability, pathways through site Connections to LRT stations, regional pathways and cycle paths Pedestrian pathway materials extend across driveways and lanes UDRP Commentary: Refer to above commentary as it relates to strengthening the pedestrian environment along 37th Street NW. Noted pedestrian desire lines are observed running throughout the subject parcel (refer to satellite image). While the Panel acknowledges these pathways are informal and utilize private property, reflecting on these lines could be an interesting 'nod' to active circulation networks, given proximity to the University and LRT station. A design solution respecting both current and future use of these connections should be considered, as it is also anticipated that new residents of this project will likely utilize similar desire lines that may continue to cross through the site.
RESPONSE
Refer to Integration.
ELEMENT & UDRP COMMENTARY
06 ANIMATION Incorporate active uses; pay attention to details; add colour, wit and fun <ul style="list-style-type: none"> Building form contributes to an active pedestrian realm Residential units provided at-grade Elevations are interesting and enhance the streetscape UDRP Commentary: Building design is interesting and incorporates active uses. The overlap of main circulation areas is positive. The Panel is interested in review of the east elevation which was not shown as part of the presentation material. Please refer to Context, Integration, and Connectivity for site related elements that relate to animation of the public realm. It is recommended that an overall landscaping strategy be implemented to unify project, including concept of the sloped landscape area in the NW corner of the site.
RESPONSE
Design Changes to Address UDRP Response: <ul style="list-style-type: none"> Refer to Refer to Context, Integration, Human Scale and Accessibility Clarification of Issues & Design Intentions: East Elevation <ul style="list-style-type: none"> The east elevation includes a similar strategy to the west and north elevations The main entrance includes the following features: <ul style="list-style-type: none"> Fully glazed entrance A pushed inset from the remainder of exterior wall Warm terracotta tile will be clad along the carved walls and soffit. Similar to the treatment of other public areas, the terracotta signals an active space either for access or habitation. LED soffit mounted lighting CFD barbecue area: <ul style="list-style-type: none"> A second carved space is provided Fully glazed to the interior Exterior wall is clad in terracotta tile Due to the programmatic requirements of the CFD barbecue which demand privacy for the firefighters to hold internal meetings, a privacy wall in the form of dematerialize brick surrounds the barbecue area which matches the material intentions of the bike lockers and honourific bell piece at the southwest corner of the building. In a similar manner to the carved-out units above the CFD roof, which are denoted by terracotta, the social spaces on floors 4-6 have a social room whose location can be read from the exterior by the use of terracotta on the east facade. Using the same conceptual strategy as on the west and north facades, significant programmatic areas on the east and south facades are highlighted from the exterior through the use of anodized, aluminum, coloured frames which protrude from the surface of the building. Refer to East Elevation [in progress]
ELEMENT & UDRP COMMENTARY

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07 ACCESSIBILITY

Ensure clear and simple access for all types of users

- Barrier free design
- Entry definition, legibility, and natural wayfinding

UDRP Commentary:

While barrier free design is proposed in the current submission, the grade difference of the outdoor daycare space separates the natural wayfinding potential and reduces ease of travel. Access to hard play spaces at the front are awkward and appear detached from front terraced landscape area, which is presented as a potential play space for daycare.

As described throughout this response document, pedestrian connectivity is a secondary gesture to the vehicular considerations. The proposed entrance space is unified and continuous which is anticipated to be a successful gesture, however the location of the street facing doors is detached from the street. The plaza is not perceived to be an active space, putting emphasis on reducing the overall length of this space and making the front door more prominent along 37th.

The north and more notably the east entrance is likely to be utilized to a greater degree than the front (west) door, as they are adjacent the parking areas. The design of this entry has not been shown and should be developed accordingly to the anticipated level of use.

RESPONSE

Design Changes to Address UDRP Response:

Enhanced urban design quality of 37th Street NW, including benching along 37th Street NW and further refinement to sloped landscape and child care play spaces

Pedestrian connectivity has been enhanced by further programming of the plaza with the inclusion of a community garden, enhanced pedestrian use and movement within the sloped landscape to better respond to the daycare amenity space and providing a connection to existing desire lines

Child Care Play Space:

- Daycare play spaces are not bisected with public pathway
- Daycare play spaces will function within one secured zone
- Secure single point of access will be controlled by the future tenant

Sloped Landscape

- The design of the public stairs from grade to the second floor has been adjusted by moving the path to the outside edge of the terraced mass. This allows for:
- Separate public pathway along the edge of the mass provides connection to the top of the sloped landscape from the parking area and from 37th Street NW

Refer to **Diagram #4 – Amenity Plan**

Clarification of Issues & Design Intentions:

Child Care Play Space

- Two terraced child care play spaces will be dedicated and secure, as required by child care standards and guidelines, including but not limited to the Child Care Licensing Regulation (143/2008) and the City of Calgary Child Care Service Policy and Development Guidelines (2009)
- Perimeter screening will prevent public access from daycare spaces
- 140 sq. m of exterior play space is provided (Required: 55 children / 2 x 4.5 = 123.75 sq. m); additional space is retained for fencing, landscaping and massing refinement
- Play spaces are not accessible to other building users nor to the public
- The two separate terraces will allow the child care to define two different play areas for appropriate age groups
- The large second floor terrace has barrier free access
- Refer to **Diagram #4: Exterior Amenity Plan**

Sloped Landscape

- The sloped landscape will be accessible to the public and residential tenants

Accessibility:

- Primary path of travel is at grade and is universal. The barrier free path of travel includes:
 - Barrier free parking spaces located adjacent to main public entries;
 - Access ramps from the parking area to the sidewalk;
 - An unencumbered path of travel into a shared lobby, either from the public plaza or the east entrance;
 - Legible lobby elevators to access the second floor daycare and residential floors above; and
 - Clear access into the main floor Corporate Accommodation office spaces and the CFD lobby
- Secondary path of travel for the daycare:
 - The exterior convenience stair from either the parking lot or the sidewalk along 37th Street NW that connects to the second floor exterior child care entrance
 - The interior convenience stair in the shared lobby
- Barrier free use of plaza space, including benching and community gardens
- Adding a ramp to provide barrier free access to the smaller terraced play space was reviewed and although ideal, it was determined to not be pursued for the following reasons:

Urban Design Review Panel Comments

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<ul style="list-style-type: none"> o The ramp requires a minimum of 34m to achieve the proper ramp slope. This would require a substantive reduction to green space amenity o The ramp will not be as convenient as using the primary path of travel o The primary access into the building is shared and universal; as such, secondary barrier free paths are not required nor are deemed to be necessary <p>Animation of Overlapping Program</p> <ul style="list-style-type: none"> • Refer to Human Scale <p>East Elevation</p> <ul style="list-style-type: none"> • Refer to Animation
ELEMENT & UDRP COMMENTARY
<p>08 DIVERSITY</p> <p>Promote designs accommodating a broad range of users and uses</p> <ul style="list-style-type: none"> • Retail street variety, at-grade areas, transparency into spaces • Corner treatments and project porosity <p>UDRP Commentary:</p> <p>A diverse user group is being proposed.</p> <p>Transparency into the fire station (via the fully glazed doors) into the apparatus bays is an exceptional gesture and will greatly activate this portion of the façade that would otherwise be somewhat sterile.</p>
RESPONSE
<ul style="list-style-type: none"> • Agreed
ELEMENT & UDRP COMMENTARY
<p>09 FLEXIBILITY</p> <p>Develop planning and building concepts which allow adaptation to future uses, new technologies</p> <ul style="list-style-type: none"> • Project approach relating to market and/or context changes <p>UDRP Commentary:</p> <p>The integrated facility appears to build in flexibility as part of its base design. Lower level spaces present a degree adaptable uses, within the set functional parameters of the fire station component.</p>
RESPONSE
<ul style="list-style-type: none"> • Agreed
ELEMENT & UDRP COMMENTARY
<p>10 SAFETY</p> <p>Achieve a sense of comfort and create places that provide security at all times</p> <ul style="list-style-type: none"> • Safety and security • Night time design <p>UDRP Commentary:</p> <p>The project achieves a safe and positive sense of comfort.</p> <p>The elimination of a driveway access will further improve safety by reducing the number of pedestrian and vehicular crossings.</p>
RESPONSE
<ul style="list-style-type: none"> • Refer to Context
ELEMENT & UDRP COMMENTARY
<p>11 ORIENTATION</p> <p>Provide clear and consistent directional clues for urban navigation</p> <ul style="list-style-type: none"> • Enhance natural views and vistas <p>UDRP Commentary:</p> <p>Refer to Context and Connectivity comments.</p>
RESPONSE
<ul style="list-style-type: none"> • Refer to Context & Connectivity
ELEMENT & UDRP COMMENTARY

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12 SUSTAINABILITY

Be aware of lifecycle costs; incorporate sustainable practices and materials

- Site/solar orientation and passive heating/cooling
- Material selection and sustainable products

UDRP Commentary:

Sustainable practices are being met. Integration of both uses and increased density promote a positive impact.

RESPONSE

- Agreed

ELEMENT & UDRP COMMENTARY

13 DURABILITY

Incorporate long-lasting materials and details that will provide a legacy rather than a liability

- Use of low maintenance materials and/or sustainable products
- Project detailed to avoid maintenance issues

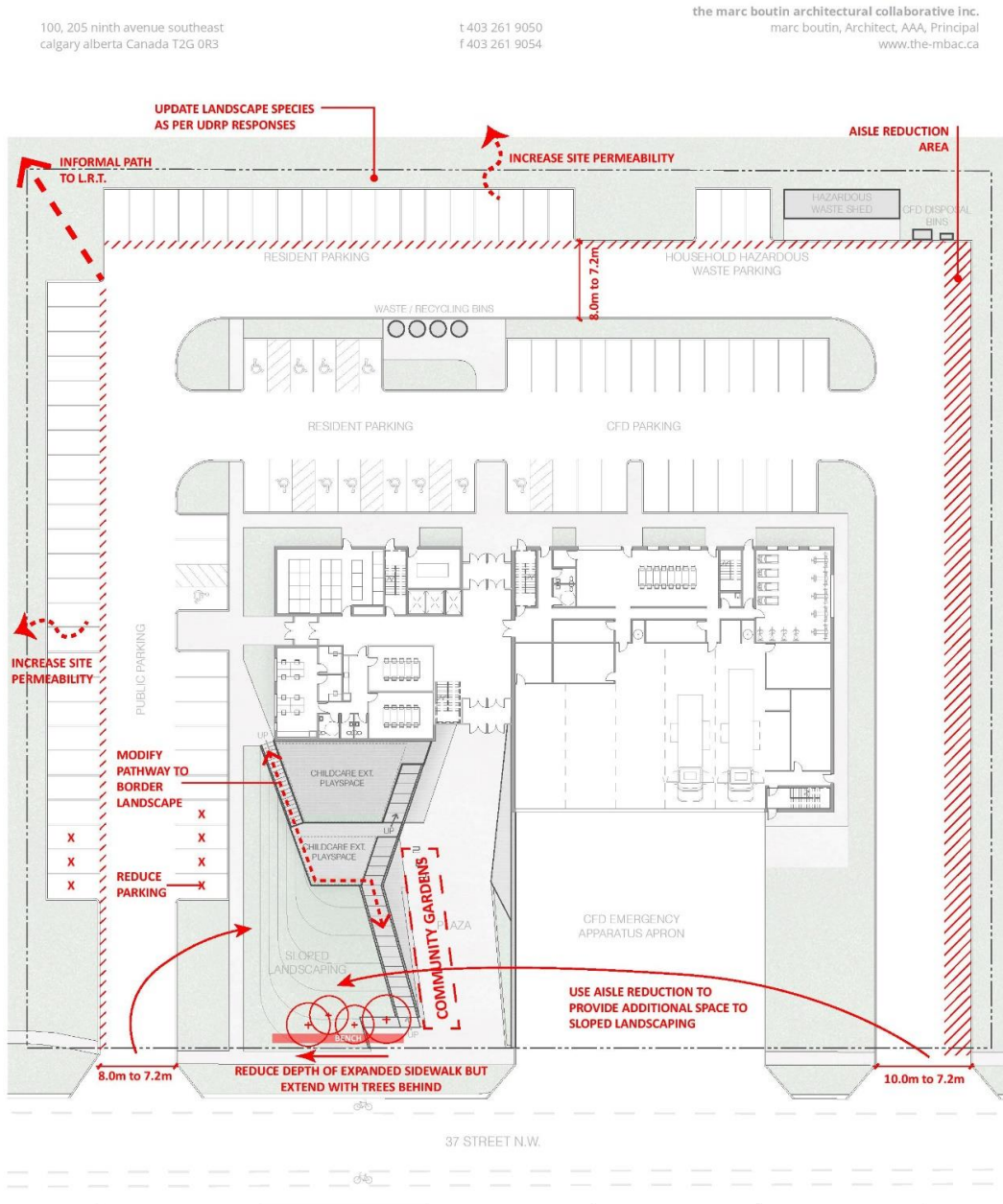
UDRP Commentary:

Materials are of high quality, require low maintenance, and present longevity in the anticipated lifespan of the project.

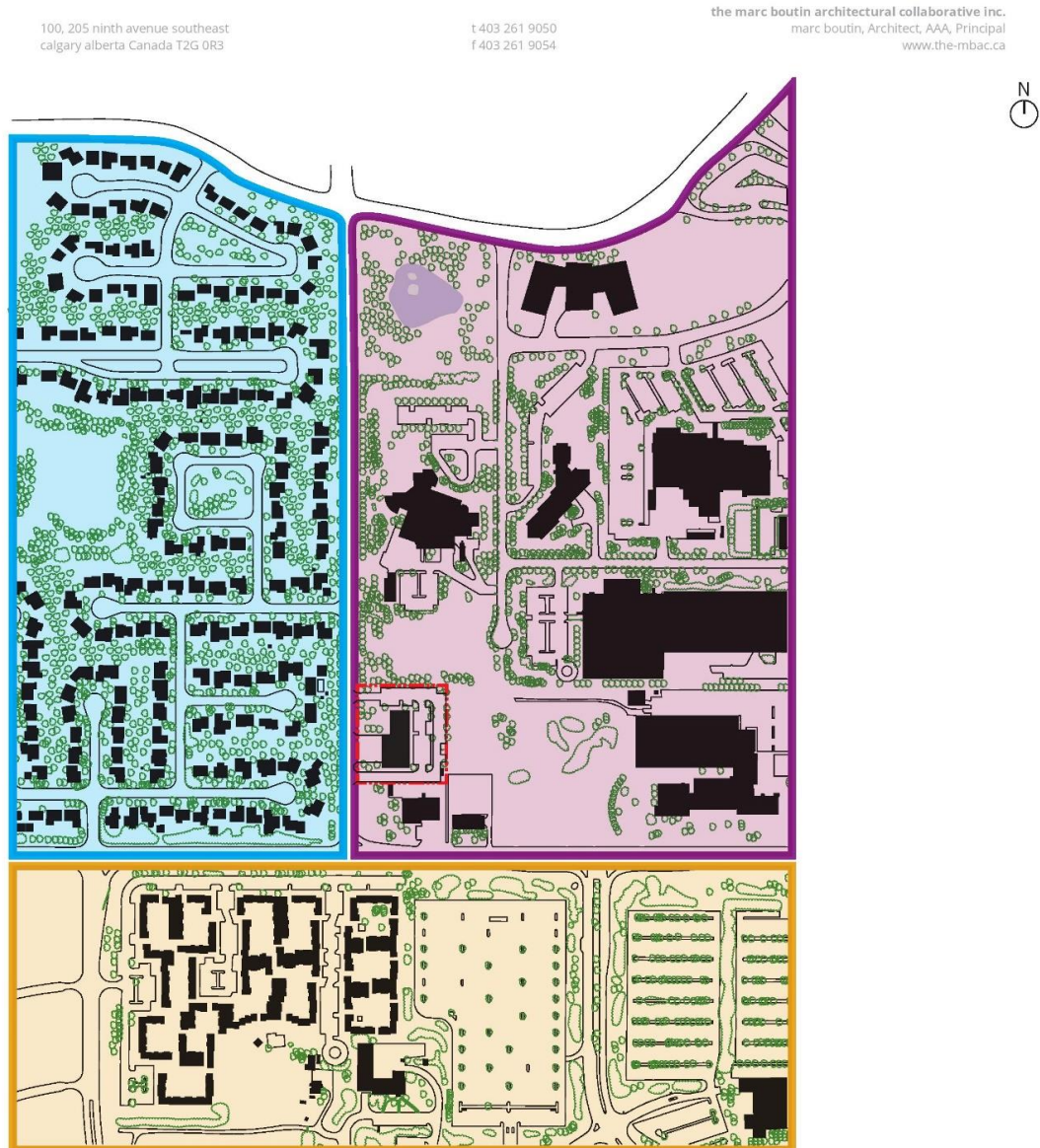
RESPONSE

- Agreed

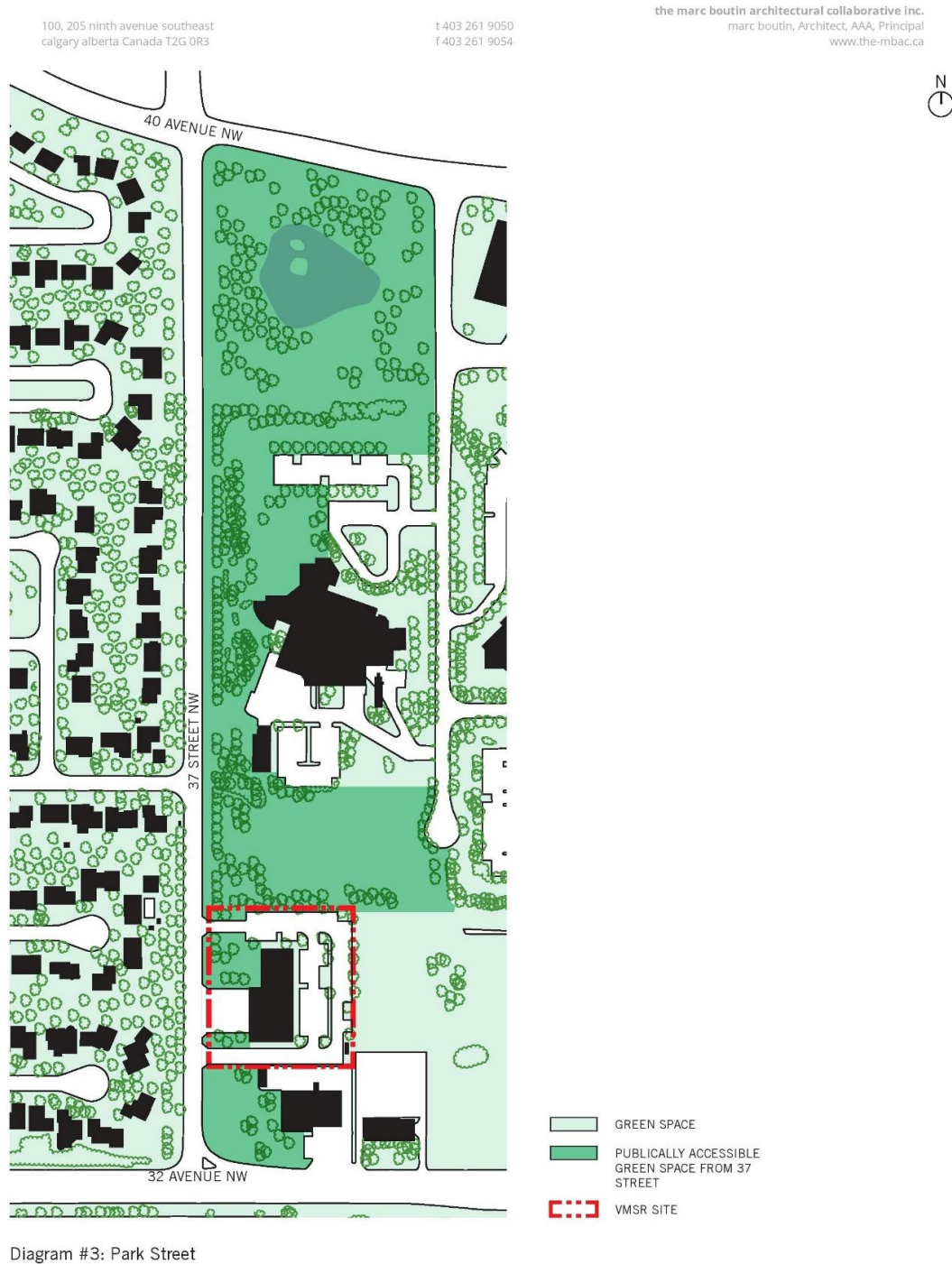
Urban Design Review Panel Comments



Urban Design Review Panel Comments



Urban Design Review Panel Comments



Urban Design Review Panel Comments

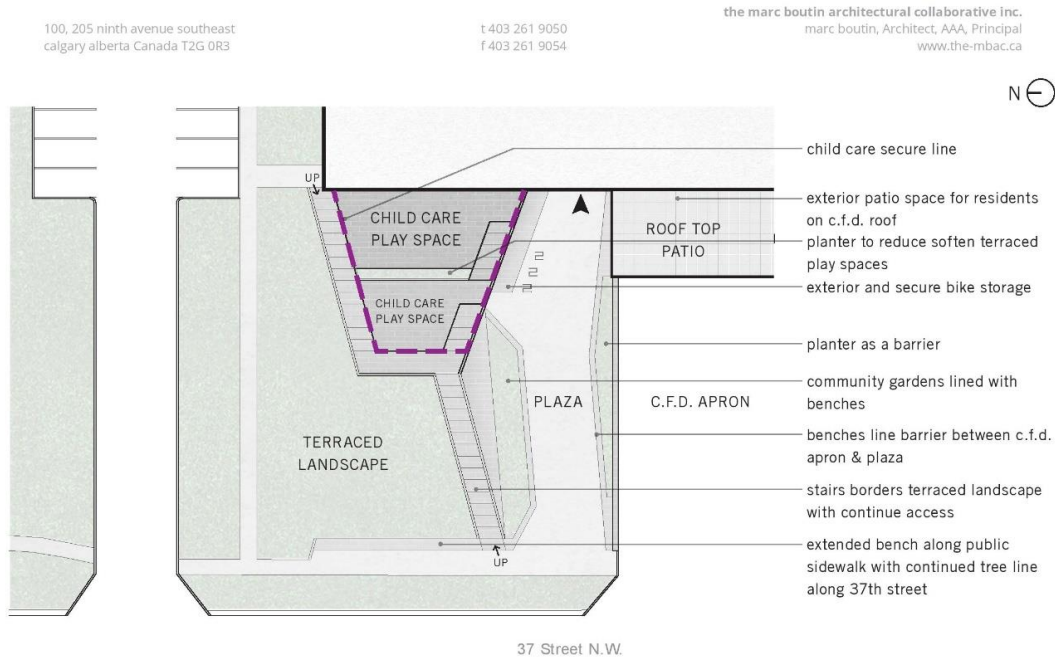


Diagram #4: Exterior Amenity Plan

Urban Design Review Panel Comments

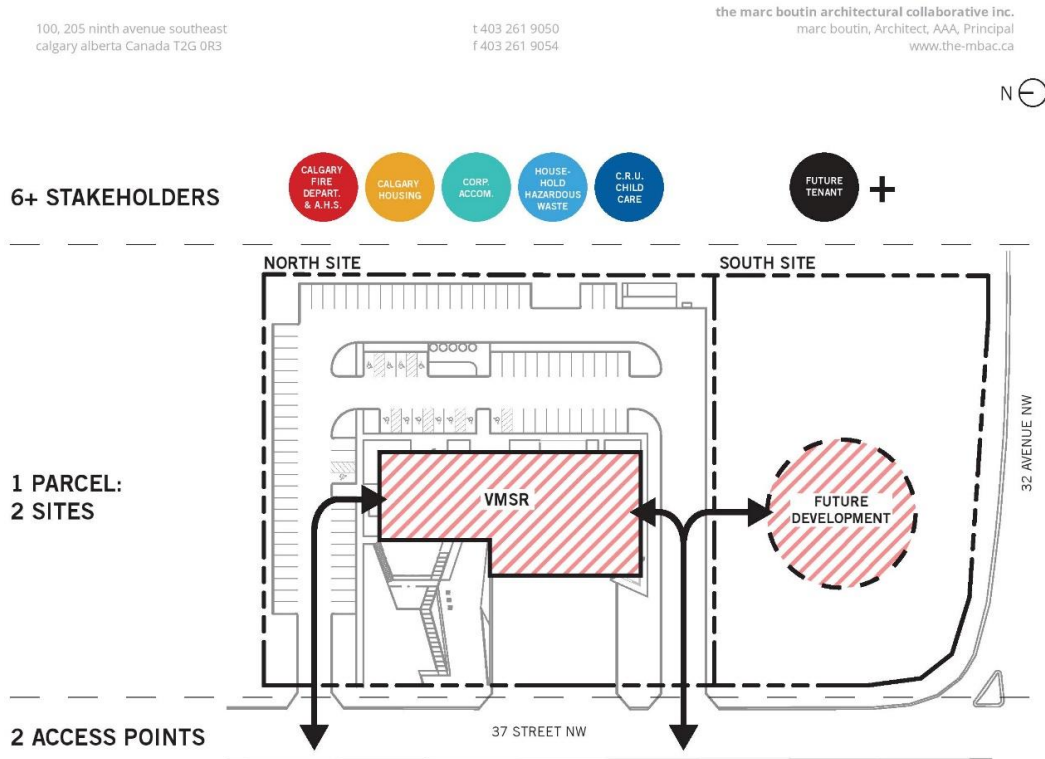
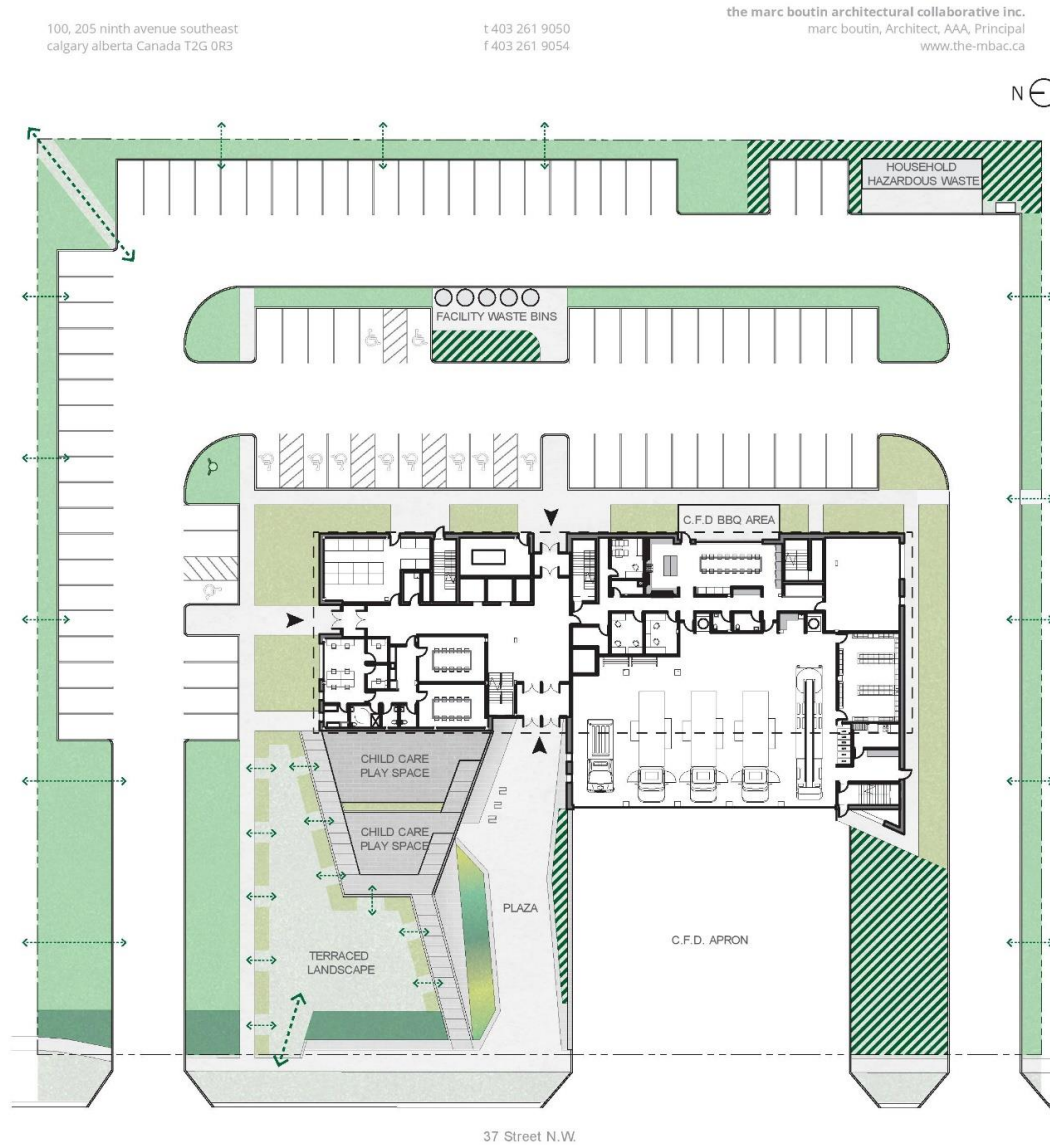


Diagram #5: Site Access

Urban Design Review Panel Comments



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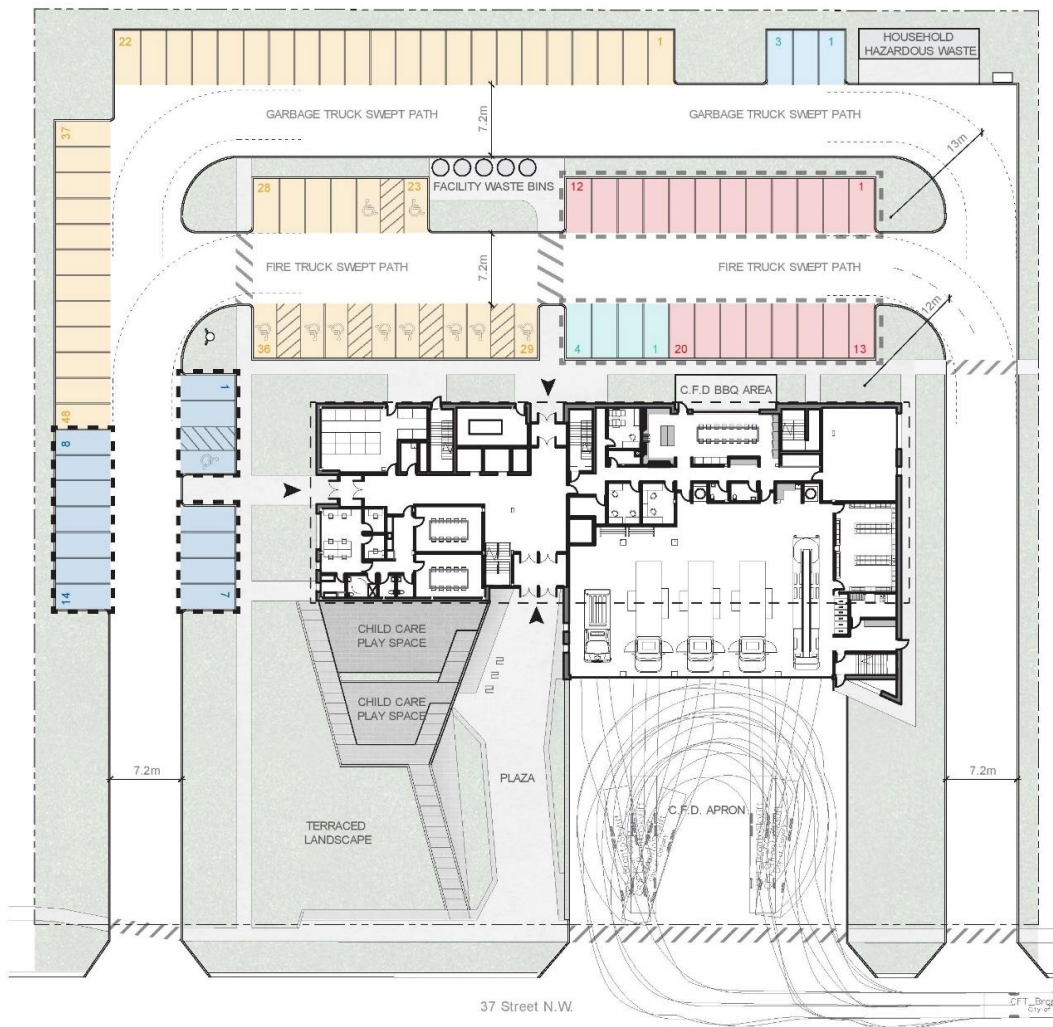


Diagram #7: Site Circulation & Parking

 CALGARY FIRE DEPARTMENT	 SHARED STALLS FOR CALGARY HOUSING VISITORS
 CALGARY HOUSING	 SHARED STALLS FOR CITY OF CALGARY STAFF
 CORPORATE ACCOMMODATION	
 HOUSEHOLD HAZARDOUS WASTE	
 CHILD CARE	

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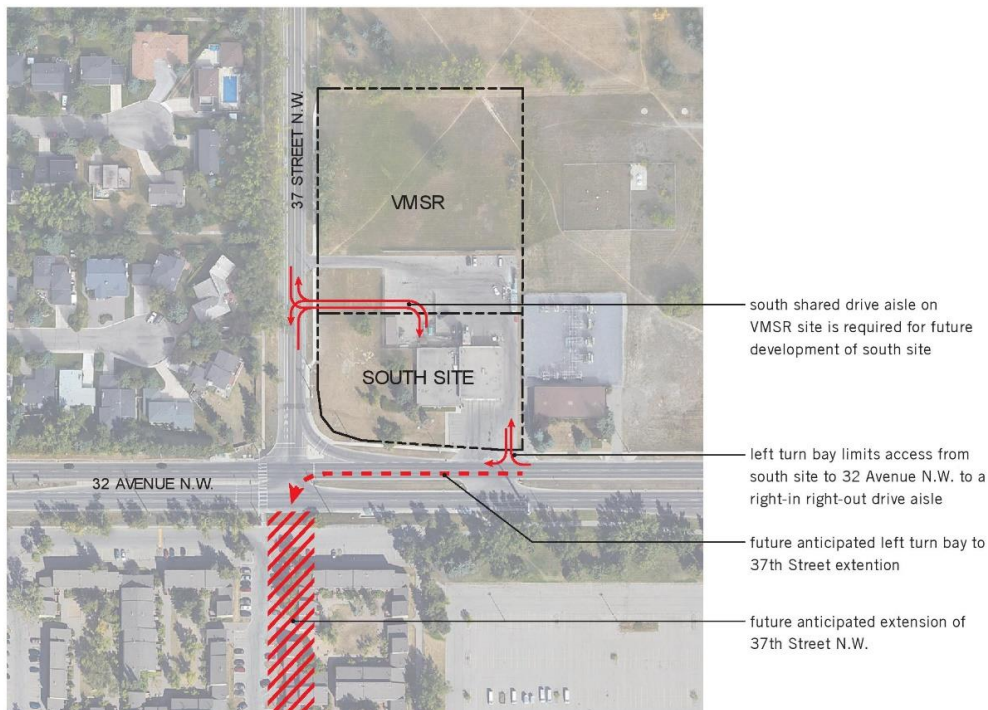


Diagram #8: Extended 37 Street N.W.

Applicant Outreach Summary

Overview of Outreach

Project name: Varsity Multi-Service Redevelopment

Did you conduct community outreach on your application? **YES** or NO

Outreach Strategy Provide an overview of your outreach strategy, summary of tactics and techniques you undertook (Include dates, locations, # of participants and any other relevant details)

The first phase of engagement was focused on the proposed land use re-designation for the current site. Currently, the site is for emergency services. The proposed land use re-designation would include a residential component as well as other potential services or amenities in addition to the fire station.

On Wednesday, January 24, 2018, a session was held for adjacent property owners from 5:30-8 p.m. which was attended by 45 participants. Following this session, a drop-in session was held on Wednesday, January 31, 2018 from 5-8 p.m., which was advertised to all Varsity residents. There were 95 attendees of which 35 completed feedback forms. An online feedback form was available online from February 2 – 16, 2018 and an additional 175 forms were completed through this channel.

The second phase of engagement was focused on the design for the new site, located immediately north of the current fire station. This engagement also contained a report back and showed the progress of the design process by the project. On Thursday February 7, 2019, we had a drop-in session from 5-8 p.m. which was open to all Varsity residents. This session was attended by 55 people. A second drop-in session was held Saturday February 9, 2019, from 11 a.m. – 2p.m. which was attended by approximately 45 people. An online feedback form was available from February 7 – 24, 2019 and an additional 136 forms were completed through this channel.

A third phase of engagement was designed as an information session to show the public where we were at with a current design processes in the submittal for DP application. Although we anticipate no significant changes to the current design it will be subject to the review process and potential recommended alterations. The purpose of the session was to developed to “tell the story” of how we got to this point of design working through a process which incorporates and reflects public input, functional requirements, bylaws/codes and good design principles. This session was a wrap up which allowed the public to review the progression followed and changes made in the process that reflected the input received from previous engagement on desirable design options and neighbourhood look, feel and function. “How the facility would best integrate and provide services to this community and area?” The session was attended by ~64 participants and the majority of responses received in person or from the feedback forms completed reflected a positive response to both the current design presented and to the process that was followed in reaching this stage.

Stakeholders: Who did you connect with in your outreach program? List all stakeholder groups you connected with. (Please do not include individual names)

All residents of Varsity community, additional targeted session for adjacent land owners, Ward Councilor, portal page via the web does not have a restricted access thus comments could come from outside the community.

What did you hear? Provide a summary of main issues and ideas that were raised by participants in your outreach.

1st Phase: Feedback is based on both the in-person sessions and online feedback form. There are four high-level themes that came out of the discussions and comments:

- Project site
- Potential amenities or services
- Traffic
- Design elements along with other general comments about the project

Applicant Outreach Summary

2nd Phase:

Feedback is based on both the in-person sessions and online feedback form on the design aspects. There are some high-level themes that came out of the discussions and comments related to the project design:

- The preference for the Fire Station is a brick/traditional exterior
- The greenspace is seen as a potential gathering space for contemplative and unstructured activities.
- Participants would prefer to see an integrated seating style used at the site.
- Generally participants want to see good design of the facility to mesh with the community

3rd Phase:

The majority of responses received in person or from the feedback forms completed reflected a positive response to both the current design presented and to the process that was followed in reaching this stage. Some participants who attended did come with some inquiries over traffic and access but stated that questions were answered and addressed to a satisfactory level with the information provided.

How did stakeholder input influence decisions? Provide a summary of how the issues and ideas summarized above influenced project decisions. If they did not, provide a response for why.

Each phase of engagement influenced the design iterations of this development. Comments are generally categorized and reviewed for common themes. Efforts were made to reflect the comments in the design outcomes or at least identify as to why certain elements were not possible due to other functional requirements or project limitations. Boards at the final session in October were created specifically to show how "incorporating your feedback"

- Refined the green space to include moveable seating, deciduous canopy trees and a long, integrated public bench along 37th Street N.W

- Refined the plaza to include integrated bench-style seating with lighting, landscaping beds and a community garden

- Achieved required parking on the site

- Maintained City Council directed response times for the Calgary Fire Department

-Conducted a traffic study

-Maintained the Household Hazardous Waste drop-off

-Clad the exterior brick to reference a historic connection to fire station

-Maintained the building setback to minimize impact on 37th Street N.W.

-Located the amenities to be easily accessible from the shared lobby

-Reduced the building height from seven to six storeys

These among many other general comments that were considered and incorporated throughout the design phases.

How did you close the loop with stakeholders? Provide a summary of how you shared outreach outcomes and final project decisions with the stakeholders that participated in your outreach. (Please include any reports or supplementary materials as attachments)

What We Heard reports were completed and posted along with all materials/boards utilized at sessions online at on the Calgary.ca webpage as well as on the engage portal page engage@calgary.ca/varsity. All results, information, reporting and processes, including full verbatim are summarized on these pages. There was also a mail out list created and information/updates to all who had signed up for this.

Applicant Outreach Summary

Phase 1 Summary



Varsity Multi-service Redevelopment

Report Back // What we heard and next steps
Land Use Re-designation January 2018

Project overview

Fire stations in Calgary have traditionally been planned and developed using a single use model which caters primarily to the performance requirements of the Calgary Fire Department.

In 2015, Calgary City Council directed Administration to move to a coordinated approach for planning and delivering civic facilities that optimizes the use of City-owned land and better serves the community.

The result of this direction is the Integrated Civic Facilities Planning (ICFP) Program. ICFP ensures City sites, where possible, are built with multiple purposes in mind, rather than single use sites. This approach enables greater consistency and accountability while increasing efficiencies, partnerships, innovation and investment.

Varsity Fire Station #17 is at the end of its lifecycle and a new station is required to meet the increasing needs of a growing and redeveloping community. This provides the opportunity to develop a comprehensive integrated redevelopment plan for the site that aligns with Council's direction and the mandate of the ICFP Program.

In addition to the new fire station, the proposed redevelopment includes an affordable housing development and the potential for other services to be offered on the site.

Engagement overview

The first phase of engagement was focused on the proposed land use re-designation for the current site. Currently, the site is for emergency services. The proposed land use re-designation would include a residential component as well as other potential services or amenities in addition to the fire station.

On Wednesday, January 24, 2018, a session was held for adjacent property owners from 5:30-8 p.m. which was attended by 45 participants. Following this session, a drop-in session was held on Wednesday, January 31, 2018 from 5-8 p.m., which was advertised to all Varsity residents. There were 95 attendees of which 35 completed feedback forms. An online feedback form was available online from February 2 – 16, 2018 and an additional 175 forms were completed through this channel.

What we asked

We asked the participants:

- What other types of services they would like to see in this space
- What community space could be used for in this facility
- Any concerns or opportunities that they would like the project team to be aware of

Applicant Outreach Summary



Varsity Multi-service Redevelopment

Report Back // What we heard and next steps
Land Use Re-designation January 2018

What we heard

Feedback is based on both the in-person sessions and online feedback form. There are four high-level themes that came out of the discussions and comments:

- Project site
 - Potential amenities or services
 - Traffic
 - Design elements along with other general comments about the project
-
- For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.
 - For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

- All the comments received from the engagement sessions in January and from the online portal have been categorized and are being reviewed in detail. Input received which was not strictly related to land use will be taken into consideration for future work regarding building and site design
- An application for land use re-designation of the site is expected to be submitted in June 2018
- No decisions have been made on building design as this stage of work is yet to be undertaken
- Further input will be solicited once the building and site design is underway. There will be additional opportunities for engagement throughout the project
- Regular project updates will be made available on calgary.ca/varsity

Applicant Outreach Summary**Varsity Multi-service Redevelopment**

Report Back // What we heard and next steps
Land Use Re-designation January 2018

Summary of Input**Phase I – Land Use Re-designation**

This first phase of the project was to gather feedback about the proposed land use re-designation application as well as what potential services could be included. The proposed re-designation would include emergency services, other potential services or amenities (for example, a daycare) as well as a residential component to the site.

The feedback and high-level themes listed below came from two in-person sessions, emails to the project team and an online engagement tool. The in-person sessions were held on January 24, 2018 (for adjacent property owners) and January 31, 2018 (entire community) and the online component was open from February 2 to 16, 2018. The verbatim comments are listed out after the theme pages(s).

There are four high-level themes that came out of the discussions and comments. The first is related to the site itself, the second is around potential amenities or services, the third theme highlights traffic comments and the last theme includes more comments related to design elements along with other general comments regarding the project.

Site Comments and concerns	Sample verbatim comments (comments listed below are as they were received during the engagement)
There are five sub-themes: Fire Station access, noise/lights, property values, density and the cost of the project. The verbatim comments included in here reflect the general sub-themes.	<ul style="list-style-type: none"> Concern with multi-family on housing prices - a lot of multi-family coming in market and density and the impact of property values and traffic on 37th St Will there be a change to response time in the construction interm? Technology to determine proximity to cars for the fire trucks to initiate sirens? ...The University District development has pushed densification into unreasonable territory. This site, first and foremost, must be a functioning fire station and any design must not impede the effectiveness of the fire hall. Having a community meeting space like Rocky Ridge and Tuscany stations would be useful so long as it does not interfere with the operations of the hall. With regard to the subsidized housing, could a developer be brought on to build a P3 development?
Services and / or Amenities comments	Sample verbatim comments
There are four main sub-themes surrounding the amenities: First and predominantly, some form of	<ul style="list-style-type: none"> Will Vecova be moved to this site with the City not renewing the Lease Concerns with university district (2000+) residents coming to area and not enough facilities/amenities for young families

3/21

Applicant Outreach Summary



Varsity Multi-service Redevelopment

Report Back // What we heard and next steps
Land Use Re-designation January 2018

recreational/greenspace component along with daycare space was highlighted by participants as being very important to them. Secondly, comments about the household waste drop off were brought forward. Third are comments related to Vecova and lastly some general comments about other amenities that could be offered on the site.	<ul style="list-style-type: none"> • Appreciative that no firm plans are in place yet, and that our input will be (hopefully) considered. Though of aptmt development? Hopefully, not a "tower". Commercial development / coffee shop / child care / meeting rooms on main floor? • Please keep the hazardous waste drop off. The current service is very handy
Traffic related comments and concerns	Sample verbatim comments
There are five sub-themes for traffic and related comments. First, comments directly related to 37 th St. Second, comments related to access onto 32 nd Ave/36 th St extension. The third sub-theme contains comments related to safety. Fourth are comments related to traffic study(ies) and lastly an 'other' column for general traffic related items.	<ul style="list-style-type: none"> • Preferable to have access remain on 32nd Ave • Concern with the playground zone • Traffic concerns on 37 Street. Changing access to fire station to come in from 37 St would greatly impact traffic. • Has The City conducted a transportation analysis? • Parking in the area is already appalling, need to ensure appropriate amounts are added.
Other comments and concerns	Sample verbatim comments
This theme was generally for comments not necessarily related to the proposed land use designation change and were more related to potential design elements that will be engaged on later in 2018. The themes here focus on: First, the location of the proposed residential units. Secondly, around	<ul style="list-style-type: none"> • There are no schools within walking distance • University district should have been in play with affordable housing • Affordable housing for disabled persons/persons in wheelchairs • Does The City have any statistical data on other housing units in the city and impact of higher density on location? • Looks good. Like the concepts. But... couldn't you have some real designs and prototypes at these engagements!?!? • The process must be fully transparent and conducted in accordance with prudent planning principles having regard to
transparency and engagement. Thirdly, around school related concerns and lastly around other general comments.	the fact that The City is the owner of the lands as well as the applicant for the redevelopment as well as the approving authority.

Applicant Outreach Summary

Phase 2 Summary



Varsity Multi-Service Redevelopment

Report Back // What we heard and next steps
Design Concept February 2019

Project overview

Fire stations in Calgary have traditionally been planned and developed using a single use model which caters primarily to the performance requirements of the Calgary Fire Department.

In 2015, Calgary City Council directed Administration to move to a coordinated approach for planning and delivering civic facilities that optimizes the use of City-owned land and better serves the community.

The result of this direction is the Integrated Civic Facilities Planning (ICFP) Program. ICFP ensures City sites, where possible, are built with multiple purposes in mind, rather than single use sites. This approach enables greater consistency and accountability while increasing efficiencies, partnerships, innovation and investment.

Varsity Fire Station #17 is at the end of its lifecycle and a new station is required to meet the increasing needs of a growing and redeveloping community. This provides the opportunity to develop a comprehensive integrated redevelopment plan for the site that aligns with Council's direction and the mandate of the ICFP Program.

In addition to the new fire station, the proposed redevelopment includes an affordable housing development and the potential for other services to be offered on the site.

Engagement overview

This phase of engagement was focused on the design for the new site, located immediately north of the current fire station. This engagement also contained a report back and showed the progress of the design process by the project. On Thursday February 7, 2019, we had a drop-in session from 5-8 p.m. which was open to all Varsity residents. This session was attended by 55 people. A second drop-in session was held Saturday February 9, 2019, from 11 a.m. – 2 p.m. which was attended by approximately 45 people. An online feedback form was available from February 7 – 24, 2019 and an additional 136 forms were completed through this channel.

What we asked

We asked the participants:

- How do you see yourself using this community greenspace? Why?
- What type of lighting would you like to see in the greenspace? Why?
- What type of seating would you like to see in the greenspace? Why?
- Regarding the Fire Station – What aspects of the examples do you like? Why?
- Calgary Housing – What aspects of the examples do you like? Why?
- Project Design – What are the aspects of the design you like? Why?
- What improvements would you like us to consider?

Applicant Outreach Summary



Varsity Multi-Service Redevelopment

Report Back // What we heard and next steps
Design Concept February 2019

What we heard

Feedback is based on both the in-person sessions and online feedback form on the design aspects. There are some high-level themes that came out of the discussions and comments related to the project design:

- The preference for the Fire Station is a brick/traditional exterior
- The greenspace is seen as a potential gathering space for contemplative and unstructured activities.
- Participants would prefer to see an integrated seating style used at the site.
- Generally participants want to see good design of the facility to mesh with the community

For a detailed summary of the input that was provided, please see the [Summary of Input](#) section.

For a verbatim listing of all the input that was provided, please see the [Verbatim Responses](#) section.

Next steps

- All the comments received from the engagement sessions in February and from the online portal have been categorized and are being reviewed in detail.
- An application for land use re-designation and development permit of the site is expected to be submitted in Q2/2019
- Regular project updates will be made available on calgary.ca/varsity

Applicant Outreach Summary**Varsity Multi-Service Redevelopment**

Report Back // What we heard and next steps
Design Concept February 2019

Summary of Input**Phase II – Design Concept**

This phase of the project was to gather feedback about the proposed design elements and to report on what work had been done to arrive at the design.

The feedback and high-level themes listed below came from two in-person sessions, emails to the project team and an online engagement tool. The in-person sessions were held on February 7 and February 9, 2019 and the online component was open from February 7 to 24, 2019. The verbatim comments are listed out after the theme pages(s). The following top themes and subthemes emerged from the data: This information is not statistically representative. These graphs are a snapshot of the over 400 pieces of feedback shared online and in person events. One comment could also be represented in numerous themes as well.

There are four high-level themes that came out of the discussions and comments. The first is related to the site itself, the second is around potential amenities or services, the third theme highlights traffic comments and the last theme includes more comments related to design elements along with other general comments regarding the project.

Project Design Aspects	Sample verbatim comments (comments listed below are as they were received during the engagement)
There are three focus areas for this theme: Fire Station Design, Calgary Housing design the overall project design. Here, the focus is on the facility envelope and the overall design.	<ul style="list-style-type: none"> The brick faced examples are more in keeping with the adjacent community and project a sense of permanence. This is an established older neighbourhood. Even the most modern condos that are being built two blocks to the west aren't remotely as modern as these options. It will stick out like a sore thumb. Not impressed. I don't like the concept of mixed use for a fire station.
Greenspace	Sample verbatim comments
There are three main topic areas: Greenspace Lighting, Use and Seating. In these, participants focused on more ambient lighting, integrated seating and the greenspace to accommodate being a gathering place while incorporating both quiet areas as well as play areas for children.	<ul style="list-style-type: none"> Would love to see these facilities more than one purpose. Would also love to see the firefighters out interacting with the kids. After a fire on our street the firefighters had a water fight with our kids and it was a highlight of their summer after a negative experience with the fire. community garden allocation would build connections for new residents faster. Healthy and a great stress reliever I think the flexible would require too much maintenance. The social is too rigid particularly as sunlight, wind changes throughout the day. The integrated would accommodate more people, more spaces to congregate.

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Applicant Outreach Summary**Varsity Multi-Service Redevelopment**

Report Back // What we heard and next steps
Design Concept February 2019

	<ul style="list-style-type: none"> We need to consider house around as well as nocturnal animals.
Additional improvements to consider	Sample verbatim comments
There were a few suggestions regarding additional improvements. The top sub-themes were related to the site layout, traffic and the remaining site the current station is on.	<ul style="list-style-type: none"> Community garden? In creating housing reserve some that pensioners - regular pensioners can afford Make sure there are lots of trees to provide shade. Make sure the access to the station and waste drop off is convenient from all directions. Make sure there is enough unrestricted parking if someone wanted to come and spend time in the green space/playground. Any plan to erect sound barriers along 37th St, & 32nd ave because of increase traffic?
Other comments and concerns	Sample verbatim comments
This theme was generally for comments not necessarily related to the design elements. The themes here focus on: First, the location of the proposed residential units and their proximity to schools. Thirdly, around other general comments.	<ul style="list-style-type: none"> There are no schools within walking distance mixed income communities provide for staff for lower paid jobs - retail, hospitality, child care, babysitting Put both N & S Bike Lanes on the same side of the street (preferably the East side - This makes bike-lane plowing easier and more cost effective. 32nd/37 st intersection look at a drop down barrier similar to 16 ave/19 st NW Fire Stn exiting onto 16th ave instead of potential traffic light. We don't need another traffic light onj 32nd ave

Applicant Outreach Summary



Varsity Multi-Service Redevelopment

Report Back // What we heard and next steps
Design Concept February 2019

Summary of Online Survey



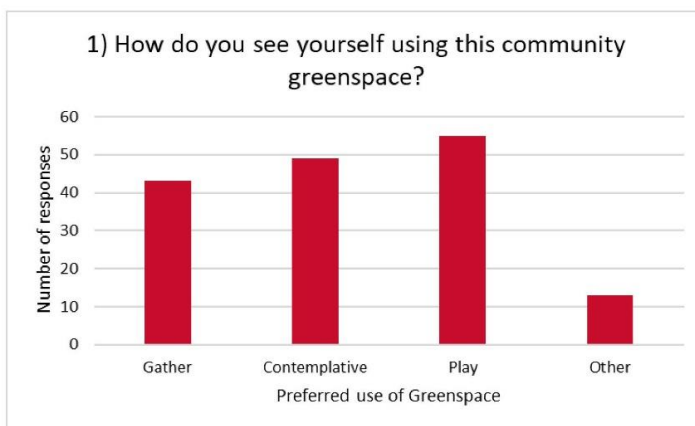
Gather



Contemplative



Play



Applicant Outreach Summary



Varsity Multi-Service Redevelopment

Report Back // What we heard and next steps
Design Concept February 2019



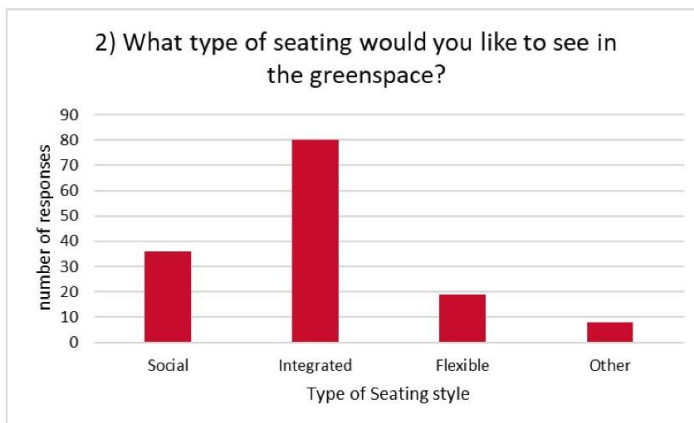
Social



Integrated



Flexible



Applicant Outreach Summary



Varsity Multi-Service Redevelopment

Report Back // What we heard and next steps
Design Concept February 2019



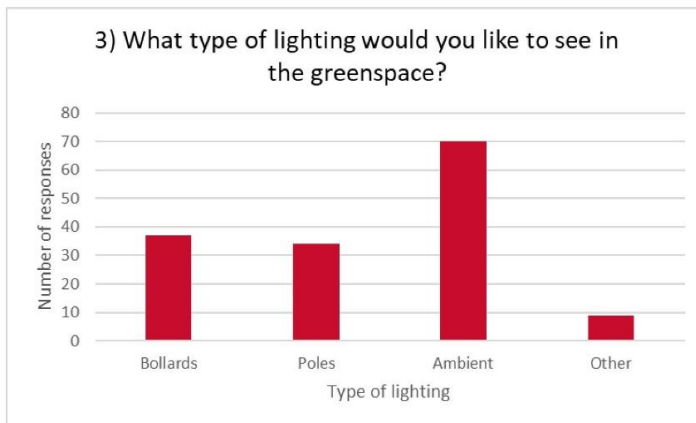
Bollards



Poles



Ambient



Applicant Outreach Summary

Phase 3 Summary

Varsity Multi- Service Redevelopment – proposed redevelopment of the #17 Fire Station in Varsity

-Oct.17th Information session summary -

Event Info: On October 17th, 2019 we held an information session regarding the redevelopment of a multi-service facility that includes the redevelopment of the Fire Station 17 and units for Calgary Housing. This is part of ongoing process by The City to plan and build more multi-service facilities, making services more accessible and convenient, while reducing cost for land, space and building systems.

The session was designed as an information session to show the public where we were at with a current design processes in the submittal for DP application. Although we anticipate no significant changes to the current design it will be subject to the review process and potential recommended alterations. The purpose of the session was to developed to “tell the story” of how we got to this point of design working through a process which incorporates and reflects public input, functional requirements, bylaws/codes and good design principles. This session was a wrap up which allowed the public to review the progression followed and changes made throughout the process that reflected the input received from previous engagement on desirable design options and neighbourhood look, feel and function.

“How the facility would best integrate and provide services to this community and area?”

Current Design Summary: The design of the new multi-service facility supports several mixed-use programs and connects to the community with public outdoor amenities such as green space, a public plaza and seating. The architecture emphasizes these unique spaces and places through a dynamic form that houses the fire station, commercial space, meeting rooms, potential community room and the shared lobby. The exterior is clad in brick and references the historic iconography of fire stations. The design of the facility provides views into the fire station, the lobby, commercial space and offices, to celebrate each program and connect to the community. Set on top of the building, the four storey multi-family residential units will feature a consistent material on the exterior and will highlight each family home with a private balcony. Reflecting 37th Street N.W.’s park-like quality, the green space and public plaza is a large public amenity that includes community gardens, green grass areas, integrated benching and large canopy trees. The parkette allows for leisurely activities, gardening, seating and play spaces for the community and the building’s residents.

Results and Attendance: The session was attended by ~64 participants and the majority of responses received in person or from the feedback forms completed reflected a positive response to both the current design presented and to the process that was followed in reaching this stage. Some participants who attended did come with some inquiries over traffic and access but stated that questions were answered and addressed to a satisfactory level with the information provided. All information and boards utilized at this session were also posted for the public online on both the engage portal page (engage.calgary.ca/varsity) and on the Calgary.ca webpage.

Community Association Letter



August 20, 2020

The City of Calgary/Mail Code: #8076
Floor 5, 800 Macleod Trail S.E.
P.O. Box 2100, Station M
Calgary, AB T2P 2M5

Attention: Calgary Planning Commission

Dear Commissioners:

Re: Varsity Community Association Comments on DP2019-6254

The community has offered comments related to the broad proposal associated with both the concept plan and the proposed land use redesignations in January, May of 2020 and again in August of 2020 with the parallel land use application before CPC and City Council. The following comments are based on the Detailed Team Review #1 and # 2 of the development permit application and the subsequent applicant response of June 11, 2020.

The community has voiced its concerns about access onto 37th St for emergency vehicles and continues to recommend emergency vehicle access be primarily focused on 32nd Ave as is presently the case. Its second major issue revolves around placing 48 families above an active fire hall in basically what is a sea of asphalt. While this combination may have occurred in isolated instances elsewhere, there are simpler and more satisfactory solutions that would create a pleasant residential environment rather than an institutional one.

The first impression of the structure is that it is a massive dark block that is overwhelming for the site. The blacks and charcoals might be appropriate in some areas, but most buildings on University Research Park have a lighter feel, in terms of colour, detailing of the vertical planes, and the surrounding landscaping. The combination of asphalt required for parking, and for fire department movements is truly overwhelming and the breaking up of the combined uses into separate buildings, while not reducing the amount of asphalt, would split it up into two smaller "packages". The UDRP comments of July 2019 state "...excessive surface parking..." has not been addressed and perhaps the breaking up of the required parking for the fire hall and for the residential project might reduce the visual impact.

The office uses appear to be on levels 1 and 2 whereas bylaw requirements suggest they should be

Community Association Letter

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on the main floor. The amount of commercial space originally exceeded the 300 m² of the bylaw requirement by almost 2.5 times, but in the memo of June 11 the applicant has reduced the commercial space down to 170.59 m² of "corporate accommodation". The identification of multi-residential uses on the first two floors appears to be misleading as it appears it is storage space (DP-201). The other spaces on the floor appear to be more related to fire personal. Level 2 appears to contain dorms and child-care (DP 202) but DP-001 indicates multi-residential and shared spaces. DP-203 and 204 show multi-residential for the next two levels. Is it appropriate to assume the next two levels up are identical to the first two residential units? How many 1, 2- and 3-bedroom units are there? How many handicapped accessible units are there?

The parking provisions as listed show no visitor parking for the residents. It is assumed these residents will have visitors, either from agencies, friends or family coming over, but there is no place to park. A re-allocation of staff parking may be appropriate. Provision of handicapped stalls are well located beside the building, but the allocation for residential stalls (DP 100) only shows 2 handicapped stalls, which are not as well located as others on site.

The UDRP report raises the issue of 37th St. numerous times. It suggests the edge conditions are negatively impacted by vehicular considerations. The applicant response has not addressed the primary concern of vehicles coming onto 37th St. which UDRP describes as a residential streetscape and not a highly urban street condition. The report goes on to describe the pedestrian and bike connects of 37th St and the basic incompatibility of allowing extensive vehicle access to the street and this context results in the "...greatest impact on the street edge...". The access to 37th St indicates two driveways. It also appears that the approach to the fire hall bays would also have direct access (T-105 and 106), with the removal of the sidewalk presently in place. Given 37th is indeed a pedestrian and bike route, elimination of the sidewalk and presumably the bike lane to accommodate the fire trucks will cause ripple effects on these modes of transportation. This is why the community continues to argue fire access should remain on 32nd Ave.

DP-110 shows the outdoor space for the childcare. It appears that the planter system blocks access to the western component of the artificial turf...how can you access this second space? Secondly, what other surfaces are commonly used for childcare spaces...artificial turf might be safe for older children, but it may produce some severe scrapes and burns for overactive kids.

The site grading plan ((C-2) shows a 2 m slope in grade coming off the elevated play area. How will runoff be accommodated? The landscaping plan (L-01) appears generous in numbers, but it may not soften the bulk of the building. Are there other ways to incorporate additional soft landscaping on the west facing side of the structure?

The DP-E-1.02 drawing shows the illumination plan with 20' high masts for exterior lighting. How will that lighting system impact the affordable housing residents and how much will it impact residents to the west? Lastly, drawing T105 shows an ambulance going into another structure away from the main building. What is that second structure?

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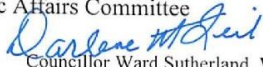
Community Association Letter

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The community association would request the Approving Authority table the development permit application until such time as the concept plan and land use issues have been resolved.

Yours truly,

Darlene Feil, Chair
Varsity Community Association
Civic Affairs Committee



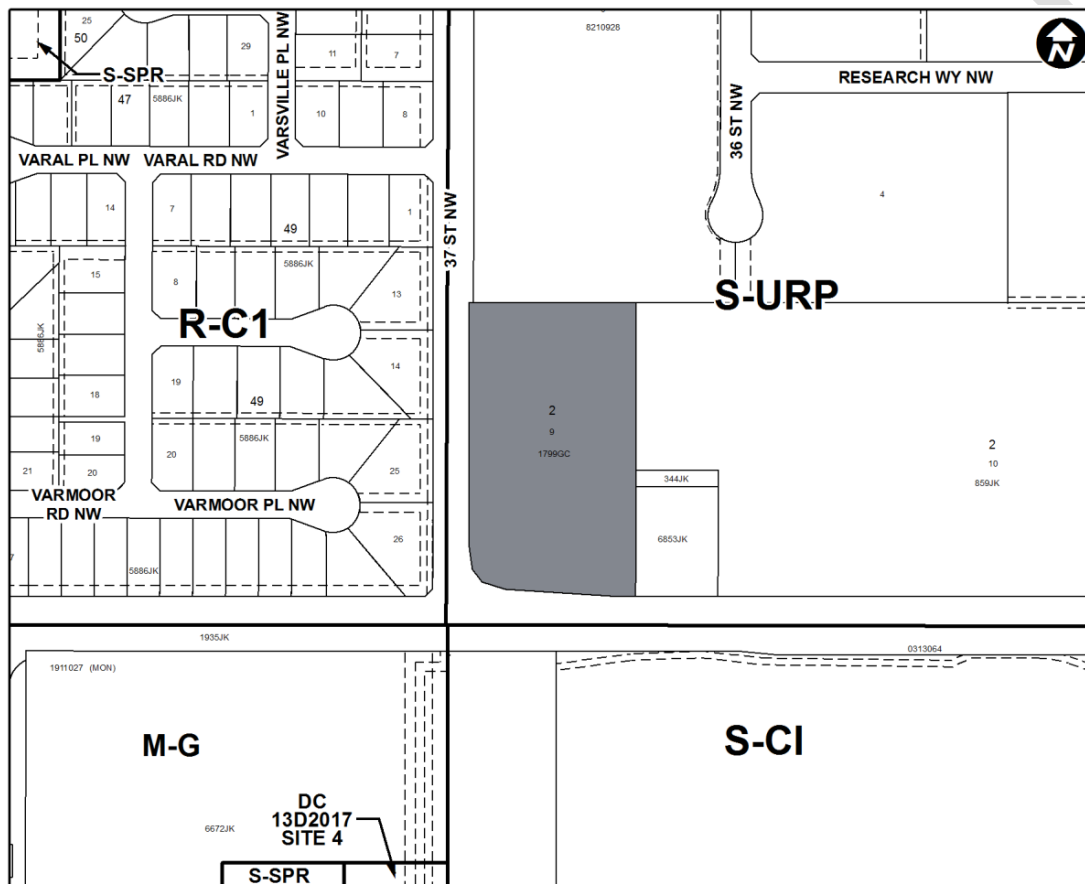
- cc. Councillor Ward Sutherland, Ward 1 (by email)
- cc. Councillor Druh Farrell - Ward 7 (by email)
- cc. Ms. Courtney Stengel, City of Calgary (by email)
- cc. Mr. Roy Wright, Roan Consulting (by email)
- cc. Mr. Mac Logan, Maplehawk Consulting (by email)
- cc. Mr. Robert A. Benson, VCA (by email)

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Proposed DC Direct Control District

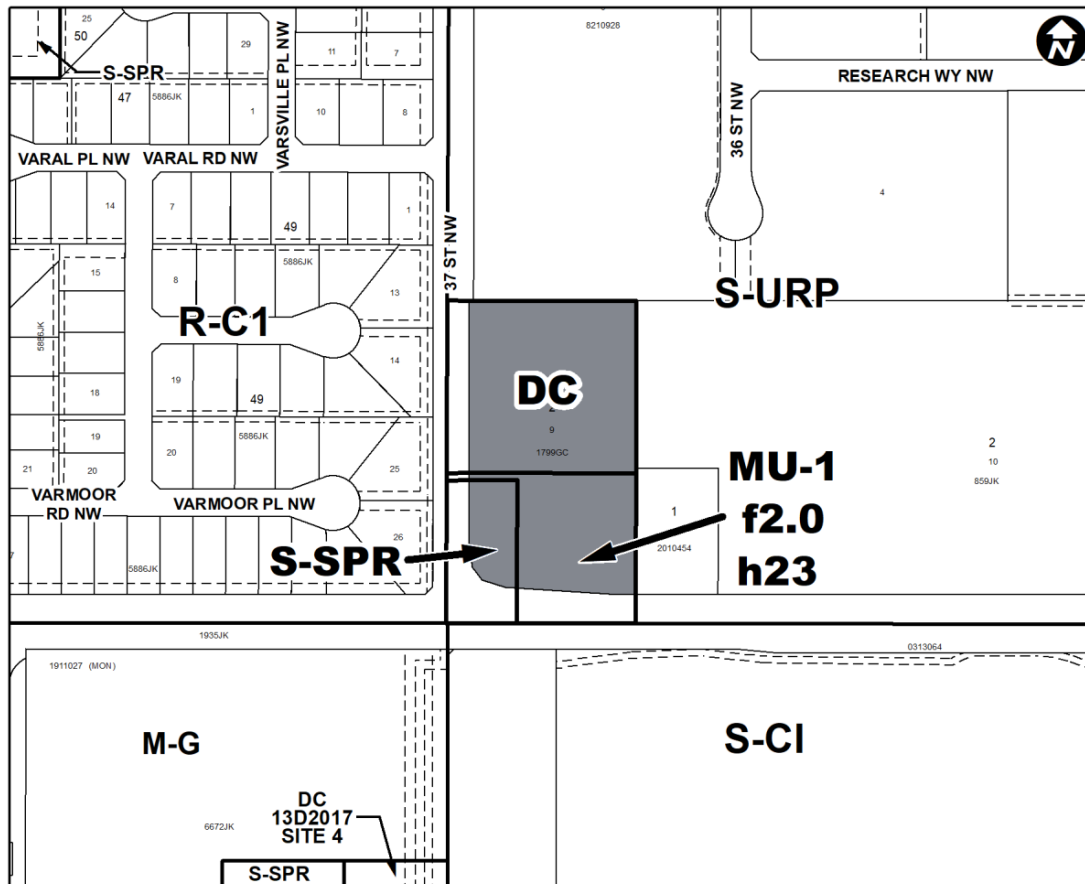
- The Land Use Bylaw, being Bylaw 1P2007 of the City of Calgary, is hereby amended by deleting that portion of the Land Use District Map shown as shaded on Schedule "A" to this Bylaw and substituting therefor that portion of the Land Use District Map shown as shaded on Schedule "B" to this Bylaw, including any land use designation, or specific land uses and development guidelines contained in the said Schedule "B".

SCHEDULE A



Proposed DC Direct Control District

SCHEDULE B



DIRECT CONTROL DISTRICT

Purpose

1 This Direct Control District Bylaw is intended to:

- (a) enable a mix of protective and emergency services with residential and support commercial uses; and
- (b) create a built form where all uses may be integrated within a building.

Compliance with Bylaw 1P2007

2 Unless otherwise specified, the rules and provisions of Parts 1, 2, 3 and 4 of Bylaw 1P2007 apply to this Direct Control District Bylaw.

Reference to Bylaw 1P2007

3 Within this Direct Control District Bylaw, a reference to a section of Bylaw 1P2007 is deemed to be a reference to the section as amended from time to time.

Proposed DC Direct Control District

Permitted Uses

- 4 The **permitted uses** of the Multi-Residential – Medium Profile Support Commercial (M-X2) District of Bylaw 1P2007 are the **permitted uses** in this Direct Control District.

Discretionary Uses

- 5 The **discretionary uses** of the Multi-Residential – Medium Profile Support Commercial (M-X2) District of Bylaw 1P2007 are the **discretionary uses** in this Direct Control District.

Bylaw 1P2007 District Rules

- 6 Unless otherwise specified, the rules of the Multi-Residential – Medium Profile Support Commercial (M-X2) District of Bylaw 1P2007 apply in this Direct Control District.

Floor Area Ratio

- 7 The maximum **floor area ratio** is 1.0.

Density

- 8 There is no minimum **density** within this Direct Control District.

Building Height

- 9 The maximum **building height** is 23.0 metres.

Rules for Commercial Multi-Residential Uses

- 10 (1) **Commercial multi-residential uses** must:
- (a) be located on the two floors closest to **grade** of a **main residential building**;
 - (b) be contained completely within the **building** with the exception of **Outdoor Café uses**; and
 - (c) not be located above any **Dwelling Unit**.
- (2) The maximum **use area** for each **commercial multi-residential use** is 300.0 square metres.
- (3) Parking areas for **commercial multi-residential uses** must:
- (a) provide pedestrian access to the **commercial multi-residential uses**; and
 - (b) be located a minimum distance of 5.0 metres from a **parcel** designated as a **low density residential district**, in the case of a surface parking area.

Proposed DC Direct Control District

Amenity Space

- 11 (1) **Amenity space** may be provided as **common amenity space**, **private amenity space** or a combination of both.
- (2) The required minimum **amenity space** is 5.0 square metres per **unit**.
- (3) When the **private amenity space** provided is 5.0 square metres or less per **unit**, that specific area will be included to satisfy the **amenity space** requirement.
- (4) When the **private amenity space** exceeds 5.0 square metres per **unit**, only 5.0 square metres per **unit** must be included to satisfy the **amenity space** requirement.
- (5) Where a **patio** is located within 4.0 metres of a **lane** or another **parcel**, it must be **screened**.
- (6) **Private amenity space** must be in the form of a **balcony**, **deck** or **patio**.
- (7) **Common amenity space**:
- (a) may be provided as **common amenity space – indoors** and as **common amenity space – outdoors**;
 - (b) must be accessible from all the **units**;
 - (c) must have a contiguous area of not less than 30.0 square metres; and
 - (d) must not be located in a required **setback area**.
- (8) **Common amenity space – outdoors**:
- (a) must provide a **balcony**, **deck** or **patio** and at least one of the following as permanent features:
 - (i) a barbeque; or
 - (ii) seating; and
 - (b) must be used in the calculation of the required **landscaped area**.

Relaxations

- 12 The **Development Authority** may relax the rules contained in Sections 6, 9, 10 and 11 of this Direct Control District Bylaw in accordance with Sections 31 and 36 of Bylaw 1P2007.